



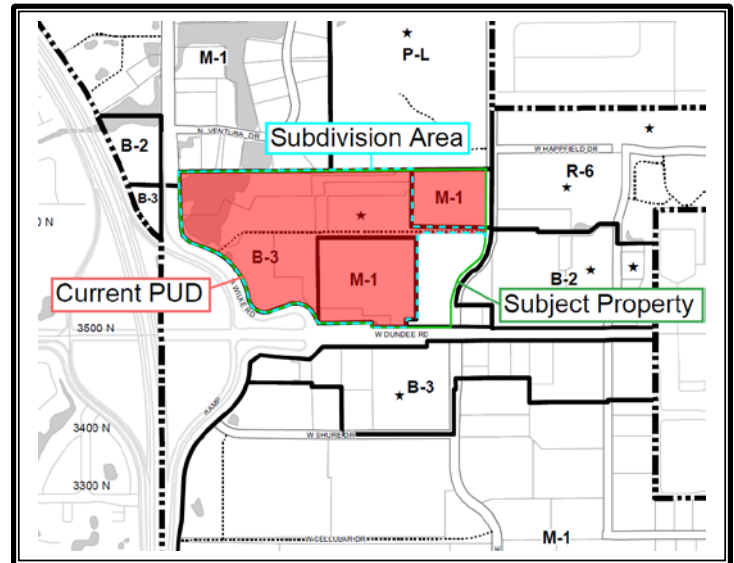
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC #21-009
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 thru -024, 03-06-302-015

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: August 25, 2021
Date Prepared: August 20, 2021

Petitioner: RPG Acquisitions, LLC
 Benjamin Harris
Address: 5600 N. River Road – Suite 866
 Rosemont, IL 60018

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 Ordinances #99-031, #07-072, and #09-041 to allow modifications to the approved development plan including construction of an approximately 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas.
2. Preliminary Plat of Subdivision approval to re-subdivide the subject property into three lots.
3. Rezoning of proposed Lots 2 and 3 from the M-1 Zoning District to the B-3 Zoning District and of proposed Lot 1 from the B-3 Zoning District to the M-1 Zoning District
4. Amendment to the Comprehensive Plan to reclassify proposed Lot 1 from "Commercial" to "R&D, Mfg., Warehousing".

Variations Required:

1. Chapter 28, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.

Project Background:

The subject property is the former Honeywell research/development and manufacturing campus located on the northwest side of Arlington Heights. 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). Below is a summary of the 2007 PUD amendment, which still governs the site and was approved to permit the following (approximately):

	Use	Building Size	Parking Spaces
Lot 1	Future Car Dealership	30,000 sq. ft.	667
Lot 2	Future Dodge/Jeep Dealership	75,500 sq. ft.	934
Lot 3	Lexus Dealership	155,500 sq. ft.	735
Lot 4	Existing Industrial Building	361,500 sq. ft.	920
Total		622,000 sq. ft.	3,256

Note: Lot 4 includes a portion of the Lexus Dealership building but that portion was included in the overall square footage within Lot 3 in the table above.

The Bob Rohrman Group is proposing to resubdivide the four lots outlined above into three lots, retain ownership of two of those three lots, and sell the remaining lot for redevelopment. The potential buyer of the third lot is Ridgeline Property Group, a national developer of industrial/logistics/warehouse facilities that has the remaining proposed lot under contract. The subdivision would yield the following lots:

- **Lot 1 - Ridgeline Lot:** 33.58 acres and includes the existing approximately 361,500 square foot former Honeywell building, which is currently vacant and sits between the Nissan Dealership and Lexus Dealership. This lot also includes the existing parking fields located on the north side of the site. Access to this lot would come from Wilke Road, as well as the existing driveway/access easement along Kennicott Avenue. Ridgeline is proposing a complete redevelopment of this lot, which will be described in detail below.
- **Lot 2 - Lexus Lot:** 8.62 acres and includes 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. Access to this lot comes from two full access curb cuts on Wilke Road (one signalized), and one right-in only access point along Wilke Road, which is shared with the proposed Lot 3. Redevelopment of a portion of this lot is also proposed, which will be detailed later in this report.

- Lot 3 – Parking Lot: 4.03 acres and includes the parking area that is to the south of the 361,500 square foot former Honeywell building, that is shared by and located in-between the Lexus and Nissan dealerships. Access to this lot comes from the right-in only access drive that is shared with the Lexus lot (Lot 2), as well as interior connections to the Nissan lot and Lexus lot. No substantial redevelopment is proposed on this lot.

The remaining portions of the overall site are occupied by the following uses. No redevelopment or changes are proposed on these lots and they are only outlined below for background information:

- Nissan Lot (1100 W. Dundee Rd): 6.75 acres and includes the Nissan Dealership (owned by the Bob Rohman Auto Group) and its' parking fields to the north and south. Access to this lot comes from two existing curb cuts along Kennicott Avenue, one curb cut to Dundee Road, and as well as in interior connection into the proposed Lot 1 (Ridgeline lot).
- Curtiss Wright Lot (3602 N. Kennicott): 6.25 acres and includes the 94,298 square foot Curtiss Wright/Arens Control building, which is a manufacturer of drivetrain components as well as electronic control systems for the Hybrid Electronic Vehicle market. Access to the site comes from a full access non-signalized curb cut on Kennicott and an interior site connection to the shared access aisle connection on the Ridgeline lot that leads to Kennicott.

Development Proposal:

As outlined above, the proposed subdivision would create a 33.58 acre lot (Lot 1), which would be sold to the Ridgeline Property Group. Ridgeline has proposed the demolition of the 361,500 square foot former Honeywell building to make way for a two-building industrial distribution redevelopment, which would include up to a total of 511,664 square feet of floor area between the two buildings, 599 parking spaces, 101 loading bays (inclusive of 9 drive-in overhead door bays), and 65 truck/trailer parking spaces.

Access to the site on the west would come from two curb cuts on Wilke Road; the northern of these two access points would allow for both trucks and passenger vehicles with full access allowed for inbound movements into the site, however, outbound movements would be under stop sign control and truck traffic will be prohibited from leaving the site and travelling north to Lake-Cook Road (via signage). The southern access point would be for passenger vehicles only and would allow full access but would be under stop sign control for egress movements. There would also be an interior site connection from the Ridgeline lot into the Lexus lot which would allow access to the signalized full access intersection of the Lexus lot drive aisle to Wilke Road. Movements from the Ridgeline lot to this signalized access point would be for passenger vehicles only.

Access to the site on the east would come from the existing drive aisle connection to Kennicott, which would become part of the Ridgeline lot and is located just north of the Nissan lot. This intersection would be used by both trucks and passenger vehicles and would be full access for ingress, but would be restricted to right-out (southbound) only movements via signage and a mountable median. This would restrict all vehicles from leaving the site and heading northbound on Kennicott. All outbound movements would be under stop sign control.

As detailed above, the Ridgeline development would include two buildings. Building One is proposed at 205,304 square feet, and would include 50 loading bays and 288 passenger vehicle parking spaces. There would be no truck/trailer parking spaces for this building. No tenants have been identified, however, it is intended primarily for smaller flex office/industrial users and light manufacturing tenants. Building Two

would include 306,360 square feet of floor area, 51 loading bays and 311 passenger vehicle parking stalls. Similar to Building One, there are no tenants identified, but it is expected that this building will attract one or more larger tenants and be utilized primarily as a logistics/distribution or warehousing facility.

Certain improvements have also been proposed for Lot 2 (the lot containing the Lexus dealership). Most notably, there is a two-story portion of the Lexus building which is connected to the Honeywell building by an elevated walkway. This portion of the Lexus dealership is referred to as the “Motorola” building and it contains approximately 75,000 square feet. The Rohrman Group has proposed demolition of the majority of the Motorola building and conversion of this area to a surface parking field that would equate to a net increase of approximately 118 parking stalls to parking lot at the east of the Lexus dealership. Minor changes to the parking lot on the western side of the site have also been proposed. Overall, the Lexus dealership lot (Lot 2) would include approximately 488 parking stalls and Lot 3 would include 238 parking stalls (which are shared with the Nissan dealership).

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 M-1 District is the appropriate zoning classification for the Ridgeline lot (Lot 1) given the expected uses for the two proposed buildings on that site and accordingly, the petitioner has requested that the entirety of Lot 1 be classified as M-1 (there are portions of Lot 1 that are currently within the B-3 District). Similarly, since portions of the Lexus lot are within the M-1 District, rezoning of those portions into the B-3 District has also been requested. An exhibit showing the existing zoning and proposed zoning has been included at the end of this staff report. The Staff Development Committee is supportive of these zoning changes, which are consistent with the proposed redevelopment and current zoning on the property; the rezoning does not introduce any new zoning districts into the PUD but rather shifts the existing zoning classifications to align with the reconfigured lots and proposed redevelopment.

With exception to the Curtiss Wright site (classified “R&D, Mfg., and Warehousing”), the Comprehensive Plan designates the entire PUD as “Commercial”. The current designation aligns with the existing PUD approval that governs the Bob Rohrman Auto Campus, which envisioned the majority of the subject property to be developed as automobile dealerships, as well as the preservation of the existing 361,500 square foot former Honeywell building for office or light industrial uses. The Bob Rohrman Group has worked to accomplish this vision of redevelopment, however, the Honeywell building has struggled with vacancies over the years and is now completely vacant as it awaits redevelopment. Relative to the additional auto dealerships, the Bob Rohrman Group has not been able to secure the necessary franchises needed to establish additional dealerships on the property, despite beginning on the foundation for the third dealership that was anticipated as a Dodge/Chrysler/Jeep sales facility

An emerging trend in light industrial development over the last decade has seen a massive increase in the growth of e-commerce and internet sales, which has generated a substantial demand for distribution and logistics facilities. Interior ceiling clearance heights of 32 feet and higher are exceedingly sought by this segment of the market, and the existing Honeywell building was not built to accommodate for this size of ceiling height. In consideration of these characteristics, the Staff Development Committee is supportive of the demolition of the former Honeywell building and the Comprehensive Plan reclassification of the Ridgeline lot from “Commercial” to “R&D, Mfg., and Warehousing”. The Bob Rohrman properties would maintain their existing “Commercial” classification.

In order to replat the four existing lots within the Bob Rohrman auto campus to three lots, Plat of Subdivision approval is required. As such, the petitioner has requested Preliminary Plat of Subdivision approval. Final Plat of Subdivision approval shall come at a future date upon completion of final engineering plans and a final draft of the proposed Declaration of Covenants, Conditions, and Restrictions for the subdivision, which document shall outline shared maintenance responsibilities, access, and parking (among other things). More on these aspects will be outlined within the Traffic and Parking section of this report.

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, will be incorporated into the PUD. Furthermore, certain conditions of approval from the previous PUD ordinances shall be repealed as they are no longer applicable. A list of these conditions is included below:

Ordinance 99-031

- Condition #7: *"The land-banked parking shall be reevaluated each time there is a new user for the existing buildings. If demand for additional parking is warranted, the applicant shall have up to 90 days to install the required parking."*
 - This condition refers to land-banked parking that was planned back in 1999, which land-banked parking is no longer applicable as the proposed site redevelopment will render it obsolete.
- Condition #8: *"The land-banked parking stalls for Design Agency shall be installed when the number of employees exceeds the existing supply. If demand for additional parking is warranted, the applicant shall have up to 90 days to install the required parking."*
 - This refers to the same land-banked parking as outlined above, a portion of which was to be available to the Design Agency property (now Curtiss Wright). It should be noted that this land-banked parking was necessary since the Design Agency parcel was only planned to include 83 parking spaces. However, when actually constructed, the parcel included 162 parking stalls. Furthermore, this parcel has a parking easement for additional parking on the Ridgeline lot. Therefore, this land-banked parking is obsolete.
- Condition #9: *"Parking shall not be allowed on the shared drive aisles that service the overall property."*
 - Given the modifications that have occurred to the overall property since this condition was established in 1999, it is no longer applicable. There are few shared drive aisles remaining under the present redevelopment proposal, and there is a small amount of land-banked parking that is located on a drive aisle connection between Ridgelines' Building One and Building Two.

Ordinance 07-072:

- Condition #3: *"A cross access easement between all four lots shall be required."*
 - While this easement was established, it is being modified as a result of the reconfigured lots and reduction of shared access. As such, this condition of approval should be repealed and a new condition of approval outlining specific areas of shared access and parking will be established upon approval of the requested PUD amendment.
- Condition #5: *"Access to Dundee Road shall be prohibited."*
 - This condition of approval was meant to prohibit direct access to Dundee Road via a curb cut. However, a future curb cut to Dundee Road is contemplated under the proposed PUD amendment and therefore this condition of approval is no longer relevant.

Finally, as part of the present zoning entitlement package, the petitioner has requested additional tandem parking stalls on the Rohrman property, which requires the following variation:

- **Chapter 28, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.**

Other than the variation as identified above, this project conforms to all code requirements relative to height, density, setbacks, and other bulk/mass restrictions. In order to justify the requested variations, the petitioner has provided a written response to the approval criteria, which criteria has been outlined 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 Staff Development Committee concurs that the necessary criteria for approval have been met and is supportive of the variation for the following reasons: 1) the variation would not alter the essential character of the locality as tandem parking is already allowed on the Lexus lot in certain areas via a previous variation granted in 2007; 2) in order to create a viable area for redevelopment, which area has sat vacant for several years despite efforts to lease it, the Rohrman Group is selling a large portion of their land that is currently used for their vehicle parking and tandem parking is necessary to maximize the remaining parking areas on site; 3) the tandem parking stalls are not for customer parking and are meant to store vehicles that are for sale, which vehicle sales are the primary function of the site, and 4) the Rohrman Group employs multiple porters whose responsibilities include expeditious movement of cars to access vehicles in tandem parking stalls.

Building and Landscaping:

The Ridgeline buildings conform to all heights, setback, and bulk requirements. Building One is designed to provide 32-foot tall interior heights with an overall building height of 41 feet, and Building Two would have 36-foot tall interior heights with an overall height of 41 feet as well. On May 25, 2021, the Design Commission voted unanimously in favor of a recommendation of approval of the Ridgeline buildings, subject to one condition; that signage was to conform to Code requirements or the petitioner would be required to seek variation approval. Demolition of the Motorola building portion of the Lexus dealership and the accompanying façade changes will need to seek Design Commission review independent of this PUD amendment.

On the east side of the site, proposed Building Two is setback almost 200 feet from the easternmost property line, and it should be noted that the closest residential area is separated from this eastern property line by Kennicott Avenue as well as the Curtiss Wright building. To the north, Building Two is setback over 100 feet from the northern property line, which abuts a Village Public Works and Municipal facility. Building One is setback approximately 200 feet from the northern property line where the property abuts another three existing M-1 zoned properties. On the west side, proposed Building Two is setback approximately 80 feet from the western property line abutting Wilke Road. All setbacks exceed code requirements and have been generously designed to mitigate the bulk and mass of the proposed 41' tall buildings.

Relative to landscaping, the petitioner has proposed the installation of over 320 trees on Lot 1, which will help to buffer the proposed distribution uses. Extensive landscaping above and beyond code requirements has been proposed along the northern property line, which will help to screen the Building One loading court and truck docks from the uses to the north. To screen the truck parking stalls at the west of Building Two, a dense landscape screen has been proposed as well, which includes a 8-foot tall berm. Finally, many of the parking rows include additional landscape islands in excess of code requirements, which help to reduce the urban heat island effect, provide additional shade and greenspace, and buffer the overall uses on the property. Staff believes that the landscaping is appropriate for a project of this scale and acknowledges that the petitioner has cooperated with staff to enhance the overall landscape treatment of the site.

Photometric and illumination levels for the Ridgeline lot conform to all code requirements, however, upon submission of final engineering plans along with Final Plat of Subdivision approval, staff will verify if any changes to the illumination and light pole locations on the Ridgeline lot have been proposed. Due to late modifications to the Rohrman site plan, the illumination levels have changed from the previously submitted plans. As part of Final Plat of Subdivision approval, the petitioner will be required to provide a code complaint photometric plan for the Rohrman lots for review and approval. Should any of the onsite lighting exceed code requirements, revisions to the plans shall be required or the petitioner must seek a variation.

Stormwater Detention:

The entire Rohrman complex is served by a large underground storage vault along the northern side of the site in the location of the proposed truck loading court for Building One. In order to address the weight load of the trucks in this area, the petitioner has proposed an additional vault lid to reinforce the structural integrity of the underground vault. Final details on this will be vetted during final engineering review of the Final Plat. In addition to the existing underground vault, Ridgeline will be installing two underground corrugated metal pipe systems to conform to all Village and MWRD stormwater requirements. The changes to the Rohrman site do not require any substantial stormwater upgrades. Final detention calculations will be required at time of Final Plat of Subdivision review, however, the proposed redevelopment is not expected to create stormwater issues as all improvements will conform to Village and MWRD stormwater requirements.

Access Easements and Parking Easement:

The previous PUD amendment approved in 2007 resulted in shared access through-out the Rohrman lots (inclusive of both the Nissan lots, Lexus lot, future dealership lots and the former Honeywell building lot). However, the proposed redevelopment means that these access easements need to be revised, and a summary of the new access easements is included below. It is important to note that these easements have not yet been formally established, and they will need to be formalized as part of the Final Plat of Subdivision approval process:

- Ridgeline/Lexus Easement – At the request of staff, the petitioner has provided an interior site connection between the Lexus property (Lot 2) and the Ridgeline lot (Lot 1) on the western side of the site. This easement will be restricted to passenger vehicles only and will allow cars from the Ridgeline property access to the existing signalized intersection on proposed Lot 2 (Lexus lot) located at the westernmost Lexus drive aisle connection with Wilke Road.
- Lexus/Nissan Easement – To formalize cross access between the Nissan lot and proposed Lots 2 and 3, a blanket cross access easement between these three lots will be provided.
- Ridgeline/Nissan Easement – A cross connection point exists between the Ridgeline lot (Lot 1) and the Nissan lot, at the easternmost north/south drive aisle to the east of Building Two. To formalize

cross access for the benefit of the Ridgeline property, an easement will be established that will give passenger vehicles on the Ridgeline lot the right to travel through the Nissan lot and out to Dundee Road. It should be noted that this connection will be blocked off by the Nissan dealership during times when the dealership is not open for enhanced security on the Nissan lot.

- Future Access Easement – At the request of staff, Lot 3 will provide an easement that will allow future access to the Ridgeline lot in the area around the southeast corner of Building Two, which will provide access to Dundee Road. This easement will be implemented only if an additional curb cut is added to Dundee Road on Lot 3, which would align with the existing access drive located across Dundee Road on the southern side of the street. Reciprocal access would also be granted through the Ridgeline lot, to the benefit of Lots 2 and 3, to allow access to the primary access drive that leads to Kennicott Avenue.

It should be noted that the existing easement, to the benefit of the Curtiss Wright property, that allows access through Lot 1 along the primary access drive connection to Kennicott Avenue (established in 2000), will be maintained.

Finally, there is an existing easement on the eastern side of the Ridgeline lot, which allows access and exclusive parking rights for the Curtiss Wright property (via Document #00364848) to 40 existing parking spaces on the former Honeywell building campus. As the proposed improvements would alter the location of these existing parking areas, the existing easement needs to be either vacated or amended. Ridgeline is aware of the issue and working with the owner of the Curtiss Wright property to either vacate or amend the easement. Should vacation of the easement not occur, 40 parking stalls have been land-banked at the north side of Building Two, which would mitigate for the impact of having to maintain (via an amended easement) the exclusive right for Curtiss Wright to park on 40 parking spaces located on the Ridgeline lot. A condition of approval has been recommended that would require Ridgeline to continue working to either vacate or amend the existing access and parking lot easement, which shall be finalized prior to approval of the Final Plat of Subdivision. If the easement is not vacated, at the request of staff, the petitioner shall install the 40 land-banked parking stalls to mitigate for the loss of 40 stalls allocated exclusively for Curtiss Wright on their lot.

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. As such, the petitioner has provided a detailed traffic and parking study from Koenig, Lindren, O'Hara, and Alboona, Inc. (KLOA), that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. The petitioner worked extensively with staff to refine their traffic and parking analysis to provide a comprehensive estimate for traffic that would be generated by this development, both in terms of passenger vehicles and trucks.

Ultimately, KLOA evaluated expected traffic generation utilizing three different methods:

- Standard *Institute of Traffic Engineers* (ITE) trip generation rates for usage of the Ridgeline buildings entirely as warehouse facilities.
- Standard ITE trip generation rates for usage of the Ridgeline buildings with 90% occupancy as warehousing and 10% occupancy as standard office uses.
- Survey of two similar facilities in the Chicagoland area to determine traffic generation rates and apply these rates to the proposed facility.

The survey of similar existing facilities generated the highest traffic volume estimates and to take a conservative approach, these rates were used to estimate overall traffic generation from the proposed development during peak travel hours (7:15am-8:15am and 4:45pm-5:45pm).

To determine the estimated percentage of truck traffic from the overall traffic volumes, the study analyzed ITE data, which indicates approximately 12% of morning peak hour trips would be trucks and 16% of evening peak hour trips would be trucks, as well as data from the surveys of the two existing local facilities, which indicated 17% of the morning peak hour trips would be trucks and 13% of evening peak hour trips would be trucks. Conservatively, they applied 20% of all estimated morning and evening peak trips as truck traffic.

The results of the traffic analysis found that all intersections studied in the vicinity of the proposed development had sufficient reserve capacity to accommodate the volume of traffic estimated to be generated by the Ridgeline project. No additional turn lanes/deceleration lanes were needed, and stacking/capacity at key intersections would not create unsafe conditions. Specifically, left turn movements from eastbound Dundee Road onto northbound Wilke Road, which movement occurs via a dedicated left turn lane, would maintain the same Level of Service (LOS) during both morning and evening peaks (LOS B and LOS D respectively). Similarly, left turn movements from Dundee Road to Kennicott Avenue, which also occurs within a dedicated left turn lane, would maintain the same level of service during both morning and evening peaks (LOS A and E respectively). However, it should be noted that the 95th percentile left turn stacking during the evening peak at this intersection would extend beyond the left turn lane but could be adequately accommodated in the existing taper and striped median provided along Dundee Road. As a condition of approval, staff recommends that if required by IDOT, the petitioner shall restripe the westbound left turn lane on Dundee Road at its' intersection with Kennicott Avenue per IDOT requirements.

Given that the primary means of travel to and from this development come/leave along Route 53, 70% of all truck traffic is estimated to come/leave from the west. As outlined above, all truck traffic would be prohibited from leaving the site northbound on Wilke Road and also Kennicott Avenue. To ensure that this will occur, the developer has agreed to restrict travel to/from the site along the northern access drive on the north side of the Curtiss Wright building to emergency vehicles only, and place "No Truck Right Turns" signage at the western truck egress point along Wilke. It should be noted that the geometry of the primary egress point along Kennicott is oriented to allow right-out movements only via a mountable median and signage. However, to avoid a scenario where truck traffic enters the site originating on Arlington Heights Road and turns onto Happfield Drive (which is a residential street) to access Kennicott Avenue, a condition of approval is recommended to limit all truck movements to and from the site to arrive/leave along Dundee Road.

Relative to parking, the proposed development complies with all Code regulations and provides a surplus of parking relative parking requirements. A summary of the parking requirements is included below, and the detailed parking calculations are included at the end of this report.

Owner	Location	Parking provided	Parking Required	Surplus/Deficit
Ridgeline	Lot 1	599	444	115
Rohrman	Lot 2	488	370	356
	Lot 3	238		

However, Ridgeline should be aware that 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, as well as the number of vehicles and employees for any non-office tenants. If tenants with larger than anticipated office components sign leases within the distribution buildings, a parking deficit may be created. However, given the surplus of parking above code requirements, staff believes that the petitioner has taken adequate measures to prevent a parking deficit and allow for more office use and/or employees.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed amendment to PUD Ordinances #99-031, #07-072, and #09-041 to allow modifications to the approved development plan including construction of an approximately 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas, the Preliminary Plat of Subdivision to re-subdivide the subject property into three lots, the rezoning of proposed Lots 2 and 3 from the M-1 Zoning District to the B-3 Zoning District and of proposed Lot 1 from the B-3 Zoning District to the M-1 Zoning District, and the amendment to the Comprehensive Plan to reclassify proposed Lot 1 from “Commercial” to “R&D, Mfg., Warehousing”, as well as the following variation:

1. Chapter 28, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.

The Staff Development Committee recommends **APPROVAL** of the application subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.
2. As part of Final Plat of Subdivision, the petitioner shall propose a revised Declaration of Covenants, Conditions, and Restrictions for the subject property, for review and approval by the Village.
3. The Nissan lot shall be incorporated as part of the existing PUD.
4. Conditions of approval #7, #8, and #9 in Ordinance #99-031 and conditions #3 and #5 in Ordinance 07-072 shall be repealed.
5. Compliance with the May 25, 2021 Design Commission motion shall be required.
6. Inbound and outbound truck traffic must use Dundee Road to access Wilke Road and to access Kennicott Avenue.
7. As part of Final Plat Approval, the following easement shall be established as outlined within this Staff Report:
 - a. Ridgeline/Lexus Easement
 - b. Lexus/Nissan Easement
 - c. Ridgeline/Nissan Easement
 - d. Future Access Easement
8. As part of Final Plat of Subdivision approval, the petitioner shall provide a code complaint photometric plan for the Rohrman lots. Should any of the onsite lighting exceed code requirements, revisions to the onsite lighting shall be required, or the petitioner must seek a variation
9. The existing easement established via Document #03364848 shall either be amended to reconfigure the parking and access to align with the proposed Lot 1 redevelopment, or shall be vacated. Should

vacation not be possible, at the request of the Village, the petitioner shall install the 40 land-banked parking stalls at the north of Building Two.

10. If required by IDOT, the petitioner shall restripe the eastbound left turn lane on Dundee Road at its' intersection with Kennicott Avenue per IDOT requirements.
11. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

August 20, 2021

Bill Enright, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Parking Calculations:

Ridgeline Lot

Parking					
<i>Building</i>	<i>Use</i>	<i>SF</i>	<i>Employees</i>	<i>Parking Required</i>	<i>Stalls Required</i>
Building 1					
Reported: 50 Bays (equals 50 vehicles) (45 berths, 5 OH Doors)	Warehouse	184,770	138	1 per 2 emp. + 1 per comm. Vehicle	119
	Office	20,534	N/A	1 per 300 s.f.	68
Building 2					
Reported: 51 Bays (equals 51 vehicles) (47 berths, 4 OH Doors)	Warehouse	275,724	206	1 per 2 emp. + 1 per comm. Vehicle	154
	Office	30,636	N/A	1 per 300 s.f.	102
TOTAL		511,664			444
TOTAL # OF PARKING SPACES PROVIDED					599
Minus spaces reserved exclusively for 3602 N Kennicott via Easement Doc. 00364848 (or future amendment)					40
SURPLUS / (DEFICIT)					115

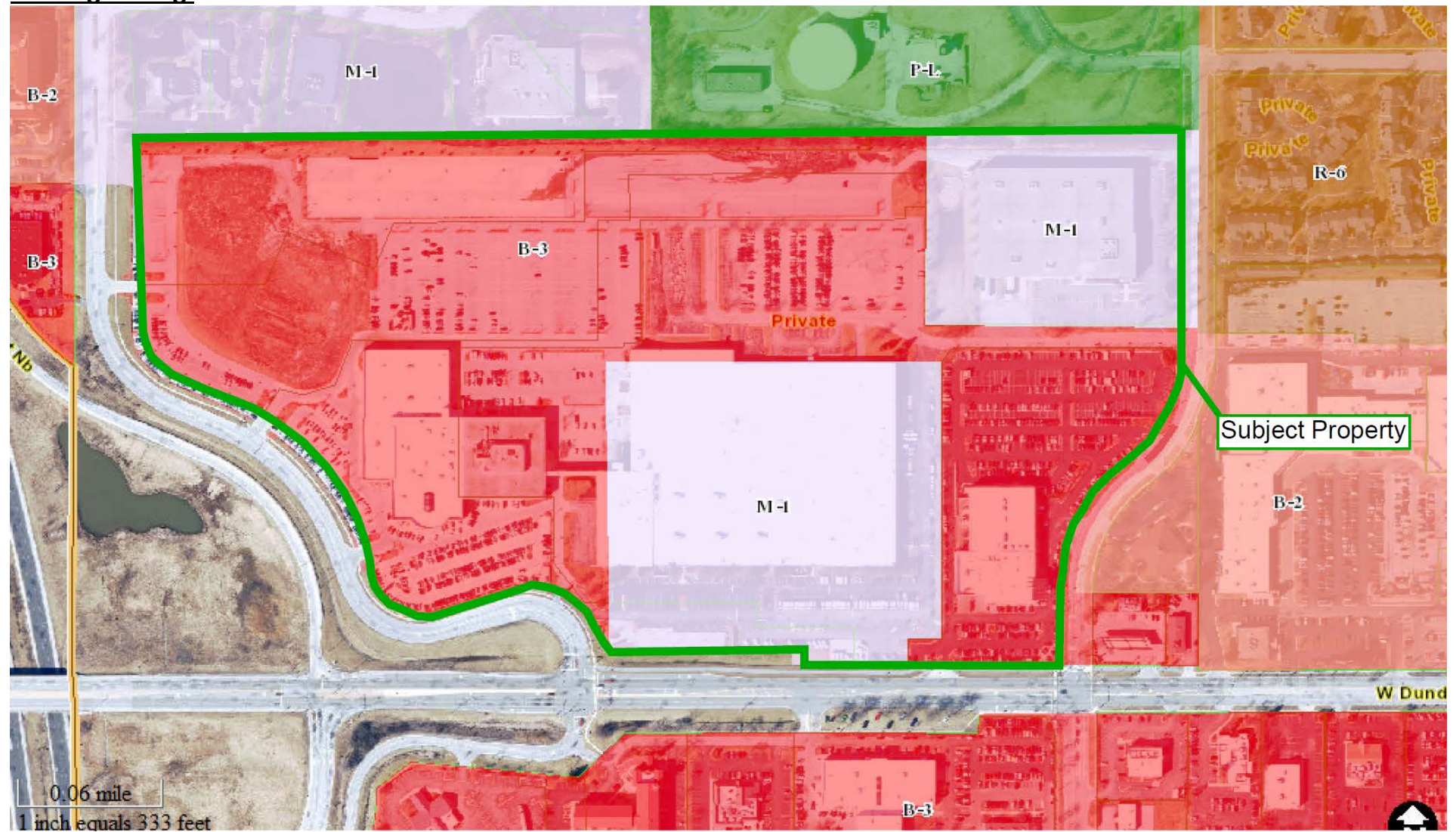
Rohrman Lots:

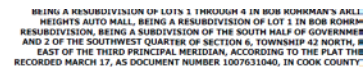
Proposed Lots 2 and 3					
USE	SF	# of Employees	# of Service Bays	Parking Ratio	Required Parking
Showroom/Sales	34,832			1 space / 600 SF	58
Office	12,719			1 space / 300 SF	42
Service	49,107	49	43	3 spaces / Bay + 1 per employee	178
Parts	8,939			1 space / 300 SF	30
Spa/Health Club	1,602			1 space / 250 SF	6
Café	2,544 (448 seating area size)			1 space / 45 SF seating	10
Misc Business Areas/Multi-purpose/Storage	15,020			30% of occupancy*	45
Total	122,219				
Total Required					370
Total Provided**					726
Surplus (Deficit)					356

*Occupancy classified as "Business Areas" (1 occupant per 100 sq. ft.) per Building Code *Maximum Floor Area Allowance Per Occupant* table

** 488 spaces are provided on the Lexus lot (Lot 2) and 238 spaces are provided on Lot 3.

Existing Zoning:



WILKE ROAD
VARIABLE WIDTH PUBLIC R.O.W.)

Existing M-1
No Change
Proposed

Existing B-3
No Change
Proposed