



VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT

PC File Number: 20-007

Project Title: DPS Automotive LUV

Location: 855 W. University Dr.

PIN: 03-07-200-053-1001

To: Plan Commission

Prepared By: Jake Schmidt, Assistant Planner

Meeting Date: May 13, 2020

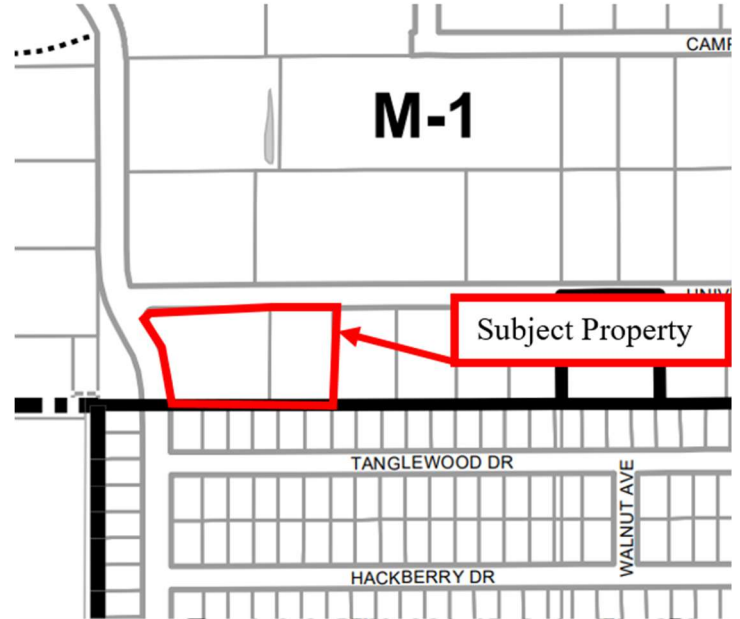
Date Prepared: May 8, 2020

Petitioner: Tom Waitzman

Address: DPS Automotive Group
100 McHenry Rd,
Wheeling, IL 60090

Existing Zoning: M-1, Research, Development, and
Light Manufacturing District

Comprehensive Plan: R&D, Mfg, Warehouse



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1, Research, Development, and Light Manufacturing District	Single Family Homes	R&D, Mfg, Warehouse
South	R-3, One Family Dwelling District	Single Family Homes	Single Family Detached
East	M-1, Research, Development, and Light Manufacturing District	Rand-Berkley Park	R&D, Mfg, Warehouse
West	M-1, Research, Development, and Light Manufacturing District	Single Family Homes, Open Space	R&D, Mfg, Warehouse

Requested Action:

1. Land Use Variation to allow a *Motor Vehicle Repair, Minor* facility in the M-1 Zoning District.

Variations Required:

1. Variation from Chapter 28, Section 6.12-1 of the Municipal Code, to waive the requirement to provide a traffic and parking study from a certified Traffic Engineer.
2. Variation from Chapter 28, Section 10.4 (Schedule of Parking Requirements) to reduce the required off-street parking from 130 spaces to 118 spaces.

Project Background:

The subject site, located at the southeast corner of Kennicott Avenue and University Drive, is approximately 3.11 acres in size and zoned M-1, Research, Development, and Light Manufacturing District. The site is developed with a 63,550 square-foot multi-tenant warehouse building. Three tenants currently occupy the building, those being Okeh Electrical, Factory Motor Parts, and G.S. Floor Designs. Okeh Electrical and Factory Motor Parts are warehouse uses with supplemental office space. G.S. Floor Designs does not have a business license, so the exact internal operations of the space is unknown, however likely it is also a warehouse use with supplemental office space. In 2017, the site received a variation for drive aisle width in order to add additional parking. This variation did not reduce code-required parking; the addition of spaces was to provide supplemental parking for employees. At the time of the variation, information provided indicated the site provided code-required parking.

The petitioner is seeking to relocate their existing business, DPS Automotive, from their present facility in Wheeling into 12,000 square-feet of space within the subject building. This facility serves auto dealers within the Arlington Heights area, installing aftermarket accessories including window tint, paint protection, and mobile entertainment systems. DPS provides only business to business services; accessory installation is not offered to the general public. The business would conduct 60% of work at off-site auto dealers, and 40% of work at the subject site. The business employs 16 individuals, with 12 involved in installation. 5 company vehicles would be stored at the site, used for transportation to and from auto dealerships. The business would operate between 8:00 am and 6:00 pm Monday through Friday. The facility would have 16 internal service bays for installation of accessories, with access to these bays provided by one overhead door on the north façade, and one overhead door on the south façade.

Zoning and Comprehensive Plan

To proceed forward, the Plan Commission must review and the Village Board must approve a Land Use Variation. Motor Vehicle Repair facilities are not permitted in the M-1 Zoning District. As part of any formal application to the Plan Commission, the petitioner must provide a written response to each of the four hardship criteria necessary for land use variation approval. The petitioner has provided an adequate written response to these criteria for the Land Use Variation and two requested Zoning Code Variations.

According to the Village's Comprehensive Plan, the subject site is designated for R&D, Manufacturing and Warehouse uses. The proposed use is not compatible with this Comprehensive Plan designation, however the building as a whole does. Other tenants within the building are predominantly warehouse uses with supplemental office space.

Building, Site and Landscaping:

The petitioner is not proposing any changes to the site. The addition of a second overhead door is proposed along the south façade of the building, adjacent to the property line shared with single-family residential properties. During the formal Plan Commission review process, Staff has evaluated existing site landscaping and found that there is no code required 6-foot tall screen along the south property line adjacent to residential properties. Presently, there is a screen consisting of deciduous shrubs between the subject property and adjacent residences to the south. However, code requires a 6-foot tall screen consisting of a fence, wall, or evergreen shrubbery. The site also lacks trash enclosures around the dumpster areas. As the petitioner does not own the building or have control over the rear parking area, these screening issues will need to be addressed by the property owner. If not addressed, these issues will be handled via the code enforcement process. Staff has notified the property owner via email of these screening requirements.

Staff has concerns about the rear overhead doors. Specifically, the concern is that noise generated during installation operations could be objectionable to neighboring tenants and properties. As mentioned previously, there is one loading door on the south façade of the tenant space, with a second door proposed. These doors are adjacent to residential properties. If regularly open, noise could flow openly from the installation areas to these properties. As also mentioned, the other tenants of the building are primarily warehouse uses. The proposed DPS Automotive facility has the potential to generate noise at levels exceeding those of the existing warehouse users. As part of this petition, the applicant has provided details on the tools used in installation, and info on the potential noise that may

be generated. The petitioner has indicated that the primary tools used by the business are hand tools, cordless power tools, heat guns, and steam machines, which have a low potential of generating objectionable noise. A vacuum and air compressor will also be utilized by the business, which have a higher chance of generating objectionable noise. The petitioner has proposed a sound-attenuating enclosure for their air compressor, which will help mitigate the noise generated by the compressor. No additional sound attenuation is proposed for the walls of the tenant space.

The petitioner has indicated that it is necessary to utilize the southern doors for loading and unloading operations, and that these doors will likely be left open in the summer for ventilation. This greatly increases the chances that noise generated by business operations will be audible from the adjacent single-family properties.

A neighborhood meeting was held on May 6th via Zoom. Notification letters were sent to all properties within 250 feet (excluding right-of-ways), giving residents the ability to participate in the meeting by entering the link, or via email by submitting comments, questions, or concerns to the Staff liaison. Per a summary provided by the petitioner, the two residents in attendance were in support of the proposal with the knowledge that the southern overhead doors would remain open. Staff did not receive any correspondence from residents with support or concern for the proposal. As no concerns were raised regarding noise at the neighborhood meeting or via email, Staff does not object to unrestricted use of the southern loading doors.

The petitioner has indicated that customer vehicles will be driven to the site under their own power, and that trucks or trailer transport will not be used. As such, customer vehicle loading and unloading operations do not have significant potential to generate noise beyond that of a normal passenger vehicle.

Parking, Traffic, and Circulation:

With respect to parking, parking demand is based on the collective parking requirement for each of the different uses within the facility (Chapter 28, Section 10.2-6, Collective Provision).

Therefore, a total of 130 parking stalls are required. At this time, the site has a total of 118 parking stalls, including the 16 proposed internal service bays. This results in a code-required parking deficit of 12 parking spaces (see **Table I** below).

Table I: Required Parking

Tenant	Use	Employees	Stored Vehicles	Sq Footage	Parking req'd	Stalls Required
DPS Automotive	Warehouse	12	5	8,785	1 per employees & 1 per stored vehicle	17
	Office	-	-	3,215	1/300	11
	Service	-	16 Bays	N/A	3/1 Bay	48
Okeh Electrical	Warehouse	3	1	9,800	1 per 2 employees & 1 per stored vehicle	3
	Office	-	-	2,200	1/300	7
Factory Motor Parts	Warehouse	12	8	13,650	1 per 2 employees & 1 per stored vehicle	14
	Office	-	-	1,900	1/300	6
G.S. Floor Designs, Inc.	Warehouse	22	4	21,400	1 per 2 employees & 1 per stored vehicle	15
	Office	-	-	2,600	1/300	9
Total:		49	18	63,550	-	130
TOTAL # OF PARKING SPACES PROVIDED ON COMMERCIAL LOT					Number of spaces*:	118
SURPLUS / (DEFICIT)						(12)

*Includes 16 internal service bays

As such, a 12 space variation from Chapter 28, Section 10.4 (Schedule of Parking Requirements) is necessary to reduce the required off-street parking from 130 spaces to 118 spaces.

To justify the requested variation, the petitioner has provided a survey of parking lot utilization over a period of two-weeks, on 2 days each week, twice per hour during the hours that DPS Automotive would be in operation. The petitioner has also provided an estimate of the number of employee and customer vehicles that will be parked on-site during business operations. The summary of the expected parking utilization for the site is detailed in **Table II** on the next page.

Table II: Expected Parking Generation

Time	Observed Parking					Anticipated Parking			
	Monday 1/27	Wednesday 1/29	Tuesday 2/4	Thursday 2/6	Peak Utilization	Max. Employee Vehicles	Stored Company Vehicles	Max. Customer Vehicles	Max. Parking Demand
6:30 AM	13	18	18	17	18	15	5	20	58
7:00 AM	30	34	33	35	35	15	5	20	75
7:30 AM	49	44	31	41	49	15	5	20	89
8:00 AM	54	44	44	44	54	15	5	20	94
8:30 AM	42	36	47	42	47	15	5	20	87
9:00 AM	43	39	46	46	46	15	5	20	86
9:30 AM	38	35	45	45	45	15	5	20	85
10:00 AM	38	35	45	46	46	15	5	20	86
10:30 AM	42	36	44	46	46	15	5	20	86
11:00 AM	44	41	46	44	46	15	5	20	86
11:30 AM	42	38	45	44	45	15	5	20	85
12:00 PM	37	36	46	43	46	15	5	20	86
12:30 PM	34	31	41	38	41	15	5	20	81
1:00 PM	32	36	43	41	43	15	5	20	83
1:30 PM	29	35	44	39	44	15	5	20	84
2:00 PM	28	40	44	41	44	15	5	20	84
2:30 PM	30	36	43	38	43	15	5	20	83
3:00 PM	32	38	46	40	46	15	5	20	86
3:30 PM	30	34	41	40	41	15	5	20	81
4:00 PM	28	29	37	34	37	15	5	20	77
4:30 PM	25	24	29	28	29	15	5	20	69
5:00 PM	17	21	25	21	25	15	5	20	65
5:30 PM	13	13	13	10	13	15	5	20	53
Max. Anticipated Demand									94
On-Site Spaces*									118
Surplus/Deficit									24

*Includes 16 internal service bays

Peak observed parking occurred on Monday, January 27th, when 54 vehicles were accessing the site. If DPS Automotive was in operation on that day, with 15 employee vehicles, 5 company vehicles, and 20 customer vehicles, there would still be a functional surplus of 24 parking spaces. Bearing this in mind, Staff supports the requested parking variation.

Per section 6.12-1 of Chapter 28 of the Municipal Code, any Plan Commission Application not located along a primary or secondary arterial must include a traffic and parking study from a certified Traffic Engineer. Such study would assess access, on-site circulation, parking, trip generation, and impacts to adjacent roadways. The petitioner is requesting relief from this requirement as well. Staff supports this variation, as the petitioner is not proposing any changes to the site that would impact access or circulation, has provided information on customer vehicle pick-up and drop-off, and has provided the aforementioned parking utilization information.

With respect to bicycle parking, the provision of bicycle parking spaces is required when the use of a space changes to a more intense use. The regulations specifically state that bicycle parking spaces are required when “a change in use results in the requirement for additional off-street motor vehicle spaces”. As there is a reduction in the number of required vehicular spaces for the proposed facility from the previous use (The subject unit is presently vacant space, assessed at a ratio of 1 space for every 300 square feet, resulting in a 40 space requirement for the subject unit), provision of additional bicycle parking spaces is not required as part of this petition.

RECOMMENDATION

The Staff Development Committee has reviewed the requested Land Use Variation to allow a Motor Vehicle Repair, Minor facility within the M-1 District, as well as the requested Zoning Code Variations, and recommends **approval** of the petition subject to the following conditions:

1. Operations shall take place without creating disturbing influences to the use and occupancy of adjoining properties. Disturbing influences can be, but are not limited to, objectionable odor, dust, smoke, noise, or vibrations.
2. The proposed air compressors shall be located in a sound-attenuating enclosure.
3. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

May 8, 2020

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC File 20-007