



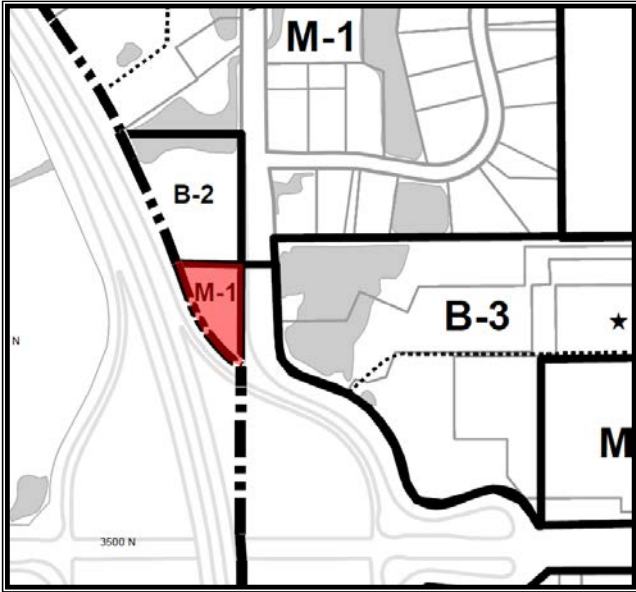
VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT

File Number: PC 18-019
Project Title: Napleton Repair Facility
Address: 3650 N. Wilke Rd.
PIN: 02-01-401-021

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: October 24, 2018
Date Prepared: October 19, 2018

Petitioner: Rick Brandstatter
 Napleton Automotive Group
Address: One Oakbrook Terrace – Suite 600
 Oakbrook Terrace, IL 60181

Existing Zoning: M-1: Research, Development, and Light Manufacturing District
Comprehensive Plan: Mixed Use



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2: General Retail District	Courtyard by Marriot Hotel	Mixed Use
South	- Village of Palatine -		
East	B-3: General Service, Wholesale, and Motor Vehicle District	Lexus Car Dealership	Commercial
West	- Village of Palatine -		

Requested Action:

- Rezoning from the M-1, Research, Development, and Light Manufacturing District to the B-3, General Service, Wholesale, and Motor Vehicles District.

Variations Required:

- Chapter 28, Section 6.15-1.2(b), to waive the requirement for 4" shade trees within certain parking lot landscape islands.
- Chapter 28, Section 6.15-1.2(a), to reduce the required height for parking lot landscape screening adjacent to a public way from 36-inches to 12-inches.
- Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study by a qualified professional engineer.

Project Background:

The subject property is approximately 76,228 square feet in size (1.75 acres) and currently occupied by a two story industrial building of 15,776 square feet. The site contains 30 parking spaces and has two access driveways located on the east side of the site that provide ingress and egress to and from North Wilke Road. The southern driveway provides right-out egress only, and the northern driveway provides full access ingress and egress. Additionally, the north access drive is shared with the Courtyard Marriot Hotel (abutting the subject property on the north) and is governed by a reciprocal ingress and egress easement. The building on the subject property is currently vacant was formerly occupied by Suburban Press, a commercial printing business.

Napleton Automotive Group, the petitioner, has purchased the site and is proposing to convert the existing building into a repair facility for their dealership located approximately 2,000 feet to the southeast at 1155 West Dundee Road. The facility would provide general repair work for new and used cars, as well as light trucks, and would help relieve some of the parking congestion at the Dundee dealership. It would also allow Napleton to offer additional servicing of Jeep and RAM small delivery and light trucks, which they cannot currently accommodate at the dealership facility due to space constraints. Work will include cleaning, detailing, light touch up painting, and some engine work. There will not be any major reconditioning, collision service or overall vehicle painting (no paint booth) at this location. The facility would have 12-14 employees and would not be open to the general public. Clients who need repairs or service would drop their cars off at the Napleton dealership and their vehicles would then get transported the Wilke repair facility by porters.

In order to convert the facility to the proposed use, Napleton would like to add additional parking areas to the south, north, and east sides of the building. In total, the onsite parking would increase by 42 spaces to offer a total of 72 exterior parking spaces. The floor plans show the interior of the building as having 10 service bays, including two heavy duty truck bays allowing for service on medium sized trucks. However, the petitioner has indicated that as many as 14 bays may be included in the final buildout. Additionally, Napleton is proposing minor cosmetic improvements to the building, such as painting, tuck-pointing, and new signage.

Zoning and Comprehensive Plan

The proposed use falls under the zoning category of "Minor Automobile Repair" as based on the scope of repairs that will be offered. The subject property is currently zoned M-1, Research, Development, and Light Manufacturing District and auto repairs are neither a permitted nor special use in the M-1 District. Therefore, the petitioner is requesting to rezone the property into the B-3 district, which allows both "major" and "minor" auto repairs as a permitted uses. The minimum zoning district size for the B-3 district is four acres, and although the subject property is only 1.75 acres, it would be contiguous to a larger area of B-3 zoning to the east, which would make the district size here well over four acres and negate the need for a variation.

The Comprehensive Plan designates this property as "Mixed Use". Staff believes that the proposed rezoning is compatible to neighboring uses given that the property directly to the east is also within the B-3 District and is used as a car dealership that offers minor auto repair services.

Although the petitioner is not proposing any major auto repair work that could entail the unsightly storage of severely damaged vehicles, should the property ever be sold to another owner, staff notes that major auto repair work is a permitted use within the B-3 District. Therefore, under the new B-3 zoning, a new owner would be allowed to engage in collision service, automobile painting, and major automobile reconditioning without the need for Special Use Permit review and approval. Therefore, staff is recommending a condition of approval that prohibits the outdoor storage of automobiles that need major automobile repairs.

Building, Site, Landscaping:

The existing building and site conform to all setback, bulk, and height restrictions of the B-3 District, and the petitioner will only be making minor modifications to the existing building (painting, tuck-pointing, etc.). No Design Commission review is required based on the scope of building improvements. The proposed site changes to incorporate 42 new parking stalls and onsite detention basin are also code compliant.

The proposed modifications to the parking area require the site to conform to current parking lot landscaping requirements. Specifically, all parking rows must terminate with a landscape island equal in size to a parking space, which landscape island must include a 4-inch caliper shade tree. Additionally, where fronting on a public street, the perimeter of the parking lot must be screened with a continuous row of 36-inch tall plantings. Neither of these standards have been met in their entirety as several parking rows have landscape islands with no shade tree (six shade trees missing), and the parking areas are screened with plantings that are only 12-inches in height. The petitioner has therefore requested the following variations:

- **Chapter 28, Section 6.15-1.2(b), to waive the requirement for 4" shade trees within certain parking lot landscape islands.**
- **Chapter 28, Section 6.15-1.2(a), to reduce the required height for parking lot landscape screening adjacent to a public way from 36-inches to 12-inches.**

The petitioner has provided written justification outlining how they believe the necessary criteria for variation approval have been met. However, staff does not support either variation and believes that the petitioner should comply with code requirements.

Parking and Traffic:

Petitions for rezoning involving buildings with a floor area over 5,000 square feet are required to include a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets as per Section 6.12 of the Zoning Code. The petitioner has requested a variation from this section and provided their written justification for the four hardship criteria for variation approval, summarized below:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

In lieu of providing a full traffic and parking study, the petitioner has provided a technical memorandum from a certified traffic engineer, which along with their response to the above hardship criteria, is included within the information transmitted to the Plan Commission. Staff concurs with the petitioner that the necessary criteria for variation approval have been met relative to relief from the traffic and parking study requirement.

With regards to traffic, the proposed development is expected to generate 34 total trips during the morning peak hour and 49 trips during the evening peak hour. These estimates are conservative since they were generated using a standard for a retail related auto repair use. Since the proposed repair facility will not have customers arriving and picking up the cars, the likely traffic generation will be less than outlined in the

memorandum. Regardless, Wilke Road has sufficient capacity to handle the traffic volumes expected from the proposed development as outlined in the traffic memorandum.

Per the Village’s bicycle parking requirements, four bike parking spaces are required, which the petitioner will provide near the southern side of the building.

Relative to parking, the proposed facility provides a surplus of 29 parking spaces. Staff believes the proposed number of parking spaces are sufficient. The full parking calculations are shown in **Table I** below:

Table I: Parking Calculations

Address	Tenant	Use	Square Feet	Number of Employees	Number of Bays	Parking Ratio	Parking Required	
3650 N. Wilke Rd.	Napleton	Auto Service Station	15,776	14	14	3 Spaces per Bay + 1 per employee	56	
TOTAL SQUARE FOOTAGE						PARKING REQUIRED	56	
							<i>PARKING PROVIDED *</i>	84
							<i>SURPLUS / (DEFICIT)</i>	29

* Includes 14 interior bays

RECOMMENDATION

The Staff Development Committee recommends **approval** of the requested rezoning from the M-1 District to the B-3 District and **approval** of the variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study by a qualified professional engineer, and **denial** of the following variations:

1. Chapter 28, Section 6.15-1.2(b), to waive the requirement for 4” shade trees within certain parking lot landscape islands.
2. Chapter 28, Section 6.15-1.2(a), to reduce the required height for parking lot landscape screening adjacent to a public way from 36-inches to 12-inches.

Approval shall be subject to the following conditions:

1. Outdoor storage of automobiles receiving any “Major Automobile Repair” shall be prohibited.
2. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

October 19, 2018

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads