



VILLAGE OF PALATINE

VILLAGE HALL - COUNCIL CHAMBERS 200 E. WOOD STREET
PALATINE, IL 60067-5339 – (847) 359-9050
<http://www.palatine.il.us>

PLAN COMMISSION

AGENDA • NOVEMBER 5, 2019

Village Hall - Council Chambers

Regular Meeting

7:00 PM

I. CALL TO ORDER

II. APPROVAL OF MINUTES

1. Plan Commission - Regular Meeting - Oct 15, 2019 7:00 PM

III. PUBLIC HEARING

1. Northwest Highway Corridor Analysis and Sub-Area Plan Phase 1

IV. COMMUNICATIONS

A. *As Submitted*

1. For information and discussion - Village of Palatine - SolSmart designation

The Village of Palatine is engaged with SolSmart in the completion of an analysis of our 5 points away from achieving Bronze designation; most likely Silver designation. Five points are needed in the Planning, Zoning, and Development Regulations category.

Staff will present and discuss the SolSmart designation with the Plan Commission.

These are the benefits of a SolSmart designation:

SolSmart also recently celebrated achieving its 300 designated community milestone.

The Village of Palatine will be added to the national database and recognized for its regional recognition once SolSmart certified.

V. ADJOURNMENT



VILLAGE OF PALATINE

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PLAN COMMISSION

MINUTES • OCTOBER 15, 2019

Village Hall - Council Chambers

Regular Meeting

7:00 PM

I. CALL TO ORDER

Attendee Name	Title	Status	Arrived
Conrad Hansen	Plan Commissioner	Present	
Dennis Dwyer	Chairman	Present	
Jane Robins	Plan Commissioner	Absent	
Patrick Noonan	Plan Commissioner	Present	
Teri Williams	Plan Commissioner	Present	
Eric Friedman	Plan Commissioner	Present	
Rodney Bettenhausen	Plan Commissioner	Present	
Robert Kolososki	Plan Commissioner	Absent	
Stephen Fedota	Plan Commissioner	Present	

Staff present: Ms. Katie Rivard

II. APPROVAL OF MINUTES

1. Plan Commission - Regular Meeting - Sep 17, 2019 7:00 PM - **Accepted**

Ms. Williams made a motion to approve the minutes of the September 17, 2019 Plan Commission meeting; seconded by Mr. Hansen.

RESULT:	ACCEPTED [UNANIMOUS]
AYES:	Hansen, Dwyer, Noonan, Williams, Friedman, Bettenhausen, Fedota
ABSENT:	Robins, Kolososki

Minutes Acceptance: Minutes of Oct 15, 2019 7:00 PM (Approval of Minutes)

III. PUBLIC HEARING

1. 1008 N. Deer Avenue - **Recommended to Approve**

Chairman Dwyer read the notice of public hearing that was published in the Daily Herald on September 30, 2019 and mailed to the owners of the surrounding properties.

The following petitioner's exhibits were introduced:

1. Public Notice
2. Petition for Hearing
3. Proof of Ownership
4. Plat of Survey
5. Village of Palatine Current Zoning Map
6. Northwest Sub Area Plan Map

Sworn in staff: Ms. Katie Rivard

Ms. Rivard gave a brief overview explaining the subject property is approximately 17,000 sq. ft. She further explained it is a single family lot with one single family residence. Ms. Rivard stated the homeowner would like to rezone the property from R-1 to R-2. She stated the lot was platted in 1926 and is substandard per the R-1 standards. She spoke to the R-1 standards and the minimum lot sizes. Ms. Rivard explained the Petitioner plans on constructing a garage addition in the future that will encroach into existing required R-1 setbacks. Ms. Rivard spoke to the subdivisions in the area that were granted subdivision approval and rezoned to R-2. She referred to the current zoning map slide showing the surrounding areas zoning explaining a lot of the planned developments follow the R-2 standards. Ms. Rivard spoke to the Northwest Sub-Area Plan that was adopted in 2006 that specifically called out properties to the north to be developed with the R2 standards. She referred to the slides to show existing conditions.

Sworn in Petitioner: John Siegmeier 1008 N. Deer Avenue

Mr. Siegmeier referred to the existing condition slide and pointed out the trailer. He explained the reason for the request is to allow him to bring the garage slightly closer to the road. He further explained the current zoning will not allow this addition.

RECOMMENDATION

The Petitioner has indicated a rezoning from R-1 to R-2 will allow for the construction of a garage addition in the future without seeking zoning relief for setbacks. The Subject Property is substandard per the current R-1 zoning standards, and the proposal conforms to the zoning designation of the recently developed nearby properties. There are several different single-family zoning districts surrounding the Subject Property (R-2, R-1, and P). Also, the rezoning from R-1 to R-2 does not increase the potential for a further subdivision or create an opportunity for a 2-lot by-right subdivision. Any contemplated further

subdivision of this property would require significant relief from the Code (lot widths and lot area) and would be directly inconsistent with the bulk standards of the other subdivisions in the area.

Nevertheless, for the proposed rezoning, Staff recommends approval of the Rezoning to R-2 single-family residential.

Mr. Hansen made a motion to close the public hearing; seconded by Ms. Williams

DISCUSSION:

Mr. Noonan stated it is straight-forward.

Mr. Noonan made a motion to approve the request; seconded by Mr. Hansen.

Chairman Dwyer summarized that this request has met the standards and was unanimously approved by a vote of 7-0. This item will tentatively go to the Community and Economic Development Committee of the Village Council on November 4, 2019.

RESULT:	RECOMMENDED TO APPROVE [UNANIMOUS]
MOVER:	Patrick Noonan, Plan Commissioner
SECONDER:	Conrad Hansen, Plan Commissioner
AYES:	Hansen, Dwyer, Noonan, Williams, Friedman, Bettenhausen, Fedota
ABSENT:	Robins, Kolososki

IV. COMMUNICATIONS

Ms. Rivard mentioned some upcoming Petitions:

- Recreational cannabis text amendment
- Northwest Highway Sub-Area Plan

V. ADJOURNMENT

VILLAGE OF PALATINE
Plan Commission

SCHEDULED 11/05/19 07:00 PM

CASE STAFF STATEMENT (ID # 5641)

**Northwest Highway Corridor Analysis and Sub-Area Plan
Phase 1**

CASE NUMBER:

19-68

PETITIONER:

Village of Palatine

LOCATION:

Northwest Highway Corridor Sub Area Plan Phase 1 (Properties along the Northwest Highway Corridor and adjacent to and abutting) from Baldwin Road (north), Linden Avenue (east), Schubert Street extended (west), and through to IL Route 53.

PROPOSAL:

Through initial Village Council direction, Staff began the process of reviewing and completing the Northwest Highway Corridor Analysis and Sub-Area Plan Phase 1. The initial goals were to review the historical development patterns, desired bulk standards, and provide Staff recommendations for future land use and development standard considerations.

ZONING AND LAND USE:

B-1 (shopping center), B-2 (general business), Planned Development, R-3 (high density multi-family) and the surrounding single-family residential properties are all zoned R-2 single-family residential. The properties are a mixture of retail, retail-service, office, and convenience uses.

SURROUNDING CONDITIONS:

North:	Mariano's, Renaissance Office Park, single-family residential subdivisions
South:	Union Pacific Rail Road, City of Rolling Meadows
East:	single-family residential subdivisions
West:	single-family residential subdivisions

COMPREHENSIVE PLAN:

As noted in the Village Comprehensive Plans, the Northwest Highway corridor - U. S. Route 14 is IDOT controlled and a significant transportation roadway and regional arterial, which serves as a major gateway to the western and eastern edges of the Village. It also functions as a connection for the surrounding communities to IL Route 53. Unsurprisingly, Northwest Highway was a significant focus of the transportation sections of the previous and current Comprehensive Plans. The later recommended and examined the various sections of the corridor with specific Sub-Area reviews and recommendations. The Subject Sub Area for Phase 1 represents the initial examination of those recommended actions.

BACKGROUND:

From a land use perspective, there are many faces to the Northwest Highway corridor. Northwest Highway is a gateway corridor connecting the eastern and western portions of the Village. The western section of Northwest Highway tends to have a more residential focus, interspersed with Park District Facilities and athletic uses until reaching the Quentin Road intersection, where more traditional, yet established shopping center uses prevail. The residential uses continue until the Smith Street intersection, which starts again with commercial centers until reaching the Renaissance Planned Development and Palatine Plaza.

The Village's current Comprehensive Plan accurately summarized the corridor as follows:

"The age of much of the existing development indicates that proposals for redevelopment and land use change can be anticipated in the coming years. Redevelopment policies for different sections along this corridor and effective transportation management policies should be examined."

Current Conditions and Characteristics of the Proposed Sub-Area:

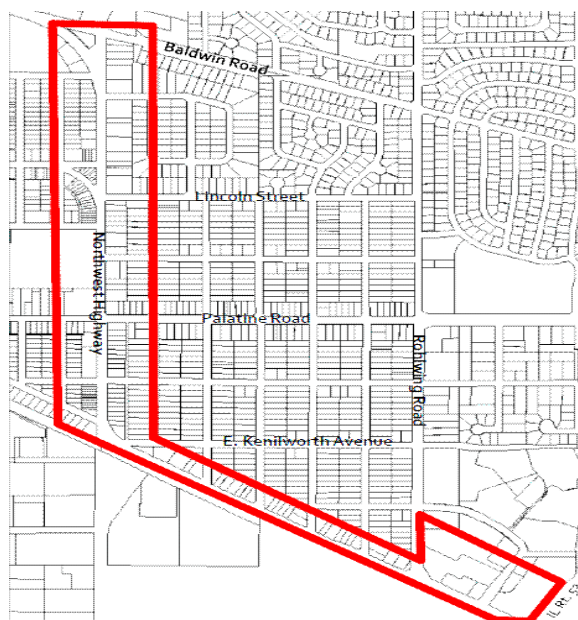
This Phase 1 report for the selected eastern section of the corridor begins that process. These are the property characteristics in the Phase 1 Study Area:

- 153 lots - approximately 49 acres.
- Currently improved with commercial buildings, with a few vacant undeveloped lots (Rohling Road and Northwest Highway and vacant lots north of Busch Tire) and multi-family residential properties.
- Average lot size is 14,600 square feet.

- The smallest lot is 327 square feet and the largest lots area 220,000 square feet (5.05 acres).
- All of the commercial properties are zoned B-2, with the exception of 2 that are zoned Planned Development and 9, which are zoned B-1 (shopping center).
- For the residential properties, 4 are zoned R-3 and 1 is zoned B-2.

ANALYSIS:

The Sub-Area plan identifies E. Baldwin Road as the northern boundary, through IL Route 53, with Linden Avenue (east) and Schubert Street extended (west) serving as the boundaries. The map below identifies the Sub-Area Phase 1:



History: Development Patterns and Most Recent IDOT traffic counts:

- The commercial properties from Baldwin Road through Kenilworth Avenue typically represent traditional commercial properties, whose initial development dates to the 1960's. These lots all directly abut single-family properties on the eastern and western sides respectively.
-
- The western half of Northwest Highway represents some of the oldest property in the

Village and was predominately annexed in 1869.

-
- The majority of properties located on the eastern/northern side of Northwest Highway were annexed from 1925 through 1958.
-
- IDOT daily traffic counts - 19,000 (Rohlwing Road); 25,300 (Palatine Road); 29,000 (Wood Street); and 30,000 (west of Hicks Road).
-
- The Union Pacific/Metra Northwest railroad creates a one sided corridor along the eastern and western segments of Northwest Highway.
-
- The more intensive uses in this area are clustered around the intersection of Northwest Highway and Palatine Road, with 2 automobile fuel stations (1 of which is vacant and not in use, but a recent development application was submitted to the Village and will be presented to the Plan Commission in the near term) and a Walgreens pharmacy.
-
- The remaining uses include Park District facilities restaurants, medical offices, retail and service uses and previously established motels, a significant office Planned Development, a senior living facility use and a banquet/event venue.
-
- Within the Sub-Area, there have also been areas of redevelopment. The following is a sampling of recent projects over the last 15 years:
 - Taco Bell (complete redevelopment)
 - Starbucks (complete redevelopment)
 - Glencoe Street Center (complete redevelopment - shopping center - Agio - commercial tenants, and one residential property)
 - Casey Automotive (substantial building addition and façade renovations)
 - Palatine Wilson Northwest Subdivision (complete redevelopment- 2 commercial buildings Advance Auto Parts, Athletico, Great Clips)
 - Popeyes - substantial building renovation and drive thru addition)
 - Mephram building (new office/retail building)
 - The Grand @ Twin Lakes - (substantial building/façade renovation - conversion of a former hotel into senior living facility)
- All of these projects were reviewed and approved by the Village, many with varying forms of relief from the Code. These developments are further summarized as an Appendix to the Sub-Area, within the Plan Commission Packet.

- Notwithstanding the numerous developments in this area, there are remaining properties that have not been redeveloped and remain vacant and unused. The Sub-Area findings will apply to all of the properties within this area, but this report also identifies some of the existing constraints likely contributory to impacting the redevelopment in those areas.

Development Challenges, Constraints and Conclusions:

- Through both the Sub Area Phase 1 review process and the existing circumstances for some of the properties, there are specific identified challenges/constraints within this area:
 - Shallow lot depths for properties along Northwest Highway (particularly for those southeast of E. Kenilworth Avenue)
 - Direct adjacency of single-family residential properties puts pressure on the commercial lots.
 - Lack of reinvestment in certain sections of Northwest Highway has led to vacancies and Code Enforcement activities.
 - The construction and development of many of the existing buildings date to the 1960's, which creates pockets of outdated structures.
 - Traffic volumes along Northwest Highway create pedestrian barriers.
 - Lack of identifiable retail users to fill the existing commercial spaces.
 - Landscaping buffer requirements impact the site plan for shallower lots along Northwest Highway, southeast of Kenilworth Avenue.
 - Consolidation of multiple lots for larger developments is complicated, as it would involve multiple property owners.

- In reviewing the existing zoning requirements (transitional buffer yard requirements), building setbacks and existing lot depths, Staff is recommending expanding the permitted uses in the Sub Area to include medical and dental uses, which comply with the parking requirements. Also, in order to standardize the commercial screening requirements for single-family residential properties, Staff is recommending a uniform standard to both protect the residential properties, but also provide unified direction to the commercial property owners.

RECOMMENDATIONS:

- With the creation of an overlay district, the permitted uses within the Sub-Area could be expanded and also include a uniform landscaped buffer/screening requirement. This would recognize the development constraints along the corridor (particularly southeast of Kenilworth Avenue):
 - As there are different screening requirements between the B-1 and B-2 districts and the lot sizes and dimensions are not uniform in the Study Area, Staff is recommending that all of the shared lot lines with single-family residential properties provide screening with up to an 8-foot solid fence. Vacation of ROW, where appropriate, with the maintenance of necessary access and with reservation of easements.
 - Use of ROW (16 or 20-foot alleys) as added landscaped buffer areas through license agreements, in support of new development and a further protection for single-family residential properties.
- In addition to the different screening requirements between the B-1 and B-2 districts, there are separate uses lists, setbacks, and bulk standards. In order to align like properties with different zoning designations, Staff is recommending that B-1 properties within the Sub Area be allowed to utilize the B-2 screening requirements, bulk standards, and use lists. None of the existing B-1 properties comply with the minimum required 200-foot lot width.
- The expansion of uses for consideration could include, where appropriate, new unified multi-family land uses and developments (of an appropriate architectural scale and density and in compliance with the parking requirements) to be

explored in this area.

NOTE: The zoning ordinance presently reviews dwelling units, accessory, a Special Uses within the B-2 district. Staff is not recommending changing that requirement and process as part of this analysis and this would continue to be the process for accessory dwelling units within existing commercial

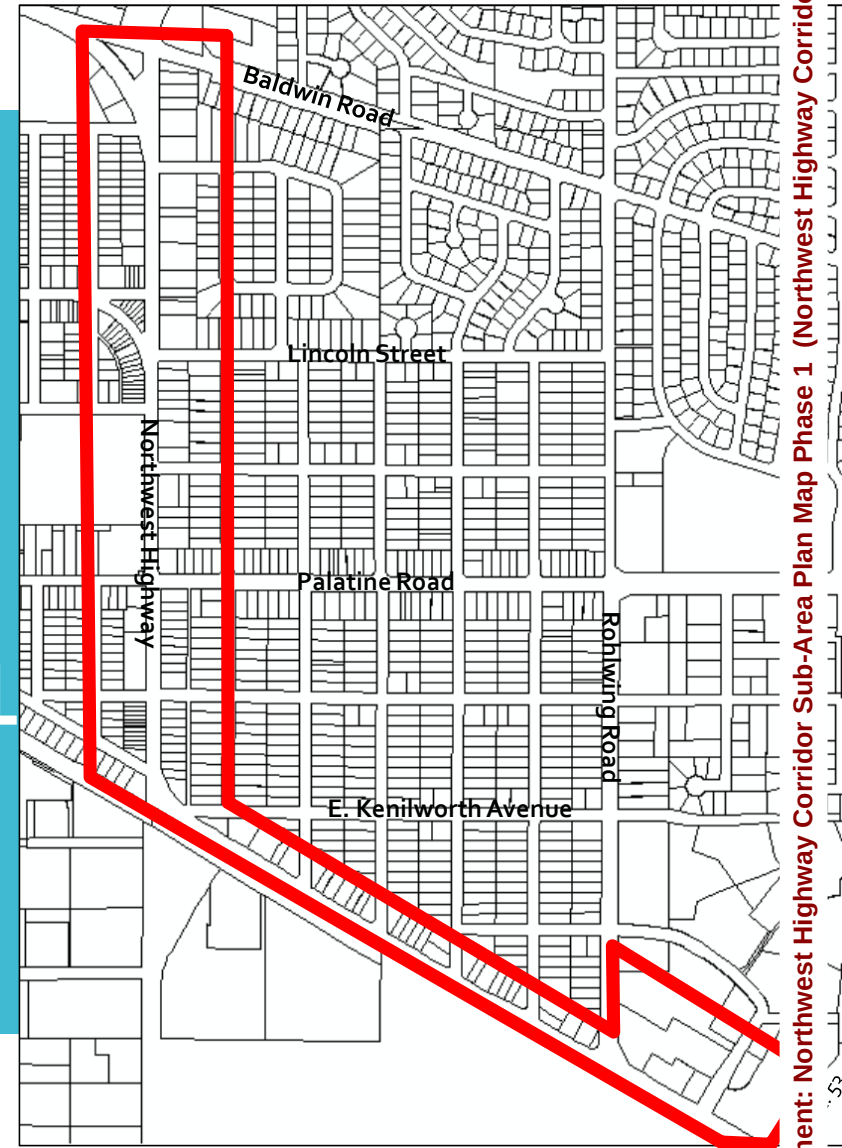
- Through development review, multi-lot consolidation would be required to eliminate the potential patterns for piecemeal development.
- (NOTE - Medical and dental offices currently require Special Use review in all of the Commercial Districts and the Zoning Ordinance does not have a separate office district). Staff is recommending that medical and dental offices, on single-user lots are included as permitted uses within the Phase 1 study area. This would be subject to compliance with the parking requirements (anticipated patient and employee parking needs) and the other Code requirements, including landscaping and screening requirements.
- Cross access would be required through the Village review process for new developments through Village review, where appropriate and necessary.
- Municipal parking lots and commercial parking lots for private self-propelled passenger vehicles are permitted uses within the B-1 and B-2 districts, subject to the required landscaping, screening, and lighting limitation requirements.

While any expansion of a commercial use into the surrounding residential neighborhoods is not allowed within the current residential zoning designations, the creation of a parking district, with significant screening and buffering could provide additional protections for the residential properties, and provide additional parking for the commercial uses. This could also seek to eliminate the various ROW parking along Northwest Highway. While the zoning ordinance does not currently have a parking zoning district category. This would be further reviewed as part of the creation of an overlay district for the Sub-Area Phase 1.

ATTACHMENTS:

- Northwest Highway Corridor Sub-Area Plan Map Phase 1
- NW HGY SAP P1
- APPENDIX - NWHGY SAP P1
- Public Notice

Northwest Highway Corridor Analysis and Sub Area Plan – Phase 1

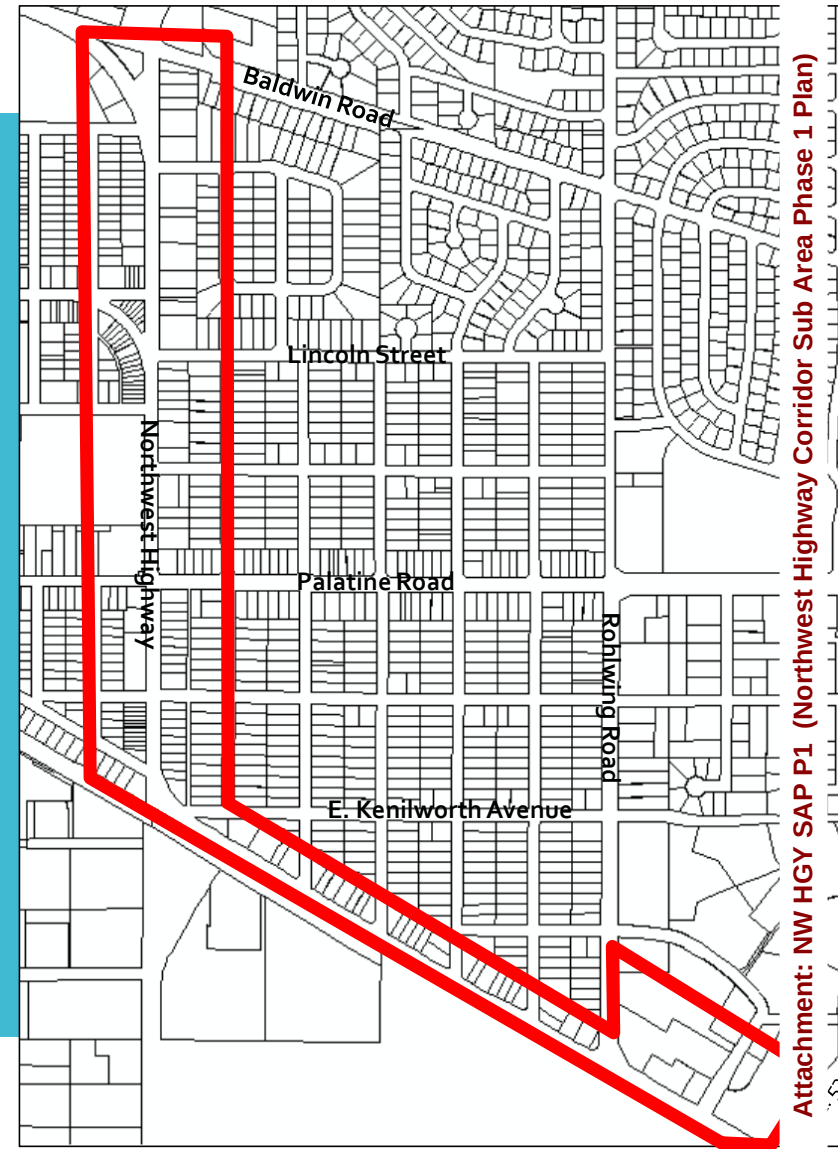


Northwest Highway Corridor Analysis and Sub-Area Plan Phase 1

Department of Planning and Zoning

DRAFT – November 2019

Northwest Highway Corridor Analysis and Sub-Area Plan – Phase 1



Northwest Highway Corridor Analysis and Sub- Area Plan Phase 1 - outline

- Identify the initial Northwest Highway Sub-Area Phase 1 initial study area boundaries;
- Development History of the Sub-Area;
- Identify Current and Past Development Patterns:
 - Current Zoning requirements,
 - Current and Average Lot Sizes;
- Identify Possible Development Challenges;
- Identify the Code relief that has been approved elsewhere in the Sub Area for application to other similar properties/developments;
- Identify potential and likely redevelopment sites:
 - Staff Analysis and Recommendations;
- Land use amendment considerations and recommendations.

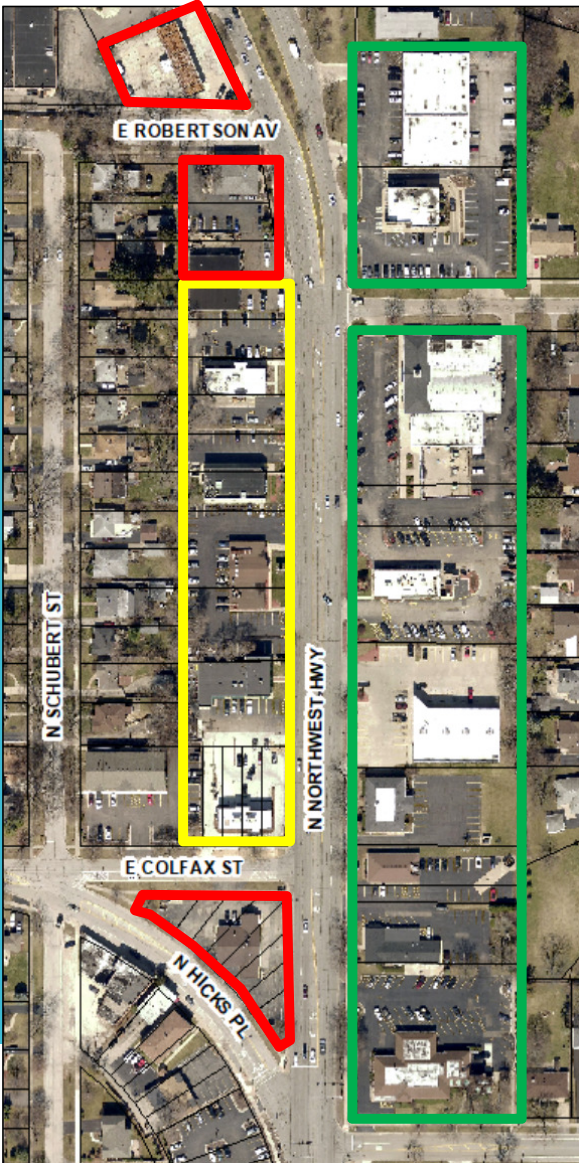
Northwest Highway Corridor Analysis and Sub- Area Phase 1:

Current lot conditions and Zoning Characteristics

- Study Area:
 - 153 lots – approximately 49 acres.
- Currently improved with commercial buildings.
- Average lot size is 14,600 square feet
 - Smallest lot is 327 square feet and the largest lots area 220,000 square feet (5.05 acres).
- All of the commercial properties are zoned B-2, with the exception of 2 that are zoned Planned Development and 5, which are zoned B-1 (shopping center).
- For the 5 residentially used properties, 4 are zoned R-3 and 1 is zoned B-2.

Development challenges within the Northwest Highway Sub-Area

- Shallow lot depths for properties along Northwest Highway (particularly for those southeast of E. Kenilworth Avenue)
- Direct adjacency of single-family residential properties puts pressure on the commercial lots.
- Lack of reinvestment in certain sections of Northwest Highway has led to vacancies and Code Enforcement activities.
- The construction and development of many of the existing buildings date to the 1960's, which creates pockets of outdated structures.
- Traffic volumes along Northwest Highway create pedestrian barriers.
- Lack of identifiable retail users to fill the existing commercial spaces.
- Landscaping buffer requirements impact the site plan for shallower lots along southeast of Kenilworth Avenue.
- Consolidation of multiple lots for larger developments is complicated, as it would involve multiple property owners.



 = Lot Depth of 213' – 219'

 = Lot Depth of 133'

 = Lot Depth of 98' – 127'

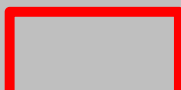




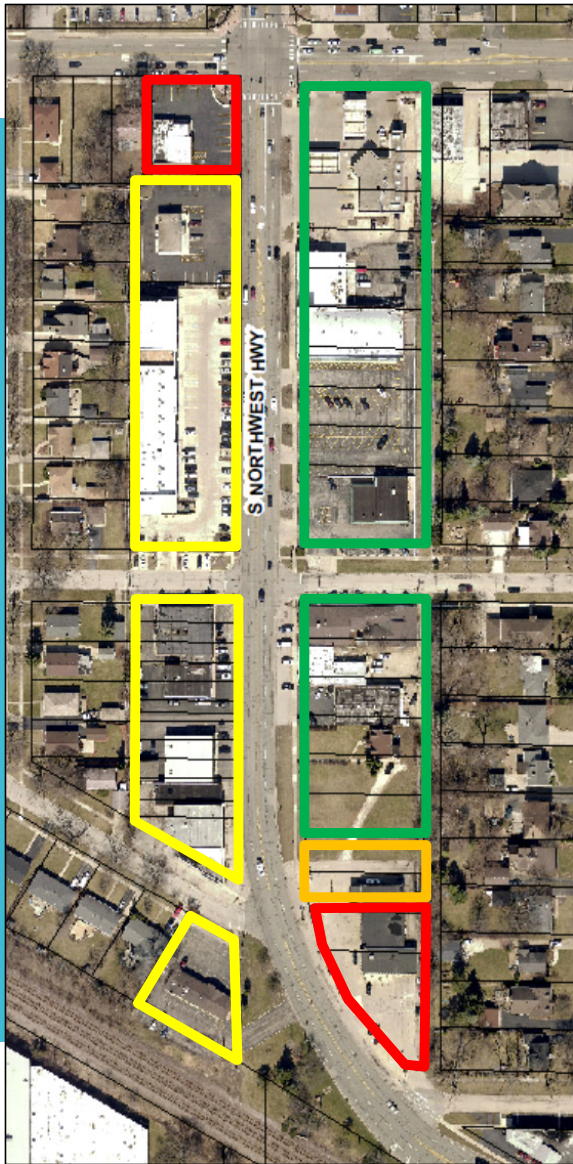
 = Lot Depth of 264'

 = Lot Depth of 181'

 = Lot Depth of 134' – 150'

 = Lot Depth of 125'





	= Lot Depth of 150'
	= Lot Depth of 133' – 150'
	= Lot Depth of 132'
	= Lot Depth of 23' – 125'





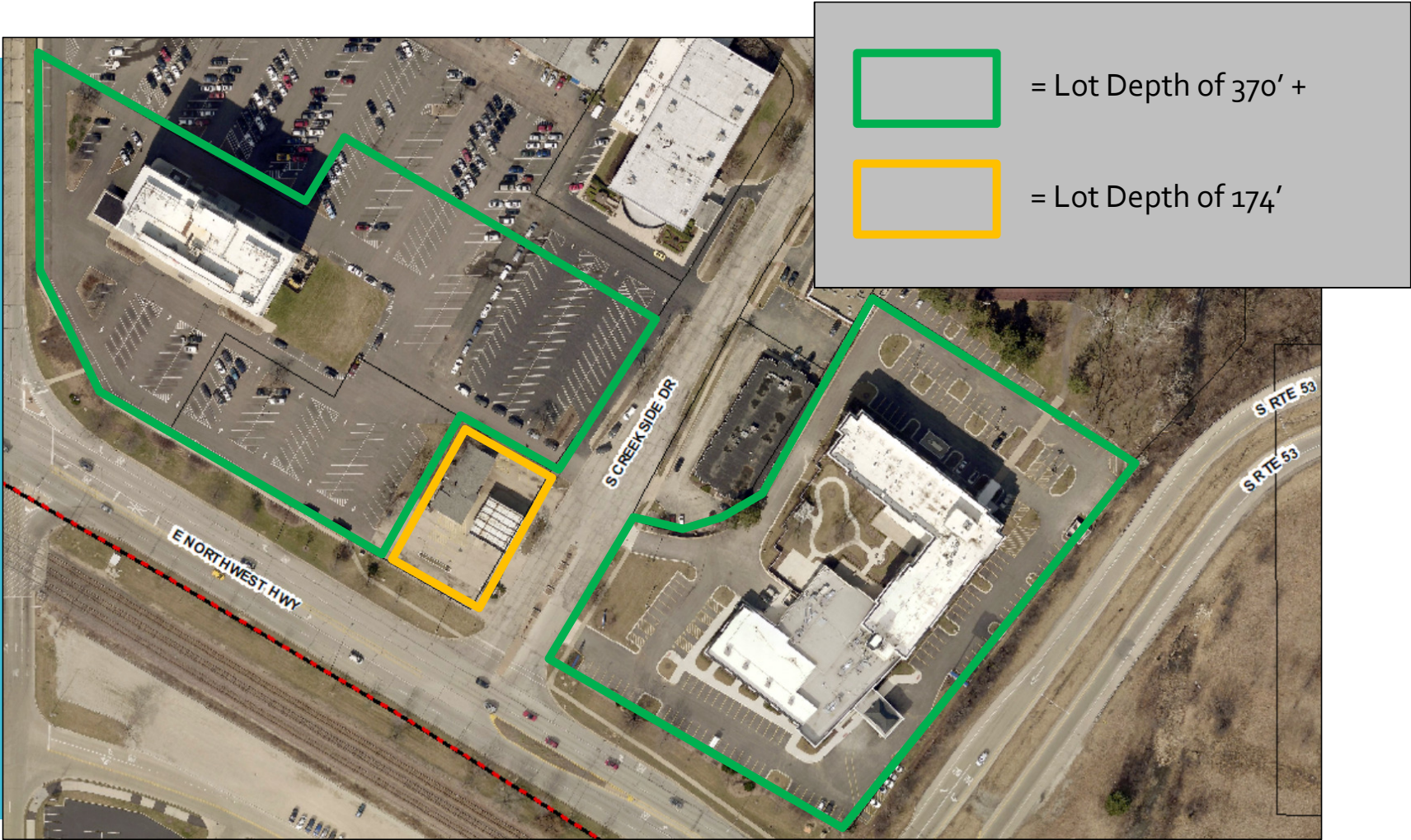
= Lot Depth of 150'



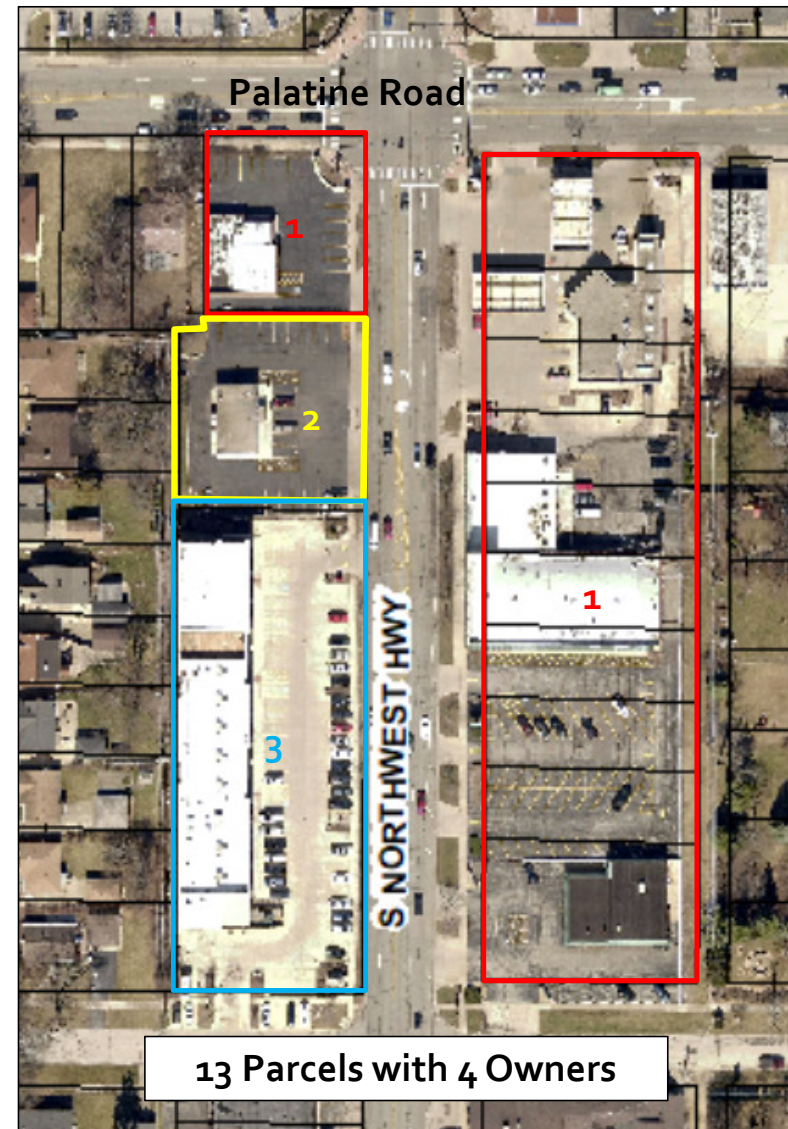
= Lot Depth < 125'





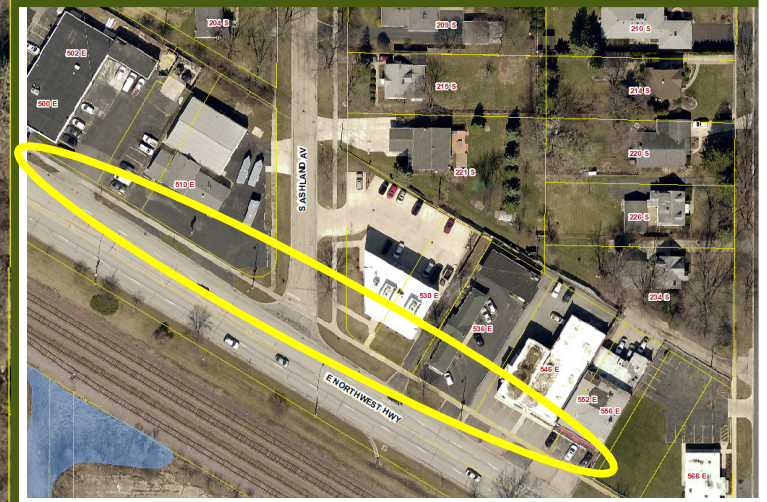
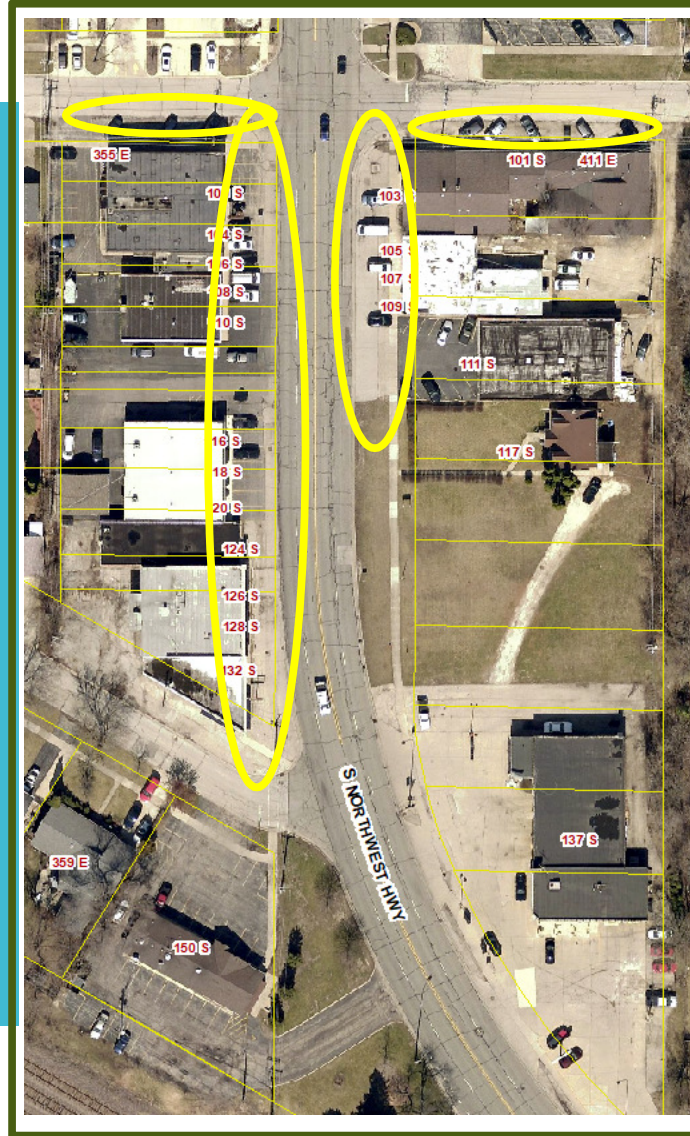


Multiple
property
Ownership
information
example

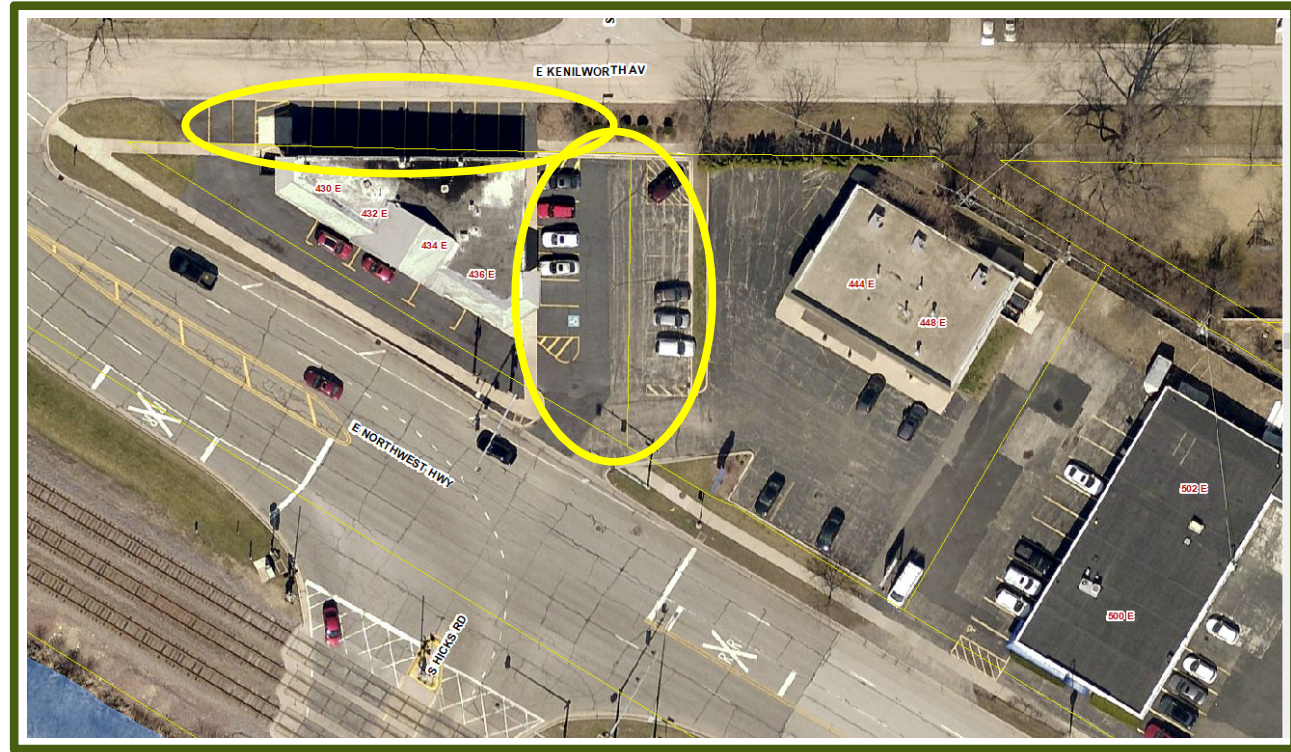




Existing parking examples in the ROW along the Northwest Highway Corridor



Existing
parking
examples in
the ROW
along the
Northwest
Highway
Corridor



Redevelopment recommendations

- Creation of an overlay district, within the sub-area to expand the permitted uses within this area, and create uniform landscaping buffer/screening requirements, while recognizing the previously discussed development constraints along Northwest Highway (particularly southeast of Kenilworth Avenue) and adjacent single-family residential properties.
- Uniform landscaping buffer/screening requirements for residential properties.
 - As there are different screening requirements between the B-1 and B-2 districts and the lot sizes and dimensions are not uniform in the Study Area, Staff is recommending that all of the shared lot lines with single-family residential properties provide screening with up to an 8-foot solid fence. The use of ROW (16 or 20-foot alleys) as added landscaped buffer areas through license agreements, in support of new development and a further protection for single-family residential properties, could also be reviewed.

Phase 1 Study Area Recommendations

- Medical and dental offices currently require Special Use review in all of the Commercial Districts. The Zoning Ordinance does not have a separate office district.
- Staff is recommending that medical and dental offices, on single-user lots are included as permitted uses within the Phase 1 study area. This would be subject to compliance with the parking requirements (anticipated patient and employee parking needs) and the other Code requirements, including landscaping and screening requirements.
 - Medical and dental offices tend to be typically lower impact to surrounding uses (hours of operation, noise impact, etc.) than other commercial uses.
 - NOTE - The 800 E. Northwest Highway building is almost exclusively a professional office building within the Phase 1 area and there are several such uses in the corridor.

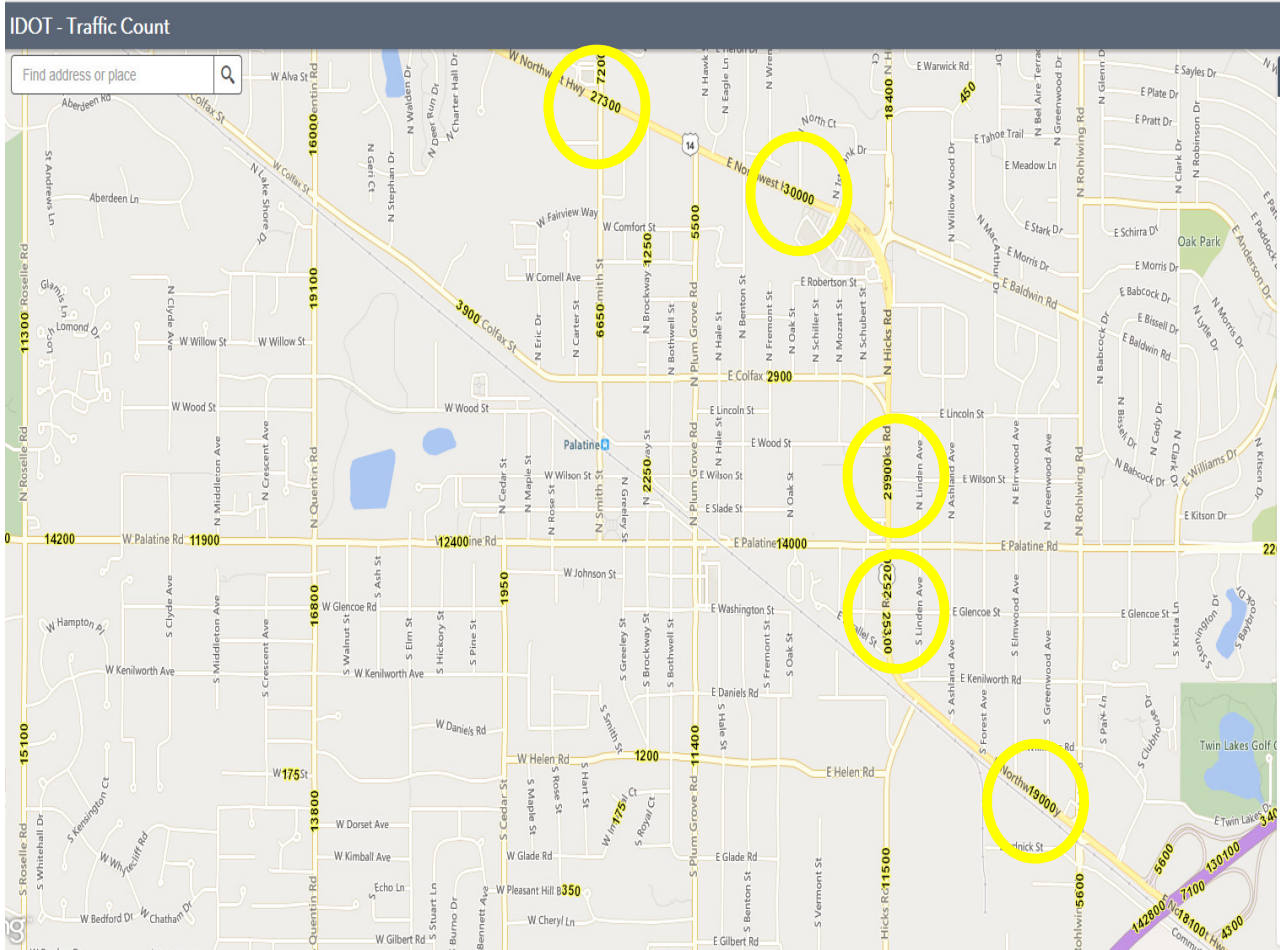
Phase 1 Study Area Recommendations

- A parking zoning district category with the Phase 1 overlay district, could review the potential for additional surface parking areas, adjacent to and in support commercial businesses could be further explored.
- Any such parking area would require significant screening and buffering and separation from residential properties could be reviewed within the creation of an overlay district.
- Cross access would be required to be provided through Village review of the proposed projects.

Northwest
Highway Sub Area
– Recommended
Land use
considerations –
Overlay district
considerations.

- Specific consideration should be given to the integration of architecturally appropriate, scale and density for multi-family developments within the Sub Area, as both a transitional land use between the commercial uses and single-family residential properties and Northwest Highway itself.
 - Multi-family uses – Currently, the Zoning Ordinance reviews dwelling units, accessory, as Special Uses. This will continue to be the appropriate review process for including accessory dwelling units within existing commercial properties.
- Within the Sub-Area, consideration would encourage multi-lot consolidation to create larger redevelopment parcels. Scattered or single-lot site developments should be discouraged.

IDOT traffic count information – ranges from 19,000 (Rohlwing Road) to 30,000 (west of Hicks Road) and 27,300 (at Smith Street)

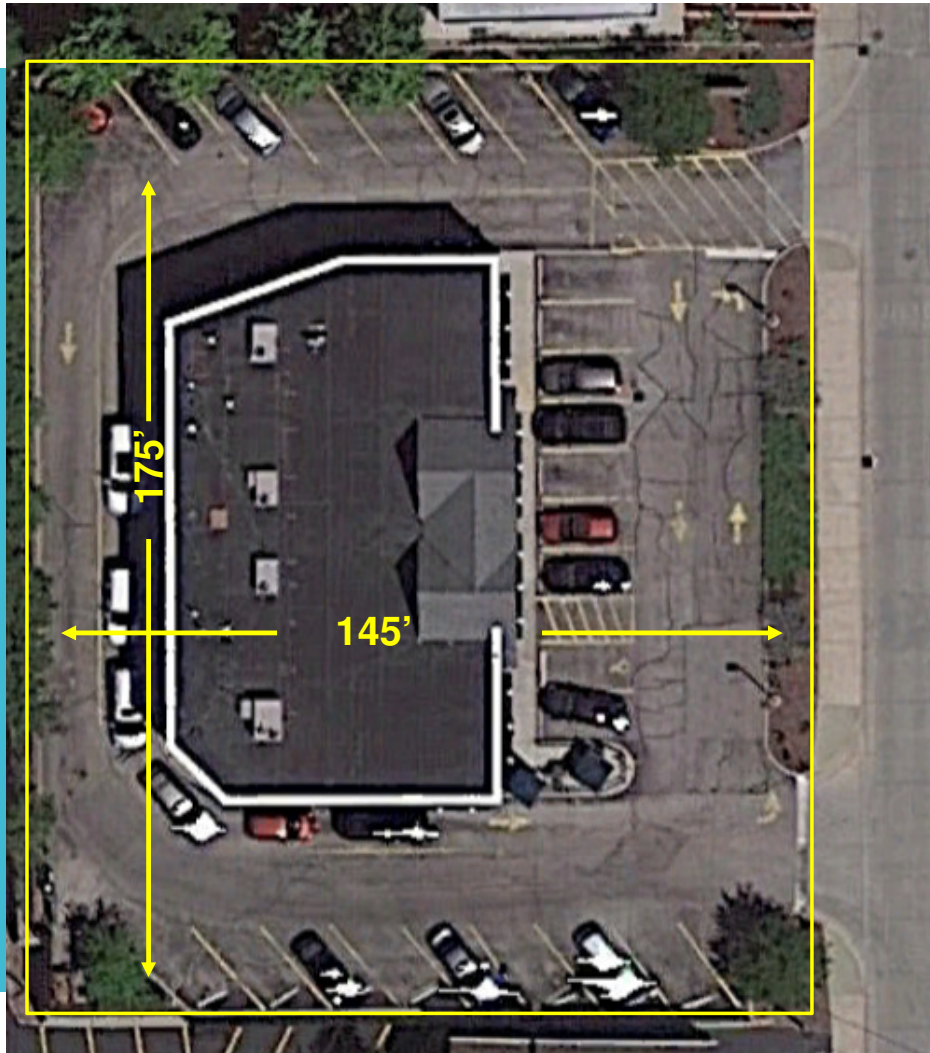


Northwest
Highway
Redevelopment
Project
examples
outside of the
Village of
Palatine



Barrington: Lake Cook Road & Northwest Highway





Barrington: Northwest Highway





Barrington: Northwest Highway



Northwest Highway multi-family example – Arlington Heights – height and massing facing Northwest Highway



B-1 district
setbacks:
Front yard – 30 feet
Rear – 20 feet
Side – 10 feet

B-2 District
setbacks:
Front – 25 feet
Rear – 20 feet
Side – 5 feet
Side abutting street
– 10 feet

Northwest Highway Sub Area Phase 1 –

Zoning district setbacks, screening, and buffer yard requirements

- 7.04 (g) *Screening*.
- (1) Manufacturing and business districts. All open off-street commercial and industrial parking areas which abut residential properties (including lots across the street) shall be effectively screened along the entire boundary of the residential property by a densely planted hedge, solid masonry wall, or solid fence.
- a. Said screening device shall be at least four (4) feet in height and shall not exceed six (6) feet in height.

11.02. B-1, Shopping Center District

- (h) *Transitional yards*.
- (1) Where a rear or side lot line coincides with a rear or side lot line in an adjacent Village of Palatine residentially zoned district, rear and side yard setbacks of at least thirty (30) feet shall be provided.
- (2) A landscaped buffer strip of at least twelve (12) feet shall be provided immediately adjacent to any residential district.
- (j) *Maximum building height*: Three (3) stories, not to exceed forty-five (45) feet.

11.03. B-2, General Business District.

(h) *Transitional yard*. When a side lot line coincides with a side lot line in an adjacent Village of Palatine residentially zoned district, a landscaped buffer of at least fifteen (15) feet shall be provided.

(j) *Maximum building height*: Three (3) stories, not to exceed forty-five (45) feet.

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Northwest Highway Corridor Analysis and Sub Area –

Approved Project Appendix

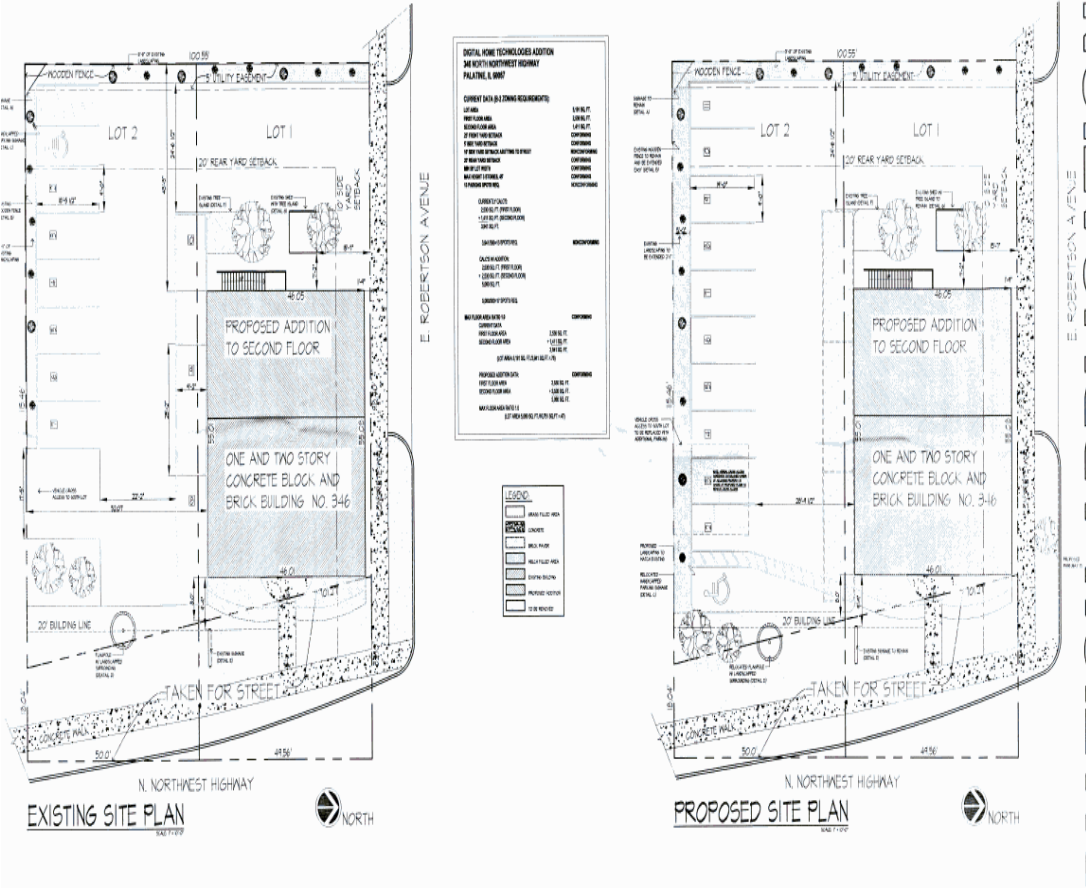
(Google Streetview used for some slides)

Digital Home Technologies – 346 N. Northwest Highway –



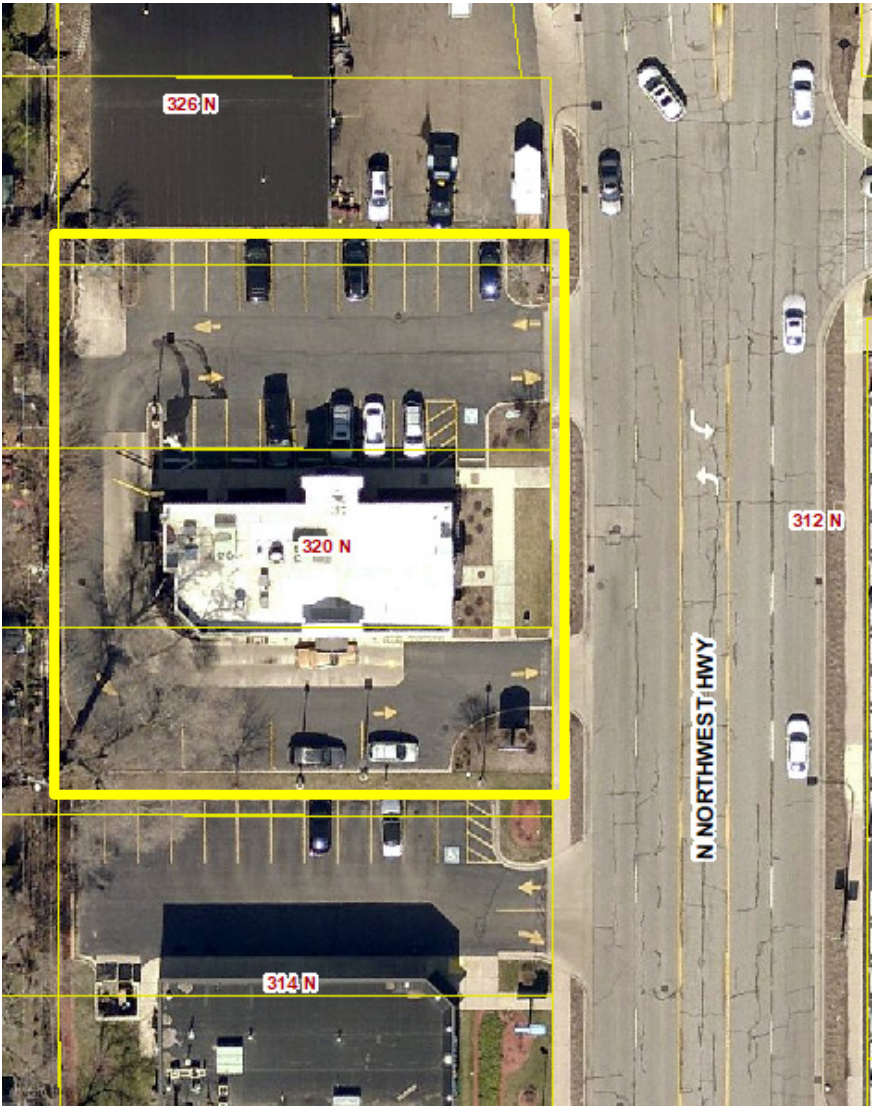
Digital Home Technologies – 2nd story addition:

Variations – setbacks (front yard, and corner side yard) and required parking

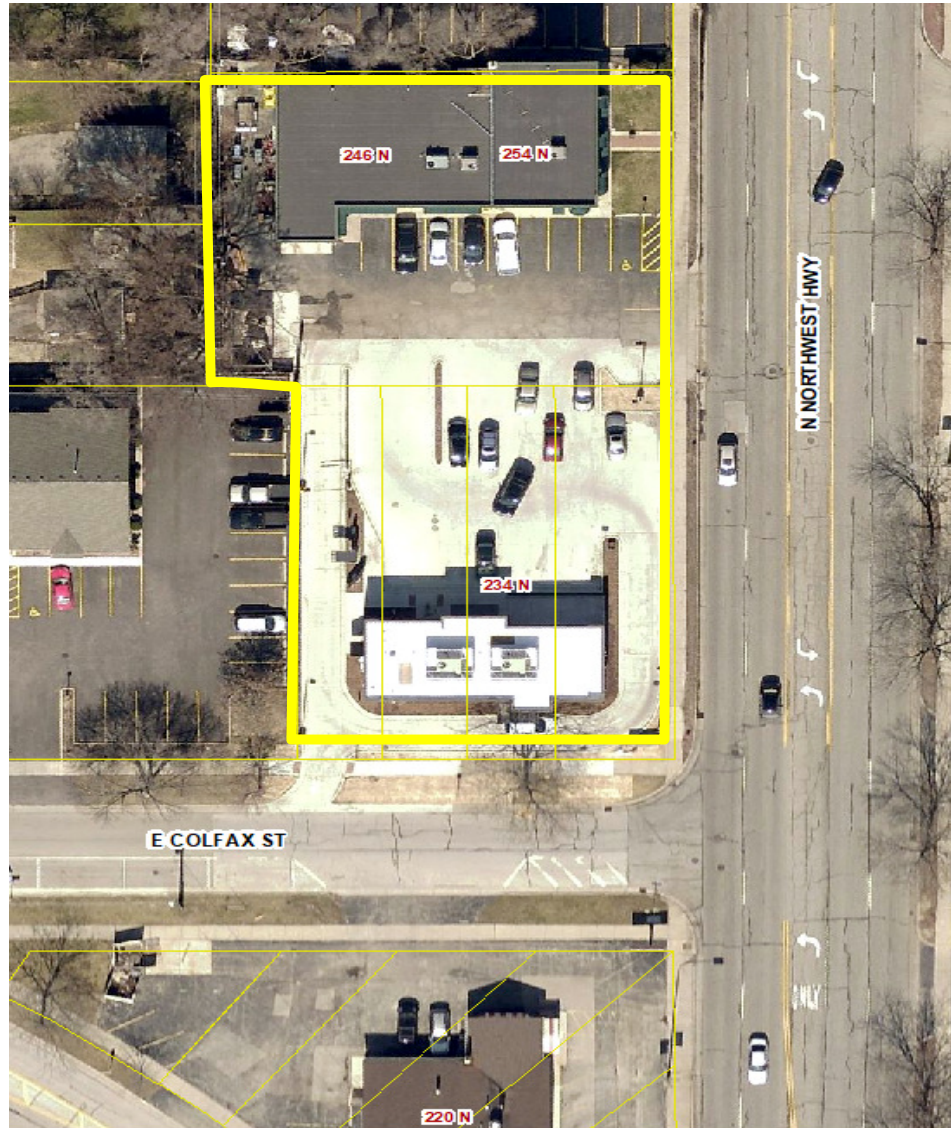


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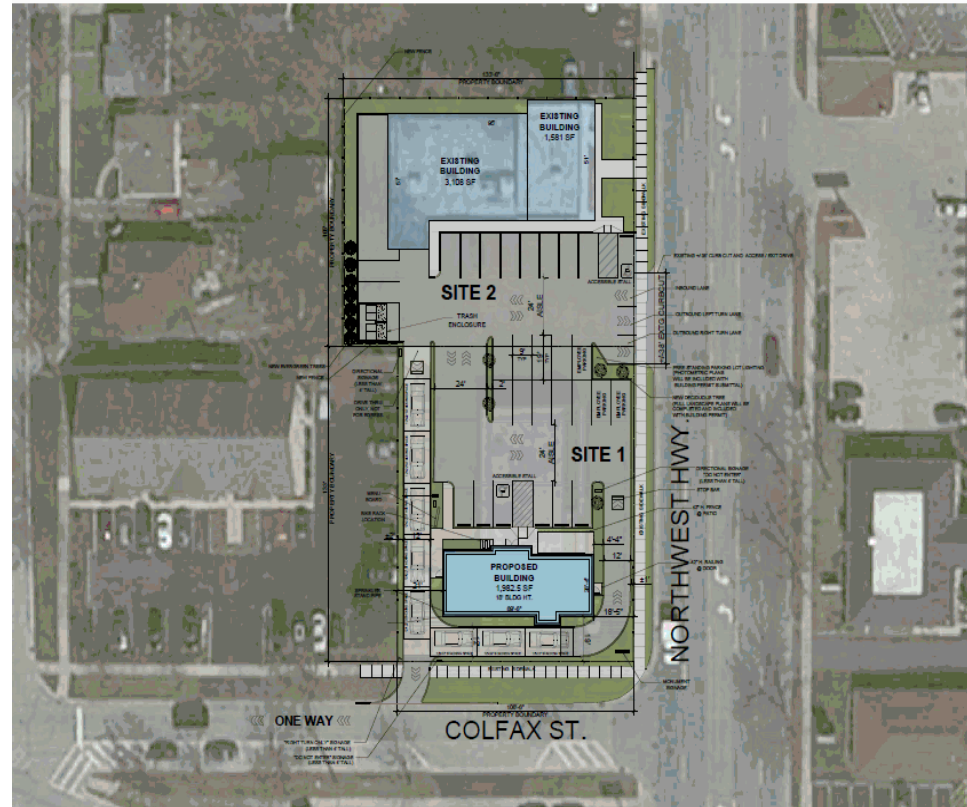
Taco Bell – 320 N.
Northwest
Highway –



Starbucks – 234 N. Northwest Highway



Starbucks – 234 N. Northwest Highway –
Variations granted:
front yard setback,
drive thru
dimensions,
landscaped area,
and required
parking.



PROJECT DATA:

SITE AREA 1: 0.33 AC
(14,430 SF)

EXISTING
LANDSCAPE AREA: ±757 SF

PROPOSED
LANDSCAPE AREA: 1,726 SF

BUILDING AREA: 1,982.5 SF

SITE AREA 2: 0.32 AC
(14,008 SF)

LANDSCAPE AREA: 1,919 SF

BUILDING AREA: 4,689 SF

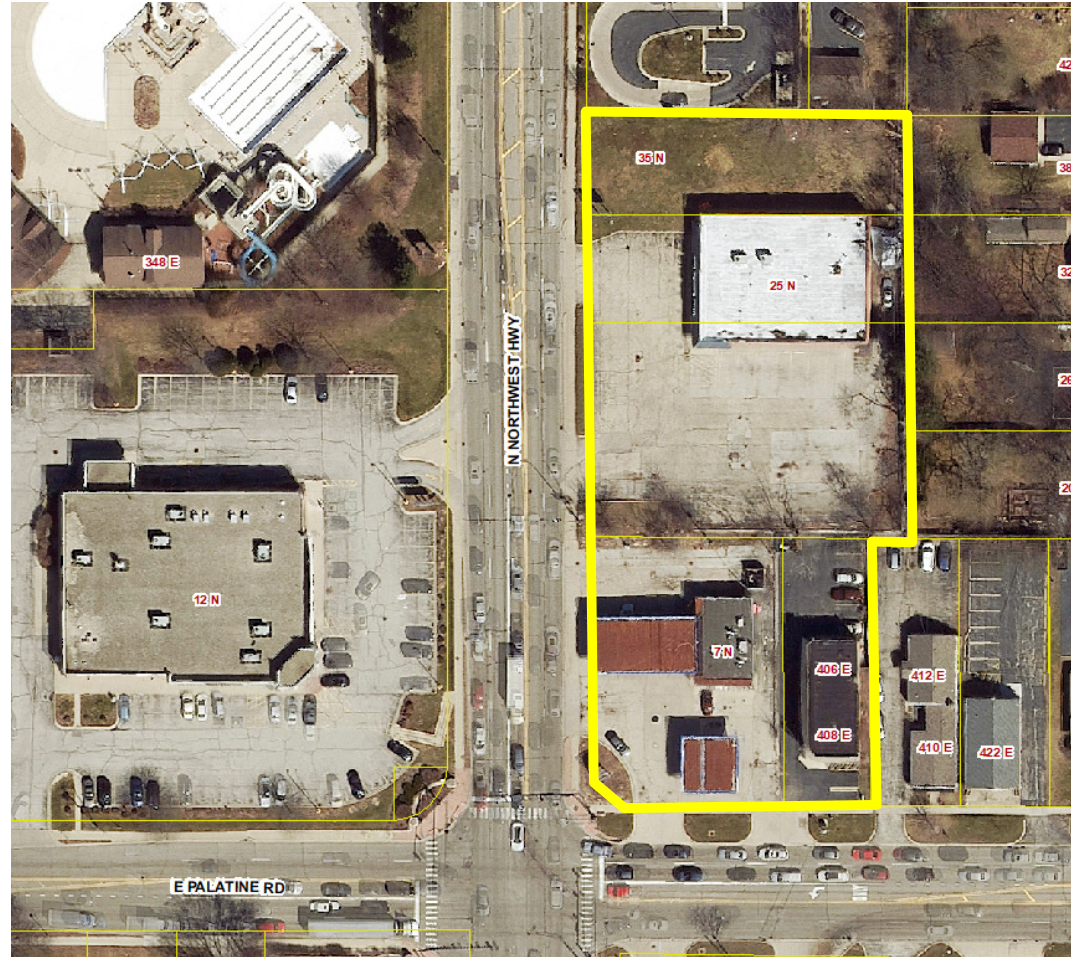
CAR PARKING:
SITE AREA 1: 18 STALLS
SITE AREA 2: 10 STALLS
28 STALLS

*PHOTOMETRIC PLANS WILL BE INCLUDED
WITH PERMIT BUILDING SUBMITTAL

*FULL LANDSCAPE PLANS WILL BE
COMPLETED AND INCLUDED WITH
BUILDING PERMIT

7-25 N. Northwest Highway & 408 E. Palatine Road - Vacant gas station and building. Planned Development application submitted (gas station, car wash, and a commercial multi-tenant reuse of the 25 N. Northwest Highway building).

1.5 acre site.



Staff is recommending including these properties in the Phase 1 area due to their adjacency to Northwest Highway and likely redevelopment in the future (to include lot consolidation, cross access and appropriate buffering).



These 4 lots are all zoned B-1 (shopping center district) and have a combined square footage of 31,000 square feet or .75 acres



Staff is recommending including these properties in the Phase 1 area due to their adjacency to Northwest Highway and likely redevelopment in the future (to include lot consolidation, cross access and appropriate buffering).



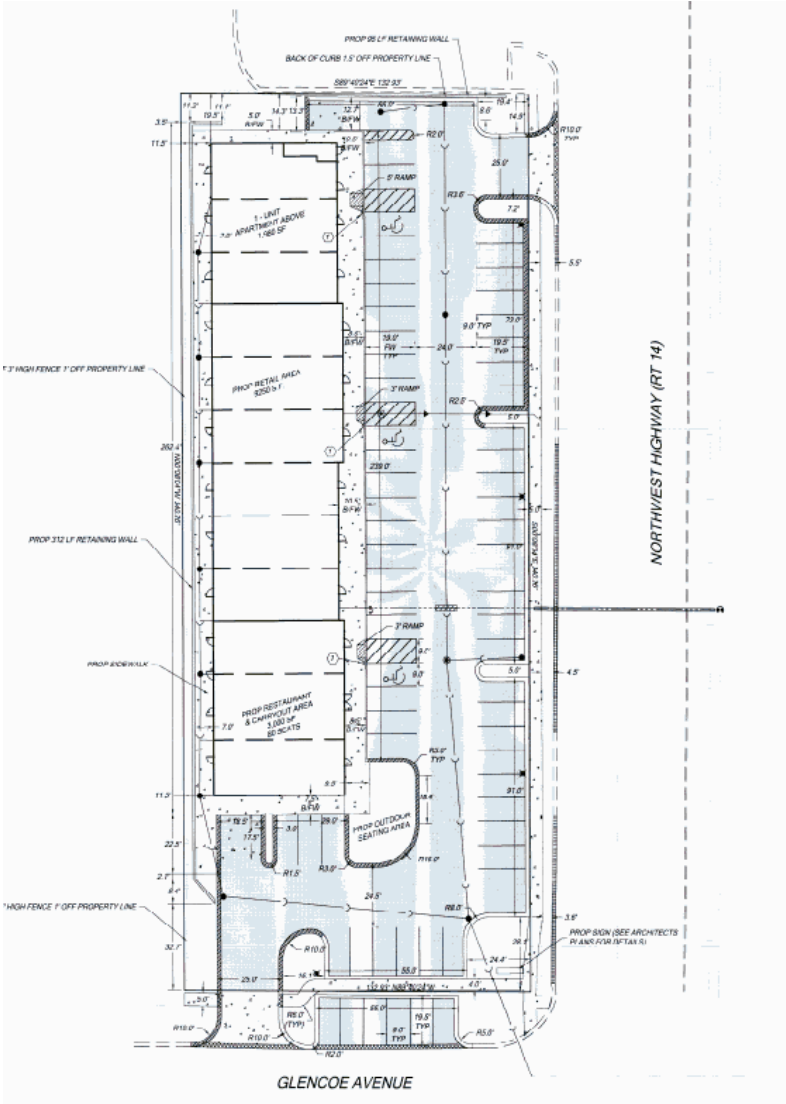
These 3 lots are all zoned B-1 (shopping center district) and have a combined square footage of 31,000 square feet or .75 acres



Glencoe Street Center
 – 26-64 S. Northwest
 Highway – 2006
 2006 – Slice of Chicago –
 Planned Development -
 one lot commercial
 consolidation, with one
 residential unit.

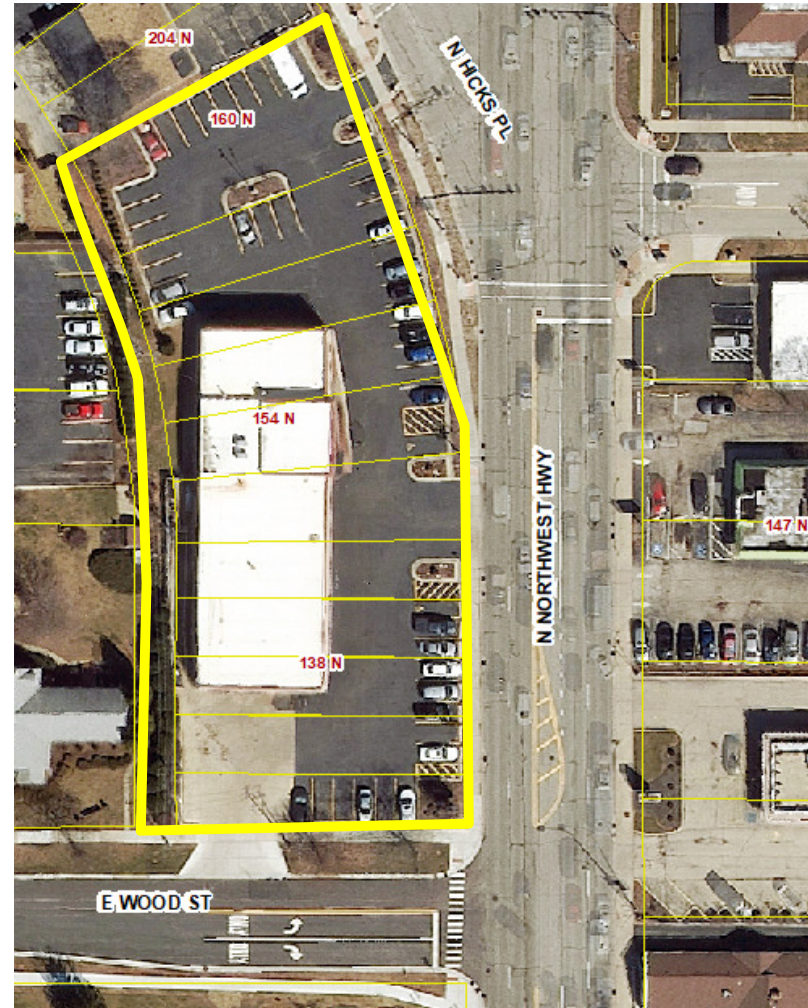


Slice of Chicago –
2006 Planned
Development –
Glencoe Street Center
- replaced existing
restaurant, required
parking (ROW license
agreement) relief,
includes a residential
apartment, and
landscape buffer relief

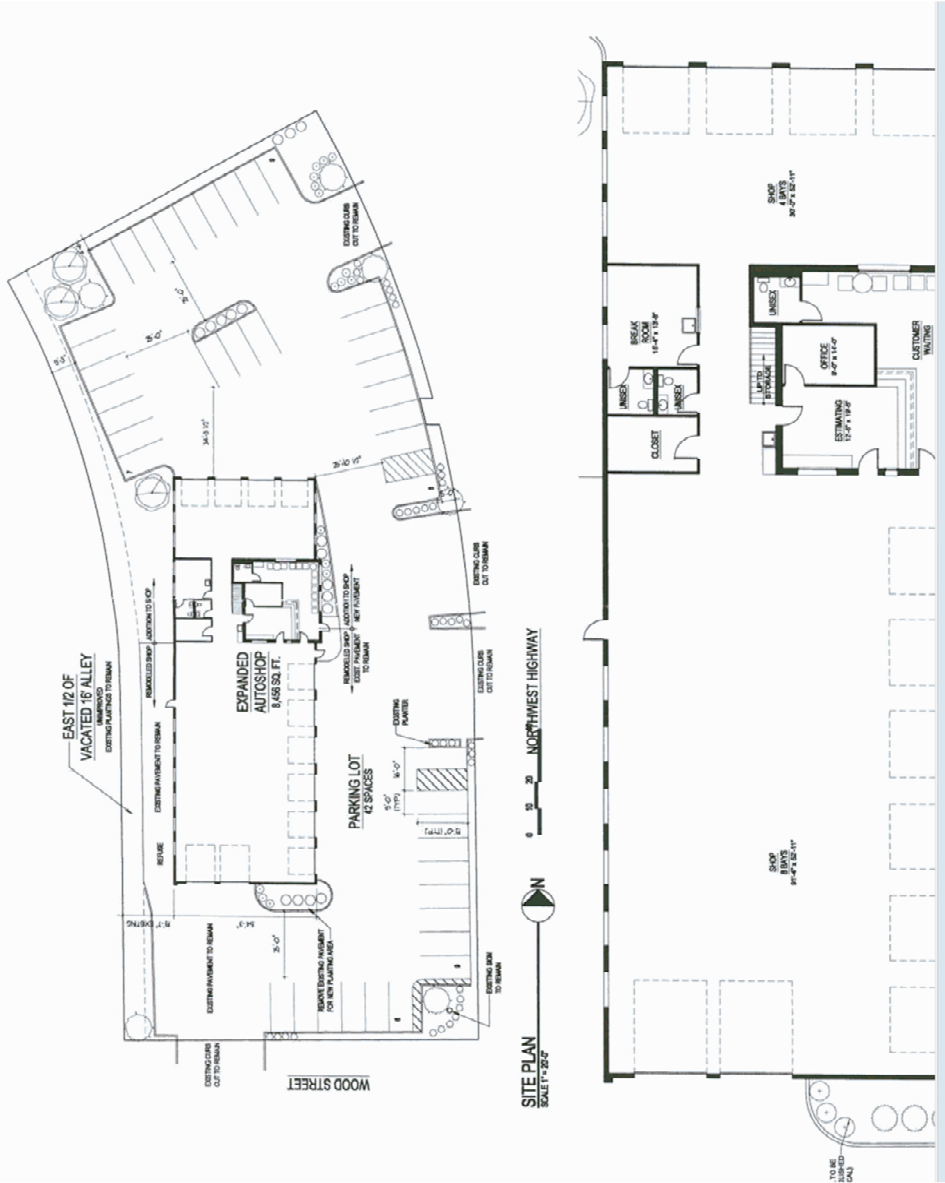


Casey Automotive –
154 N. Northwest
Highway – 2010 –
Casey Automotive –
commercial
redevelopment, with
alleyway vacation 3 lots.

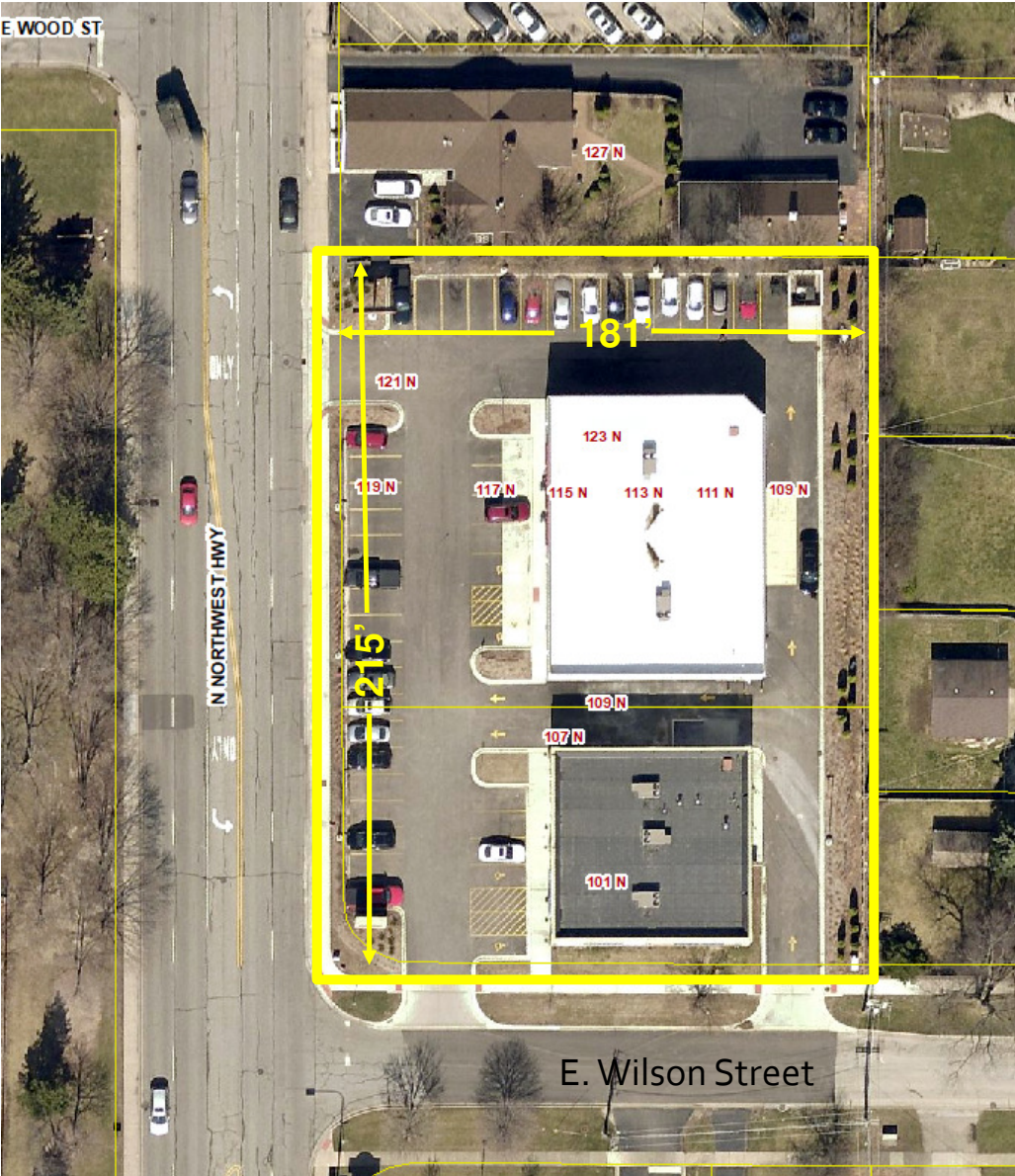
CASEY AUTOMOTIVE®
YOUR COMPLETE FULL SERVICE REPAIR SHOP



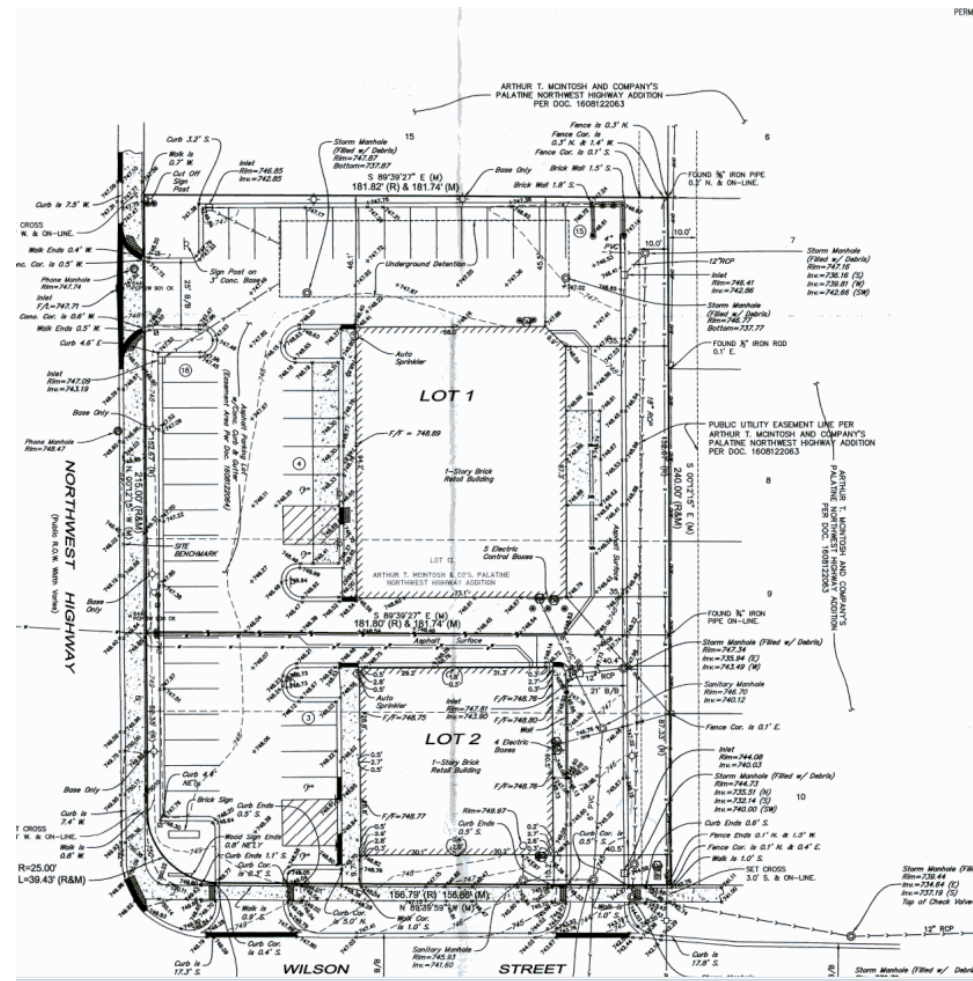
Casey Automotive –
154 N. Northwest
Highway – zoning
process and
landscaping relief -
Special Use
amendment –
alleyway Vacation



Northwest
Highway and
Wilson Street – 2-lot
commercial
Subdivision – 2015 – no
zoning relief required



Northwest Highway and Wilson Street – 2 lot subdivision – Palatine Wilson Northwest Subdivision -

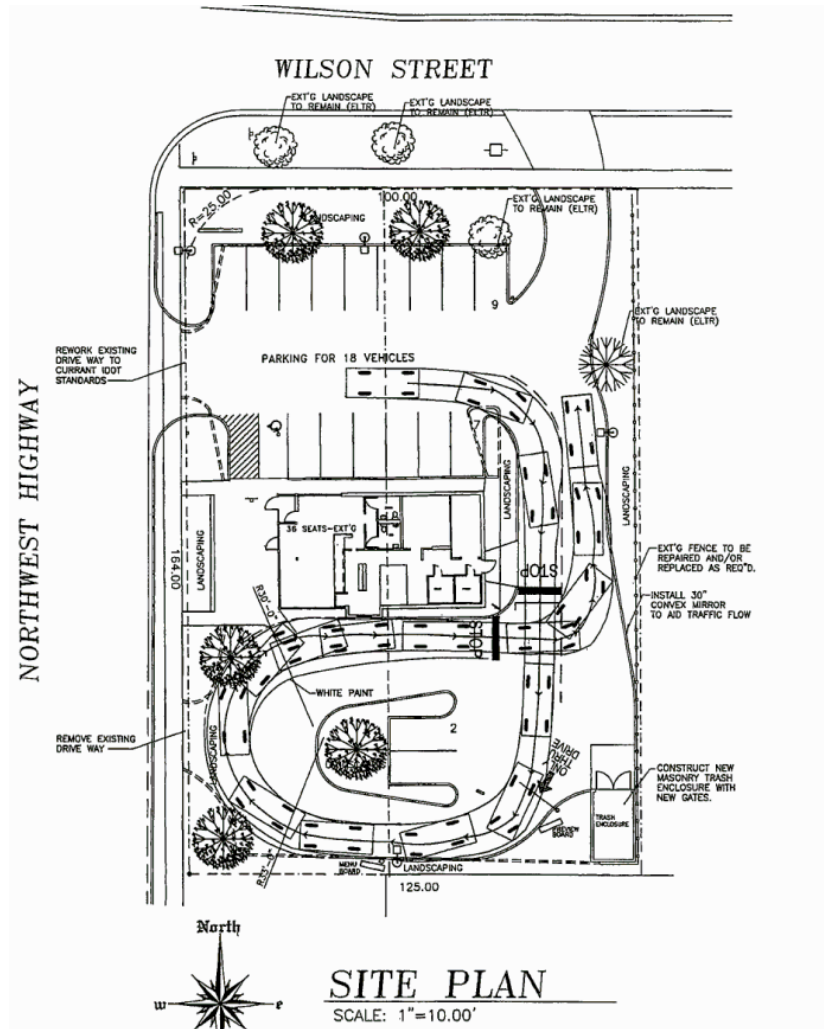


Popeyes – 45 N. Northwest Highway – 2006– Popeye Special Use and drive thru variations. The existing landscaped buffer was maintained.



Popeyes – drive-thru Special Use and Variations from the drive through dimensions, and required standards.

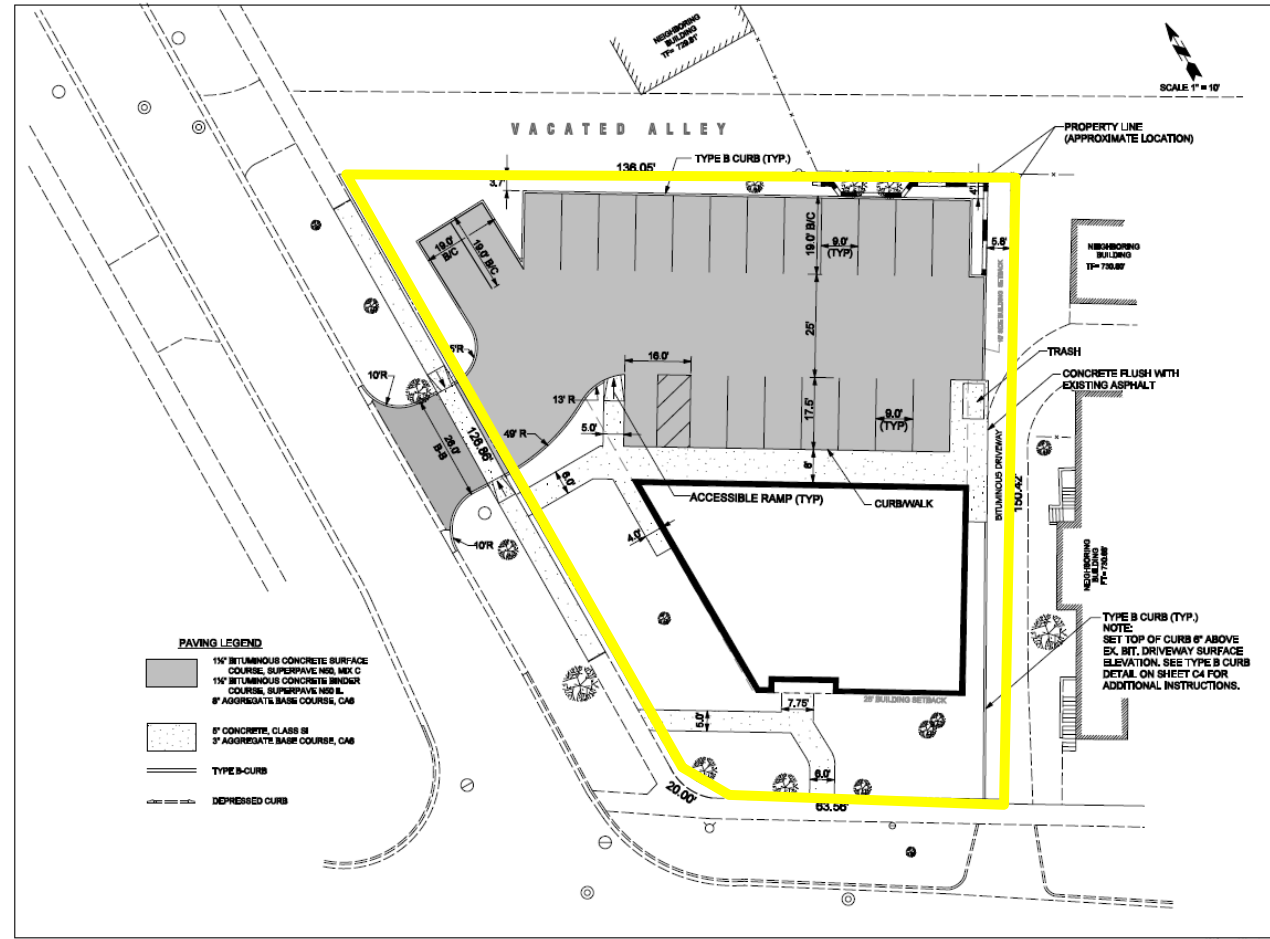
The existing landscaped buffer was maintained.



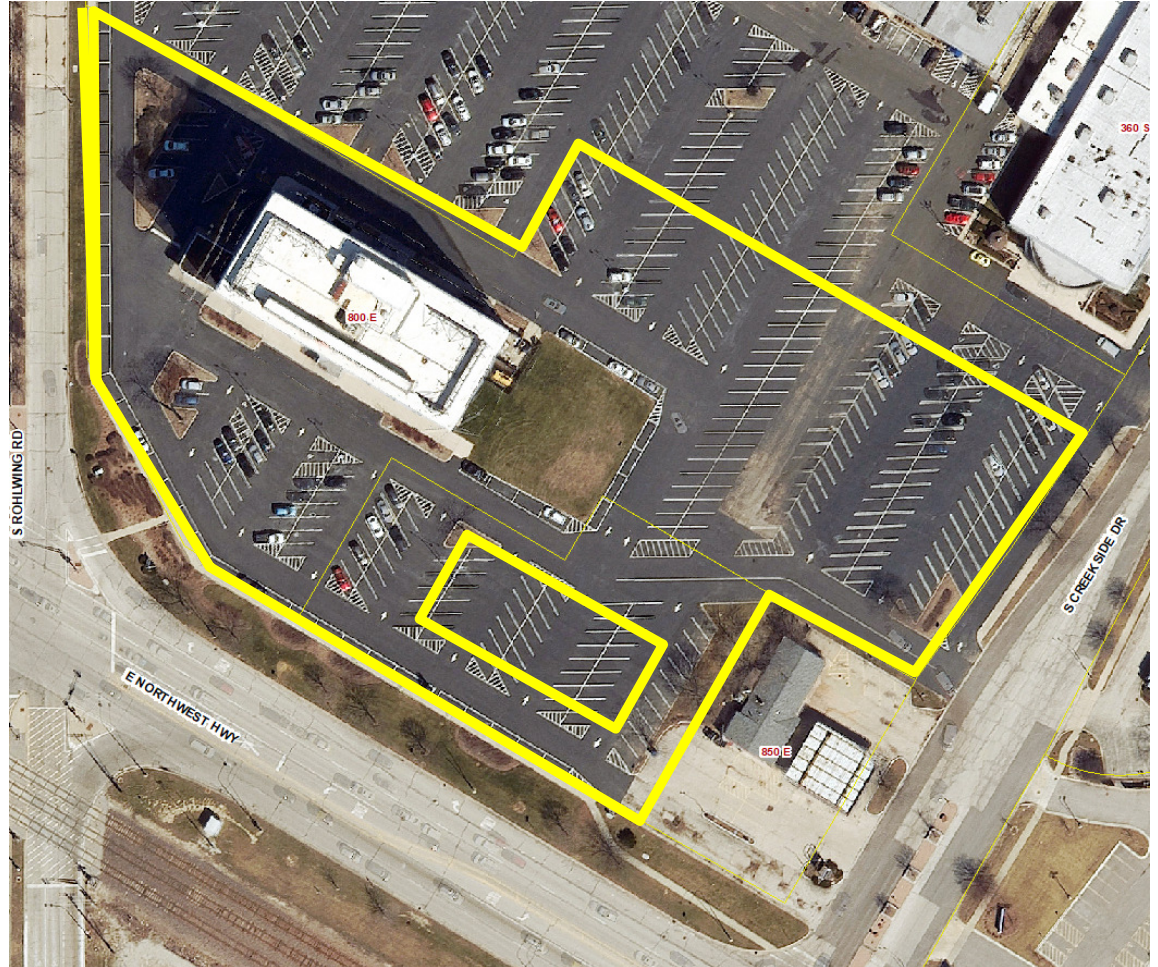
Mephram Building –
530 E. Northwest
(retail and office
uses) – 2009 –
Mephram Building – site
plan approval.



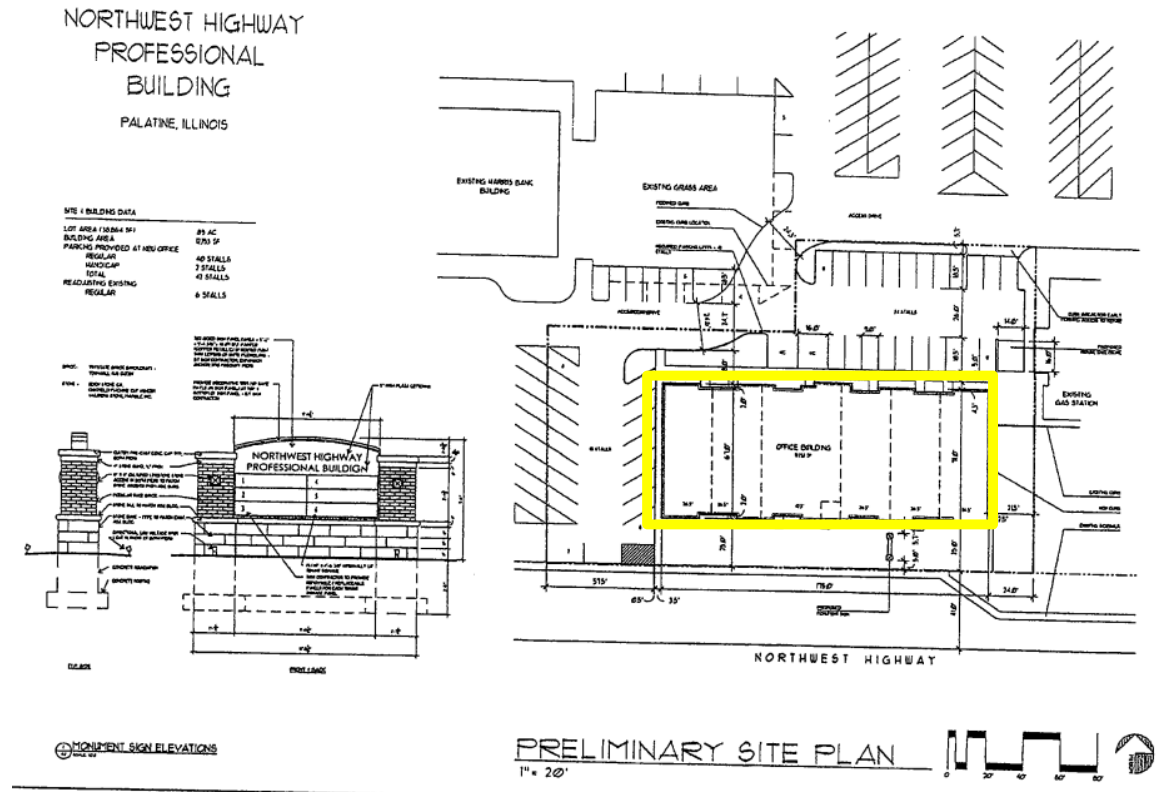
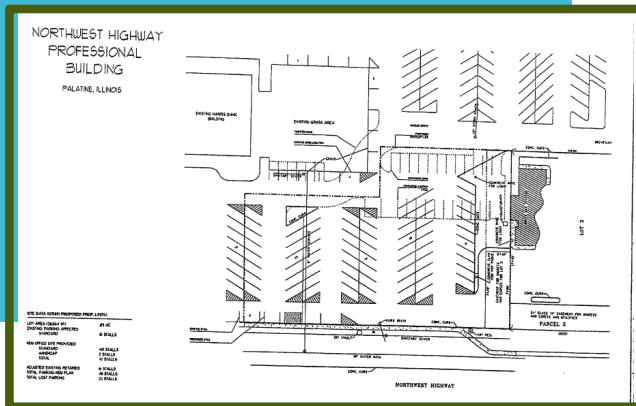
Mephram Tax office
-Site Plan Review
approval. 6-foot
fence satisfied the
screening
requirement.



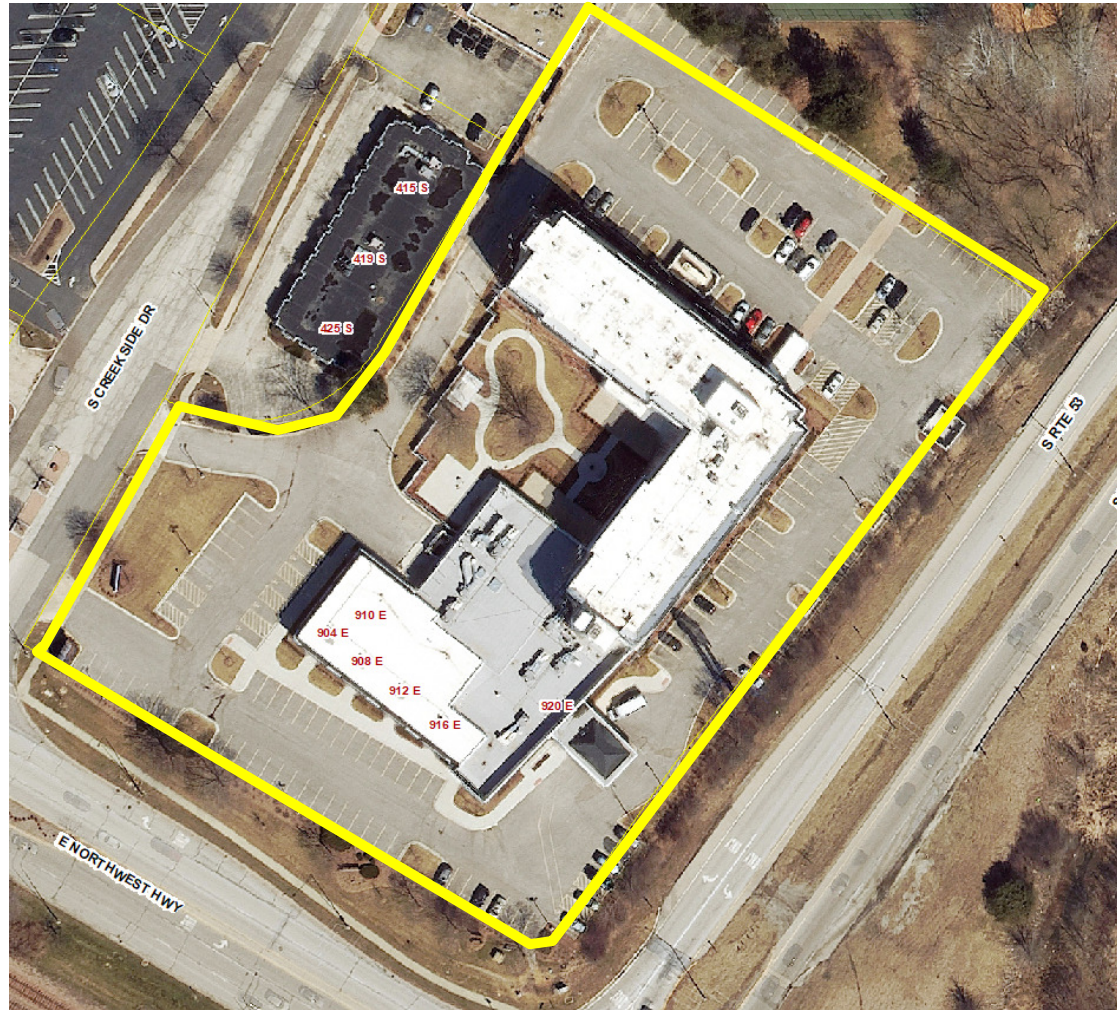
800 E. Northwest Highway – Planned Development Amendment (since expired) 2009– shared parking agreement (office condominiums).



800 E. Northwest Highway building – 2009 Planned Development Amendment- never implemented. 14,000 square foot office condominium



The Grand at Twin Lakes – 920 E. Northwest Highway – 2014 - The Grande at Twin Lakes – Planned Development amendment and required parking variation.



The Grand at Twin Lakes - Planned Development Amendment – Parking Variations (formerly Hotel Indigo) – 2014 –



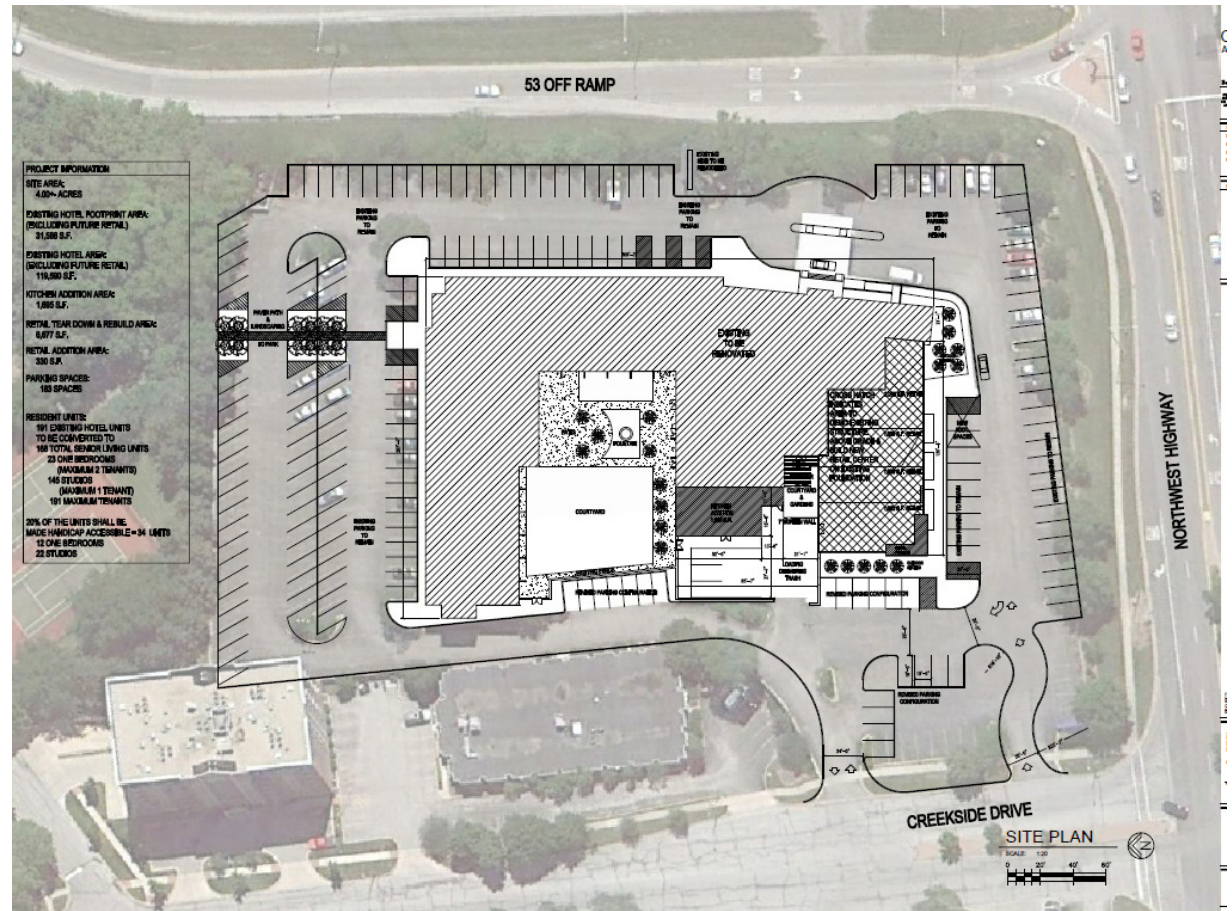
NORTHEAST ELEVATION



SOUTHEAST ELEVATION



SOUTH ELEVATION



Northwest Highway Enhancement Report – August 1990

final report

August, 1990

Name of Project:

Northwest Highway Enhancement Program Palatine, Illinois



Prepared by:

Trkla, Pettigrew, Allen & Payne, Inc.
Land Design Collaborative

Northwest Highway Enhancement Program Report - 1990

EXECUTIVE SUMMARY

Improvement and enhancement of the Northwest Highway is a high-priority objective of the Village of Palatine because of the important role and function of the corridor within the community, and the wide range of interests which converge along and near the highway.

- o **Community image and identity.** The Northwest Highway corridor is crucial in terms of Palatine's overall community image and identity. Because of its role as a major traffic carrier, the corridor is perhaps the most highly visible part of the Village to residents, visitors and passing motorists. The image most people have of the Palatine community will be determined by their experiences along the corridor. As Palatine aspires to become a unique living and working environment within the larger region, it must give special attention to improving and enhancing the corridor as it passes through the community.
- o **Competing roles and interests.** The corridor enhancement program must strive to create a balance between the divergent roles and competing interests along the Northwest Highway corridor. While the corridor must continue to be a major traffic route, land development will also intensify along the corridor. The corridor will continue to be the site of a wide range of land-uses, many of which have differing needs and requirements. Development sites along the corridor must accommodate auto access and internal traffic circulation, but pedestrian movement must also be considered and even receive priority in certain locations. The objectives of improving appearances must also be balanced with the needs and requirements of individual businesses and land developers.
- o **Shared features and characteristics.** The enhancement program should strive to visually unify Northwest Highway as the corridor passes through the community. It should be possible for a passing motorist to clearly realize that he or she is passing through Palatine. Even though the corridor will also pass through adjacent communities, the portion within Palatine should have a clear identity. Certain projects and improvements such as street trees, street lighting, gateway features, banners and graphics, and public signage should be consistent and essentially the same for the entire length of the corridor within the Village of Palatine.
- o **Public and Private Cooperation.** In order to be effective, the corridor enhancement program must entail the cooperative efforts of both the public and private sectors. The Village should take the initiative in implementing roadway and right-of-way improvements, as well as other public investments. Individual property owners, business persons and developers must also share the Village's vision for the corridor, conform to the improvement guidelines, and ensure that site and building development complements and reinforces overall corridor improvement objectives. In addition, since the Northwest Highway passes through other communities, a successful corridor improvement program may also require intergovernmental coordination and cooperation.

Comprehensive Plan – Northwest Highway Corridor Sub Area – 2011 Village Council adoption

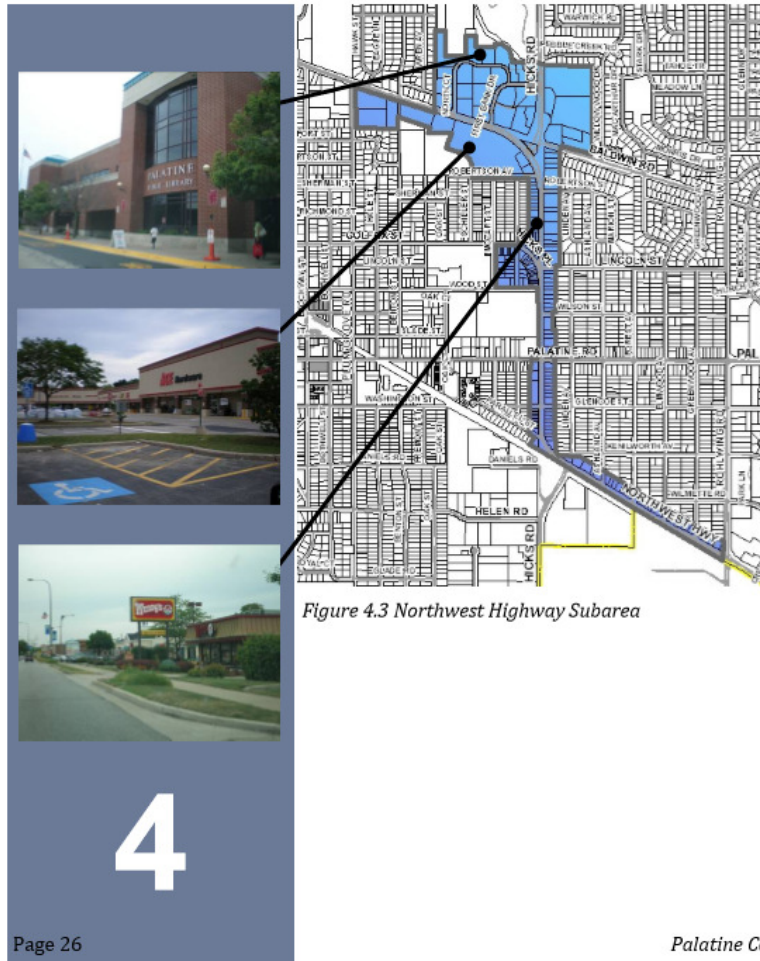


Figure 4.3 Northwest Highway Subarea

Northwest Highway Subarea

The Northwest Highway subarea is generally located between Rohlwing Road on the east and Plum Grove Road on the west. This portion of the Northwest Highway corridor includes a variety of site development conditions and constraints that impact future land use patterns.

The overall land use and planning goals for this subarea are to 1) upgrade the image of economically viable existing commercial uses, 2) support redevelopment of obsolete uses with a more sustainable and integrated development pattern, and 3) provide guidance for redevelopment with the intent to create new activity nodes that enhance existing land use patterns.

Railroad tracks create a one-sided commercial corridor along the southern leg of Northwest Highway Sub-Area. Shallow commercial lot depths oriented as diagonals to the grid of the adjacent residential neighborhood limit redevelopment opportunities.

The northern portion of the Northwest Highway Subarea includes several large commercial developments and Palatine's new police station oriented around the intersection of Northwest Highway and Hicks Road. The parcels in this area are of appropriate size and configuration to accommodate a broad range of commercial development types.

The commercial development pattern along the north-south portion of Northwest Highway

Palatine Comprehensive Plan—Land Use and Community Identity

Comprehensive Plan – Northwest Highway Corridor Sub Area - 2011

includes recent redevelopments and structures that are nearing the end of their useful lives. There are a number of opportunities for redevelopment which could create a more cohesive image and identity.

Existing commercial site improvement concepts:

Planning Issues:

- Lack of integrated sidewalk systems.
- Lack of definable street character.
- Complex traffic and circulation patterns.

Recommendations:

- Consolidate curb cuts in order to reconnect the pedestrian network and reduce conflicts between vehicular and foot traffic.
- Create access points between sites to enhance vehicular access thereby maximizing the development potential of the site.
- Enhance on-site landscaping at the property edge and unused portions of the site to delineate between the sidewalk environment and private property.

Commercial block infill development:

Planning Issues:

- Obsolete commercial structures that are difficult to adapt for reuse.
- Traditional parcel structure that makes it difficult to meet zoning requirements.

- Limited capacity for projects of substantial scale without strategic site acquisition and assembly.

Recommendations:

- Update zoning regulations to establish appropriate regulations to facilitate high-quality development.
- Link parking lots to minimize curb cuts on Northwest Highway.
- Create a continuous pedestrian network that provides safe and comfortable access to commercial spaces from surrounding neighborhoods and parking areas.
- Support sustainable site and building design that minimizes the impact of development on the environment and creates an attractive landscape.
- Initiate public improvements that complement private investment and create an overall identity for the block and corridor.
- Encourage attractive building design by creating guidelines that reflect a local character and establish a sense of place along Northwest Highway.



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Palatine Comprehensive Plan—Land Use and Community Identity

Comprehensive Plan – Northwest Highway Corridor Sub Area – 2011 – Illustration of cross access and shared parking – site plan example

4

Page 28

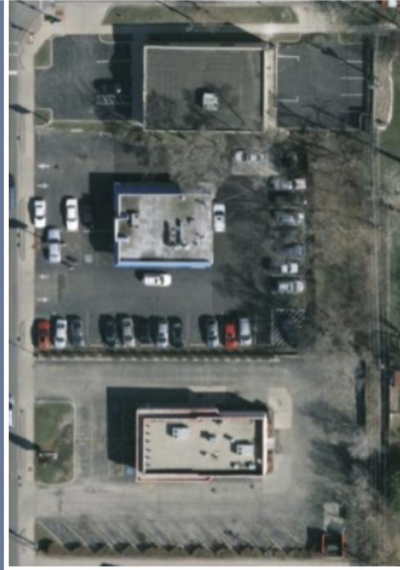


Figure 4.4 Site Analysis and Potential Redesigned Site Plans



Palatine Comprehensive Plan—Land Use and Community Identity

Comprehensive Plan – 2011 - Existing Land Uses

4

Page 30

Existing Land Use

- Commercial
- Cemetery
- Institutional
- Manufacturing
- Mixed-Use
- Multi-Family Residential
- Open Space/Wetland
- Outlot
- Parks/Recreation
- Public/School
- Single-Family Attached
- Single-Family Residential
- Transportation/Utility
- Vacant

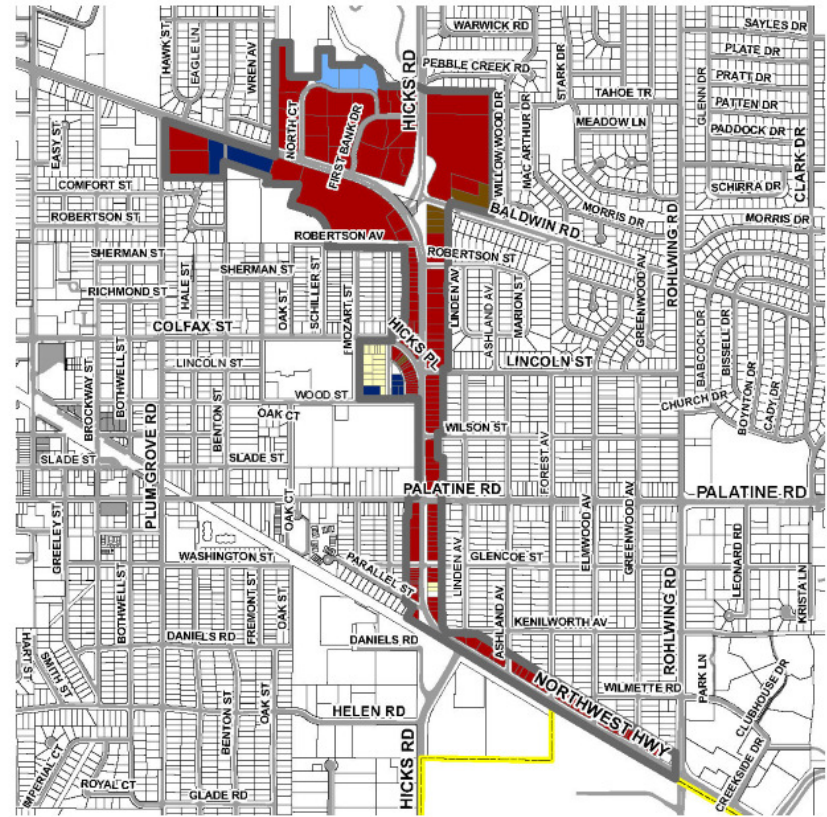


Figure 4.6 Existing Land Use Map—Northwest Highway Subarea

Palatine Comprehensive Plan—Land Use and Community Identity

Packet Pg. 72



Palatine Comprehensive Plan—Land Use and Community Identity

PUBLIC NOTICE
A Public Hearing and presentation will be held before the Village of Palatine Plan Commission on Tuesday, November 5, 2019, at 7 P.M., in the Village Council Chambers in the Palatine Village Hall, 200 E. Wood Street, relative to a request for the following:

A review of the Northwest Highway Corridor Analysis and Sub Area Plan Phase I. The Phase I Sub Area includes all of the properties along Northwest Highway and those adjacent to and abutting and generally bounded by E. Baldwin Road (north), Linden Avenue Street (east), Schubert Street (west), and including the properties through S. Creekside Drive (southeast) to Illinois Route 53. The general address range and included properties for the Phase I Sub Area plan includes the property at 410 N. Northwest Highway through to 920 E. Northwest Highway.

This presentation will review both the historical and current commercial development patterns, bulk standards in this corridor and will provide recommendations for future development standards, and zoning and land use considerations within the Phase I Sub Area. The above petition has been filed by the Village of Palatine and is available for examination in the office of the Village Clerk, 200 E. Wood Street.

FILE #: 19-68
VILLAGE OF PALATINE
Dennis Dwyer
Chair - Plan Commission
DATED: This 21st day of October 2019.
Published in Daily Herald
October 21, 2019 (4534275)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 10/21/2019 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

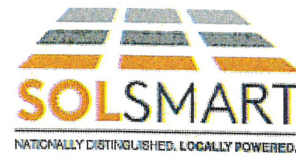
PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Laurel Baltz
Authorized Agent

Control # 4534275

Attachment: Public Notice (Northwest Highway Corridor Sub Area Phase 1 Plan)



PZD-1a Zoning Review

Community: Palatine, IL

PZD-1a: Review zoning requirements and identify restrictions that intentionally or unintentionally prohibit solar PV development. Compile findings in a memo. (Required for Bronze)

To assist your community, the national solar experts at SolSmart have conducted a review of your community's zoning code to assess possible barriers (i.e. height restrictions, set-back requirements, etc.) and gaps related to solar PV development. Below, please find the outcome of their review. By reading the narrative, reviewing the example code language provided, and signing the statement at the bottom of the page, your community will satisfy the PZD-1a pre-requisite and be one step closer to achieving SolSmart designation.

Potential Barriers in Current Code

The Palatine [Zoning Ordinance](#) is nearly silent (one reference) on the development and use of solar energy systems. It is difficult to interpret if any of the current language in the zoning ordinance is a barrier to solar energy systems without more specific references.

There is one reference to solar in 11.05. B-4, Office-Research District where solar is listed with wind energy conversion systems as a special use that is subject to the standards in section 14.05. Depending on the applicable applications and review processes, the conditions set forth in section 14.05 are overly burdensome if the proposed solar system in question would be a roof mounted system.

Potential Gaps in Current Code

Element	Priority
Definition	High. The definition forms the basis of understanding for any forthcoming solar ordinance.
Review Comment	
Solar energy systems are not defined. Consider adding a definition with distinctions between roof-mounted and ground-mounted and small, medium, and large solar energy systems to provide clarity and a foundation on which to base levels of review and permits required.	
Examples	
More permissive: "Solar Energy System: An energy system that consists of one or more solar collection devices, solar energy related 'balance of system' equipment, and other associated infrastructure with the primary intention of generating electricity, storing electricity, or otherwise converting solar energy to a different form of energy. Solar energy systems may generate energy in excess of the energy requirements of a property if it is to be sold back to a public utility in accordance with the law." (Renewable Energy Ordinance Framework, DVRPC) Less permissive: "Solar Energy System: An energy system which converts solar energy to usable thermal, mechanical, chemical, or electrical energy to meet all or a significant part of a structure's energy requirements." (Renewable Energy Ordinance Framework, DVRPC)	

Element	Priority
---------	----------

Accessory Use Solar	High. Allowing solar as by-right accessory use will significantly reduce installation times and costs, which should encourage further development of solar energy.
Review Comment	
The zoning ordinance does not clearly state that certain types/sizes of solar energy systems are considered accessory uses.	
Examples	
More permissive: “Solar Energy Systems as described in this Article are permitted in all zoning districts as an accessory use to a permitted principal use subject to the standards for accessory uses in the applicable zoning district and the specific criteria set forth in this article.” (Renewable Energy Ordinance Framework, DVRPC) Less permissive: “Solar Energy Systems shall be considered an accessory use and permitted by right if mounted to an existing structure and if any percentage of the energy is used for one or more of the principal uses on the same lot.” (Renewable Energy Ordinance Framework, DVRPC)	

Element	Priority
Height	Medium. Allowing the solar energy system to exceed the district’s maximum height limit is critical, especially to allow for solar energy systems to be installed where buildings may have already met the maximum building height. It is also important for system efficiency.
Review Comment	
It is a best practice to either exempt solar energy systems from height limits or permit solar energy systems to exceed the maximum building height in all applicable districts. For buildings that are already built to the maximum height limit – especially buildings with flat roofs - this may limit their ability to install solar. This is particularly critical on flat buildings, because solar installations on these structures are typically done at an angle to maximize system efficiency (generally at the same angle as the latitude at which the system is installed). Therefore, additional height is often necessary.	
Examples	
Most permissive option: “For a roof-mounted system installed on a flat roof, the highest point of the system shall be permitted to exceed the district’s height limit of up to fifteen (15) feet above the rooftop to which it is attached.” (Renewable Energy Ordinance Framework, DVRPC) Less permissive option: Municipalities can be more restrictive than this, though it is not recommended that they limit to less than six (6) feet above the rooftop surface.” (Renewable Energy Ordinance Framework, DVRPC)	

Element	Priority
Setbacks	Low. The community may want to consider reducing the setback requirements for solar energy systems and/or allow them to encroach reasonably into the setback so that they can receive adequate sunlight to make them efficient.
Review Comment	

It is a best practice to allow ground-mounted solar energy systems a modest encroachment into the setback.

Examples

More permissive option: Small- and medium-scale ground-mounted solar energy systems accessory to principal use may be located no closer than [1/2 of the setback that would otherwise apply] from the front, side or rear lot line. All ground-mounted solar energy systems in residential districts shall be installed either in the side yard or rear yard to the extent practicable ([Model Zoning for the Regulation of Solar Energy Systems, MA DOER](#))

Less permissive option: Small- and medium-scale ground-mounted solar energy systems accessory to a principal use may be located no closer than [twenty (20) feet] from the front, side or rear lot line. All ground-mounted solar energy systems in residential districts shall be installed either in the side yard or rear yard to the extent practicable. ([Model Zoning for the Regulation of Solar Energy Systems, MA DOER](#))

Element	Priority
Lot Coverage (Impervious Surface)	Medium. Counting solar energy systems as lot coverage could limit the implementation of solar systems, especially if many of the current lots at or are near the maximum lot coverage allowed under the code.
Review Comment	
It is a best practice to exempt ground-mounted solar energy systems from lot coverage calculations as long as the area beneath the system is pervious (e.g. grass).	
Examples	
Most Permissive: "For purposes of determining compliance with building coverage standards of the applicable zoning district, the total horizontal projection area of all ground-mounted and free-standing solar collectors, including solar photovoltaic cells, panels, arrays, inverters, shall be considered pervious coverage so long as pervious conditions are maintained underneath the solar photovoltaic cells, panels, and arrays." (Renewable Energy Ordinance Framework, DVRPC)	
Less Permissive: "For purposes of determining compliance with building coverage standards of the applicable zoning district, the total horizontal projection area of all ground-mounted and free-standing solar collectors, including solar photovoltaic cells, panels, arrays, inverters and solar hot air or water collector devices, shall be considered ___% impervious coverage. For example, if the total horizontal projection of a solar energy system is 100 square feet, XX square feet shall count towards the impervious coverage standard. For a tracking array or other moveable system, the horizontal projection area shall be calculated at a 33-degree tilt angle." (Renewable Energy Ordinance Framework, DVRPC)	

Element	Priority
Principal Use	Low.
Review Comment	
If the community has enough usable land that could be developed for a principal use solar system, it might consider adding some zoning considerations and development requirements into the zoning	

ordinance. This could be of particular interest if there is a brownfield site such as a landfill available for development.

Examples

See Example #2 (Site Plan Review provisions for large-scale ground-mounted solar energy systems) in the [Model Zoning for the Regulation of Solar Energy Systems, MA DOER](#).

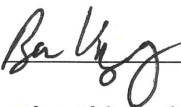
Additional Notes

The Village of Palatine Zoning Ordinance is nearly silent regarding the use of solar energy. It does not provide basic information about the use of solar energy – including a purpose, definitions, general regulations including clarification on accessory use and primary use solar. Including basic information about solar energy improves transparency of processes and clarity of development requirements and can enhance the growth of the local solar market in an organized and efficient manner. If this information is codified in the zoning ordinance, the community can achieve Gold designation.

If Palatine does not want to update the zoning ordinance to clearly address solar energy, the community can achieve Silver designation by writing and posting an advisory determination/zoning determination that explains how solar energy is addressed by the current zoning ordinance and processes. Here's [an advisory determination](#) that helped South Miami achieve Silver designation.

Please see the document SolSmart Zoning Code Considerations for additional information about what can be included in a solar ordinance.

I, Ben Vyverberg as Director of Planning and Zoning of the Village of Palatine, Illinois have received the zoning review and read its findings.

Signature: 

Date: 6-14-19

Please note that this review is not an endorsement or recommendation for changing and/or updating the zoning ordinance. This is an informational review only.