

**VILLAGE OF DOWNERS GROVE**  
**Report for the Village Council Meeting**  
**8/16/2016**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
2200 Warrenville Road – Rezoning and Special Use	Stan Popovich, AICP Director of Community Development

**SYNOPSIS**

The petitioner is requesting approval of a Special Use to permit a parking ratio of 7.2 parking spaces per 1,000 square feet of floor area and a Rezoning from M-1, Light Manufacturing to O-R-M, Office-Research-Manufacturing at 2200 Warrenville Road.

**STRATEGIC PLAN ALIGNMENT**

The goals for 2015-2017 include *Strong and Diverse Local Economy*.

**FISCAL IMPACT**

N/A

**RECOMMENDATION**

Approval on the September 6, 2016 active agenda per the Plan Commission's unanimous 6:0 positive recommendation. The Plan Commission found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan, and meets all standards for approval of a Zoning Map Amendment for a Rezoning per Section 28.12.030 and a Special Use per Section 28.12.050.

**BACKGROUND**

Property Information & Zoning Request

The subject property is located at the northwest corner of Warrenville Road and Finley Road and is commonly known as 2200 Warrenville Road. The seven acre site is zoned M-1, Light Manufacturing and contains the two vacant Elmer Perkins Life Sciences buildings. The petitioner is requesting a rezoning of the property to O-R-M (Office-Research-Manufacturing) to facilitate the construction of a two-story Class-A office building. The applicant is also requesting approval of a Special Use to permit a parking ratio of 7.2 parking spaces per 1,000 square feet of floor area where no more than 4.5 parking spaces per 1,000 square feet of floor area is permitted by-right in the Zoning Ordinance.

Development Plan

The proposed tenant is an undisclosed Fortune 500 Company looking to construct a suburban headquarters to take advantage of the visibility and location of the site. The conceptual two story building with an open floor plan will be built in accordance with latest design efficiency trends in order to meet immediate and long-term employee staffing needs. To provide enough parking for employees working in smaller individual spaces or in shared and collaborative spaces, the petitioner is proposing a parking ratio of 7.2

parking spaces per 1,000 square feet of floor area.

#### Compliance with the Comprehensive Plan

The Comprehensive Plan designates the subject property as Office/Corporate Campus, which is characterized by office uses with large-scale buildings and office parks in locations easily accessible from the I-88 & I-355 corridors. It also states that the Village should continue to support office development in these corridors and that they should be of high quality and consistent with the developments at Esplanade and the Highland Landmark.

The proposed O-R-M zoning district is consistent with the Comprehensive Plan based on both the Esplanade and Highland Landmark being zoned O-R-M and both identified as Office/Corporate Campus in the Comprehensive Plan. Furthermore, the allowance of additional parking will support additional Class A office space development in the Village. The proposal is consistent with the Comprehensive Plan.

#### Compliance with the Zoning Ordinance

The subject property is currently zoned M-1, Light Manufacturing. The proposed development includes the rezoning to O-R-M, Office-Research-Manufacturing, and an office is a permitted use. The proposed building will have to comply with all other regulations of the Zoning Ordinance that will be addressed through the building permit review process.

#### Parking

The petitioner has provided research on office trends and a parking study outlining the need for additional parking spaces. The higher parking ratios are attributed to multiple factors: efficiencies achieved by increasing employee density, lack of public transit servicing the area, and providing visitor parking. As indicated by one of the articles, standard office sizes are becoming smaller, leading to higher employee density. Additionally, technology and collaborative spaces allow for more employees to work in shared spaces compared to the specifications of older Class-A office buildings.

#### Engineering\Public Improvements

All engineering provisions including stormwater regulations will be reviewed during the building permit process. At this time, no public improvements are required.

#### Public Comment

During the Plan Commission meeting, one member of the public expressed concerns with vehicles exiting the site and the impact on nearby intersections. As a condition of approval, the number of entry and exit lanes into the site must remain the same. Additionally, staff will review the traffic generation and distribution once the building and site plan have been finalized and submitted for permitting.

### **ATTACHMENTS**

Ordinance

Aerial Map

Staff Report with attachments dated August 1, 2016

Draft Minutes of the Plan Commission Hearing dated August 1, 2016

**ORDINANCE NO. \_\_\_\_\_****AN ORDINANCE AUTHORIZING A SPECIAL USE  
TO EXCEED THE MAXIMUM PARKING RATIO AT THE PROPERTY  
LOCATED AT 2200 WARRENVILLE ROAD**

WHEREAS, the following described property, to wit:

LOTS 1 AND 2 IN SMITH REALTY COMPANY'S RESUBDIVISION BEING A RESUBDIVISION IN THE EAST ½ OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 10-EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED ON SEPTEMBER 8, 1960 AS DOCUMENT NO 97879 IN BOOK 40 PAGE 75, IN DUPAGE COUNTY ILLINOIS.

EXCEPTING THEREFROM THAT PART OF SAID LOT 1 BEING DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE WESTERLY ON THE SOUTH LINE OF SAID LOT 1, SAID LINE ALSO BEING THE NORTHERLY RIGHT-OF-WAY OF WARRENVILLE ROAD, SAID LINE HAVING A BEARING OF NORTH 87 DEGREES 10 MINUTES 56 SECONDS WEST, A DISTANCE OF 22.97 FEET TO A POINT; THENCE NORTHEASTERLY ON A LINE, A DISTANCE OF 21.22 FEET ON A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 78.00 FEET, A CENTRAL ANGLE OF 15 DEGREES 35 MINUTES 20 SECONDS AND THE LONG CHORD OF SAID CURVE BEARS NORTH 37 DEGREES 31 MINUTES 47 SECONDS EAST, A CHORD DISTANCE OF 21.16 FEET TO A POINT, THENCE NORTHEASTERLY ON A LINE, A DISTANCE OF 47.37 FEET ON A CURVE ONCAVE TO THE WEST, HAVING A RADIUS OF 168.00 FEET, A CENTRAL ANGLE OF 16 DEGREES 09 MINUTES 18 SECONDS AND THE LONG CHORD OF SAID CURVE BEARTS NORTH 21 DEGREES 39 MINUTES 29 SECONDS EAST, A CHORD DISTANCE OF 47.21 FEET TO A POINT, THENCE NORTHEASTERLY IN A LINE, A DISTANCE OF 81.61 FEET ON A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 925.25 FEET, A CENTRAL ANGLE OF 5 DEGREES 02 MINUTES 59 SECONDS AND THE LONG CHORD OF SAID CURVE BEARS NORTH 16 DEGREES 00 MINUTES 44 SECONDS EAST, A CHORD DISTANCE OF 81.58 FEET TO A POINT; THENCE NORTHEASTERLY IN A LINE, A DISTANCE OF 238.68 FEET ON A CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 860.62 FEET, A CENTRAL ANGLE OF 15 DEGREES 53 MINUTES 24 SECONDS AND THE LONG CHORD OF SAID CURVE BEARS NORTH 26 DEGREES 28 MINUTES 56 SECONDS EAST, A CHORD DISTANCE OF 237.91 FEET TO A POINT; THENCE NORTHEASTERLY ON A LINE HAVING A BEARING OF NORTH 34 DEGREES 25 MINUTES 38 SECONDS EAT, A DISTANCE OF 55.22 FEET TO A POINT IN THE WESTERLY RIGHT-OF-WAY LINE OF FINELY ROAD; THENCE SOUTHWESTERLY ON SAID WESTERLY RIGHT-OF-WAY, SAID LINE HAVING A BEARING OF SOUTH 12 DEGREES 50 MINUTES 48 SECONDS WEST, A DISTANCE OF 7.01 FEET TO A POINT; THENCE SOUTHWESTERLY ON SAID WESTERLY RIGHT-OF-WAY LINE; SAID LINE HAVING A BEARING OF SOUTH 26 DEGREES 26 MINUTES 35 SECONDS WESET, A DISTANCE OF 186.86 FEET TO A POINT; THENCE SOUTHWESTERLY ON SAID WESTERLY RIGHT-OF-WAY LLINE, A DISTANCE OF 239.69 FEET ON A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1091.80 FEET, A CENTRAL ANGLE OF 12 DEGREES 34 MINUTES 43 SECONDS AND THE LONG CHORD OF SAID CURVE BEARS SOUTH 20 DEGREES 09 MINUTES 13 SECONDS WEST, A CHORD DISTANCE

OF 239.21 FEET TO A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF WARRENVILLE ROAD; THENCE NORTHWESTERLY ON SAID NORTHERLY RIGHT-OF-WAY LINE, SAID LINE HAVING A BEARING OF NORTH 87 DEGREES 10 MINUTES 56 SECONDS WEST, A DISTANCE OF 22.97 FEET TO THE POINT OF BEGINNING. ALL IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 2200 Warrenville Road, Downers Grove, IL 60515  
 PINs: 08-01-400-004, -006

(hereinafter referred to as the "Property") is presently zoned "*O-R-M, Office-Research-Manufacturing District*" under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.7.020 of the Zoning Ordinance be granted to exceed the maximum parking ratio at 2200 Warrenville Road; and,

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted public hearings respecting said petition on June 6, 2016, June 27, 2016 and August 1, 2016 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Plan Commission has recommended approval of the Special Use, subject to certain conditions; and,

WHEREAS, the Village Council finds that the evidence presented in support of said petition, as stated in the aforesaid findings and recommendations of the Plan Commission, is such as to establish the following:

1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;
2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.
3. That the proposed use will not, in this particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. That Special Use of the Property is hereby granted to exceed the maximum parking ratio at 2200 Warrenville Road.

SECTION 2. This approval is subject to the following conditions:

1. The parking ratio for Phase II will not exceed 7.2 spaces per 1,000 square feet of floor area.

2. The petitioner shall consolidate the two lots into a single lot of record pursuant to Section 20.507 of the Subdivision Ordinance prior to the issuance of any site development or building permits.
3. The petitioner shall provide easement documentation for permissible construction on the Nicor Lot.
4. The petitioner shall maintain the existing number of access lanes onto the site, two entry and two exit.
5. Based on the anticipated traffic of the development, the petitioner may have to provide traffic distribution and access improvements per village review.

SECTION 3. The above conditions are hereby made part of the terms under which the Special Use is granted. Violation of any or all of such conditions shall be deemed a violation of the Village of Downers Grove Zoning Ordinance, the penalty for which may include, but is not limited to, a fine and/or revocation of the Special Use granted herein.

SECTION 4. That all ordinances, or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

\_\_\_\_\_  
Mayor

Passed:

Published:

Attest: \_\_\_\_\_

Village Clerk



0 62.5 125 Feet

2200 Warrenville Rd. - Location Map





**VILLAGE OF DOWNERS GROVE  
REPORT FOR THE PLAN COMMISSION  
AUGUST 1, 2016 AGENDA**

<b>SUBJECT:</b>	<b>TYPE:</b>	<b>SUBMITTED BY:</b>
16-PLC-0023 2200 Warrenville Road	Zoning Map Amendment (Rezoning), Special Use to Exceed Maximum Parking Requirements	Scott Williams Planner

**REQUEST**

The petitioner is requesting approval of the following:

- Zoning Map Amendment (Rezoning) from M-1, Light Manufacturing to O-R-M, Office-Research-Manufacturing;
- Special Use to Exceed Maximum Parking Requirements

**NOTICE**

The application has been filed in conformance with applicable procedural and public notice requirements.

**GENERAL INFORMATION**

**OWNER/APPLICANT:** Arbor Vista, LLC  
1300 West Higgins Road #104  
Park Ridge, IL 60068

**PROPERTY INFORMATION**

**EXISTING ZONING:** M-1, Light Manufacturing  
**EXISTING LAND USE:** Vacant Light Industrial  
**PROPERTY SIZE:** 357,192 (8.2 acres)  
**PINS:** 08-01-400-004, -006

**SURROUNDING ZONING AND LAND USES**

	<b>ZONING</b>	<b>FUTURE LAND USE</b>
<b>NORTH:</b>	Illinois Tollway	N/A
<b>SOUTH:</b>	B-3, General Services and Highway Business	Corridor Commercial
<b>EAST:</b>	M-1, Light Manufacturing	Corridor Commercial
<b>WEST:</b>	M-1, Light Manufacturing	Office/Corporate Campus

**ANALYSIS****SUBMITTALS**

This report is based on the following documents, which are on file with the Department of Community Development:

1. Application/Petition for Public Hearing
2. Location Map
3. Project Summary/Narrative

4. Conceptual Site Plan/Elevations/Floor Plans
5. Site Photos
6. Plat of Survey
7. Traffic and Parking Study

### **PROJECT DESCRIPTION**

The petitioner is requesting approval of a Special Use to exceed the maximum allowance of 4.5 parking spaces per 1,000 square feet of floor area and a rezoning from M-1 (Light Manufacturing) to O-R-M (Office-Research-Manufacturing) to facilitate the construction of a two-story Class-A office building. The subject property is located at the northwest corner of Warrenville Road and Finley Road and is commonly known as 2200 Warrenville Road.

The property is currently improved with two buildings across three lots formerly the Perkin Elmer Life Sciences buildings. The site is accessed via a curb-cut off of Warrenville Road at the southwest corner of the property.

The proposed tenant, although undisclosed at this point, is a Fortune 500 Company looking to construct a suburban headquarters to take advantage of the visibility and location of the site. The company will be consolidating multiple divisions from different locations under one roof based on concepts including “hoteling,” telecommuting, shared work spaces, and others.

The conceptual two story building with an open floor plan will be built in accordance with latest design efficiency trends in order to meet immediate and long-term employee staffing needs. According to the research provided by the petitioner, whereas 250 square feet per employee was the standard for office space before the recession, the current standard is now approximately 175 square feet per employee.

To provide enough parking for more employees working in shared or collaborative spaces, the parking ratio will be in excess of the maximum 4.5 spaces per 1,000 square feet of floor area the maximum allowed per section 7.020 of the Zoning Code. Although the site plan is conceptual at this stage with the potential for the building size to change, the applicant is projecting an increased ratio of 7.2 parking spaces per 1,000 square feet of floor area based on the company’s requirements and a previous parking study conducted by KLOA.

The actual construction of the onsite parking occurs in two phases. The first phase projects an initial peak demand of 6.5 cars per 1,000 square feet of floor area to accommodate up to 600 employees. The second phase would then draw from the land bank to provide enough spots for 7.2 cars per 1,000 square feet of floor area to accommodate future employee growth (up to 660 employees).

### **COMPLIANCE WITH THE COMPREHENSIVE PLAN**

The Comprehensive Plan designates the subject property as Office/Corporate Campus, which is characterized by office uses with large-scale buildings and office parks in locations easily accessible from the I-88 & I-355 corridors. It also states that the village should continue to support office development in these corridors and that they should be of high quality and consistent with the developments at Esplanade and the Highland Landmark which places a greater emphasis on office versus industrial uses.

Based on the comprehensive plan, staff recommended the petitioner seek rezoning from M-1 to O-R-M even though office uses in M-1 are currently permitted. Based on the definition, O-R-M is the desired zoning district because the proposal is for a state-of-the-art corporate headquarters, and is the current zoning designation for the Esplanade and Highland Landmark developments.



Furthermore, this redevelopment of what is now a vacant industrial building would enhance the quality and appearance of the site. The proposal is consistent with the Comprehensive Plan.

#### **COMPLIANCE WITH THE ZONING ORDINANCE**

The subject property is currently zoned M-1, Light Manufacturing. The proposed development includes the rezoning to O-R-M, Office-Research-Manufacturing, and a corporate office is a permitted use. The proposed building will have to comply with all other regulations of the Zoning Ordinance that will be addressed through the building permit review process.

#### **Parking**

Parking requirements for business and professional office use are 3 spaces per 1,000 square feet of floor area. Parking ratios in excess of 4.5 spaces per 1,000 square feet of floor area are required to go through the special use process per section 7.020 of the zoning code. The petitioner is seeking approval to allow up to 7.2 cars per 1,000 square feet of floor area or 605 parking spaces. A parking study and research on office space trends has been provided.

Based on applying KLOA's average peak parking demand ratio of 0.88, this translates into approximately 528 parking spaces with another 17 visitor spaces during phase 1 of the project which makes a total of 545 spaces. The parking ratio for phase 1 is 6.5 spaces per 1,000 square feet of floor area. For phase 2, the land bank would provide additional spaces to meet the average peak parking demand. This is projected to be 581 parking spots with another 24 visitor spots making the total 605 spaces. Overall, the petitioner is seeking approval for the Phase 2 maximum ratio of 7.2 spaces per 1,000 square feet of floor area.

The higher parking ratios are attributed to multiple factors: efficiencies achieved by increasing employee density, lack of public transit servicing the area, and providing visitor parking. Technology and collaborative spaces allow for more employees to work in shared space with reduced square footage per employee compared to the specifications of older Class-A office buildings. Although the size of the building may change and an exact parking space count is not possible, the applicant is confident on accurately projecting the required parking ratios.

#### **ENGINEERING/PUBLIC IMPROVEMENTS**

All engineering provisions including stormwater regulations will be reviewed during the building permit process. Any proposed development will be compliant with the Stormwater and Floodplain Ordinance. At this time, no public improvements are required.

#### **PUBLIC SAFETY REQUIREMENTS**

The Fire Prevention division reviewed the proposal and had no comments.

#### **NEIGHBORHOOD COMMENT**

Notice was provided to all property owners 250 feet or less from the property line in addition to posting the public hearing sign and publishing a legal notice in *Downers Grove Suburban Life*. Staff has received no inquiries or public comment.

#### **FINDINGS OF FACT**

The petitioner outlined the request in the attached narrative letter, conceptual site plan, KLOA parking study, and commercial real estate trend documentation. Staff finds that the proposal meets the standards for granting the Rezoning and Special Use as outlined below:

Zoning Map Amendment – Rezoning**Section 28.12.030.I. Review and Approval Criteria – Zoning Map Amendments (Rezoning)**

*The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors:*

**(1) *The existing uses and zoning of nearby property.***

The subject property is currently zoned M-1, Light Manufacturing and contains an unoccupied industrial building. The surrounding properties are a diverse mix of zoning and uses. The adjacent property to the west as well as the rest of the properties north of Warrenville road are complementary office uses. To the south is a gas station, and across Finley Road to the east is a car dealership. This criteria is met.

**(2) *The extent to which the particular zoning restrictions affect property values.***

The proposed improvements and rezoning will have no negative impact on surrounding property values. It may have a positive impact because it is replacing an older industrial building with a high quality, corporate office development. This criteria is met.

**(3) *The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.***

The proposed rezoning will not negatively impact property values or the public health, safety and welfare of the community. This criteria is met.

**(4) *The suitability of the subject property for the zoned purposes.***

If the subject property were to remain M-1, allowed uses would continue to include building service, business support service, and consumer maintenance/repair. This does not complement the comprehensive plan with the future land use map showing this property as Office/Corporate Campus. This is the proposed use of the property, and it is more appropriate for this site to be rezoned to O-R-M. Similar examples include the Esplanade, Corridors, and the Highland Landmark which are zoned O-R-M. This criteria is met.

**(5) *The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.***

Under the current zoning, the existing industrial building has remained unoccupied for almost two years with little recent redevelopment on the north side of Warrenville Road. These properties are zoned M-1 and consist mainly of older, light-industrial buildings. The Corridors property farther to the west is zoned O-R-M and was developed with more modern office buildings. To the south and east, the Ogden corridor has experienced recent commercial redevelopment. This criteria is met.

**(6) *The value to the community of the proposed use.***

A modern, Class-A office building based on “forward thinking” principles is of high-value to the community and will redevelop a dormant industrial property. It demonstrates the community’s suitability to serve as the location for corporate headquarters. It may encourage the redevelopment of nearby industrial buildings. This criteria is met.

**(7) *The Comprehensive Plan.***

The proposal is consistent with the Comprehensive Plan and the goal of maintaining corporate campuses in close proximity to the interstates and providing for both the daily needs of residents as well as providing commercial services to the larger region. This criteria is met.

Special Use

The applicant is requesting Special Use approval for 7.2 parking spaces per 1,000 square feet of floor area in accordance with Section 28.7.020. The proposed use meets the standards for granting a Special Use as outlined below:

**Section 28.12.050.H Approval Criteria – Special Uses**

*No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:*

1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;*  
The maximum parking ratio is applicable to all commercial and office uses. Exceeding this parking ratio requires special use approval per Section 7.020 of the Zoning Ordinance. This criteria is met.
2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*  
The proposal is consistent with the Comprehensive Plan and the goal of maintaining high quality corporate campuses in close proximity to the interstates. The applicant has provided a parking study and research indicating the trend towards increasing parking ratios to accommodate employee densification. Modern construction of Class-A commercial space is required and the existing industrial building cannot be repurposed for a corporate headquarters. Without the additional parking, the corporate headquarters will seek other sites and the building will remain unoccupied. This criteria is met.
3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*  
The proposed use is complimentary to the area and will not have a negative impact on the health, safety or general welfare of the general vicinity. The redevelopment of an older industrial site is desired and may have a positive impact on adjacent property values. This criteria is met.

**RECOMMENDATIONS**

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The proposed Zoning Map Amendment (Rezoning) and Special Use for increased parking is compatible with the surrounding zoning and land use classifications, meets the criteria for Rezoning and Special Uses, and is consistent with the Comprehensive Plan.

Based on the findings listed above, staff recommends that the Plan Commission make a positive recommendation to the Village Council regarding 16-PLC-0023 subject to the following conditions:

1. The parking ratio for Phase II will not exceed 7.2 spaces per 1,000 square feet of floor area.
2. The petitioner shall consolidate the two lots into a single lot of record pursuant to Section 20.507 of the Subdivision Ordinance prior to the issuance of any site development or building permits.
3. The petitioner shall provide easement documentation for permissible construction on the Nicor Lot.

16-PLC-0023, 2200 Warrenville Road  
August 1, 2016

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Staff Report Approved By:



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Stanley J. Popovich, AICP  
Planning Manager

SP:sw  
-att

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Report 16-PLC-0023.docx



2200 Warrenville Rd. - Location Map



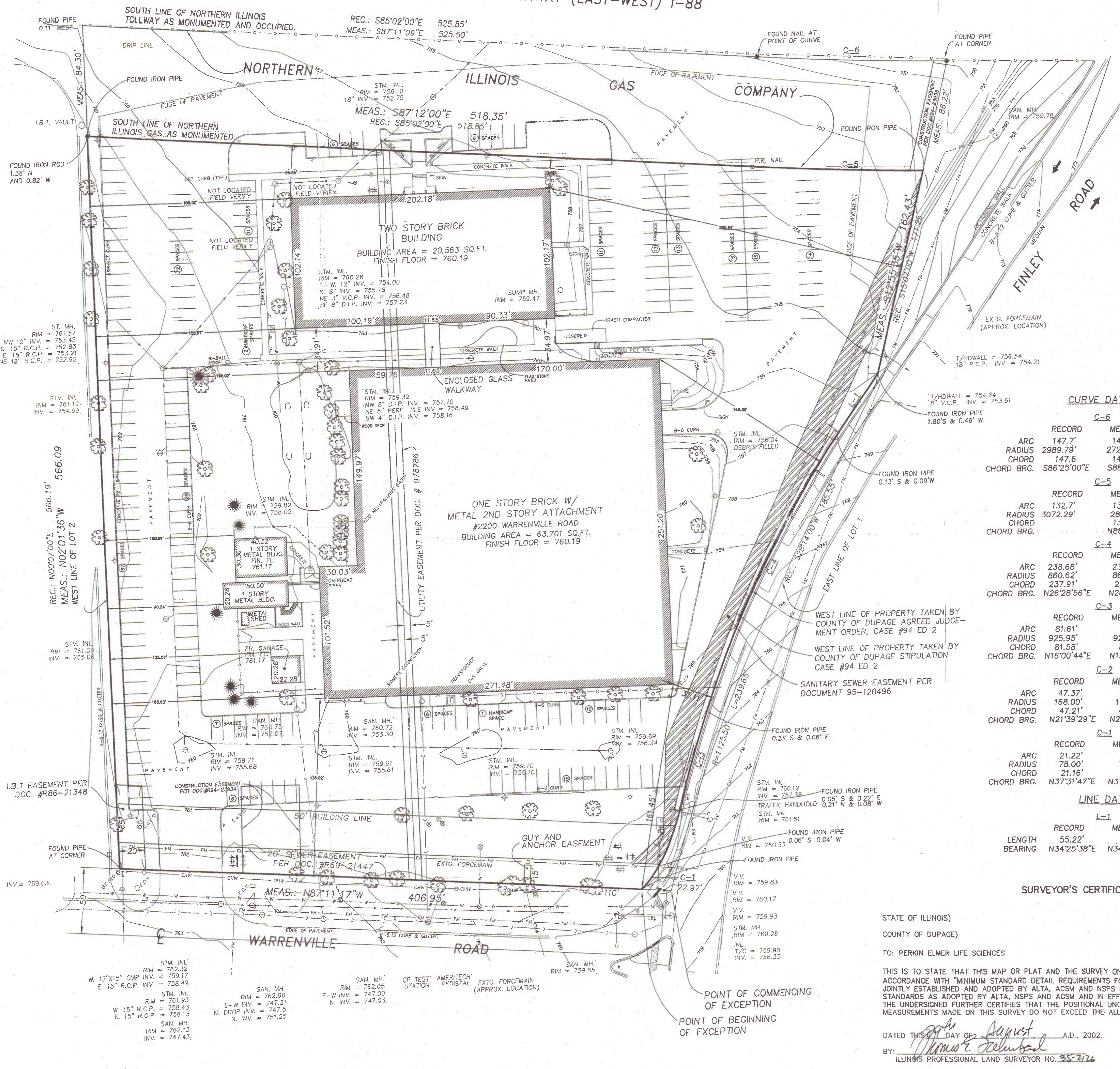
NORTHERN ILLINOIS TOLL HIGHWAY (EAST-WEST) I-88

PLAT OF SURVEY  
 OF:

LOTS 1 AND 2 IN SMITH REALTY COMPANY'S RESUBDIVISION BEING A RESUBDIVISION IN THE EAST 1/2 OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 10- EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED ON SEPTEMBER 8, 1960 AS DOCUMENT NO. 978786 IN BOOK 40 PAGE 75, IN DUPAGE COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART OF SAID LOT 1 BEING DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE WESTERLY ON THE SOUTH LINE OF SAID LOT 1, SAID LINE ALSO BEING THE NORTHERLY RIGHT-OF-WAY OF WARRENVILLE ROAD, SAID LINE HAVING A BEARING OF NORTH 87 DEGREES 10 MINUTES 56 SECONDS WEST, A DISTANCE OF 22.97 FEET TO A POINT; THENCE NORTHEASTERLY ON A LINE, A DISTANCE OF 21.22 FEET ON A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 78.00 FEET, A CENTRAL ANGLE OF 15 DEGREES 35 MINUTES 20 SECONDS AND THE LONG CHORD OF SAID CURVE BEARS NORTH 37 DEGREES 31 MINUTES 47 SECONDS EAST, A CHORD DISTANCE OF 21.16 FEET TO A POINT; THENCE NORTHEASTERLY ON A LINE, A DISTANCE OF 47.37 FEET ON A CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 168.00 FEET, A CENTRAL ANGLE OF 16 DEGREES 09 MINUTES 18 SECONDS AND THE LONG CHORD OF SAID CURVE BEARS NORTH 21 DEGREES 39 MINUTES 29 SECONDS EAST, A CHORD DISTANCE OF 47.21 FEET TO A POINT; THENCE NORTHEASTERLY IN A LINE, A DISTANCE OF 81.61 FEET ON A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 925.25 FEET, A CENTRAL ANGLE OF 5 DEGREES 02 MINUTES 59 SECONDS AND THE LONG CHORD OF SAID CURVE BEARS NORTH 16 DEGREES 00 MINUTES 44 SECONDS EAST, A CHORD DISTANCE OF 81.58 FEET TO A POINT; THENCE NORTHEASTERLY IN A LINE, A DISTANCE OF 238.68 FEET ON A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 860.62 FEET, A CENTRAL ANGLE OF 15 DEGREES 53 MINUTES 24 SECONDS AND THE LONG CHORD OF SAID CURVE BEARS NORTH 26 DEGREES 28 MINUTES 56 SECONDS EAST, A CHORD DISTANCE OF 237.91 FEET TO A POINT; THENCE NORTHEASTERLY ON A LINE HAVING A BEARING OF NORTH 34 DEGREES 25 MINUTES 38 SECONDS EAST, A DISTANCE OF 55.22 FEET TO A POINT IN THE WESTERLY RIGHT-OF-WAY LINE OF FINLEY ROAD; THENCE SOUTHWESTERLY ON SAID WESTERLY RIGHT-OF-WAY LINE, SAID LINE HAVING A BEARING OF SOUTH 12 DEGREES 50 MINUTES 48 SECONDS WEST, A DISTANCE OF 7.01 FEET TO A POINT; THENCE SOUTHWESTERLY ON SAID WESTERLY RIGHT-OF-WAY LINE, SAID LINE HAVING A BEARING OF SOUTH 26 DEGREES 26 MINUTES 35 SECONDS WEST, A DISTANCE OF 188.86 FEET TO A POINT; THENCE SOUTHWESTERLY ON SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 239.69 FEET ON A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 1091.80 FEET, A CENTRAL ANGLE OF 12 DEGREES 34 MINUTES 43 SECONDS AND THE LONG CHORD OF SAID CURVE BEARS SOUTH 20 DEGREES 09 MINUTES 13 SECONDS WEST, A CHORD DISTANCE OF 239.21 FEET TO A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF WARRENVILLE ROAD; THENCE NORTHWESTERLY ON SAID NORTHERLY RIGHT-OF-WAY LINE, SAID LINE HAVING A BEARING OF NORTH 87 DEGREES 10 MINUTES 56 SECONDS WEST, A DISTANCE OF 22.97 FEET TO THE POINT OF BEGINNING. ALL IN DUPAGE COUNTY, ILLINOIS.

FOR THE PURPOSE OF THIS SURVEY THE BASIS OF BEARING IS THE NORTH LINE OF WARRENVILLE ROAD BEING NORTH 87 DEGREES 10 MINUTES 56 SECONDS WEST.



**CURVE DATA**

RECORD	MEASURED
ARC 147.7'	148.26'
RADIUS 2989.79'	2722.09'
CHORD 147.6'	148.24'
CHORD BRG. S86°25'00"E	S88°44'46"E

RECORD	MEASURED
ARC 132.7'	133.06'
RADIUS 3072.29'	2834.16'
CHORD 133.05'	133.05'
CHORD BRG. N88°32'41"W	

RECORD	MEASURED
ARC 238.68'	238.88'
RADIUS 860.62'	860.25'
CHORD 237.91'	238.11'
CHORD BRG. N26°28'56"E	N26°08'31"E

RECORD	MEASURED
ARC 81.61'	81.61'
RADIUS 925.95'	925.95'
CHORD 81.58'	81.58'
CHORD BRG. N16°00'44"E	N15°42'01"E

RECORD	MEASURED
ARC 47.37'	47.19'
RADIUS 168.00'	166.10'
CHORD 47.21'	47.03'
CHORD BRG. N21°39'29"E	N21°20'45"E

RECORD	MEASURED
ARC 21.22'	21.38'
RADIUS 78.00'	78.89'
CHORD 21.16'	21.31'
CHORD BRG. N37°31'47"E	N37°09'40"E

**LINE DATA**

RECORD	MEASURED
LENGTH 55.22'	55.16'
BEARING N34°25'38"E	N34°06'54"E

**AREA SUMMARY**

LOTS 1 & 2	307,605 SQ.FT.
EXCEPTION	5,904 SQ.FT.
NET	301,701 SQ.FT.

**LEGEND**

- DECIDUOUS TREE
- PINE TREE
- FIRE HYDRANT
- VALVE VAULT
- VALVE BOX/VALVE INDICATOR
- STORM INLET
- STORM MANHOLE/OPEN LID
- SANITARY MANHOLE
- FORCE MAIN
- SIGN
- PEDISTAL
- POWERPOLE/GUY WIRE/OVERHEAD WIRES
- YARD LIGHT
- LIGHTPOST
- TRANSFORMER
- BALLARD POST
- FLAGPOST
- HORSESHOE PIT
- F.O.V.
- C.J.V.
- FENCE LINE

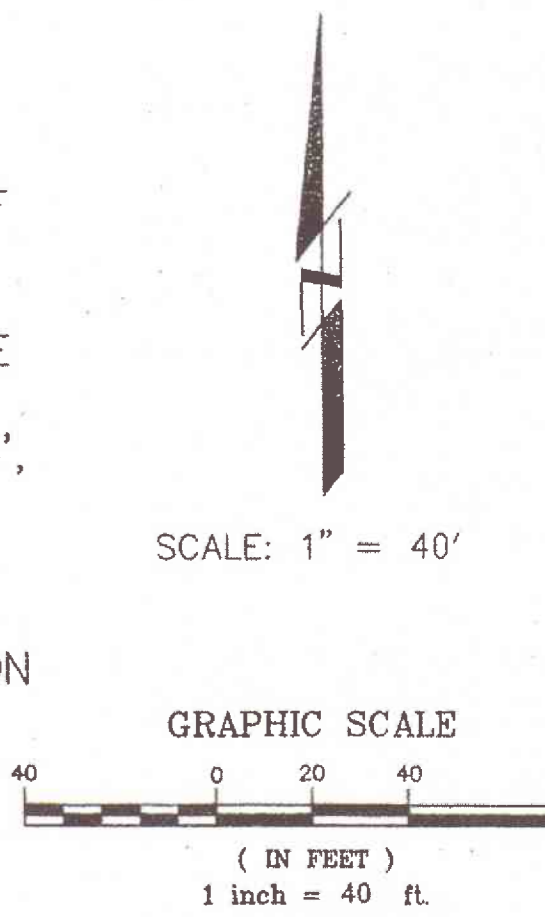
NOTES:  
 ALL UTILITIES WERE LOCATED BY FIELD INVESTIGATION AND AVAILABLE MAPS AND PLANS. CALL J.U.L.I.E. AT 1-800-892-0123 BEFORE DIGGING.

YARD SPRINKLERS NOT SHOWN.  
 LANDSCAPING NOT SHOWN.

THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A TITLE REPORT.

THE SANITARY SEWER EASEMENT LOCATED ON THE EAST SIDE OF THE BUILDING DOES NOT MATHEMATICALLY CLOSE BY A DISTANCE OF 19.05', THEREFORE THE FIGURE SHOWN REPRESENTS THE INTENT AS DEPICTED UPON DOCUMENT 95-120496.

TOPOGRAPHIC INFORMATION SHOWN IS BASED UPON FIELD WORK PERFORMED IN AUGUST OF 1998. TOPO HAS NOT BE UPDATED WITH THIS SURVEY.



**SURVEYOR'S CERTIFICATE**

STATE OF ILLINOIS)  
 COUNTY OF DUPAGE)  
 TO: PERKIN ELMER LIFE SCIENCES

THIS IS TO STATE THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA, ACSM AND NSPS IN 1999, PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA, NSPS AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, THE UNDERSIGNED FURTHER CERTIFIES THAT THE POSITIONAL UNCERTAINTIES RESULTING FROM THE SURVEY MEASUREMENTS MADE ON THIS SURVEY DO NOT EXCEED THE ALLOWABLE POSITIONAL TOLERANCE.

DATED THIS 20th DAY OF August A.D., 2002.  
 BY: *Thomas E. Fahrenbach*  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 355-2726



**BENCHMARK:**  
 CROSS CUT ON THE SOUTHWEST STUD OF THE NORTH POST FOR THE MOBILE SIGN, LOCATED AT THE SOUTHEAST CORNER OF BELMONT ROAD AND OGDEN AVE. (RT. 34). ELEVATION = 756.73 VILLAGE OF DOWNERS GROVE DATUM.

**INTECH CONSULTANTS, INC.**  
 ENGINEERS / SURVEYORS  
 5413 WALNUT AVE. DOWNERS GROVE, IL. (630) 964-5656

REVISION: 08-29-02  
 PREPARED: 08-28-98

**nicolsonporter&list** 

1300 west higgins road, park ridge, illinois 60068  
tel 847.698.7400 fax 847.698.5167

**adam c. stokes**  
vice president

direct tel 847.698.7401  
fax 847.539.0501  
cell 312.498.7400  
astokes@nplchicago.com

[spopovich@downers.us](mailto:spopovich@downers.us)

Mr. Stan Popovich  
Directory of Community Development  
801 Burlington Avenue  
Downers Grove, IL 60515

Dear Mr. Popovich

As a follow up to our recent meetings with Village staff, we submit to you a brief summary of the very exciting project that we are planning at 2200 Warrenville Road, together with our formal request for the zoning change and special use we are requesting.

### ***The Site***

Arbor Vista LLC (“Owner”) recently acquired the former Perkin Elmer property located at 2200 Warrenville Road in Downers Grove (the “Site”). The 7-acre site offers extraordinary visibility, with direct frontage on I-88 and I-355. The site is seen by over 240,000 cars per day. Access to full 4-way interchanges on both highways is approximately 1/4 mile from the site at Ogden Avenue.

### ***The Company***

We are currently in active negotiations with a Fortune 500 company (the “Company”) to develop a very unique and “forward looking” suburban Chicago office / headquarters property for their *exclusive use*.

The Company is consolidating multiple suburban office spaces into this build-to-suit facility which will be home for up to 550 to 600 corporate employees with potential to accommodate future growth up to 660 employees. We anticipate ground-breaking in October, 2016 with project completion scheduled for late 2017.

### ***The Project***

The project will consist of a two-story “Class-A” office building designed to accommodate the Company’s immediate and long term needs. The “forward-looking” design will involve the latest in design efficiency trends for Class-A office space, geared specifically toward reducing the footprint of the building (increasing employee density) to achieve cost-savings and reduce impact to the environment. We have attached exhibits containing just a few samples of the many articles written on this subject by architects and design experts. Further, recent developments in IT and telecommunications systems allow employees to share workspace (a concept called “hoteling”). Hoteling is a workplace strategy which reduces office space costs by increasing the number of workers supported by each desk or workspace. Hoteling eliminates the high rate of vacancy that occurs when employees are on vacation (or working from another site), leaving desks empty for the day. This hoteling concept will be applied for many of the employees who will be based at this location.

The size of the building will be specifically designed to meet the Company's anticipated (long term) peak daily occupancy of approximately 7.2 occupants per 1,000 square feet of building area (initially 6.5 occupants per 1,000 SF) taking these considerations into account. The vast majority of the existing Class-A buildings in the I-88 corridor were built in the 1980's (and earlier) and therefore cannot accommodate corporate users seeking to achieve this level of efficiency (due to lack of available parking, insufficient HVAC capacity, IT infrastructure and restroom facilities). It is for these reasons that new construction is the only viable option for this requirement.

Parking for this development will be designed to meet the daily peak demand referenced above, with surface parking initially designed for approximately 6.5 cars per 1,000 SF with potential to expand up to a total of approximately 7.2 cars per 1,000 SF. Any parking not required for the initial staffing needs will be "landbanked" (green space set aside for future parking).

It is important to note that the initial employee count at this time remains undetermined and therefore the ratio of initial parking to landbanked parking is subject to change; however the intent is to accommodate up to 7.2 cars per 1,000 square feet to meet the Company's growth projections.

The plans attached hereto are conceptual only and are being submitted to illustrate the general orientation and configuration of the site based on the largest projections at this time. ***We are not requesting approval of the attached site plan per se. At this time we are simply seeking a Special Use so as to permit the ratio of 7.2 cars per 1,000 SF of building area.***

---

### ***Special Use Request***

The Review and Approval Criteria for a Special Use Criteria per Section 12.050.H of the Zoning Ordinance (and our responses) are as follows:

#### **28.12.050**

##### **I. Review and Approval Criteria**

- 1. that the proposed use is expressly authorized as a special use in the district in which it is to be located; The proposed office use is a permitted use within the M-1 Zoning District and is consistent with the Village of Downers Grove Comprehensive Plan; the Special Use request relates only to the permitted parking ratio;*
- 2. that the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community; The proposed office use is consistent with the Village of Downers Grove Comprehensive Plan and the proposed parking ratio is consistent with the trends in Class-A office designed as further illustrated in the attached exhibits;*
- 3. that the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity. The proposed office use is consistent with the Village of Downers Grove Comprehensive Plan and will not be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*



---

## ***Zoning Change Request***

Although the proposed office use is a permitted use within the M-1 Zoning District (as the Subject Property is presently zoned), we are seeking a zoning change from M-1 to ORM to more closely align with the Village of Downers Grove Comprehensive Plan and with the proposed Class-A Corporate Headquarters building;

The Review and Approval Criteria for a Zoning Change per Section 28.12.030.I in the Zoning Ordinance (and our responses) are as follows:

### **28.12.030**

#### **I. Review and Approval Criteria**

*The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:*

- 1. the existing use and zoning of nearby property:* The Subject Property and the neighboring properties along the north side of Warrenville Road are presently zoned M-1, however the zoning of the Subject Property from M-1 to ORM is consistent with the Village of Downers Grove Comprehensive Plan and with the proposed Class A Corporate Headquarters building;
- 2. the extent to which the particular zoning restrictions affect property values:* The proposed office use is a permitted use within the current M-1 zoning district, however the rezoning of the Subject Property from M-1 to ORM may have a positive impact on adjacent property values along the north side of Warrenville Road;
- 3. the extent to which any diminution in property value is offset by an increase in the public health, safety and welfare:* There will be no diminution in value associated with the proposed rezoning of the Subject Property from M-1 to ORM;
- 4. the suitability of the subject property for the zoned purposes:* The rezoning of the Subject Property from M-1 to ORM is consistent with the Village of Downers Grove Comprehensive Plan and with the proposed Class-A Corporate Headquarters building;
- 5. the length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity:* The Subject Property has been vacant for approximately two years. The existing manufacturing and office facility is obsolete.
- 6. the value to the community of the proposed use:* The rezoning of the Subject Property from M-1 to ORM is consistent with the Village of Downers Grove Comprehensive Plan and with the proposed Class A Corporate Headquarters building;
- 7. the comprehensive plan:* The rezoning of the Subject Property from M-1 to ORM is consistent with the Village of Downers Grove Comprehensive Plan and with the proposed Class-A Corporate Headquarters building.

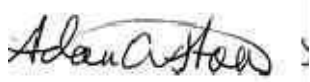
As discussed, we are happy to provide any additional information the Village may require to review and approve this request.

The Owner's primary point of contact and communication for all matters relating to this request will be:

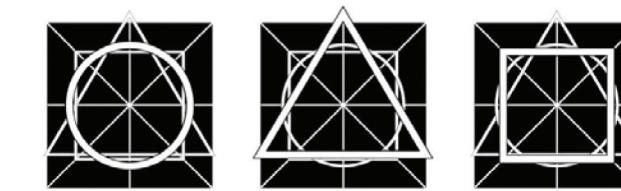
Adam Stokes, Manager  
Arbor Vista LLC  
Nicolson Porter & List, Inc.  
1300 W. Higgins Road, Suite #104  
Park Ridge, IL 60068

We appreciate your consideration and look forward to working with the Village of Downers Grove on this exciting project.

Very truly yours,

A handwritten signature in black ink that reads "Adam Stokes". The signature is written in a cursive style and is positioned above the printed name and title.

Adam Stokes  
Vice President

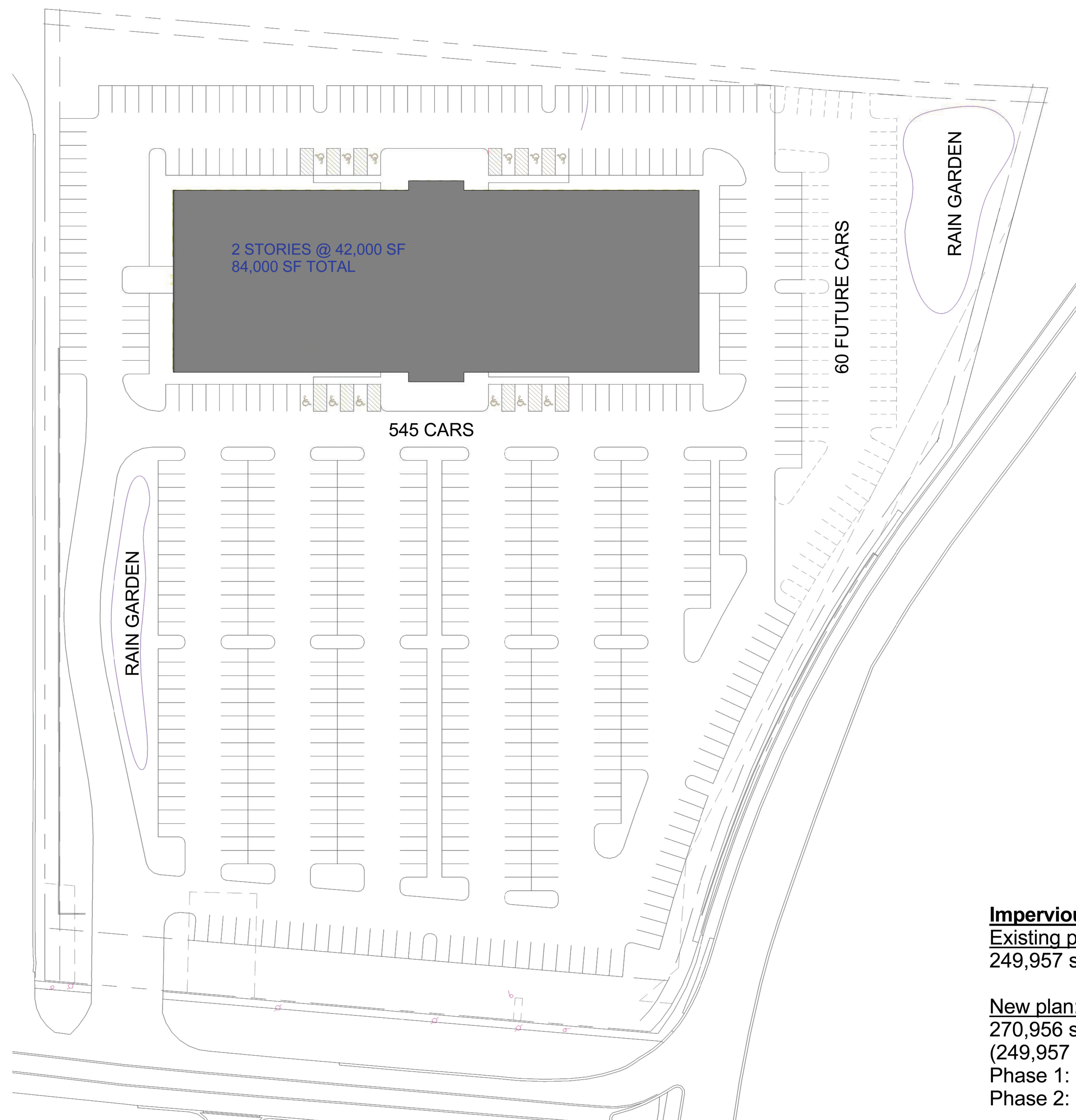


HEITMAN  
ARCHITECTS  
INCORPORATED

555 PIERCE ROAD, SUITE 130  
ITASCA, ILLINOIS 60143, USA  
TEL. 630.773.3551  
FAX. 630.773.3599

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will subject the violator to legal prosecution.



2 STORIES @ 42,000 SF  
84,000 SF TOTAL

545 CARS

60 FUTURE CARS

RAIN GARDEN

RAIN GARDEN

**Impervious area calcs:**

Existing plan:

249,957 sf impervious area

New plan:

270,956 sf impervious area maximum  
(249,957 sf + 24,999 sf)

Phase 1: 239,622 sf impervious area

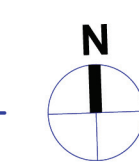
Phase 2: 260,365 sf impervious area

**Car counts:**

Phase 1: 545 cars (6.5 cars/1,000 sf)

Phase 2: 605 cars (7.2 cars/1,000 sf)

1 PROPOSED SITE PLAN  
A1.0 1" = 40'-0"



**2200 WARRENVILLE**

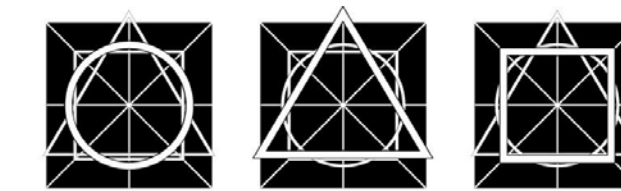
2200 Warrenville Rd  
Downers Grove, IL 60515

ISSUE DATE  
04-28-2016 PROCESS SET

SHEET TITLE  
SITE PLAN

DATE	SHEET NUMBER
04/28/2016	A1.0
PROJECT NUMBER	215149

**DESIGN DRAWINGS:  
NOT FOR CONSTRUCTION**  
This plan is not to be used for construction. Plans shown are for concept design  
only, and are subject to change based on detailed local code analysis and  
thorough evaluation of specific existing building conditions. Employee counts,  
furniture inventories and product inventories are provided as preliminary  
guideline estimates only. Detailed design documents will be required by  
licensed design professionals of record, as project moves forward.

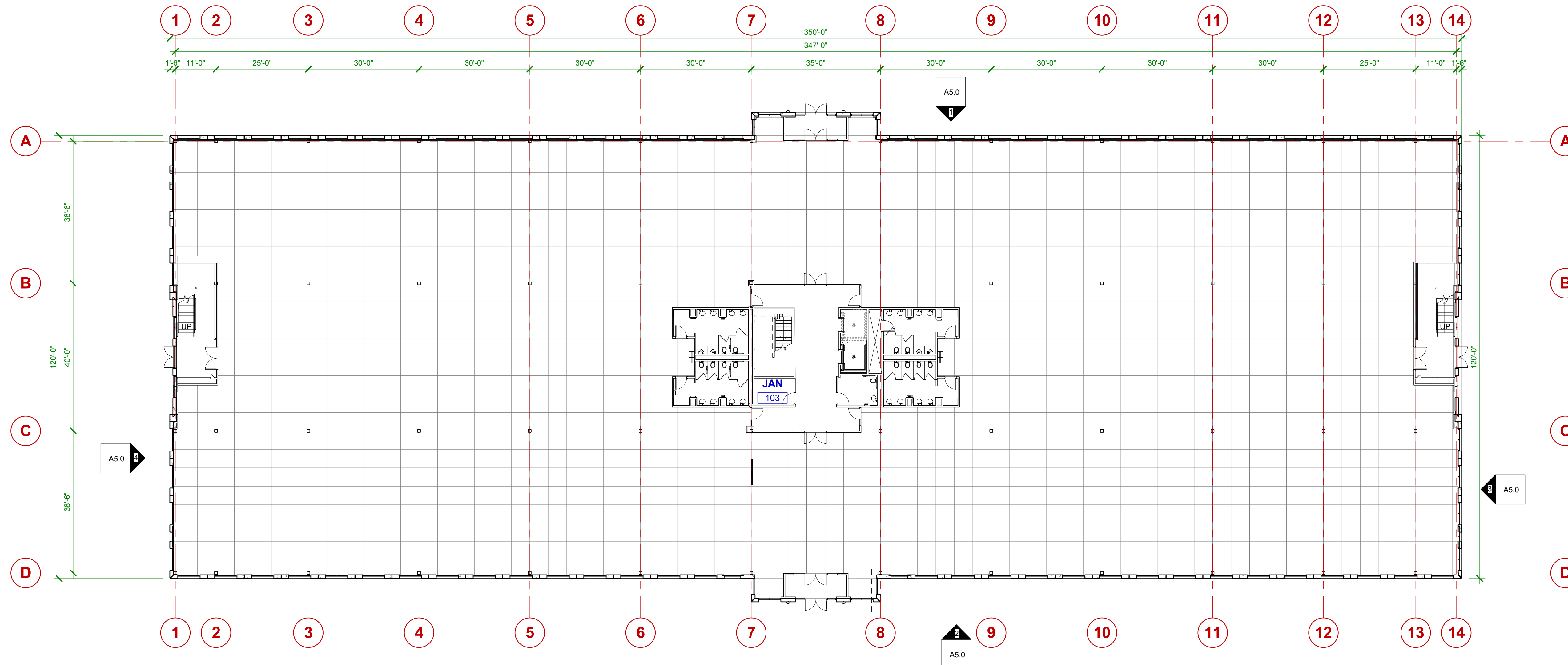


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**1** FIRST FLOOR FRAMING AND CORE  
A2.0 1/16" = 1'-0"

**2200 WARRENVILLE**

2200 Warrenville Rd  
Downers Grove, IL 60515

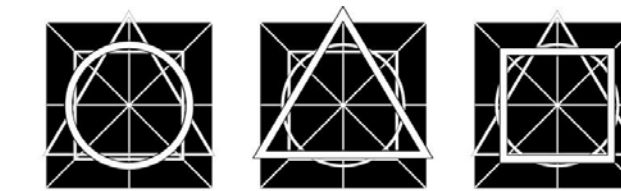
ISSUE DATE  
04-28-2016 PROCESS SET

SHEET TITLE  
FIRST FLOOR FRAMING AND CORE

DATE  
04/28/2016 SHEET NUMBER

PROJECT NUMBER  
215149 SHEET NUMBER  
**A2.0**

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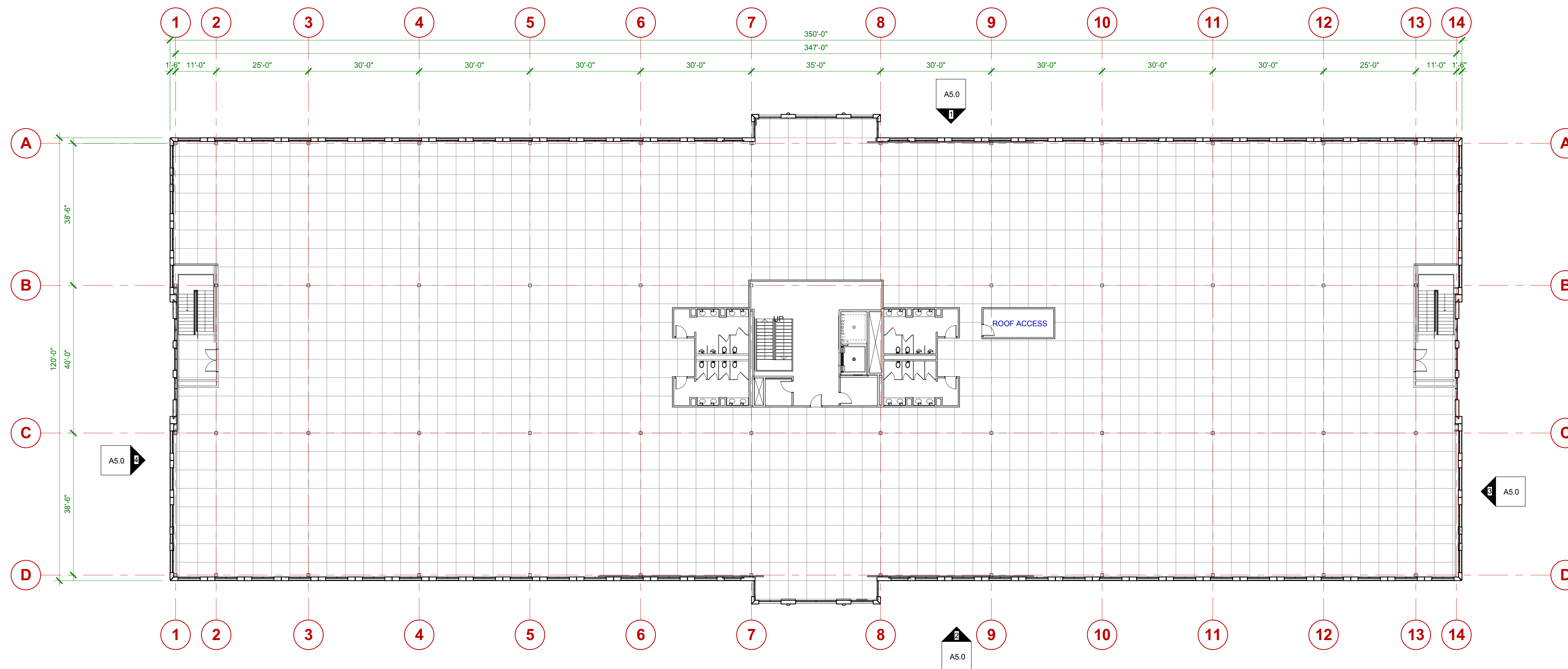


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**1 SECOND FLOOR FRAMING AND CORE**  
A2.2 1/16" = 1'-0"

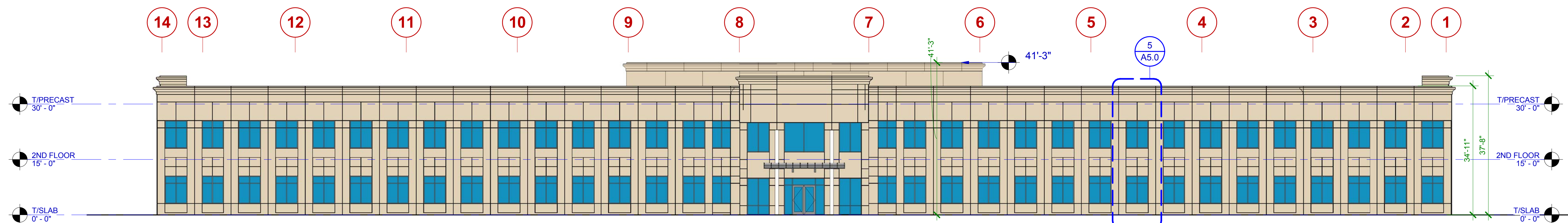
**2200 WARRENVILLE**  
2200 Warrenville Rd  
Downers Grove, IL 60515

ISSUE DATE  
04-28-2016      PROCESS SET

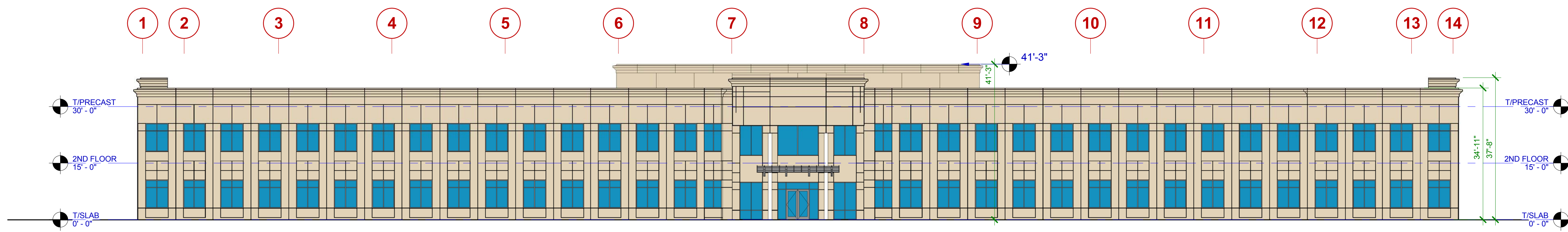
SHEET TITLE  
SECOND FLOOR FRAMING AND CORE

DATE      SHEET NUMBER  
04/28/16      **A2.2**  
PROJECT NUMBER  
215149

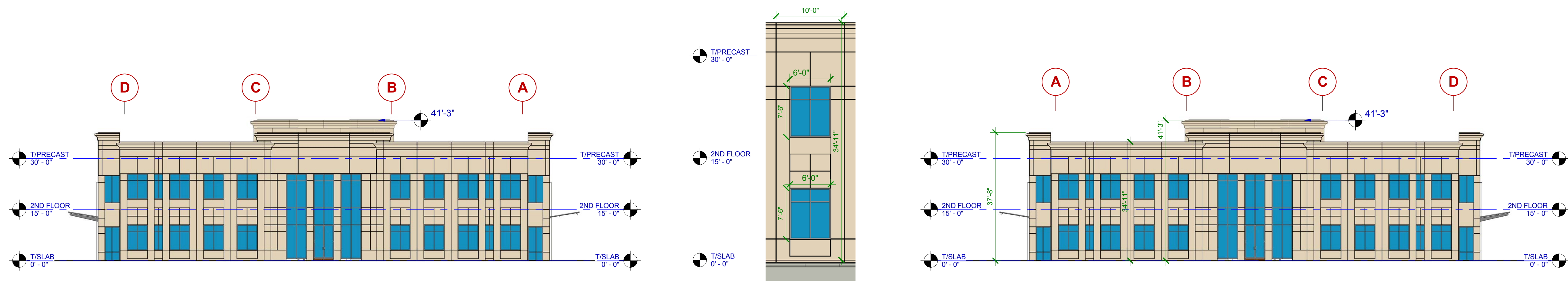
**DESIGN DRAWINGS:  
NOT FOR CONSTRUCTION**  
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**1 NORTH ELEVATION**  
A5.0 1/16" = 1'-0"



**2 SOUTH ELEVATION**  
A5.0 1/16" = 1'-0"



**3 EAST ELEVATION**  
A5.0 1/16" = 1'-0"

**5 TYP. PANEL**  
A5.0 1/8" = 1'-0"

**4 WEST ELEVATION**  
A5.0 1/16" = 1'-0"

**DESIGN DRAWINGS:  
NOT FOR CONSTRUCTION**  
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**2200 WARRENVILLE**  
2200 Warrenville Rd  
Downers Grove, IL 60515

ISSUE DATE  
04-28-2016 PROCESS SET

SHEET TITLE  
BUILDING ELEVATIONS

DATE 04/28/2016	SHEET NUMBER <b>A5.0</b>
PROJECT NUMBER 215149	



9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018  
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Adam Stokes  
Nicolson Porter & List, Inc.

FROM: William R. Woodward  
Senior Consultant

Luay R. Aboona, PE  
Principal

DATE: July 8, 2016

SUBJECT: Parking Evaluation  
2200 Warrenville Road  
Downers Grove, Illinois



The purpose of this memorandum is to summarize a parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed office development to be located at 2200 Warrenville Road in Downers Grove, Illinois. The existing building will be removed to accommodate the proposed development.

The conceptual plans presented call for a two-story, 84,000 square-foot office building. The building will be occupied by a single, corporate tenant. The tenant intends to initially staff the building with approximately 550 to 600 employees with the potential to increase the employee occupancy to accommodate up to approximately 660 employees.

The development proposes a total of approximately 545 off-street parking spaces with a land bank to potentially provide an additional 60 parking spaces (for a total of 605 parking spaces) should the staffing levels increase as noted above. The parking supply includes approximately 525 parking spaces (initially) for the employees with the remaining to be provided for visitors.

The proposed parking supply of 545 to 605 off-street parking spaces will be sufficient and appropriate to accommodate the initial and projected peak parking demands of the proposed development based on the following:

- The proposed 545 to 605 parking spaces provide one parking space per employee in addition to parking spaces for visitors. Given the location of the site in a suburban location with limited or no access to public transportation, it is expected that a majority, if not all, of the employees will drive to/from their workplace on a daily basis.

- According to the Parking Generation Manual, 4th Edition, published by the Institute of Transportation Engineers (ITE), the average peak parking demand ratio for an office land use is 0.83 parking spaces per employee. Based on the initial employee occupancy of up to 600 employees, the development will need a total of 498 employee parking spaces, plus parking for visitors. As such, the proposed 545 off-street parking spaces will be adequate to accommodate the peak parking demand for this development. Based on the projected increase in employee occupancy to 660 employees, the development will need a total of 581 employee parking spaces plus parking for visitors. As such the proposed future (landbanked) parking for 605 off-street parking spaces will be adequate to accommodate the future peak parking demand for this development.
- The results of a survey conducted by KLOA, Inc. for a previous study for a different single-occupancy tenant showed that the average peak parking demand ratio is 0.88 parking spaces per employee, resulting in a total of 528 employee parking spaces needed to accommodate the initial peak parking demand and 581 employee parking spaces needed to accommodate the future peak parking demand (based on 600 and 660 employees respectively), plus parking for visitors. As such the proposed 545 off-street parking spaces (and 605 future parking spaces) will be adequate to accommodate the initial (and future) peak parking demand (employees and visitors) for this development.
- The Village of Downers Grove's Code requires a minimum of 3 spaces per 1,000 square feet of floor area, or 252 parking spaces which is insufficient to accommodate the peak parking demand for this development.



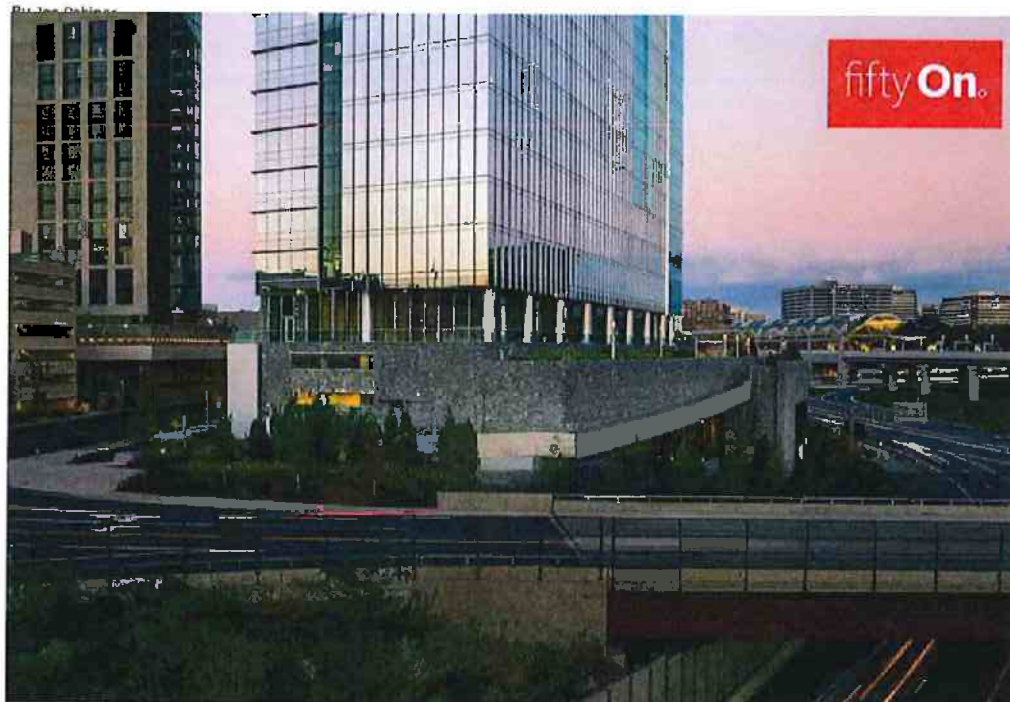


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Wednesday  
Oct282015

## Five Megatrends Shaping Commercial Office Development



*Tysons Corner is a perfect example of a mixed-use development that's stayed relevant by ensuring its commercial office buildings give workers what they want. Image © Prakash Patel*

We've heard it all before. After World War II, the Baby Boom generation escaped the city in favor of the green horizon of the suburbs, and escaped the travails of urban life. Traffic, smog, crowds and crime were to become a thing of the past.

Except that never happened.

The post-war migration to the suburbs rid the country of certain problems while creating new ones. Communities separated developments by use. Offices, schools, stores—and everything else—were built to be accessible by car. Regulatory codes written for the car-dependent lifestyle compounded the problem and increased traffic. As a result, many of the suburban office

developments built after World War II now seem antiquated in an American culture where people no longer want to be tethered to automobiles.

The developments and offices we plan and construct today are being governed by something I like to call New Office-ism. It's a design approach that eschews monolithic uses in favor of mixed-use, walkable patterns. New Office-ism incorporates aspects of master planning, urban design and landscape architecture into commercial office development. It is what the next generation workforce expects, and communities that cannot provide it will fail to attract new businesses and be in danger of losing the ones they already have.

New Office-ism yields fully-functioning and walkable neighborhoods that just happen to be anchored by commercial office buildings. Here are five megatrends driving this new paradigm.

### **1. Population Growth and Urbanity**

The U.S. population currently stands at just over 320 million. When we hit the 400 million mark sometime after 2030, we'll need to consider where everyone will live and work. A joint AIA/APA 2007 study projected that by 2030, 66 percent of American jobs would be located in areas that were developed after 1950 – i.e., suburbs. While the Great Recession blunted some of that momentum, the trajectory is still ever outward, though Americans have shown a renewed interest in the kind of lifestyle that comes with living in an urban area.

To this end suburbs are thinking more like cities. There's been a renewed emphasis on mixed-use development patterns. New Office-ism is a direct result of this: it's transforming suburbs into quasi-proto-urban areas.

### **2. Expectations of the Next Generation Workforce**

New Office-ism encourages a mixed-use approach to corporate campus development, because that's what the next generation workforce wants.

Highly-amenitized office campuses epitomize what office workers want. They want more than a desk and a place to park. They want environments that provide access to retail, dining, recreation and child care amenities. They want places to grab lunch and run a few errands. And they would like to be close enough to home to check in with pets and family.

These new predilections have turned office design into an "arms race" in which attracting and retaining employees is the primary objective. Companies that fail to provide New Office-ist amenities risk being on the losing end. Companies are relocating to wherever such developments are available, or to cities that allow such development. Cities and suburbs that fail to modify regulatory codes to smooth the transition of existing and future office districts into mixed-use developments will find themselves behind the curve.

### **3. Design for People, Not Cars**

In the near future, the car will no longer be the primary form-giver of commercial office development. It's high time we got the memo.

We used to plan offices with parking ratios of just four spaces per 1,000 square feet. But as more offices adopted high performance

workspace layouts, that ratio increased dramatically, to eight or more spaces per 1,000 square feet. Today, areas for vehicle storage can easily be 140 to 280 percent more than people-oriented spaces, so at some point the question arises: who are we really planning for—people or cars?

The answer to that question should be people, because the next generation workforce appears not to have much interest in car ownership. They make decisions on where to work based on quality of life factors, which often do not involve cars. So how should New Office-ism incorporate this crucial evolution?

One potential approach: prioritize location. New developments adjacent to rail transit stations can reduce parking demand by 15 to 20 percent. This frees up space and prevents the need for additional capital investments in garages and parking lots. Transit friendly offices also offer employees that coveted choice: car or light rail. Next generation workers have consistently shown a preference for work environments that offer multiple transportation choices.

Luckily the number of U.S. cities with light rail transit systems has steadily grown since the 1980s. Today, there are more than 30 cities with regional rail systems. Even car-oriented cities like Los Angeles and Dallas have adopted rail as a real alternative to driving.

Depending on where you are, rail transit may only shift a small percentage of commuters out of their cars. But they also increase property value and appeal through proximity to transit-oriented development (TOD), which places stations in close proximity to residential, office and retail uses and gives workers easy access to the amenities they crave. TOD has transformed Tysons Corner in suburban Washington, D.C., from a traditional suburban regional shopping destination into a mixed-use, pedestrian-friendly environment. It can have that same transformative effect for both suburban and urban infill sites.

#### **4. The Parking Conundrum Part II: Autonomous Vehicles**

In order to stay relevant, New Office-ism must anticipate what happens when demand for existing and future parking garages decreases.

Self-driving cars are no longer the stuff of science fiction. They are currently being tested on the roads of Los Angeles, Austin and Las Vegas. Increased adoption of these technologies can radically decrease parking demand. Who needs a parking space, if your car can drop you off and park itself remotely?

So if parking garages are destined to become less relevant, how should we design them? It is easy enough to return portions of a surface parking lot to green space or other non-car uses, but what about the humble garage? Because garage spaces are much more expensive to construct, we should start designing them with built-in exit strategies. We should conceive of garages as more than vehicle storage space—they should be the framework for future buildings. We can accomplish this by increasing floor-to-floor heights and designing on a module that would allow garages to transition into occupy-able space.

Call it future-proofing the garage of today.

#### **5. Technology and the Definition of "Office"**

Collaboration is the typical justification for bringing people together under one roof, but now that workers can easily video

conference with colleagues from other time zones, the nature of collaboration has changed. Even if employees commute/walk to a single campus every day, their workplace may exist in multiple locations.

Of course not everyone is going to be camped out at the local Starbucks with a laptop and a latte and a schedule of cross-country conference calls. But the next generation workforce campus will learn from technology and adopt New Office-ism principles of mixed-uses, walkability, social spaces and retail/dining options. Doing so creates work environments as flexible as the technologies we rely upon. Hotelling, telepresence devices, and even traditional conference rooms and workspaces equipped with the right technologies allow New Office-ism to emphasize choice, mixed-use, socialization, and—yes—collaboration.

These trends are shaping how we conceive and design commercial office buildings and corporate campuses, and designers must continue to understand what workers and companies want if they hope to create relevant and lasting design solutions.



**Joe Pobiner** is a master planner and urban designer in Gensler's Dallas office. He specializes in applying responsible planning and urban design principles that strengthen the physical, natural, economic, and cultural frameworks of our rapidly urbanizing planet. Contact him at [joe\\_pobiner@gensler.com](mailto:joe_pobiner@gensler.com).

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## Increased Office Density is Causing Real Trouble for Parking Lots

BY LIZ WOLF · JANUARY 25, 2016

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As companies squeeze more employees into less office space — in an effort to increase efficiency and productivity — landlords are facing a dilemma: How can they accommodate increased parking demands? And, what happens if a space becomes unleaseable because of inadequate parking?

This quandary is especially true in suburban markets not served well by mass transit where employees are dependent on cars. These buildings' parking lots are becoming clogged, and landlords are looking for creative solutions.

### What's driving the space reduction?

In addition to cost savings, today's employee work habits are spurring the downsizing of office space. Collaborative, flexible workspaces are replacing big, private offices and fancy conference rooms.

"It's been an easy transition because, just as companies are trying to get more efficient and save money, millennials are more open to the idea of less hierarchy in real estate," Christian Beaudoin, director of corporate research for JLL in Chicago, told Hightower in an interview. "So those two trends have combined at the same time — companies trying to save money and millennials entering the workforce, who value compensation and freedom and flexibility more than they do a big office."

But just how much less office space are we talking? Pre-recession, 250 square feet per employee was the standard in office space. Today, that's been slashed to around 175 square feet or less, with projections estimating a drop to an average of 151 square feet per employee by 2017.

That's a significant reduction in space, and Beaudoin said that such density takes a toll on office buildings that were not designed to handle these increased demands. It not only impacts parking, but also building's elevators, restrooms and utilities.

### What can landlords do?

Before the trend of shrinking office space, a parking ratio of four stalls per 1,000 square feet was sufficient for most tenant parking space requirements. However, buildings today may need six or even seven parking spots per 1,000 square feet to accommodate the more packed offices.

To manage this greater density, landlords are exploring several options including:

**Build more spaces**

Some building owners are accommodating needs by building parking decks on top of surface parking lots. Of course, that's not cheap - it could cost around \$100 per-square-foot to build that deck.

If building parking decks aren't feasible, landlords are also exploring the use of adjacent lots. In one Chicago suburb example, Principal Real Estate Investors demolished 68,000 square feet of warehouse space of a nearly 200,000-square-foot building to create more parking for tenant CVS Caremark Corp.

**Shuttle tenants**

"Owners are experimenting with the idea of shuttles," Beaudoin said. "If there's an off-site parking lot like at a shopping mall or a nearby stadium, they can shuttle people in with a shuttle bus. Also, owners are looking at encouraging the use of public transportation, at least as close as they can get to the site and then bussing from there to the actual building." Carpooling and biking are also encouraged, and many office buildings have bike racks and locker rooms/showers if they're near a trail system.

These ideas may work well for millennials, who drive less and own fewer cars than previous generations. They prefer to bike, car-share, walk and use public transportation. According to the Department of Transportation and American Automobile Association, miles traveled by car for people 34 or younger dropped 23 percent and the percentage of high school seniors with driver's licenses dropped 73 percent between 1996 and 2010.

**Acquire new assets with better parking**

As new office development is starting up again in some markets, developers are paying close attention to parking ratios. "Markets like Phoenix are seeing new suburban office development, and they're building parking spaces of six spots per 1,000 square feet," Beaudoin said. Landlords may look to acquire these assets to mitigate future challenges.

## Looking ahead

Further down the road, the importance of on-site parking might be less significant. Driverless cars could have a huge impact on office parking lots. Although these cars are still being tested, it's believed that they will be available for average consumers to purchase in the next decade.

With self-driving vehicles, people won't have to follow current parking routines. For example, rather than park at the office, they could park at a distant, centralized lot and call for the car when they're ready to leave. This trend could eliminate parking lots as we know them today.

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**ABOUT**  
**Liz Wolf**

*Liz Wolf is a Twin Cities-based freelance writer with 30 years of business and commercial real estate reporting experience. She previously served as editor of the Minnesota Real Estate Journal.*

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Blog - Latest News Home / AtmosAir in The News / More Employees are being squeezed in the workplace

## More Employees are being squeezed in the workplace

November 1, 2014 / in AtmosAir in The News / by Administer

IN THE POSTRECESSION office environment, “creative” and “collaborative” workspaces are the new mode. Companies today—particularly in knowledge-based industries, technology, and life sciences—want open floor plans with minimally obstructed floorplates and much higher worker density. Office densification is an evolving trend with significant opportunities and challenges.

What do local zoning codes have to say on this topic?

### Zoning falls behind

“I’m just not hearing planners talk about this as an issue,” says Kirk Bishop, vice president at Duncan Associates’ Chicago office. “I hear about office densification and I’ve heard about some issues, but I’ve not seen any rush to change regulations yet.

" Both startup companies and major companies are increasing the number of workers in office environments. Traditionally, zoning regulations have based office parking, traffic, utility demand, and development standards on populations of three to four workers per thousand square feet of usable floor area. Today companies are pushing to double that number.

Opportunities include more economic development; challenges include infrastructure impacts. Impacts on parking, utilities and site amenities are being driven by commercial real estate brokers, interior architects, and mechanical engineers. Few planning departments look at the impacts of more workers in the same square footage. Zoning standards tend to be driven by building size, not the number of people working in the building.

"This is a trend that started before the recession, but is taking off," explains Dean Bellas, president of Urban Analytics, Inc., and adjunct professor of real estate at Catholic University's School of Architecture and Planning in Washington, D.C. "In 2005 in the (D.C.) area, the typical urban office allocated about 200 square feet per worker. By 2017, that's expected to drop to less than 180 square feet."

Brokers are already seeing that trend in markets in the West, Southwest, and Southeast. With properties capable of holding up to eight workers per thousand square feet, listings tout parking ratios of six to seven spaces per thousand square feet for Class A office space as compared to zoning regulations



requiring three or four spaces per thousand square feet.

### **What tenants ask for?**

"Tenants are demanding the kinds of amenities planners have sought all these years," says Michael Starling, director of economic development for Dunwoody, Georgia. "We're a former edge city (of Atlanta) now looking at urbanization. Tenants are demanding, and developers are building, amenities like on-site parks, restaurants, a walkable environment, and access to public transit. These are features planners have called out as necessary for quality communities. They are now minimum standards to attract quality tenants.

" Starling says that even older office buildings are upgrading lobbies, adding green space, and providing free shuttles to Metropolitan Atlanta Rapid Transit Authority stations. "State Farm paid a premium to build its new one-million-square-foot regional corporate headquarters on top of a MARTA station," he adds. "We're seeing owners building parks or locating near city parks, trails, and developing amenities such as gathering spaces, fitness centers, and places to eat.

" State Farm Insurance, based in Bloomington, Illinois, takes the same tack in Dallas and in Tempe, Arizona. Its two-million-square-foot Arizona campus sits on the shore of a large urban lake with an extensive trail network.

"We're building a 40,000-square-foot plaza with seating, WiFi, and space for an event venue,"

explains Richard Drinkwater, principal and senior architectural designer with DAVIS, the architectural firm charged with designing Marina Heights, State Farm's new western regional headquarters. "We're building restaurants, a fitness center, training rooms, and open floorplates," he says. "There is a lot of bike parking and public space."

Tempe plans to add a station for its downtown trolley to connect the 6,000 State Farm workers at Marina Heights to Metro, the Phoenix area light-rail system. Dunwoody has several projects that include fast-casual restaurants on pads in the office campus parking areas—similar to traditional retail center design. Dave Seeger, a broker with Jones Lang LaSalle in Phoenix, says he's heard of that concept in Minneapolis and in urbanizing suburbs.

Office developers are responding to tenant demands. "We're building Mach One (an office campus) dedicated to a happy and healthy employee," reports Sven Tustin, vice president of development and investment for Trammell Crow Company's Arizona business unit. That Chandler, Arizona, office campus is designed from the ground-up for collaborative and creative workspaces. "We've designed the building to handle 6.5 workers per 1,000 square feet. To make this work, we have amenities to help tenants attract and retain employees," Tustin adds.

Mach One is located in a suburban market with little access to public transit, but easy access to freeways. About half the spaces in the surface parking area will be covered—a coveted amenity in a desert city.

"With that much parking, it's a long walk from

parking spaces to the office," says Tustin. "We're building tree-lined and shaded walkways through the parking lot. Other amenities include collaborative space in the lobby and outdoor green areas, all with Wi-Fi access."

"Tenants are really focused on the quality environment of a building and its setting," explains Katie Ekstrom, a vice president in the Austin, Texas, office of CBRE, a national commercial real estate brokerage. "We have one new building going up, and two historic buildings being renovated," she says.

"Tenants want lots of light, so the few hard-wall offices are on the interior," Ekstrom notes. She talks about one tenant who installed all-glass dividers in the office so that natural light can reach all workspaces and every employee has a window view.

In addition to natural light, new-economy tenants want high ceilings and offices conducive to workgroups and Millennial working styles. One thing Millennials do not want is long commutes, obliging companies to look for work sites that combine housing and urban living—the heart of transit-oriented development. This is a major opportunity for central cities' older office buildings.

### **Retrofitting old offices**

While the market is driving this change in new buildings, most regulations don't really apply. This creates challenges when an owner wants to convert older offices to meet newer tenants' needs.

Companies' second highest operating cost, according to Bellas, is the office lease. "Many companies are

increasing density in order to decrease the amount of space they need to rent," he explains. "With newer buildings designed to accommodate those needs, older buildings are struggling to compete."

During the recession, market rents dropped to levels where companies in Class B and Class C office space could move up to Class A or Class B space for the same or even lower rents. Vacancy rates in older buildings skyrocketed.

The evolving Western trend is for older office buildings to be "demolished-to-shell" and redeveloped into Class A, collaborative workspaces. The campuses in outlying and suburban areas, usually with multiple buildings, are short on transit access and parking. Owners are literally demolishing existing buildings to provide surface parking for the structures that remain.

"It's more cost effective to demolish a Class C building, put in surface parking, and upgrade the remaining buildings to a higher lease value," says Tim Olson, a senior vice president with JLL in San Diego. "Accommodating six or more workers per thousand square feet increases the building value and generates an effective return on investment."

Applying "lipstick" to upgrade a building isn't enough. Olson says that Scripps Plaza, an office complex on Interstate 15 about 16 miles north of downtown San Diego, struck a positive note with tenants even before construction started. "We took a building that was nearly empty and have rented almost a third of it," he says.

The reason, he says, is amenities. "Renovation alone will not make a building attractive to today's tenants," Olson says. "We are building a 4,000-square-foot collaborative area with Wi-Fi and a lobby cafe. We've added a shower for bike commuters, locker room, and fitness center. We opened ceilings and created open floor flexibility."

In Phoenix, JLL is the broker on a similar project, Tempe 10/60. The former three-building, 90,000-square-foot Class C complex is being repurposed into a two-building 70,000-square-foot Class A campus. The recovered ground will become parking. "Parking garages cost \$20,000 per space; it was more cost effective to tear down the smallest building" to make space for more surface lots than it was to build a parking deck, says Seeger, who is a managing director at JLL, Phoenix.

### **Zoning and redeveloping offices**

"We haven't had any issues with (the city of Austin)," says Ekstrom. "The bigger challenges come when our engineers and consultants start looking at what it's going to take to convert an existing building."

"Renovating and redeveloping offices has both upsides and downsides, says Bellas. "There are the benefits to the community in terms of economic development, and there are the costs imposed on community by the increased occupancy," he adds.

"Perimeter Center is different than the rest of our city," says Dunwoody community development director Steve Foote, aicp. "We saw the need to address development and redevelopment

specifically for this area." The city, incorporated in 2008, appears to be one of the first to craft a zoning code covering office densification.

Rebecca Keefer, aicp, the city planner, says that Dunwoody plans to create incentives for height or density. "Considering changes in worker density is an issue that could be on the table," she says. If so, it appears to be one of the first communities to take that step—with Bishop and Duncan Associates as the consultant.

Existing buildings present special problems when redeveloped for higher densities. "Who thinks about elevator traffic?" asks CBRE's Ekstrom. "In one of our historic buildings, we're allowing high density on lower floors where stairs are an option. You can't add an elevator."

"Sometimes people don't realize the air quality problems coming from adding more people into a smaller space," says Tony Abate, vice president of operations for Atmosair, in Fairfield, Connecticut. "Mechanical systems suddenly become inadequate when worker population increases from the original rating," he says. "Go to an open ceiling and the (heating, ventilating, and air conditioning) system also has 20 percent to 30 percent more air to move in addition to what it has to exchange for the workers."

When the HVAC is "overpopulated," interior humidity builds up, affecting electrical equipment, transporting microbes, and creating an environment for mold.

"We've seen mold and spore problems in (high-density) offices where tenants have had to relocate," says Justin S. Dixon, president of Snyder Environmental, in Little Rock, Arkansas. "Older buildings may not physically be able to accommodate increased duct sizes. Roofs may not have been engineered to hold up a larger HVAC system."

### **When it's hot**

Danielle Casey, economic development director for Scottsdale, Arizona, knows about the impacts of technology company migration into the city's downtown and riverfront area. A failed retail plaza, the Galleria, has become the hot tech spot partly because it adjoins Scottsdale's famous nightclub district. Microsoft and tech startups are among the firms gobbling up the available space.

"We've had a number of high-tech companies move into the downtown area," she says. "They're packing six, even nine employees per thousand square feet. It's completely revitalized the area, but taken every parking space. I've talked with executives, and they say the hip, urban atmosphere is what attracts and keeps employees." Parking is just one problem. Peak hour traffic jams are another. Scottsdale has moved to articulated buses and a faster rush hour schedule to accommodate workers. There is much, however, to keep the employees downtown, with restaurants, clubs, and entertainment surrounding the workspace. Several developers are building upscale residential communities within walking distance of the job center.

The old Galleria is a successful conversion to creative work spaces that the tenants demanded. Some owners have had bigger challenges with old building infrastructure or undesirable locations.

Not all conversions will work. "On one project," says Dixon, "we determined the building infrastructure could not physically be upgraded to accommodate the owners' plans. They had to walk away.

"As a result, some structures come down. "We've had some office buildings and shopping centers—and not that old a facility— demolished for new office buildings," reports Foote, the community development director in Dunwoody. Olson sees the same in San Diego.

### **Driving economic growth**

Double the number of people working in an area and there's an immediate boost to the local economy. Bellas says that in addition to the multiplier of the construction and office furniture purchases, "you'll need more restaurants, more service businesses, and more retail to handle the increased employee population.

"We have nearly single digit vacancy rates for retail—and I don't think there is any open restaurant space in Perimeter Center," says Starling in Dunwoody, referring to a mixed office and retail campus that was built in unincorporated DeKalb County before the town formed. "In addition, it has really given a boost to the number of people who are using MARTA and other public transit. At the same



time, it's aggravated an already challenging traffic situation. We're struggling for a solution.

" At some stage in the evolution, the demand for infrastructure capacity is going to outweigh the ability to deliver the services in a timely way. Dunwoody has taken steps to act before that point is reached. Will other agencies follow its lead?

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**FILE 16-PLC-0023 (continued from June 6 and June 27, 2016)**: A petition seeking approval of a Special Use to allow an office use to provide more than 4.5 parking spaces per 1,000 square feet of floor area and a Rezoning from M-1, Light Manufacturing to O-R-M, Office-Research-Manufacturing. The property is located on the northwest corner of Warrenville and Finley Road, commonly known as 2200 Warrenville Road (PINs 08-01-400-004, and -006). Adam Stokes, Agent of Nicolson Porter & List, Inc. and Arbor Vista LLC, Petitioners; Arbor Vista LLC, Owner.

Planner Williams reviewed the current location of the site on the overhead, stating the parcel was currently zoned M-1 Light Manufacturing, while to the west the area was zoned ORM Office-Research-Manufacturing. The site currently consisted of two buildings with one access point. The plat of survey was referenced, noting the two lots would have to be consolidated next to the Nicor lot. A conceptual site plan was submitted which was reviewed by Mr. Williams.

The property was currently classified as “Office Corporate Campus” which staff believed was consistent if it was rezoned to ORM. It would meet the village’s Future Land Use Map which was in accordance with the village’s comprehensive plan. Mr. Williams discussed in detail how the site met the goals of the village’s comprehensive plan.

Discussing the parking ratio, Mr. Williams recalled that in 2014 as part of the zoning code update, there was a requirement for developments that exceeded four and one-half parking spaces per 1000 square feet, with a total of more than 100 parking spaces, were required to go through the special use process. This site would go through a two-phase process where the first phase would include 6.5 cars per 1000 square feet, while the second phase would include 7.2 cars per 1000 square feet. Mr. Williams proceeded to describe the latest office space trends, their affect on parking ratios, and the petitioner’s justification for why the ratios were needed.

Continuing, the floor plan, renderings and landscaping plan for the project were referenced. Criteria for the special use were reviewed. Staff supported the proposal with a few minor conditions.

Per questions regarding the special use, staff explained that the special use ran with the land and if the next owner came in and needed changes, it would require the owner to come before the Plan Commission for an amendment. Asked if there other developments that exceeded the parking maximum in the village, both Mr. Williams and Ms. Leitschuh explained this was the first time since 2014 that staff was going through the special use process and there was never a maximum number until the zoning ordinance was updated. Per Ms. Hogstrom’s question, the petitioner would have to follow all of the new parking requirements. Staff briefly explained the rationale for increasing the maximum parking ratio.

Chairman Rickard invited the petitioner to speak.

Mr. Adam Stokes, 931 N. Eagle St., Naperville, vice president of Nicolson Porter & List, Inc. and a managing member of Arbor Vista, LLC, owner of the property, shared the history behind the purchase of the site from Perkins & Elmer, stating it was the most visible site within the village as well as from the suburbs of Chicago, given its position next to Interstates 88 and 355. Mr. Stokes shared his background in real estate, specifically in the areas of industrial and office property and discussed that he and his investment group purchased the site with no specific use in mind. He knew the land was valuable.

After speaking with village staff, reviewing the village's comprehensive plan, and realizing the village had the same vision for the site, Mr. Stokes said that plans have been made to demolish the existing building and to market the seven-acre site to corporate office users since the site has a total floor area ratio of 200,000 to 225,000 square feet. He described the economics of square footage uses as it pertained to today's corporate tenants.

To date, Mr. Stokes revealed that there was a Fortune 500 company interested in the site and was focused on build-to-suit opportunities on the I-88 Corridor. Mr. Stokes described how older office space and parking needs (4 spaces per 1,000 sq. ft), in general, had changed over the years due to the dynamics of today's work place and work space. He reminded the commissioners that he did not have a specific plan for parking due to the Fortune 500 company trying to finalize its head count. However, they did relay to Mr. Stokes that the building would be designed to accommodate six and-one-half employees per 1000 square feet on a daily count, including visitors and for future growth. The company intends to design the building for 7.2, however, with an initial density of 6.5 per 1000 sq. feet, would like to incorporate "land banking", i.e., incorporating green space for the parking that is not "parked" yet. Conceptual renderings of the proposed site also.

Tonight, Mr. Stokes said he was seeking the special use to design/develop the site with the 6.5 per 1000 square feet (but growing to 7.2 per 1000 sq. ft.), and secondly, changing the zoning, which staff recommended to the petitioner.

Questions from the commissioners included:

1) whether the petitioner's client was "ready to go" if the proposal before the commissioners was approved? (Per Mr. Stokes -- not yet, because the client had to finalize head count numbers and see the outcome of this special use);

2) whether staff reviewed the traffic component of this site as it related to increased parking/traffic? (Mr. Leitschuh indicated that Public Works did review parking/traffic and did not have concerns about the increase of cars for the site versus what would have been allowed by right. The higher ratio was not a concern.)

3) with the additional parking and impervious land use, was there a requirement for how much green space was needed? (Mr. Stokes indicated he met with Public Works and depending on the final size of the building and the impervious ratios, the detention area would be located at the northern end of the site near the rain garden. He referenced the old and new calculations for the impervious surface located on the plans, explaining what would be required under the stormwater ordinance should the impervious surface increase by 2,500 square feet and 25,000 square feet. Currently the petitioner was under 2,500 square feet which would not "trigger" the new stormwater management ordinance. Mr. Williams added that at building permit review, the petitioner would have to comply with the 10% open space requirement.)

Chairman Rickard opened up the meeting to public comment.

Mr. Scott Richards, 1130 Warren Avenue, Downers Grove, asked for the exact location of this proposal and voiced concerns about the size of the parking lot, traffic, and the site having only one ingress/egress. He asked what was the point for the village to have certain requirements when developers consistently ask to make allowances? He was not against the project but stated the

commissioners had to be responsible and accountable for the impact that such projects make on the existing residents and the businesses. He asked the commissioners to visit the site.

Hearing no further questions, the chairman invited the petitioner to make a closing statement. Mr. Stokes said he appreciated the concerns but pointed out with the current parking ratio, a six or eight-story building could be constructed with over 1,000 cars parked and he would not have to come to the Plan Commission requesting a special use request. He was not looking to exceed what the site could handle.

Chairman Rickard asked staff if the petitioner would have to return to the Plan Commission again once an engineered solution was put together and the parking number finalized. He further voiced dismay that the fire department did not express concern with the one access. In response to the chair's first question, Mr. Williams confirmed that once tonight's request was approved and the petitioner returned with a final engineered solution, the parking would become a staff review process. Also, DuPage County would have to approve the project since the site sat next to a county road. Mr. Stokes confirmed the county did require a traffic study to be done. As to why there was no traffic study provided at the village level, Ms. Leitschuh indicated if there was a concern, a traffic study would have been requested by Public Works, but it was not necessary for the level of on-site activity anticipated currently.

Ms. Johnson expressed concern about approving tonight's petition and the traffic study getting rejected at the next level, wherein staff relayed there was no need for a traffic study after Public Works staff reviewed the proposal. Again, the chairman voiced concern about the single ingress/egress for the site, citing safety issues and traffic accidents and suggested a condition be placed in the motion for additional review. Ms. Leitschuh stated the fire department did review the proposal and had no concerns. She also emphasized that the goal was to keep fewer points of access on the roads in order to avoid traffic congestion along the main road.

Mr. Cozzo believed that adding a second access to the site was difficult and anything off of Warrenville Road positioned one closer to Finley Road, which was a concern. The Warrenville/Belmont intersection was awkward and he agreed with the resident that not many people wanted to be in the area. He asked staff if a right-out only could be installed at the access point to minimize traffic issues or could it be added as a condition for approval. Discussion followed regarding different traffic scenarios and keeping the 50-foot wide access, as requested by Mr. Stokes.

Mr. Stokes had no further comments or closing statement.

The chairman entertained discussion on the zoning request. Mr. Cozzo believed the criteria for the rezoning was met and the proposal met the requirements of the Comprehensive Plan. Mr. Thoman believed the request for rezoning was also in line with "making the parcel more competitive for contemporary ORM purposes." As to the special use, Mr. Cozzo stated the question before the commissioners was whether they could add anything to make traffic safer for the area or would it be a concern for the petitioner's potential client? Otherwise, he was supportive of the proposal.

The chairman pointed out that if commissioners were unsure about how to proceed, they could have staff ask the traffic expert to review the proposal to see if there was a need for a right-out only or no left turns during certain hours, etc. Commissioners talked about adding two additional conditions:

keeping the existing width of the driveway access and having the public works traffic engineer review the traffic and report to staff any traffic recommendations.

**WITH RESPECT TO FILE 16-PLC-0023, MR. THOMAN MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL AS IT RELATES TO THE CHANGE IN ZONING TO O-R-M AND APPROVAL OF THE SPECIAL USE OF UP TO 7.2 CARS PER 1,000 SQUARE FEET, SUBJECT TO THE FOLLOWING THREE (3) STAFF CONDITIONS:**

- 1. THE PARKING RATIO FOR PHASE II WILL NOT EXCEED 7.2 SPACES PER 1,000 SQUARE FEET OF FLOOR AREA;**
- 2. THE PETITIONER SHALL CONSOLIDATE THE TWO LOTS INTO A SINGLE LOT OF RECORD PURSUANT TO SECTION 20.507 OF THE SUBDIVISION ORDINANCE PRIOR TO THE ISSUANCE OF ANY SITE DEVELOPMENT OR BUILDING PERMITS; AND**
- 3. THE PETITIONER SHALL PROVIDE EASEMENT DOCUMENTATION FOR PERMISSIBLE CONSTRUCTION ON THE NICOR LOT;**

**AND SUBJECT TO THE FOLLOWING TWO (2) CONDITIONS, AS DISCUSSED BY THE PLAN COMMISSION:**

- 1. KEEP THE EXISTING WIDTH OF THE DRIVEWAY ACCESS; AND**
- 2. THE PUBLIC WORKS TRAFFIC ENGINEER SHALL REVIEW THE TRAFFIC AND REPORT TO STAFF ANY RECOMMENDATIONS ON TRAFFIC FLOW.**

**SECONDED BY MRS. RABATAH. ROLL CALL:**

**AYE: MR. THOMAN, MRS. RABATAH, MR. COZZO, MS. HOGSTROM, MS. JOHNSON, CHAIRMAN RICKARD.**

**NAY: NONE**

**MOTION CARRIED. VOTE: 6-0**