

REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

March 22, 2017

Project Title: 703-723 W Algonquin Industrial Development
Address: 703-723 W. Algonquin Rd.
Petitioner: Mike Wauterlek
Hamilton Partners Real Estate
300 Park Blvd. – Suite 201
Itasca, IL 60143

Requested Action:

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

Variations Required:

- None Identified at this Time.

Attendees: Mike Wauterlek, Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

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.

Meeting Discussion:

Mr. Wauterlek introduced himself and provided a description of who Hamilton Partners is, and their interest in Arlington Heights. He mentioned the Hamilton Partners has not done a development yet in Arlington Heights. He explained that the subject property is two separate parcels of land and owned by separate individuals. One of the properties has multiple tenants, and the other property has a vacant building. Hamilton Partners was interested in developing a 300,000 square foot light distribution facility on the two properties. The development would occur in two phases, the first phase being a 131,000 square foot building on the property with the vacant building, then eventually expanding that building onto the second property in the future to achieve the full 300,000 square feet.

Commissioner Green asked if the southern building would be torn down during phase I or phase II.

Mr. Wauterlek responded that the southern building would not be torn down until phase II was ready to proceed.

Commissioner Jensen asked if the southern building would only come down when the first building was to be expanded?

Mr. Wauterlek confirmed that the south building would not come down until they were ready to expand the first building. He explained that one of the tenants within the southern building had a lease that was set to expire at the end of the year. It was the developer's intention to renew their lease so that it would be "co-terminus" with the lease for the State of Illinois facility and another tenant, so all lease obligations would expire around 2020. At that point, the developer would analyze if the time was right to move forward with phase II. He said if all parties within the southern building were willing to negotiate out of their lease, Hamilton Partners would consider doing the entire development up front, but if this is not possible, being able to start phase I immediately meant that they were in a good position regardless.

Mr. Hubbard explained that the subject property was located within the M-2 Zoning Districts and that light distribution uses were permitted uses within the M-2 Zoning District. The Zoning Code requires that any development within the M-2 District and was located on a property that was greater than 4 acres in size, must obtain PUD approval, and so the subject property, at over 15 acres, was required to develop as a PUD. The Comprehensive Plan classifies the subject property as appropriate for "Research, Development, Manufacturing, and Warehousing", and so the proposed PUD was consistent with the Comprehensive Plan.

Mr. Hubbard said that the fact the property was composed of at least two lots of record, when the building was extended over the lot lines, it would create a non-conforming situation. Therefore, consolidation of the lots would be required during the PUD process and phase I approval. Approval of both phase I and phase II could occur simultaneously. As part of the PUD process, a market analysis would be required, and the applicant had already done some time of market study to determine that there was a demand for light-distribution facilities of this size in this location.

Mr. Hubbard mentioned that the subject property shared a private drive aisle with the property to the west, and staff did not know if a formal reciprocal easement agreement or cross access easement was established for this shared drive aisle. If not, then this must be recorded during the PUD process. It would be important for the applicant to take this into consideration during the design of the site, and information would be required on the functionality of this shared access this during the Plan Commission process

Mr. Hubbard stated that there may be an opportunity for more greenspace in the rear of the development, and all MWRD stormwater and local stormwater requirements must be met. He encouraged additional landscaping at the rear of the site, not only to buffer the building from the tollway, but also to provide an attractive appearance from this heavily travelled corridor.

Mr. Wauterlek said that they often put a lot of money into attractive design of the building exterior, but then also extensively landscape the site, which landscaping sometimes blocks the architecture of the building.

Mr. Hubbard mentioned that landscaping also had air quality and environmental benefits. He explained that the code requires a traffic and parking study for the property, and the Village would want to make sure that the existing road network is capable of handling the increase in truck traffic that would be generated by this development. He mentioned that Algonquin Rd. was under IDOT jurisdiction, so the applicant could be required to obtain certain IDOT reviews and/or approvals. Relative to parking requirements, it would be based off the size of the individual build-outs, the number of employees, and the uses of each future tenant. The number of parking spaces proposed complies with code requirements, however, the actual size and use of each future tenant may mean that there are future parking restrictions or users/tenants. He summarized that staff was supportive of this concept on a preliminary basis.

Commissioner Jensen asked if Weber Packing Solutions was the tenant to the west.

Mr. Hubbard confirmed that it was.

Commissioner Jensen asked where truck traffic would go during phase I.

Mr. Wauterlek replied that trucks would use Meijer Drive, and then access the shared drive aisle between Weber and the subject property. He stated that this is how access to the "phase I" property is currently configured.

Commissioner Jensen asked what volume or measure of truck traffic would be increased by the proposed development.

Mr. Wauterlek replied he did not have a formal traffic analysis, but that generally truck traffic would be increasing. If he were to move to the Plan Commission, he could hire somebody to study traffic.

Commissioner Jensen said the traffic study should assess the ability of the shared drive, Meijer Drive, and the intersection of Algonquin Road and Meijer Drive, to determine their ability to accommodate the traffic that could be generated by this development. He asked if access to the site could come from Algonquin Road.

Mr. Wauterlek replied that Algonquin Road abutted the development, and access was from Meijer Drive.

Commissioner Jensen asked about landscape requirements.

Mr. Hubbard replied that landscaping was required along the southern property line as all parking lots had to be screened from a public Right-of-Way, regardless of if that ROW was a local street, major arterial, or expressway.

Commissioner Cherwin asked about the number of loading bays.

Mr. Wauterlek replied that it would be built to suit, although they had estimated that there would be around 74 loading bays.

Commissioner Cherwin asked about the features of the building.

Mr. Wauterlek responded that access to both I-90 and I-53 would be attractive to any light distribution/logistics company. Given exposure off of I-90 and Algonquin Road, this site could also be viable for a distribution company or wholesaler with a showroom. Also, the property is in close proximity to O'Hare Airport, so logistics companies could also take advantage of that location. He said that ceiling heights would be 32' tall, whereas the average building heights in the area were probably 18' to 24'. The lighting and heat exchange units would be energy efficient. Parking for the building would be higher per floor area than nearby buildings. Finally, the turning radius for the trucks would be 131', which could accommodate larger over-the-road hauling vehicles.

Commissioner Cherwin he said that landscaping along the rear of the building would be nice, but that he was more concerned with landscaping in the front of the building to provide screening along Algonquin Road.

Commissioner Jensen asked if the property had been purchased yet.

Mr. Wauterlek responded that the property was not yet owned by them.

Commissioner Green he said that he thought it was a good use for the property and he supported a two phased development. He said that he was not too concerned with landscaping on the rear of the property by the expressway as he believed that the expressway was elevated in this location and landscaping would not be effective due to the grade.

Commissioner Jensen said he was a little concerned about the number of trucks and the conditions of the roads.

Mr. Hubbard stated that he believed Meijer Drive was a local street under Arlington Heights jurisdiction.

Commissioner Jensen asked the other commissioners if they were concerned about conditions of the roads to support such heavy truck traffic.

Commissioner Green responded that he believe they were built to accommodate heavy truck traffic.

Commissioner Cherwin said he suspected that the road was already successfully handled truck traffic from Meijer.

Commissioner Green encouraged the applicant to move forward.

RECOMMENDATION

The Plat & Subdivision Committee provided their feedback to the petitioner and advised petitioner to proceed forward as they saw fit.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder