



Village of Arlington Heights
Conceptual Plan Review Committee
Virtual Meeting
January 13, 2021
7:00 PM

I. CALL TO ORDER

- A. In response to the COVID-19 pandemic, this 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/3rV3mGP>

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 January 13, 2021.

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. 703-723 W. Algonquin Rd. - 10/14/20

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. Ridgeline Distribution Center - Northeast Corner of Wilke & Dundee Rd. - T1713
PUD Amendment, Rezoning from B-3 to M-1, Comp Plan Amendment, Resubdivision, Variations
- B. Chiropractor Office - 1650 S. Arlington Heights Rd. - T1725
Rezoning from R-1 to O-T, Planned Unit Development

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
1/13/2021**

Item: 703-723 W. Algonquin Rd - 10/14/20

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
703-723 W. Algonquin Rd - 10/14/20	Minutes

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL VIRTUALLY ON:

October 14, 2020

Project Title: 703-709 W Algonquin Rd. PUD Amendment

Address: 703-709 and 713-723 W. Algonquin Rd.
Arlington Heights, IL 60005

Petitioner: Mike Wauterlek
Hamilton Partners

Address: 300 Park Blvd Suite 201
Itasca, IL 60143-2636

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.

Attendees: Mike Wauterlek, Hamilton Partners
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

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.

Meeting Discussion:

Mr. Wauterlek thanked the Conceptual Plan Review Committee for the opportunity to appear for discussion. He explained that the Phase I building shell was completed last spring and they had landed two tenants, leaving an approximately 50,000 square foot vacant space within the building. They have identified a tenant for that space, who hopes to occupy the building by early 2021. They would also like to expand that space by an additional 50,000 square feet, which would be constructed and completed during fall of 2021. The western side of this overall 100,000 tenant space would have truck docking and loading doors, and the south side of the building would have docking and loading doors for vans. The south side of the site would be used for the tenants' truck and van storage area, which would also include an accessory building for vehicle maintenance and repairs.

Mr. Hubbard stated that in early 2018, the approximately 15.4 acre property was approved for a two phased PUD to allow a warehouse and distribution facility. The first phase involved an approximately 138,500 square foot building, and the second phase was to be an addition to that building, which would bring the final development size to approximately 331,000 square feet. The Phase I building was completed in 2019 and currently has two tenants. The vacant space within the building is about 54,000 square feet, and there is an interested tenant who needs around 108,000 square feet of space. To accommodate for this tenant, the petitioner has proposed the building addition mentioned this evening.

The proposed building addition represents a departure from the previously approved Phase II building addition as it is smaller and involves van and truck/trailer storage at the southern end of the site. This type of vehicle storage was not contemplated in the original approval, and a PUD amendment is required. The proposed distribution use is permitted within the M-2 district.

Mr. Hubbard shared the approved Phase II plans and the proposed modifications, and outlined the changes between the two. The approved Phase II building addition was larger with less parking and storage areas and the proposed modifications involved a smaller building addition but larger parking field at the south of the site. A proposed vehicle maintenance building would be located on the south of the site, and staff wanted to see additional details on how this building would be used. Vehicle service and maintenance activities are required to occur within a completely enclosed building, per the M-2 District regulations. He stated that during the original PUD approval, there had been a lot of discussion on the shared access drive located between the subject property and the Weber facility abutting the site to the west. Staff wanted to make sure that the proposed modifications to the PUD did not create an adverse impact to this drive aisle. Preliminary indications showed that during peak times there would be less overall truck traffic with the proposed PUD amendment in comparison to the projected truck traffic associated with the original PUD approval, although there would be more non-truck traffic. A detailed traffic and parking study will be required.

It is expected that the proposed architecture will be compatible with the original Design Commission approval, however, elevations will be required to verify. In sum, staff believed that the most important item with regards to this application will be the traffic and impacts to the shared access drive. All improvements would need to be located outside of the shared access drive, and truck staging and turning will not be allowed to have an adverse impact on the access drive. The petitioner and staff will need to work on appropriate screening for the southern truck storage area.

Commissioner Sigalos asked about vehicle maintenance and repairs.

Mr. Wauterlek replied that he did not know the specifics of the repair activities that would occur, but stated that they intention was for all activities to occur inside of the maintenance building.

Commissioner Sigalos asked is the proposed vehicles would be smaller than the vehicles originally intended for the full Phase II buildout.

Mr. Wauterlek responded that there would be less truck traffic in the current proposal than anticipated in the existing approval. The reduction in heavy truck traffic will be one of the biggest benefits of this project, which will result in less heavy trucks on the roads and damage to community infrastructure. There will still be heavy trucks involved in the use of the site, but the majority of traffic will be vans and cars.

Commissioner Sigalos said he thought this would be a great use and encouraged the petitioner to move forward with a Plan Commission application.

Commissioner Green stated that he had liked this project when originally approved, and the proposed modification, which showed a smaller building, was an improvement. He recalled the discussion on the shared access easement, and with less building and less anticipated heavy truck traffic, he thought this would be an improvement. He did not have an issue with truck maintenance, provided it occurred within the building.

Commissioner Green opened the floor for public comment.

Ms. Charlton introduced herself as the Assistant Public Works Director for the City of Rolling Meadows and stated that she's been with the Village of Rolling Meadows for just over a year and had not been involved in the previous approval although she was aware of some of the history. She thought the project looked good as based on the discussion this evening, but wanted the opportunity to review the traffic and parking study when it was complete and available for review. She recommended a meeting between both the Village and The City of Rolling Meadows to discuss the Inter-Governmental Agreement (IGA) with regards to Meijer Drive and its ownership and maintenance moving forward. While the decrease in heavy truck traffic discussed this evening appeared to be an improvement, the City of Rolling Meadows believed that the overall development was more dense and a higher intensity use than contemplated in the 2002 IGA.

RECOMMENDATION

The Conceptual Plan Review Committee expressed support for the project and advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder



Conceptual Plan Review Committee
1/13/2021

Item: Ridgeline Distribution Center - NEC of Wilke & Dundee Rd. - T1713

Department: Planning & Community Development

Requested Action

1. Amendment to PUD Ordinance numbers 99-031, 07-072, and 09-041 to allow modifications to the approved development plan.
2. Preliminary and Final Plat of Subdivision approval to re-subdivide the subject property into three lots.
3. Rezoning of the Ridgeline lot from the B-3 District to the M-1 District, and a portion of the Rohrman lots from M-1 District to B-3 District.
4. Amendment to the Comprehensive Plan to reclassify the Ridgeline lot from "Commercial" to "R&D, Mfg., Warehousing."

Variations Required

1. Variation to Chapter 28 of the Municipal Code, Section 10.2-9, Access, to allow tandem parking spaces on the Lexus lot.
2. Additional Variations may be identified upon submittal of a formal Plan Commission application.

Recommendation

—
The Staff Development Committee (SDC) reviewed the proposed amendment to PUD Ordinance numbers 99-031, 07-072, and 09-041 to allow modifications to the approved development plan, Plat of Subdivision approval to re-subdivide the subject property into three lots, rezoning from the M-1 District to the B-3 District and from the B-3 District to the M-1 District, Comprehensive Plan Amendment, and the following variation from Chapter 28 of the Municipal Code:

- Section 10.2-9, Access, to allow tandem parking spaces.

The SDC is generally supportive of the application and requests the petitioner address the following items as part of their Plan Commission application:

1. For any requested variation, the petitioner shall provide a written response to each of the four hardship criteria necessary for variation approval, which have been included below:

- The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
- The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
- The proposed variation is in harmony with the spirit and intent of this Chapter.
- The variance requested is the minimum variance necessary to allow reasonable use of the property.

2. The previously discussed modifications to the Rohrman lots, along with any additional changes to the Rohrman lots as a result of the newly reconfigured subdivision, shall be combined within the forthcoming PUD amendment application from Ridgeline.

3. A detailed traffic and parking study from a Certified Traffic Engineer shall be required, which must assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. The study shall also analyze if an additional signal is warranted along West Dundee Road, aligning with the Napleton entrance drive to the south. If warranted, the developer shall contribute towards the cost and maintenance of said signal and shall modify the site plan as necessary to allow for full access.

4. All site access and circulation must be evaluated and additional onsite improvements/modifications may be required. Improvements to the Wilke Road and Kennicott Avenue public Right-of-Way to install turn lanes may also be required.

5. Petitioner shall analyze all existing and previously required cross access easements and verify if the required easements were established, are still necessary, or need adjustments given the reconfigured site layout and adjusted lot lines.

6. A Design Commission application shall be required.

7. A code compliant landscape plan and photometric plan shall be required. Dense landscape screening of the truck loading areas, trailer parking areas, and along the abutting Right-of-Ways shall be required. A combination of berming and layered landscaping, including evergreens for year-round screening, should be implemented adjacent to the trailer parking area.

8. Onsite stormwater detention will be required and shall comply with all Village and MWRD standards, including volume control.

9. The structural integrity of the existing underground detention near Industrial Building 1 shall be evaluated to ensure it can withstand the weight of fully loaded trucks.

10. A public sanitary sewer main extension may be required from the existing lift station at the corner of Wilke Road and Dundee Road north along Wilke Road to serve the new buildings, and the developer will be responsible for any needed upgrades to the existing lift station to accommodate for the increase service load.

11. An Onsite Utility Maintenance Agreement (OUMA) shall be required for all onsite utilities.

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

13. 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

Conceptual Subdivision

Site Plan & Elevations

Type

Board or Commission Report

Exhibits

Correspondence

Exhibits

Exhibits



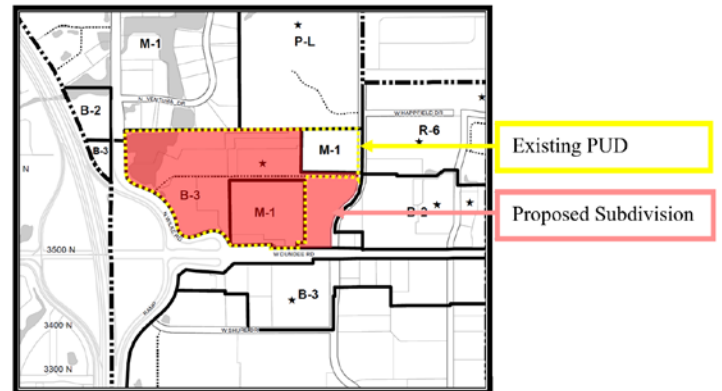
VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

Temp File Number: T1713
Project Title: Ridgeline Distribution Center & Rohrman Auto Mall PUD Amendment
Location: 1100,1400 W. Dundee Rd. and 1510-1530 W. Dundee Rd.
PIN: 03-06-302-020 through -024

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: January 13, 2021
Date Prepared: January 8, 2021

Petitioner: Ben Harris
Address: 2015 Spring Road – Suite 235
 Oak Brook, IL 60523

Existing Zoning: M-1: Research, Development and Light Manufacturing District, B-3: General Service, Wholesale and Motor Vehicles District
Comprehensive Plan: R&D, Mfg., Warehousing, Commercial



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1: Research, Development and Light Manufacturing District P-L: Public Lands	Golf Course (Nick Knoll Golf Club), Municipal Utilities building, Light industrial buildings	R&D, Mfg., Warehousing, Public Lands
South	B-3: General Service, Wholesale, and Motor Vehicles District	Hotel (Wyndam), Restaurant (Jamesons), Car Dealership (Napleton), Bank (Huntington)	Commercial
East	B-3: General Service, Wholesale, and Motor Vehicles District B-2: General Business District	Multi-tenant shopping center (Ridge Plaza), Gas Station (BP)	Commercial
West	B-3: General Service, Wholesale, and Motor Vehicles District B-2: General Business District	Auto repair business (Napleton), Route 53 onramp, Hotel (Courtyard by Marriot)	Mixed-Use

Requested Action:

1. Amendment to PUD Ordinance numbers 99-031, 07-072, and 09-041 to allow modifications to the approved development plan.
2. Preliminary and Final Plat of Subdivision approval to re-subdivide the subject property into three lots.
3. Rezoning of the Ridgeline lot from the B-3 District to the M-1 District, and a portion of the Rohrman lots from M-1 District to B-3 District.
4. Amendment to the Comprehensive Plan to reclassify the Ridgeline lot from “Commercial” to “R&D, Mfg., Warehousing.”

Variations Required:

1. Variation to Chapter 28 of the Municipal Code, Section 10.2-9, Access, to allow tandem parking spaces on the Lexus lot.
2. Additional Variations may be identified upon submittal of a formal Plan Commission application.

Project Background:

The subject property is the former Honeywell research/development and manufacturing campus located on the northwest side of the Village. Upon the departure of Honeywell, the property was impressed with a PUD in 1999, which allowed construction of the approximately 94,000 square foot building at the northeast corner of the site. That property is under separate ownership from the Rohrman Auto Mall and is currently occupied by Curtiss Wright (3602 N. Kennicott). The total size of the 1999 PUD is 52.65 acres.

In 2005, the property located in the southeast corner of the site (1100 W. Dundee) was purchased by the Bob Rohrman Auto Group. That property was never included in the original PUD, but in 2005 it was developed with a Nissan Car Dealership, which required a Plat of Subdivision to formally create the lot upon which the dealership is presently located, as well as certain variations.

In 2007, the Bob Rohrman Group (BRG) was approved for an amendment to the 1999 PUD, as well as another subdivision, to allow certain site modifications to construct the Lexus dealership that currently exists on the western side of the site (1510 W. Dundee). This subdivision also created two lots in the northwest portion of the site for future auto dealerships, which were never constructed (although the foundation of one was constructed).

The Bob Rohrman Group is now proposing to subdivide the site into three lots. These lots would include the following:

- Ridgeline Lot: 31.34 acres and including the existing “Honeywell” building of approximately 300,000 square feet, which is currently vacant and sits between the Nissan Dealership and Lexus Dealership. Additionally, this lot would include the existing parking fields located on the north side of the site. Access to this property would come from Wilke Road, as well as the existing driveway/access easement along Kennicott Avenue.
- Nissan Lot: 7.52 acres and including the Nissan Dealership and parking fields to the north and south. Access to this lot would come from the existing curb cuts along Dundee Road and Kennicott Avenue. The drive aisle that separates the Nissan lot from the Curtiss Wright lot, which is currently part of the existing “Honeywell” lot, would be incorporated into the Nissan lot.
- Lexus Lot: 14.13 acres and including the Lexus Dealership and the “Motorola” building that is adjacent and connected to the Lexus Dealership, as well as portions of the associated parking fields to the south, east, and west. Additionally, this lot would include a portion of the parking field that is directly in front of the vacant “Honeywell” building. Access to this lot would come from the existing curb cuts along Wilke Road and the internal driveway connections within the PUD.

The Rohrman Group would retain ownership of the Lexus lot and the Nissan lot, and are proposing the demolition of the two-story approximately 80,000 square foot “Motorola” building that is adjacent and connected to the Lexus Dealership. This building was formerly used to store cars for BRG, but has sat vacant for several years. The elevated walkway connecting this building to the approximately 300,000 square foot “Honeywell” industrial building at 1400 W. Dundee Road would also be demolished. In the place of the “Motorola” building, BRG would like to construct approximately 166 parking spaces. No improvements to the Nissan Lot have been proposed.

Ridgeline Property Group is negotiating the purchase of the approximately 31 acre lot and would like to demolish the existing 300,000 square foot “Honeywell” building as part of an overall redevelopment of that lot. They are proposing a two-building industrial distribution redevelopment, which would include up to a

total of 512,220 square feet of floor area between the two buildings, 560 parking spaces, 93 loading docks, and 170 truck/trailer parking spaces.

Zoning and Comprehensive Plan

The majority of the subject property is within the B-3, General Service, Wholesale, and Motor Vehicles District, however, a portion is within the M-1, Research, Development and Light Manufacturing District. The Curtiss Wright site and the proposed Ridgeline lot are appropriate for M-1 zoning, however, since portions of the Ridgeline lot are within the B-3 District, a rezoning into the M-1 District is required. Additionally, since portions of the Lexus lot are within the M-1 District, rezoning of those portions into the B-3 District shall be required.

Plan Commission review and Village Board approval of the proposed subdivision is required by Village Code. As such, preliminary and final Plat of Subdivision entitlements must be granted. For preliminary approval, preliminary engineering plans are required, and final Plat of Subdivision approval will require final engineering plans. The petitioner should be aware of this distinction and shall provide the appropriate plans at time of application for the desired zoning approvals. If they wish to combine preliminary and final plat approval into one process, final engineering plans shall be required at time of Plan Commission application. Alternatively, a second appearance before the Plan Commission will be required for Final Plat approval. Additionally, since the site is currently impressed with a PUD, the proposed redevelopment requires PUD amendment approval. As part of this process, the Nissan Dealership, which was never formally included within the PUD, must be incorporated into the PUD.

With exception to the Curtiss Wright site (classified “R&D, Mfg., and Warehousing”), the Comprehensive Plan designates the entire PUD as “Commercial”. Accordingly, the Ridgeline lot will need to be reclassified as “R&D, Mfg., and Warehousing”, which is the appropriate designation for the proposed distribution facility. The existing “Commercial” designation is appropriate for both of the Rohrman lots.

Based on a preliminary review of the proposed “Motorola” building demolition and proposed parking field to be constructed in its place (as was discussed by the Conceptual Plan Review Committee on December 2, 2020), a variation to allow tandem parking spaces on the Lexus lot is necessary. For all variations identified as part of this project, the petitioner must provide a written response to each of the four hardship criteria necessary for variation approval. The hardship criteria have been included below for reference:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

The previously discussed modifications to the Rohrman lots, along with any additional changes to the Rohrman lots as a result of the newly reconfigured subdivision, must be combined within the forthcoming PUD amendment application from Ridgeline; both projects are interrelated and shall proceed as one overall Plan Commission application.

Building and Landscaping:

The proposed distribution buildings will require Design Commission review. Additionally, when the “Motorola” building is demolished, details on the proposed exterior finish on the exposed side of the

building should be included within any Design Commission application. Each new structure must comply with all fire and life/safety requirements, including sprinkler systems, Knox boxes, and Fire Department connections. Emergency service access and fire lanes must be provided as required by the International Fire Code, and fire truck turning exhibits must show complete maneuverability of fire apparatus through the site in all possible directions of travel.

A code compliant landscape plan shall be required. Landscape islands equal in size to one parking space and including shade trees are required at the ends of all parking rows, after any continuous stretch of 20 parking spaces, and beneath all light poles. The conceptual site plan for the distribution center does not appear to provide the code required islands and these should be integrated into the site. Additionally, any changes to the Rohrman parking areas must also comply with this standard. Dense landscape screening of the truck loading areas, trailer parking areas, and along the abutting Right-of-Ways will be important to the success of this project. A combination of berming and layered landscaping, including evergreens for year round screening, should be implemented adjacent to the trailer parking area.

Stormwater & Infrastructure:

Onsite stormwater detention shall be required and the development will need to comply with the newly adopted MWRD standards, including volume control, as well as all Village stormwater management requirements. Industrial Building 1 is proposed in the vicinity of a large underground detention vault that was built to accommodate stormwater for the entire Rohrman complex, including the Nissan site (but not the Curtiss Wright site). This underground detention was installed when the Lexus dealership was redeveloped and its structural integrity must be analyzed to ensure it can withstand the weight of fully loaded trucks would be maneuvering over the vault for docking.

Currently, there is no sanitary main along Wilke Road from Dundee Road to the north border of the proposed subdivision. The Rohrman site is served by the lift station at the northeast corner of Dundee Road and Wilke Road, together with the sanitary main on Dundee Road. A public sanitary sewer main extension may be required from the lift station north along Wilke Road to serve the new buildings, and the developer will be responsible for any needed upgrades to the existing lift station to accommodate for the increase service load. Finally, an Onsite Utility Maintenance Agreement (OUMA) shall be required for all onsite utilities.

Parking & Traffic:

Per code, a traffic and parking study is required for any PUD amendment located on land abutting a major arterial and includes over 5,000 square feet of gross floor area. The petitioner shall provide a detailed traffic and parking study from a Certified Traffic Engineer that assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. The study shall also analyze if an additional signal is warranted along Dundee Road, aligning with the Napleton entrance drive to the south. If warranted, the developer shall contribute towards the cost and maintenance of said signal and shall modify the site plan as necessary to allow for full access. Finally, given that a large portion of the Rohrman parking fields will be lost to the Ridgeline development, the study shall also incorporate an analysis of the parking supply and demand on the Lexus lot.

Given the number of loading bays and trailer parking stalls, there is potential for high volumes of truck traffic utilizing Wilke Road and Kennicott Avenue, which may require improvements to the public Right-of-Way to install turn lanes. As part of the PUD amendment process, all site access and circulation shall be

evaluated and the petitioner should be aware that additional improvements/modifications may be required.

The entire PUD is governed by certain cross access agreements. Ordinance #07-072 included a condition that a “cross access easement be established between the 4 lots” of that subdivision. Additionally, Ordinance #05-065 required the establishment of certain cross access easements for the Nissan Dealership. As part of the proposed PUD amendment, the petitioner shall evaluate all existing and previously required cross access easements and verify if the required easements were established, are still necessary, or may need adjustments given the reconfigured site layout and adjusted lot lines.

Finally, the petitioner should be aware that the parking requirements for distribution/warehouse uses are based on the number of employees within each business and the number of vehicles used by that business. In addition, the office component of each distribution business must also provide parking at one space per 300 square feet of office floor area. As the developer does not have specific tenants signed on at this time, the actual amount of office space for each tenant is unknown. If tenants with larger than anticipated office components sign leases within the distribution buildings, a parking deficit may be created. The petitioner has anticipated 10% of the floor area will be used as office space and has provided parking accordingly. Per code, a parking surplus has been provided (see parking calculations at the end of this report), however, actual office sizes, when tenants are determined, may eliminate this surplus.

Bicycle parking must be provided per the Village’s bike parking regulations. The total number of required bike parking spaces will be determined once detailed plans have been provided.

RECOMMENDATION

The Staff Development Committee (SDC) reviewed the proposed amendment to PUD Ordinance numbers 99-031, 07-072, and 09-041 to allow modifications to the approved development plan, Plat of Subdivision approval to re-subdivide the subject property into three lots, rezoning from the M-1 District to the B-3 District and from the B-3 District to the M-1 District, Comprehensive Plan Amendment, and the following variation from Chapter 28 of the Municipal Code:

- **Section 10.2-9, Access, to allow tandem parking spaces.**

The SDC is generally supportive of the application and requests the petitioner address the following items as part of their Plan Commission application:

1. For any requested variation, the petitioner shall provide a written response to each of the four hardship criteria necessary for variation approval, which have been included below:
 - **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
 - **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
 - **The proposed variation is in harmony with the spirit and intent of this Chapter.**
 - **The variance requested is the minimum variance necessary to allow reasonable use of the property.**
2. The previously discussed modifications to the Rohrman lots, along with any additional changes to the Rohrman lots as a result of the newly reconfigured subdivision, shall be combined within the forthcoming PUD amendment application from Ridgeline.

3. A detailed traffic and parking study from a Certified Traffic Engineer shall be required, which must assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. The study shall also analyze if an additional signal is warranted along West Dundee Road, aligning with the Napleton entrance drive to the south. If warranted, the developer shall contribute towards the cost and maintenance of said signal and shall modify the site plan as necessary to allow for full access.
4. All site access and circulation must be evaluated and additional onsite improvements/modifications may be required. Improvements to the Wilke Road and Kennicott Avenue public Right-of-Way to install turn lanes may also be required.
5. Petitioner shall analyze all existing and previously required cross access easements and verify if the required easements were established, are still necessary, or need adjustments given the reconfigured site layout and adjusted lot lines.
6. A Design Commission application shall be required.
7. A code compliant landscape plan and photometric plan shall be required. Dense landscape screening of the truck loading areas, trailer parking areas, and along the abutting Right-of-Ways shall be required. A combination of berming and layered landscaping, including evergreens for year-round screening, should be implemented adjacent to the trailer parking area.
8. Onsite stormwater detention will be required and shall comply with all Village and MWRD standards, including volume control.
9. The structural integrity of the existing underground detention near Industrial Building 1 shall be evaluated to ensure it can withstand the weight of fully loaded trucks.
10. A public sanitary sewer main extension may be required from the existing lift station at the corner of Wilke Road and Dundee Road north along Wilke Road to serve the new buildings, and the developer will be responsible for any needed upgrades to the existing lift station to accommodate for the increase service load.
11. An Onsite Utility Maintenance Agreement (OUMA) shall be required for all onsite utilities.
12. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
13. 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.

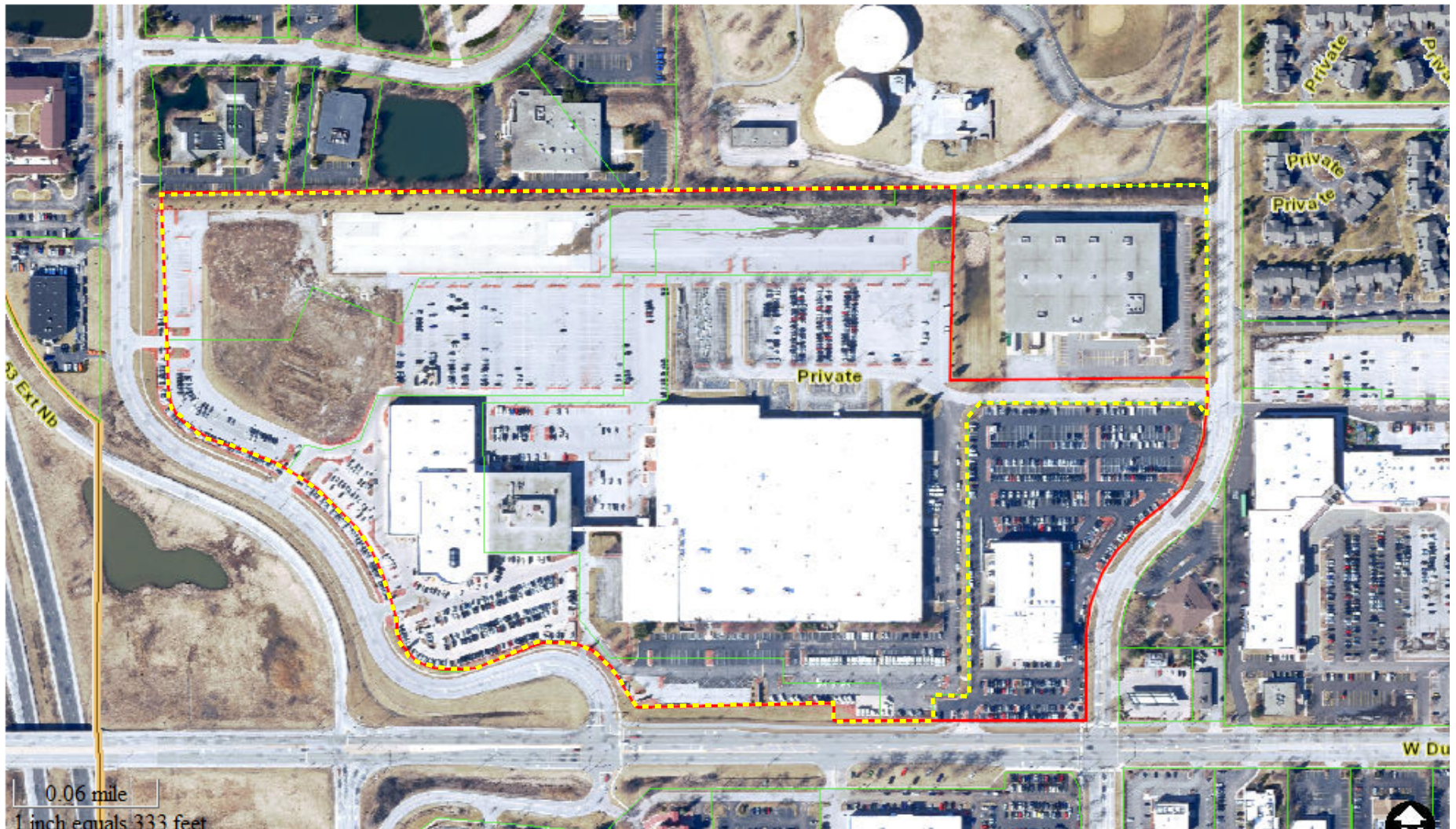
January 8, 2020

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1713

Parking Calculations:

Passanger Vehicle Parking					
<i>Building</i>	<i>Use</i>	<i>SF</i>	<i>Employees</i>	<i>Parking Required</i>	<i>Stalls Required</i>
Building 1					
Reported: 47 Bays* (equals 47 vehicles)	Warehouse	180,100	135	1 per 2 emp. / 1 per comm. Vehicle	115
	Office	20,000	N/A	1 per 300 s.f.	67
Building 2					
Reported: 50 Bays* (equals 50 vehicles)	Warehouse	280,000	210	1 per 2 emp. / 1 per comm. Vehicle	153
	Office	32,100	N/A	1 per 300 s.f.	107
TOTAL		512,200			441
TOTAL # OF PARKING SPACES PROVIDED					560
SURPLUS / (DEFICIT)					119
Truck Parking					
Building 2					
170 Truck parking spaces - number of truck employees is unknown	Warehouse	N/A	Unknown	1 per 2 emp. / 1 per comm. Vehicle	170
	Total				170
# OF TRUCK SPACES PROVIDED**					218
SURPLUS / (DEFICIT)					48
* Includes 2 OH dock doors					
** Includes 48 truck dock loading spaces					



Map created on October 2, 2020.

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Proposed Subdivision



Existing PUD



Integrity ■ Experience ■ Performance

December 31, 2020

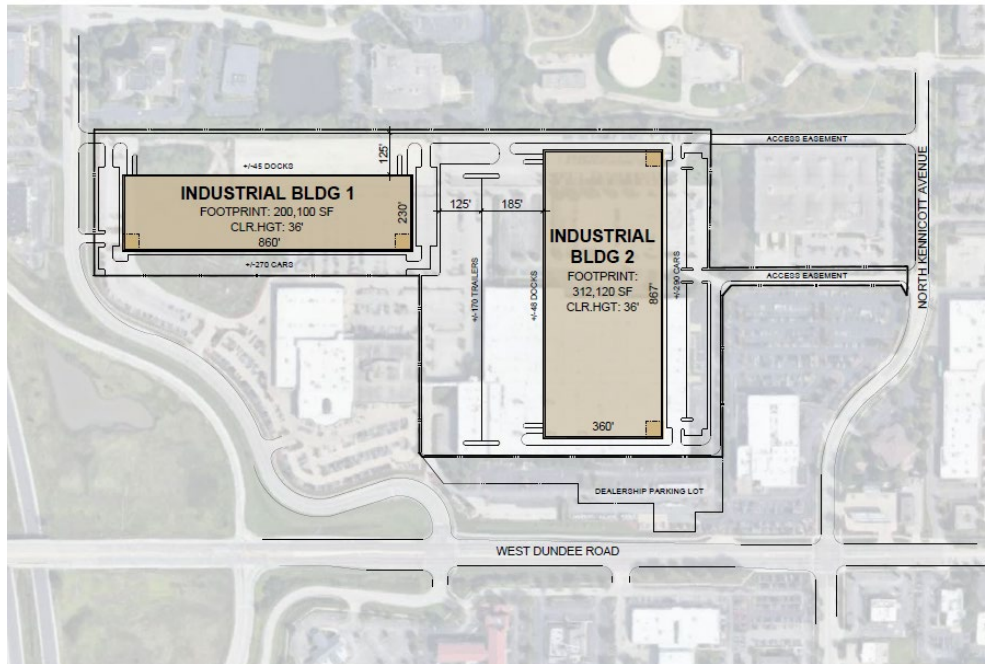
Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights
Arlington Heights, IL. 60005

Re: Redevelopment & Rezoning of +/- 31 Acres, Located at 1400-1500 W. Dundee, Arlington Heights, IL.

Dear Conceptual Plan Review Committee of Arlington Heights,

Ridgeline Property Group (RPG) is thrilled to present this exciting redevelopment opportunity to construct two state-of-the-art, Class A, industrial buildings at 1400-1500 W. Dundee Road in the Village of Arlington Heights. RPG is in the final stages of completing the Purchase and Sale Agreement with the Seller (the Rohrman Family) and anticipates being under contract by the time we have the meeting with the Conceptual Plan Review Committee on January 13, 2020.

The property that Ridgeline plans to redevelop is located at 1400-1500 W. Dundee Road and the size is approximately 31.06 acres. It is inclusive of the former Honeywell building and the vacant land directly behind the Lexus dealership.



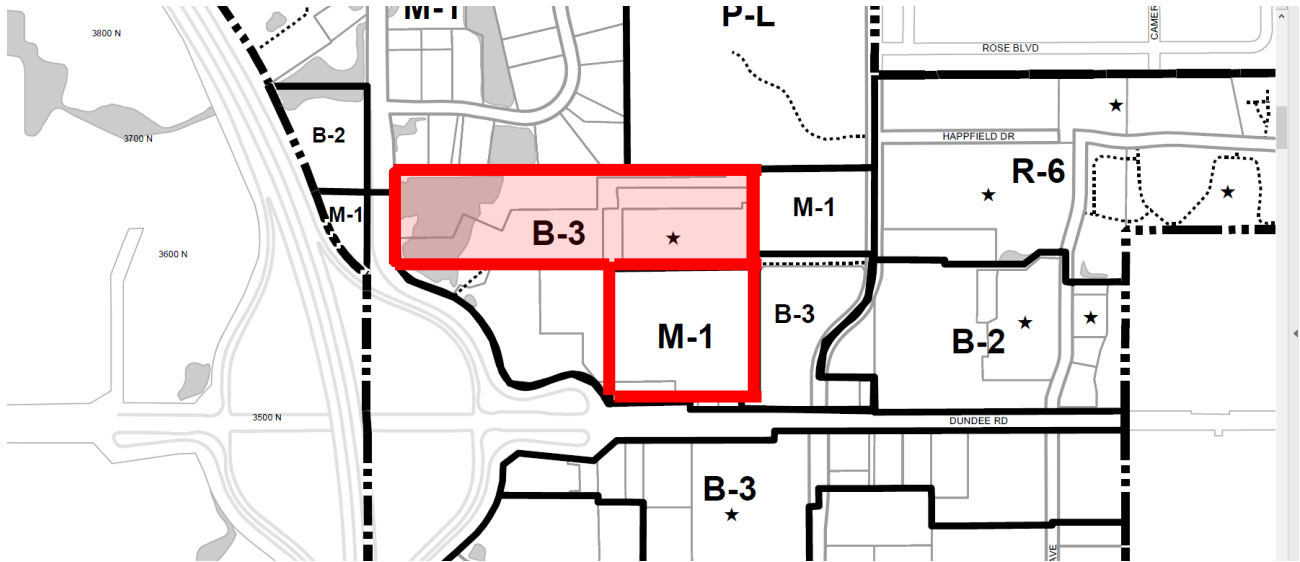
3715 Northside Parkway ■ Building 200, Suite 610 ■ Atlanta, GA 30327 ■ (404) 800-7979

Ridgeline Regional Office Locations

Atlanta ■ Northern Virginia/Washington DC ■ Chicago ■ Northern California ■ Dallas/Houston

CURRENT ZONING

The site currently has a mixed zoning of B-3 in the back piece and M-1 in the front piece. The goal is to get the site rezoned to M-1 Industrial Zoning and to obtain Village approval for the proposed development of two Class A industrial buildings. Please see zoning map below:



For the purpose of our meeting, RPG would like to get preliminary feedback on the development concept and the probability of getting the back piece rezoned, so the proposed development conforms with the zoning use.

PROJECT DESIGN AND SITE PLAN

RPG designed the 31-acre industrial development to accommodate the unique geometry of the site, while maximizing its lease-ability to a variety of users. The two-building design is planned to attract both smaller users, ranging between 20,000 and 60,000SF in Building 1, and larger, distribution users that will be closer to 150,000SF in Building 2. Below is a breakdown of the two building design, highlighting key specs of the project:

	Bldg. Type	Size (SF)	Office SF	Clear Height	Dock Doors	Parking Stalls	Trailer Stalls
Bldg. 1	Rear Single Load	200,100	20,010	36'	45	270	0
Bldg. 2	Rear Single Load	312,120	31,212	36'	48	290	170
TOTAL		512,220	51,222		93	560	170

RPG believes the location of the development will receive major attention from smaller users who have greater office needs, wants to be closer to an abundance of amenities and have visibility to a high traffic counts from Dundee Road and Hwy 53. Additionally, because of the proximity to Hwy 53 and dense housing population, the location is an exceptional, last-mile delivery station for distribution companies in which Building 2 can facilitate with its additional trailer parking and dock positions.

Typically, developers underwrite 3-5% office space for industrial developments, but RPG believes the property will have a greater amount of office use and so underwrote the project to have 10% office space, equating to 51,222 SF for the entire 512,220 SF project. When evaluating the parking requirements for Arlington Heights, we are calculating 517 required parking spaces and we currently have 560 planned. Types of users we believe that will fill these buildings include eCommerce, tech and biotech related companies, and potentially light manufacturing.

The development plan also includes elegant landscaping to shield the truck court from Dundee Road. Please see a concept image below:



PROJECTED JOBS

At 100% occupancy, Ridgeline Property Group projects a total job count of 516 jobs. There are two different formulas applied to derive this calculation. To calculate office space, RPG is assuming 1 person for every 300 SF and to calculate industrial space, RPG is assuming 0.75 people for every 1,000 SF of industrial space (0.75/1,000 SF). RPG is applying 10% factor for total office space in each building.

Building #1 Size: 200,100 SF

Office Space: 20,100 SF

Industrial Space: 180,000 SF

Building # 2 Size: 312,120 SF

Office Space: 31,212 SF

Industrial Space: 280,908 SF

Total Project Size: 512,220 SF

Total Office Space: 51,222 SF

Total Industrial Space: 460,998 SF

Employee Formula	Office 1/300 SF	Industrial .75/1,000 SF	Total
Bldg. 1 # of Jobs	67	135	202
Bldg. 2 # of Jobs	104	210	314
Total # of Jobs	171	345	516

*Number of jobs represents an estimate based on similar properties and may be subject to change.

CURRENT USE

To RPG's knowledge, the large office building that is adjacent to the Lexus Dealership and within the 31-acres that RPG will purchase has been vacant since Mr. Rohrman purchased the property.

CONCLUSION

Ridgeline Property Group truly appreciates the Village's time and consideration for this exciting development. With the partnership and guidance from the Village of Arlington Heights, RPG is convinced that we can build a development that will be beneficial not only to businesses within the marketplace but also to the community.

For more information, please see the following attachments:

- 1.) Site Plan with Elevations
- 2.) Parking Calculations
- 3.) Zoning and Landscaping Presentation

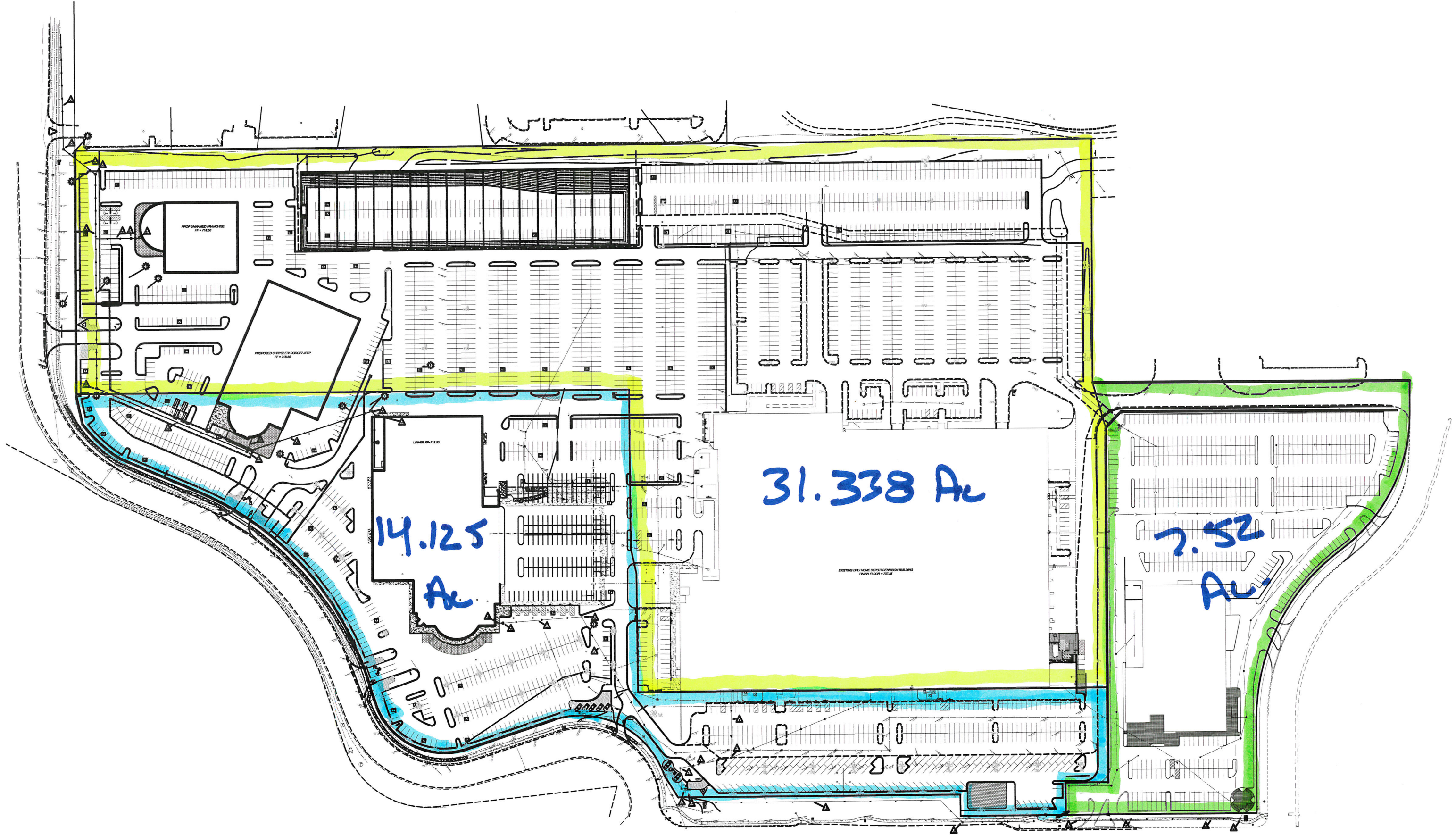
Sincerely,

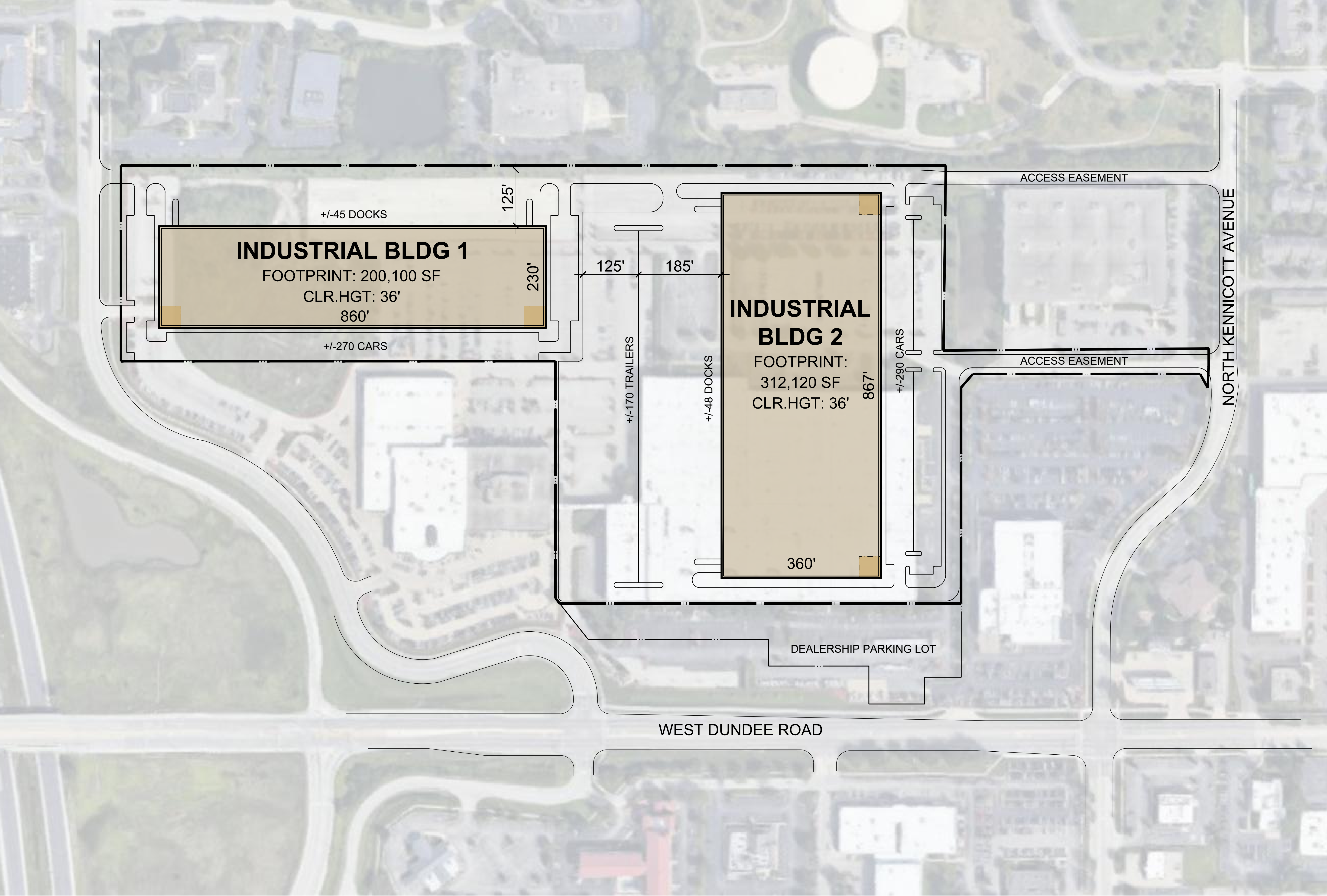
A handwritten signature in black ink, appearing to read "B. Harris", with a stylized flourish at the end.

Ben Harris
Vice President

cc: Greg Thurman
CEO

Mike Gray
COO



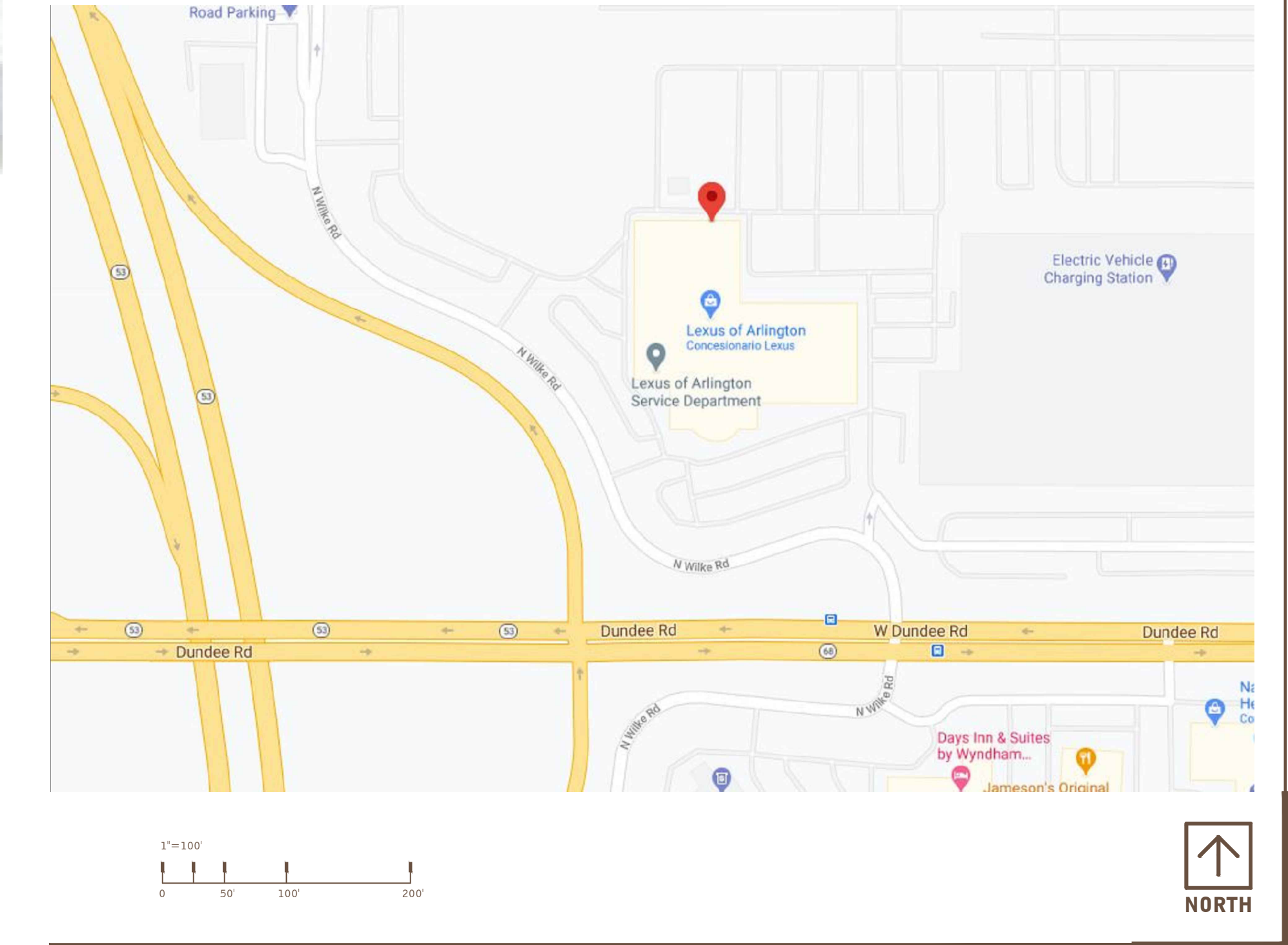


PROJECT DATA:			DEVELOPMENT STANDARDS:	
SITE AREA:			ZONING:	M-1
GROSS:			MAX. F.A.R.:	
			2.50	
SURFACE DET. @ 0%			BUILDING SETBACKS:	
NET:			FRONT:	50 FT ¹
			SIDE:	25 FT ²
			REAR:	30 FT ³
BUILDING AREA:			LANDSCAPE SETBACKS:	
BUILDING 1			FRONT:	50 FT ⁵
BUILDING 2			SIDE:	SEE NOTE ⁵
TOTAL FOOTPRINT:			REAR:	SEE NOTE ⁵
PARKING REQUIREMENTS			OFF-STREET PARKING:	
WAREHOUSE			STANDARD:	9X18
OFFICE			COMPACT:	9X16.5 ⁴
COVERAGE:			DRIVE AISLE:	24 FT
GROSS:			FIRE LANE:	26 FT
NET:			OVERHANG:	1.5 FT
BUILDING 1			TREE WELL:	9 FT
▲ DOCK-HIGH DOORS			REQ. PARKING RATIO BY USE:	
● GRADE-LEVEL DOORS			WAREHOUSE:	1/2 emp
REQ. PARKING @ 5% OFFICE			OFFICE:	1/300 SF
AUTO PARKING			NOTES:	
			¹ 50 feet for yards located on a major or secondary arterial and 40 feet for all others.	
REQ. ACCESSIBLE			² 10% of lot width for 25 feet whichever is greater, but the total side yard does not need to exceed 50 feet. Building lines shall not be closer than 50 feet from a residential district boundary, unless such residential district boundary falls within a street right-of-way in which case it shall not be closer than 125 feet. No structures, drives, parking lots, parked cars or other obstructions may be located within six feet of the residential boundary line within a yard adjoining a residential district.	
BUILDING 2			³ 30 feet except when adjacent to residential districts, in which case a 50-foot minimum rear yard shall be required.	
▲ DOCK-HIGH DOORS			⁴ Provided a 1.5 foot overhang.	
● GRADE-LEVEL DOORS			⁵ In M-1, off street parking spaces may be located in any yard except required front yards.	
REQ. PARKING @ 5% OFFICE				
AUTO PARKING				
REQ. ACCESSIBLE				
TRAILER 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:
ASSUMED UNDERGROUND
SYSTEM

Boundary Source:
BROKER PLAN



scheme: 4

Conceptual Site Plan

1400 West Dundee Road
Arlington Heights, IL 60004

WARE MALCOMB

CH20-0219-00
11.16.2020

SHEET
1



Elevations



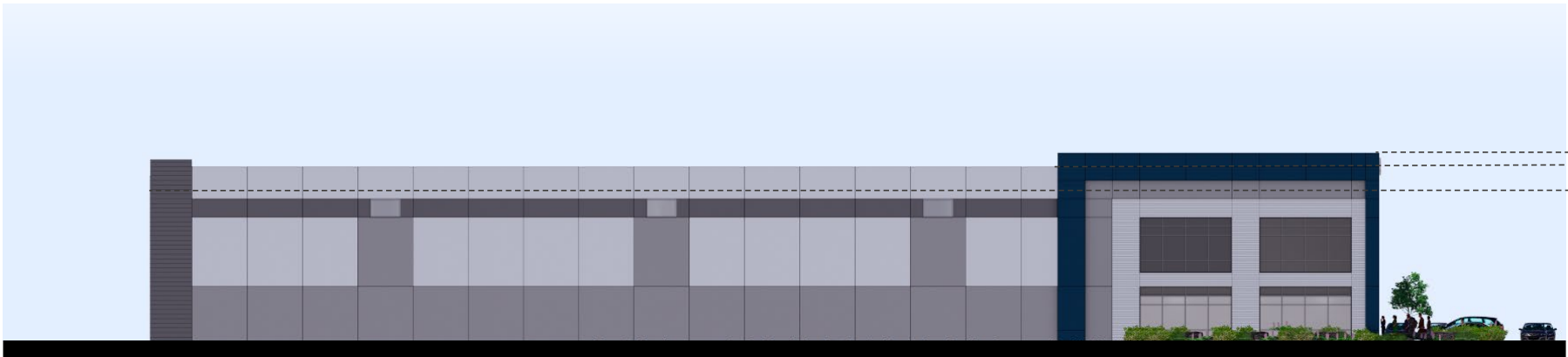
EXTERTOR ELEVATION - WEST



ENLARGED EXTERTOR ELEVATION - NORTH



EXTERIOR ELEVATION - WEST



EXTERTOR ELEVATION - EAST

T.O.P.
41'-0"
T.O.P.
38'-0"
CLR. HGT.
32'-0"
F.F.E.
0'-0"



EXTERIOR ELEVATION - SOUTH



**Conceptual Plan Review Committee
1/13/2021**

Item: Chiropractor Office - 1650 S. Arlington Heights Rd. - T1725

Department: Planning & Community Development

Requested Action

1. Rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District.
2. Planned Unit Development (PUD) to allow a medical office building.

Variations Required

1. None identified at this time.

RECOMMENDATION

The Staff Development Committee (SDC) has reviewed the proposed rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District, and the PUD to allow a medical office building on the subject property and is generally supportive of the application, subject to resolution of the following:

1. The petitioner shall hold a neighborhood meeting well in advance of appearing before the Plan Commission.
2. Site access shall be designed to align with Council Trail.
3. All improvements within the Arlington Heights Road Right-of-Way are subject to IDOT review and approval.
4. An MWRD permit will be required and stormwater detention must conform to all Village and MWRD requirements, including volume control. An Onsite Utility Maintenance Agreement (OUMA) shall be provided for the private detention system.
5. The existing sidewalk is located directly abutting Arlington Heights Road and shall be removed and reconstructed setback from the street to create a small

parkway, which may require an easement.

6. A Code compliant landscape plan and tree preservation plan shall be required. A dense and layered landscape buffer shall be incorporated along the south and west sides of the site, which may also include a fence. Landscape islands shall be required at the ends of all parking rows.

7. A detailed traffic and parking study from a Certified Traffic Engineer is required, which shall assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking.

8. Plans shall be revised to include the code required number of parking spaces, including all code required handicap accessible parking spaces.

9. The petitioner should discuss with the church to the north the possibility of shared parking, and shall work with the church to determine the appropriate arrangement for cross access between the two sites.

10. These are preliminary comments only and should not be relied upon as identification of the only major concerns. Additional comments may be made as part of the formal Plan Commission review. Staff 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

Conceptual Site Plan & Elevations

Type

Board or Commission Report

Exhibits

Exhibits

Exhibits



VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

Temp File Number: T1725

Project Title: 1650 S. Arlington Heights Rd
Chiropractor Office PUD

Address: 1650 S. Arlington Heights Rd.

PIN: 08-09-400-008

To: Conceptual Plan Review Committee

Prepared By: Sam Hubbard, Development Planner

Meeting Date: January 13, 2021

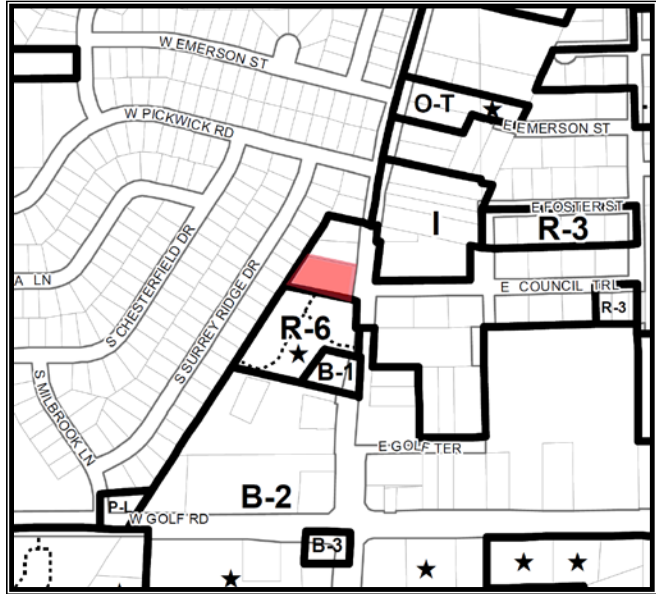
Date Prepared: January 8, 2021

Petitioner: Dr. Drew Voelsch

Address: 1401 S. Arlington Heights Rd. - Suite 2
Arlington Heights, IL 60005

Existing Zoning: R-1: One-Family Dwelling District

Comprehensive Plan: Offices Only



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-1: One-Family Dwelling District	Zion Christian Church	Offices Only
South	R-6: Multi-Family Dwelling District	Multi-family homes (Park Place Condominiums)	Moderate Density Multi-Family
East	I: Institutional District, R-1: One-Family Dwelling District	Assisted Living/Memory Care Facility, Office Building	Offices Only, Commercial
West	R-3: One-Family Dwelling District	Single-Family Homes	Single-Family Detached

Requested Action:

1. Rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District.
2. Planned Unit Development (PUD) to allow a medical office building.

Variations Required:

1. None identified at this time.

Project Background:

The subject property is a vacant piece of land that is located south of the Zion Christian Church (1640 S. Arlington Heights Road) and north of the Park Place Condominiums on South Arlington Heights Road. The site is 37,299 square feet in size and previously included a single-family home that was demolished in 2015. Access comes from a single full access curb cut at the southern end of the site.

The petitioner, Hawkeye Chiropractic, would like to construct a 5,142 square foot medical office building with two tenant spaces. The first space would be 3,142 square feet in size and house Hawkeye Chiropractic, which would relocate from their current location at 1401 S. Arlington Heights Road. The remaining 2,000 square foot space would be for a future medical related tenant. Hawkeye currently has five employees (including one doctor), but envisions growth to eight employees (including a second doctor) at this new location. Hours of operation are as follows:

- Monday: 7am-1pm, 3pm-6:30/7pm
- Tuesday: 11am-7pm
- Wednesday: 7am-1pm, 3pm-6:30/7pm
- Thursday 7am-1pm, 3pm-6:30/7pm
- Friday: 7am-2pm
- Saturday/Sundays: Closed, but may be open on weekends depending on business growth.

The practice sees up to approximately 250 patients per week on average, with growth of up to 300 patients per week planned for the new location. On a day to day basis, this translates to approximately 60 patients per day. As part of the formal Plan Commission review process, the petitioner will need to provide additional details on scheduling and average length of stay per patient.

Zoning and Comprehensive Plan

The subject property is currently located within the R-1, One Family Dwelling residential zoning district, which does not allow medical office uses. Therefore, the petitioner has requested the site be rezoned from the R-1 District to the O-T, Office Transitional District, which district allows medical office uses by-right. Planned Unit Development approval is required for all developments within the O-T District, and accordingly the petitioner will be required to obtain PUD approval.

The Comprehensive Plan designates this site as “Offices Only”, which is the appropriate designation for the proposed use. The Staff Development Committee supports the rezoning as it is compliant with the Comprehensive Plan.

It is recommended that the petitioner hold a neighborhood meeting prior to appearing before the Plan Commission in order to introduce the development to the surrounding property owners and understand what any concerns they may have.

Building, Site, Landscaping:

The proposed structure will require Design Commission review. According to the Building Department, the entire building must be fully sprinklered and alarmed. However, given the proposed use, fire truck access to the interior of the site will not be required; all staging in the event of a fire emergency will take place along the street. However, the petitioner should be aware that construction of a sprinkler system will likely require a connection to the Village’s water system, which is located on the east side of Arlington Heights Road.

Relative to the proposed site layout, the Staff Development Committee requests that site access be designed to align with Council Trail located on the eastern side of Arlington Heights Road. All proposed work within the Arlington Heights Road Right-of-Way will require IDOT review and approval. Additionally, the existing sidewalk is located directly abutting Arlington Heights Road and shall be removed and reconstructed with a setback from the street to create a small parkway, which may require an easement as the sidewalk might encroach onto the subject property.

The petitioner is proposing their stormwater control facility at the rear of the site and an MWRD permit will be required for this development. Stormwater detention must conform to all Village and MWRD requirements (including volume control) and an Onsite Utility Maintenance Agreement shall be provided for the private detention system. Preliminary detention calculations will be required as part of the Plan Commission application.

The impact of a multi-tenant doctor's office on the residential areas to the south and west must be mitigated through dense landscape screens along these sides of the site. The building setbacks have been well designed to provide ample space (30' to the west and 14' to the south) to accommodate for a dense landscape buffer, and the petitioner should consider fencing in addition to the dense and layered landscaping that will be required. A code compliant landscape and tree preservation plan shall be required as part of any Plan Commission application. Landscape islands that include a 4-inch diameter shade tree are required at the ends of all rows of parking, and these islands must be incorporated into the plans as they are currently not present. A code compliant photometric plan shall also be required, including catalog cut sheets/manufacturers specifications for all light fixtures.

Finally, upon sale of the site to the petitioner, the Zion Christian site to the north may need certain variations (setback and/or bulk requirements) as land they may have been relying on for compliance with the zoning regulations will no longer be transferred to a separate owner (Hawkeye Chiropractic). Staff will verify once detailed plans have been submitted.

Traffic and Parking:

Per code, a traffic and parking study is required for any PUD or rezoning located on land abutting a major arterial that includes over 5,000 square feet of floor area. Accordingly, the petitioner shall provide a detailed traffic and parking study from a Certified Traffic Engineer that assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking.

Based on parking requirements, a one space parking deficit exists. Detailed parking calculations are below. The Staff Development Committee requests that the code required parking be integrated into the development and notes that at least one handicap accessible parking stall must be provided, which may further reduce the supply onsite.

Tenant	Address	Use	Square Feet	Parking Ratio	Parking Required
Hawkeye Chiropractic	Unit 1	Medical Office	3,124	1 per 200 SF	16
Future Tenant	Unit 2	Medical Office	2,000	1 per 200 SF	10
TOTAL SQUARE FOOTAGE			5,124		
PARKING REQUIRED					26
PARKING PROVIDED					25*
SURPLUS / (DEFICIT)					1

* One handicap accessible parking stall is required in parking lots with 1-25 parking spaces, which may cause a reduction in parking once the State required accessible space(s) are provided.

The Staff Development Committee is aware that the Zion Christian property, which abuts the subject site to the north, is in need of additional parking during peak times. Accordingly, the petitioner should discuss with the church the possibility of shared parking, and shall work together with the church to establish and reciprocal access.

The petitioner is required to provide two bicycle parking spaces to comply with code, and these spaces must be incorporated into the proposed development.

RECOMMENDATION

The Staff Development Committee (SDC) has reviewed the proposed rezoning from the R-1, One-Family Dwelling District to the O-T, Office Transitional District, and the PUD to allow a medical office building on the subject property and is generally supportive of the application, subject to resolution of the following:

1. The petitioner shall hold a neighborhood meeting well in advance of appearing before the Plan Commission.
2. Site access shall be designed to align with Council Trail.
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4. An MWRD permit will be required and stormwater detention must conform to all Village and MWRD requirements, including volume control. An Onsite Utility Maintenance Agreement (OUMA) shall be provided for the private detention system.
5. The existing sidewalk is located directly abutting Arlington Heights Road and shall be removed and reconstructed setback from the street to create a small parkway, which may require an easement.
6. A Code compliant landscape plan and tree preservation plan shall be required. A dense and layered landscape buffer shall be incorporated along the south and west sides of the site, which may also include a fence. Landscape islands shall be required at the ends of all parking rows.
7. A detailed traffic and parking study from a Certified Traffic Engineer is required, which shall assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking.
8. Plans shall be revised to include the code required number of parking spaces, including all code required handicap accessible parking spaces.
9. The petitioner should discuss with the church to the north the possibility of shared parking, and shall work with the church to determine the appropriate arrangement for cross access between the two sites.
10. These are preliminary comments only and should not be relied upon as identification of the only major concerns. Additional comments may be made as part of the formal Plan Commission review. Staff reserves the right to change its position on issues upon submittal of a formal application and detailed review.

January 8, 2021

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1725



Map created on December 11, 2020.

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Hawkeye Chiropractic Narrative

1650 S Arlington Heights Rd, Arlington Heights, IL 60005

Hawkeye Chiropractic was founded in 2009 to help heal patients and relieve pain by focusing on the source of the pain, rather than simply reducing symptoms. This allows the body to heal itself using its own natural abilities. For 10 years, we have helped our community heal from a wide variety of conditions. Our Current address is 1401 S Arlington heights Rd Suite 2, Arlington Heights, IL 60005

Project Overview

Hawkeye Chiropractic plans to purchase a piece of property from and next to Zion Christian Church located at 1640 S Arlington Heights Rd, Arlington Heights, IL 6005. The intent is to develop the property into a single-story healthcare facility with approximately 5,142 square feet. This facility would be set up to allow for two tenants. Hawkeye Chiropractic to occupy 3,142 square feet, and the remaining 2,000 square feet dedicated to another healthcare focused tenant.

The property is currently zoned for residential use, but we have been advised to design the site plan around O-T (Office-Transitional) district setbacks, with the intent of having the lot rezoned.

Preliminary conversations with The Village of Arlington Heights have indicated that a new curb cut should be included in this project and that it should be moved East to align with East Council Road. This will require the review and approval by IDOT, and may also require a traffic study. The new curb cut would be wider than the existing one, with the existing one being removed.

Practice Overview

Hawkeye Chiropractic tailors our treatments to the individual, using a comprehensive treatment strategy that achieves short range goals quickly while maintaining focus on long-term health. We focus on care of local families and individuals who are looking to improve their quality of life. We provide exceptional, multi-disciplinary care to a wide range of patients with varying needs and goals.

We achieve your long-term results through:

- Treatment plan customized to your needs
- Education of advanced techniques for Nutrition, Fitness and Disease Prevention
- Consistent consultation and check-ins to monitor your success

The team at Hawkeye Chiropractic provides patients with the highest quality of care using innovative chiropractic practices and physical therapy. Patients enjoy our welcoming and personal atmosphere that they simply don't find with other practices. Our goal is to build long term relationships with our community centered around holistic care and optimal wellness.

Our hours of operation are as follows:

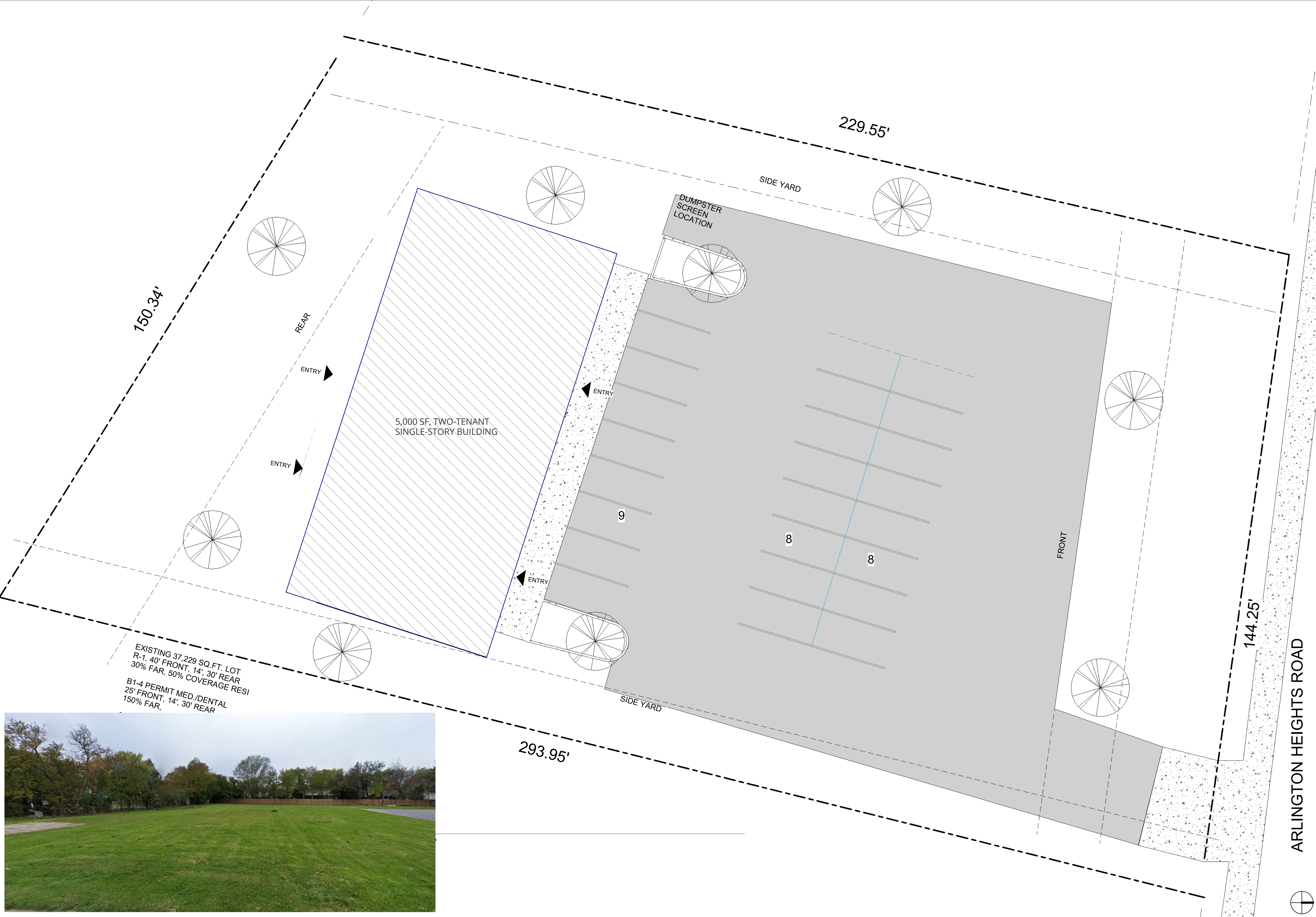
- o Monday: 7am-1pm & 3pm-6:30/7pm
- o Tuesday: 11am-7pm
- o Wednesday: 7am-1pm & 3pm-6:30/7pm
- o Thursday 7am-1pm & 3pm-6:30/7pm
- o Friday: 7am-2pm
- o Saturday/Sundays: Closed right now but dependent on COVID and if/when we hire another doctor to help.

Staffing:

4 employees (office manager, 2 front desk, 1 tech). 1 doctor. Our goal is to grow to 5-6 employees (office manager, 2 front desk, 2 techs). 2 doctors.

Patients:

We see 225-250 per week now. This is with 1,500 square feet. The additional square footage could allow us to see more patients per week, in the range of 300.



9550 W.Higgins Rd. 170
Rosemont, IL 60018

MULTI-USER DEVELOPMENT

AT

1650 S. ARLINGTON HTS RD,
ARLINGTON HTS., IL

SEAL:

DISCLAIMER: All drawings are proprietary and the exclusive property of our company. This/These print(s) shall not be shared, copied or reproduced without expressed permission of our company. This print is loaned in confidence and subject to return upon request by our company.

No.	Description	Date

PROPOSED
SITE PLAN

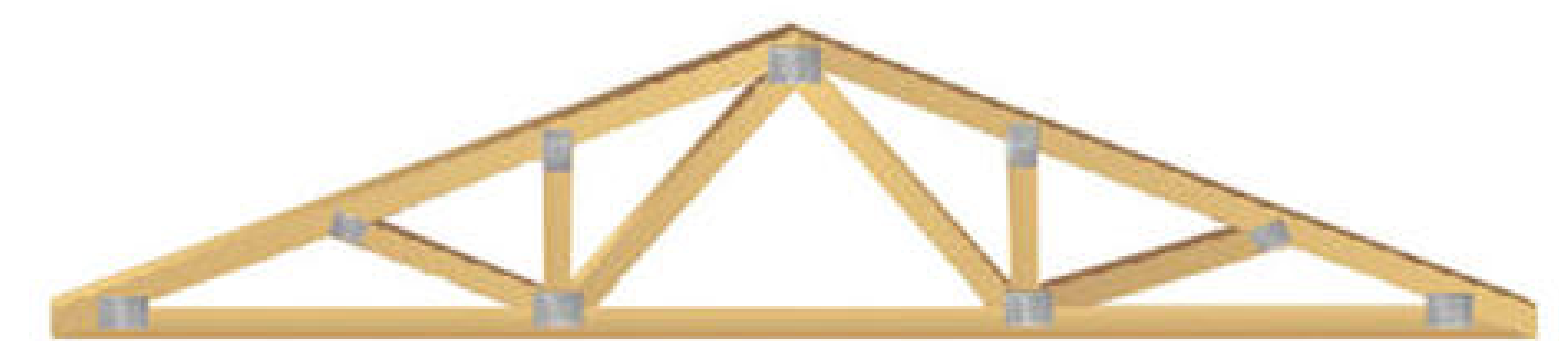
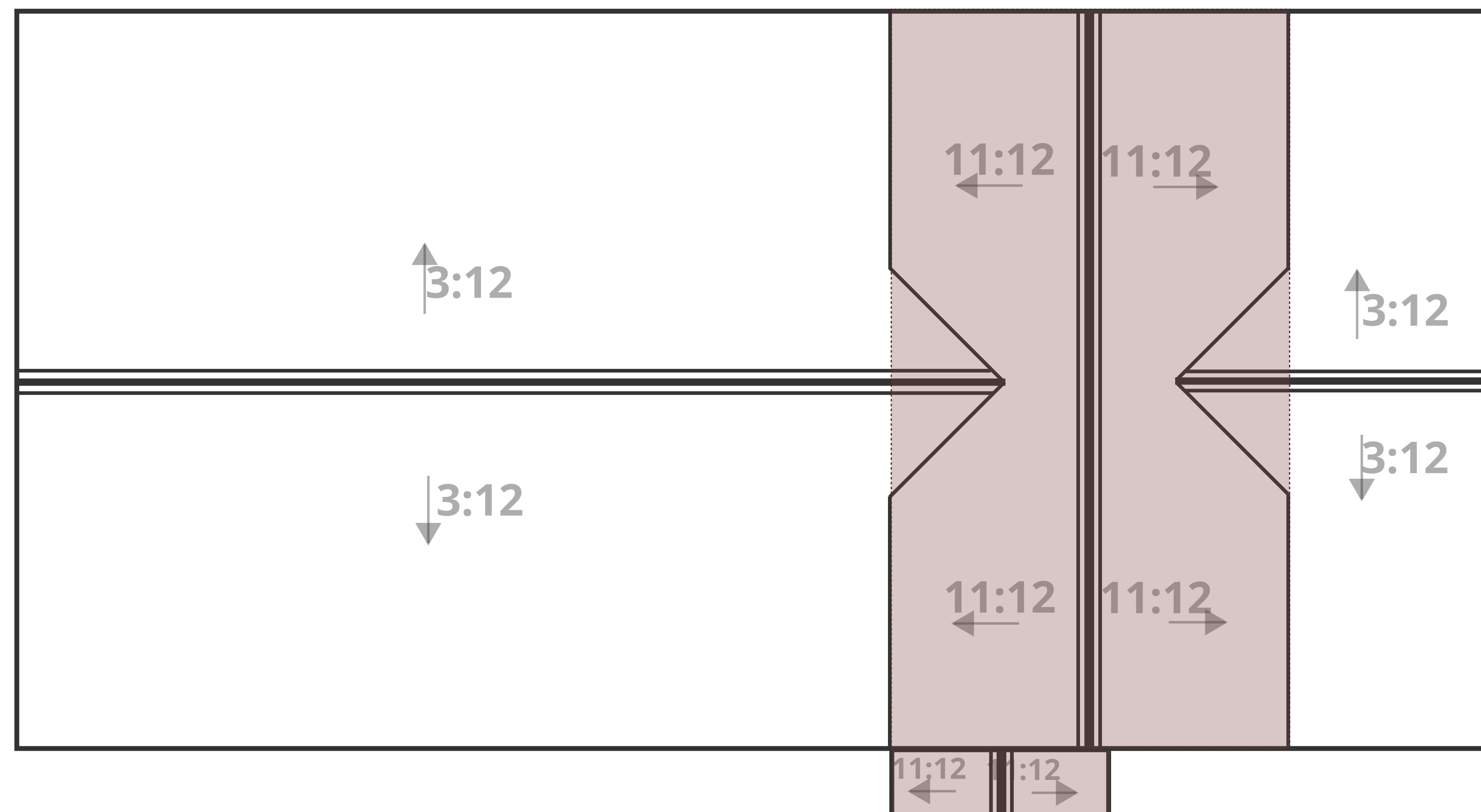
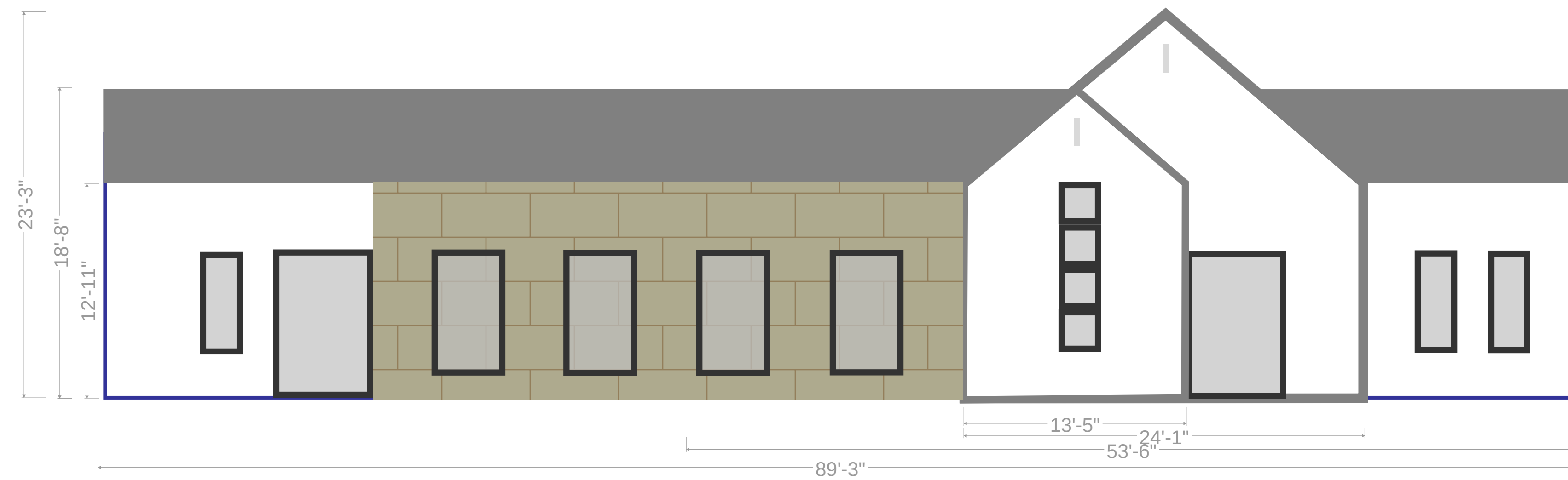
Project number Project
Number

G1-3

Scale 3/32" = 1'-0"







COMMON TRUSS



SCISSOR TRUSS

MATERIALS & FINISHES

