



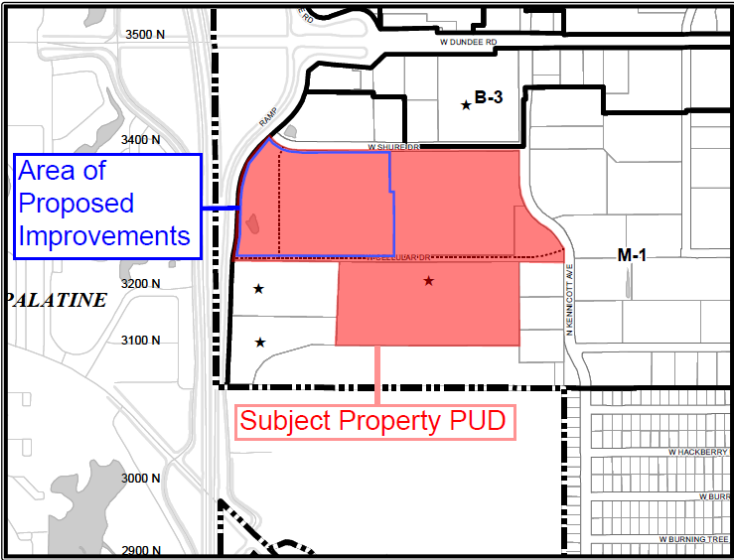
VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT

Project Number: PC 19-011
Project Title: Northwest Crossings PUD
 Amendment
Address: 1455, 1421, and 1501 W. Shure Dr.
PIN: 03-07-100-015, -021, -023, and -024

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: August 28, 2019
Date Prepared: August 23, 2019

Petitioner: Adam Keldermans
 TNC Lot 1, LLC
Address: 1033 Skokie Blvd. – Suite 480
 Northbrook, IL 60062

Existing Zoning: M-1: Research, Development and
 Light Manufacturing District
Comprehensive Plan: R&D, Mfg. and Warehousing



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1: Research, Development and Light Manufacturing District, B-3: General Service, Wholesale, and Motor Vehicles District	7-story office building, single-story flex office/light industrial building	Offices Only, Commercial
South	M-1: Research, Development and Light Manufacturing District	Multi-tenant office complex, Cemetery	R&D, Mfg., Warehousing
East	M-1: Research, Development and Light Manufacturing District	Multi-tenant flex office/industrial buildings	R&D, Mfg., Warehousing
West	- Unincorporated Cook County and Village of Palatine -		

Requested Action:
 1. Amendment to PUD Ordinance 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.

Variations Required:
 1. Multiple variations requested – See **Appendix I**.

Project Background:

The subject PUD contains approximately 64.25 acres and was originally approved in 1988. The PUD includes three buildings, two on the northern side of Cellular Drive (1501 W. Shure Drive and 1421 W. Shure Drive) and one on the southern side (1455 W. Shure Drive). The 1455 W. Shure Drive building contains approximately 214,000 square feet and up until about one year ago was the home to Nokia Siemens, however, the building is currently vacant. The building at 1421 W. Shure Drive contains approximately 209,271 square feet and is fully leased to two tenants (HSBC and Northrop Grumman). The building at 1501 W. Shure drive is currently vacant and contains approximately 195,300 square feet. **Appendix II** at the end of this report depicts the overall PUD and where each building is located within the PUD.

The original 1988 PUD has undergone several amendments over the years, most recently in 2015 to allow demolition of a portion of the 1501 W. Shure Drive building, resulting in the current total of 195,300 square feet. A confidential tenant has been identified to lease the entire building, however, in order for them to occupy the site, certain changes must be made to the parking area and site access to provide for enhanced security. In addition to these exterior changes, the interior the space will be built out to accommodate the needs of this tenant. Work on the site will proceed in two phases:

- **Phase I:** Build-out and occupancy of 127,047 square feet of space within the building to accommodate a backup network operations center and business resumption training suite. Reconfiguration of the parking area and driveway entrances to reduce the overall number of parking spaces from 802 spaces to 559 spaces. Installation of an 8-foot tall security fence around the entire perimeter of the site, gated entry points with guard houses, and two large generators. Improvements to the stormwater facilities on the site.
- **Phase II:** Build-out and occupancy of the remaining 68,253 square feet of space within the building and construction of an additional 342 parking spaces on the north side of the building for a total of 898 parking spaces (includes the removal of three spaces from the Phase I parking lot to accommodate access into the Phase II parking lot).

Zoning and Comprehensive Plan

The subject property is zoned M-1, Research, Development, and Light Manufacturing District and the proposed office use is a permitted use within the M-1 District. However, as the site was originally approved as a PUD, the proposed site modifications require an amendment to the previously granted PUD. Additionally, the petitioner is proposing an eight-foot tall security fence around the perimeter of the site, which fence requires certain variations since the maximum allowable fence height is six feet tall. The petitioner has also proposed screening around the generators, transformers, and AC units, which screening does not comply with the fence regulations. Finally, the proposed guard houses, driveway widths, and AC units also require certain variations as will be outlined below. In order to justify these variations, the petitioner has provided a written response to each of the four hardship criteria necessary for variation approval, which has been included in the packet provided to the Plan Commission. For reference, the criteria for variation approval has been summarized 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.**

The Comprehensive Plan classifies this property as appropriate for “R&D, Manufacturing and Warehousing” uses. As office uses are a permitted use within the M-1 District, the proposed use is compatible with the Comprehensive Plan.

Building and Site:

The most recent PUD amendment, which was approved in 2015, allowed demolition of the northern portion of the 1501 W. Shure Drive building. However, the exterior in this area was left partially unfinished. A condition of the 2015 approval required that within three years, a finished façade be installed along this portion of the building. A permit for this work has already been submitted (which also included a small vestibule on the western elevation of the building) and zoning approval of this permit has been granted. Other than the interior build-out work and the completion of the façade, there are no other changes proposed to the structure. The interior build-out will be required to comply with all applicable building codes.

Fence Variations:

The proposed eight-foot tall security fence, 17.3 foot tall screen walls to screen the generators, eight-foot tall fence to screen the AC units, and a six-foot tall fence to screen the gas meter all require variations from the fence regulations as outlined below.

- **Variation to Chapter 28, Section 6.13-3a, Front Yard, to allow a 8’ tall open fence with sharp points, a 17.3’ tall solid fence enclosing a mechanical unit, 8’ tall chainlink fence enclosing a transformer, and a 6’ tall solid fence enclosing certain gas meters, all in a front yard.**
- **Variation to Chapter 28, Section 6.13-3b, Side and Rear Yards, to allow a 8’ tall open fence in a side yard and a 8’ tall solid fence in a side yard.**
- **Variation to Chapter 28, Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence, 8’ tall chainlink fence enclosing a transformer, and a 17.3’ tall solid fence enclosing a mechanical unit, all in a rear yard.**
- **Variation to Chapter 28, Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.**
- **Variation to Chapter 28, Section 6.13-2f, Materials and Type of Construction, to allow slatted chainlink fencing.**

Staff concurs with the petitioner that the necessary criteria for variation approval has been met and notes that the perimeter security fence will be screened with landscaping and will be constructed as a picket style fence with a decorative black finish rather than a standard chainlink security fence with barbed wire at the top. Relative to the AC unit and mechanical unit screens, this fencing will be located away from the right-of-way and is not adjacent to any residential areas where its height would potentially be more intrusive. As this fencing will screen large mechanical units, the increase in height above the code allowed six-foot maximum is necessary to provide for complete screening of these units. Furthermore, these screen walls will be constructed of masonry material and painted to match the building. Finally, the petitioner is proposing eight-foot tall chainlink fencing as a screen around their transformers on the north and south sides of the building. Since slatted chainlink fences are prohibited unless they enclose a garbage dumpster, a variations is necessary. The proposed use of the slatted fence is limited and the locations are abutting the building and away from public right-of-ways. Staff is supportive of all fence variations.

AC Condenser Unit Variation:

The petitioner has proposed new AC units along the eastern side of the building, which units will be located within an enclosure area screened by an eight-foot tall CMU masonry wall painted to match the building.

Zoning regulations require that all AC units be setback a minimum of 10% of the total lot width from any side yard property line. Given that the width of the lot is quite large (974'), a 97.4' setback is required. Since the proposed units are located 8.5' from the eastern side yard lot line, the following variation is required:

- **Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 8.5 feet from a side property line where code requires a 97.4' setback.**

Staff is supportive of this variations for several reasons; 1) the subject property fronts on three streets and the proposed AC unit location is on the only side of the lot that does not front a street, 2) the proposed units are screened with a solid wall, and 3) the units do not directly abut another structure (they are adjacent to a parking area and over 100 feet away from the nearest building), and the closest building is a non-residential office building.

Accessory Structure Variation:

The zoning code places a restriction on the maximum number of accessory structures that can be placed on a lot, which is determined by the size of that lot. Based on these regulations, the subject property is restricted to a maximum of four accessory structures. As the petitioner is proposing the addition of three guard houses, and the property already has two existing accessory structures on the site (three-car detached garage and accessory storage building), a variation is required. Additionally, accessory structures are restricted to a rear yard only, and the proposed guard house along Shure Drive requires a variation as it is located in the front yard:

- **Variation to Chapter 28, Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.**

Staff is supportive of this variation for several reasons; 1) the subject property is large enough to accommodate five accessory structures without becoming cluttered with accessory buildings, 2) the guard houses are small structures (32 square feet) and are the minimum size necessary to provide for security while also limiting visual impact, and 3) given the proposed use of the site, the guard houses facilitate necessary security of the property.

Driveway Width Variation:

Driveway entrances are restricted to a maximum width of 36 feet by the zoning code. The petitioner has proposed certain driveway entrances at approximately 77' in width and therefore the following variation is required:

- **Variation to Chapter 28, Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.**

Staff is supportive of this variation since the increased width is necessary to accommodate for the security and guardhouse protocols by the tenant. The increased width allows the driveways to have one inbound lane of travel, one outbound lane of travel, and sufficient space for a vehicle to turn around via a secondary outbound lane of travel if said vehicle is denied entry at the guardhouse.

Finally, staff notes that Fire Department has identified certain potential pinch points within the proposed parking lot where the turning radius of a fire truck may have conflicts. Therefore, staff is recommending a conditions of approval that requires the petitioner to work with the Village to address concerns raised by the Fire Department relative to fire truck turning.

Landscaping:

Improvements to the site landscaping will be made in conjunction with the alterations to the parking lot and site access. The petitioner’s landscape plans are code compliant with the exception to certain landscape islands that are missing the required shade tree. Specifically, islands missing shade trees are located on the south end along Cellular Drive, on the north side of the center island of the Phase II parking area, and at the south end of the parking row along the west side of the site. A condition of approval has been recommended below, which requires the petitioner to add shade trees to all parking lot landscape islands where they are missing.

Parking and Traffic:

Per Chapter 28, Section 6.12-1(2)a, the petitioner is required to provide a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. Relative to this requirement, the petitioner has requested the following variation:

- **A Variation from Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.**

The petitioner has provided a written response to each of the four hardship criteria to justify said variation and staff concurs with the petitioner that the necessary criteria for variation approval has been met. Staff is supportive of this variation for several reasons; 1) each phase of development will exceed the required number of parking spaces, 2) approximately 223,000 square feet of floor area has been demolished within the PUD over the last 5 years, and 3) a previous condition of approval requires that should parking within the PUD become a problem at any point in the future, the petitioner must develop a plan to address the problem upon the request of the Village.

Parking calculations for each phase of the development are summarized below:

Address	Phase	Use	Square Feet	Parking Ratio	Parking Required	Parking Provided
1501 W. Shure Drive	Phase I	Office	127,047	1 per 300 Sq. Ft.	423	559
	Phase II	Office	68,253	1 per 300 Sq. Ft.	228	342
TOTAL SQUARE FOOTAGE			195,300	PARKING TOTALS	651	898*
OVERALL SURPLUS / (DEFICIT)					247	

*Takes into consideration the removal of 3 spaces within the Phase I parking lot as necessary to provide access to the Phase II parking area

As shown in the table above, occupancy of the Phase II portion of the building without the concurrent construction of the Phase II parking would result in a parking deficit on the site. As a condition of approval, staff recommends that build-out and occupancy of the 68,253 square foot Phase II area must occur simultaneous to construction of the Phase II parking area.

Compliance with bicycle parking regulations is only required in instances of new construction or when a change in use results in the requirement for additional off-street parking spaces. As neither of these scenarios has occurred, no bicycle parking spaces are required.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD ordinances 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan, as well as certain variations to Chapter 28 of the Municipal code as outlined in **Appendix I**, and recommends approval of the application subject to the following conditions:

1. Build-out and occupancy of the 68,253 square foot Phase II area must occur simultaneous to construction of the Phase II parking area.
2. Prior to building permit issuance, the petitioner shall work with the Village to revise areas within the parking lots where fire truck turning may be difficult, to the satisfaction of the Fire Department.
3. Shade trees shall be added to the islands located on the south end of the site along Cellular Drive, the north side of the the center island of the Phase II parking area, and at the south end of the parking row along the west side of the site.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

August 23, 2019

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Appendix I – Requested Variations

1. Variation to Chapter 28, Section 6.13-3a, Front Yard, to allow a 8' tall open fence with sharp points, a 17.3' tall solid fence enclosing a mechanical unit, 8' tall chainlink fence enclosing a transformer, and a 6' tall solid fence enclosing certain gas meters, all in a front yard.
2. Variation to Chapter 28, Section 6.13-3b, Side and Rear Yards, to allow a 8' tall open fence in a side yard and a 8' tall solid fence in a side yard.
3. Variation to Chapter 28, Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence, 8' tall chainlink fence enclosing a transformer, and a 17.3' tall solid fence enclosing a mechanical unit, all in a rear yard.
4. Variation to Chapter 28, Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
5. Variation to Chapter 28, Section 6.13-2f, Materials and Type of Construction, to allow slatted chainlink fencing.
6. Variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.
7. Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 8.5 feet from a side property line where code requires a 97.4' setback.
8. Variation to Chapter 28, Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.
9. Variation to Chapter 28, Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.

Appendix II – PUD Map

