



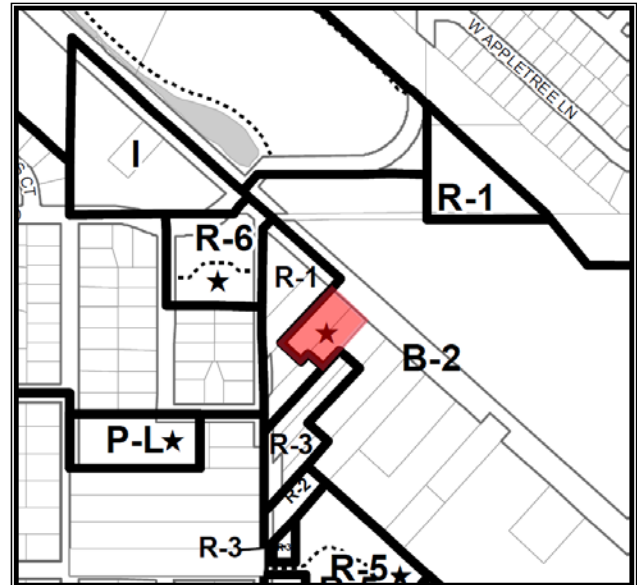
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project File Number: PC 20-012
Project Title: 221-229 W Rand Rd. Subdivision
Address: 221-229 W. Rand Rd.
PIN: 03-18-401-148, -149

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: September 23, 2020
Date Prepared: September 18, 2020

Petitioner: Bitco Holdings, LLC – W. Rand Rd.
Address: 56 Skokie Valley Rd.
 Highland Park, IL 60093

Existing Zoning: B-2: General Business District
Comprehensive Plan: Commercial



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2: General Business District	Arlington Plaza Multi-tenant Shopping Center	Moderate Density Multi-Family
South	B-2: General Business District, R-3: One-Family Dwelling District	Auto Repair Use (Jiffy Lube), Single-Family Home	Commercial, Single-Family Detached
East	R-1: One-Family Dwelling District	Single-Family Homes	Parks
West	R-1: One-Family Dwelling District	Auto Repair Use (Arlington Performance Center), Single-Family Home	Commercial, Single-Family Detached

Requested Action:

1. Preliminary and Final Plat of Subdivision to subdivide the subject property into two lots.

Variations Required:

1. Chapter 28, Section 6.15-1.2(b), to waive the requirement for landscape islands at the ends of certain parking rows.

Project Background:

The subject property is 45,085 square feet (1.04 acres) in size and currently occupied by two single-story buildings tenanted with two auto-repair businesses. The building on northwest side of the site is 5,500 square feet and contains an approximately 3,600 square foot Car-X auto repair business, as well as an approximately 1,900 square foot vacant retail space. The building on the southeast side of the site is approximately 5,570 square feet in size and contains a Just Tires auto repair facility. Platted in 1994, the subject property currently exists as one lot, with each business sharing a single full access driveway onto Rand Road. A drive aisle runs parallel to Rand Road along the front of the site and includes parking in front of each business. A shared driveway between the two buildings leads to the shared parking area at the rear of the site.

The petitioner owns the subject property and has proposed a subdivision to enable the sale of the Just Tires building to a separate owner. The site would be split down the center, with the northwest lot containing the Car-X building and 39 parking spaces, and the southeast lot containing the Just Tires building and 17 parking spaces.

The only work proposed in conjunction with the subdivision would occur on the Just Tires lot, where an additional landscape island would be added, a new parking row would be created, and the curb would be adjusted at the rear of the property to enable a parking space adjacent to the dumpster enclosure at the rear of the Just Tires building. Perimeter landscape enhancements would be required, and an additional handicap parking stall would need to be incorporated on the Car-X lot. Upon completion of the subdivision and associated site improvements, the overall property would include 56 parking spaces, which includes 11 interior “service bay” spaces.

Zoning and Comprehensive Plan

The subject property is zoned B-2, General Business District, and within this classification minor auto repair uses such as Just Tires and Car-X require a Special Use Permit. Both businesses received Special Use Permit approval; Car-X (Lot 1) in 1998, and Just Tires (Lot 2) in 1994. Any future user within the small commercial space that is part of the Car-X building will need to comply with the B-2 regulations or seek special zoning relief. Below is a brief zoning background on the site:

- Ordinance #94-051: Subject lot created via subdivision, property rezoned into the B-2 District, Preliminary PUD granted, Special Use Permit granted to Just Tires (Lot 2).
- Ordinance #94-076: Final PUD granted. Just Tires building is constructed.
- Ordinance #98-002: PUD amended to allow for current site configuration, Special Use Permit granted for Car-X (Lot 1). Car-X building is constructed.

Each of the proposed lots conform to minimum required lot sizes as outlined within the B-2 District. The additional lot line proposed down the center of the site does not create any non-conformities, nor yield lots that would not comply with bulk, floor area ratio, and setback requirements of the B-2 District. The subject property is classified as “Commercial” on the Comprehensive Plan and the existing uses on the site are compatible with this designation. However, since most of the onsite parking is located on the Car-X side of the site (Lot 1), certain spaces on Lot -1 must be dedicated (via perpetual easement) for the use of Lot 2 (Just Tires) in order for Lot 2 to comply with the parking regulations of the Zoning Code. In an effort to increase the parking on Lot 2, the petitioner has requested a variation from certain landscape requirements, which will be discussed below.

Building, Site, Landscaping:

As mentioned above, the only proposed site changes involves the creation of four new parking spaces on the Just Tires property (Lot 2), certain landscape improvements, and enhancements to Lot 1 to bring it into conformance with current IAC accessibility requirements. However, the following variation is required:

- **Chapter 28, Section 6.15-1.2(b), to waive the requirement for landscape islands at the ends of certain parking rows**

Staff supports the above requirement as the two required landscape islands that have been omitted would have been located at the rear of the site, and extensive vegetation already exists along the rear property line to provide for a landscape buffer to the southwest. In order to bring the property up-to-date with current code requirements for parking lot landscape screening, certain parking lot shade trees must be replaced and gaps in the parking lot screen along Rand Road must be infilled. A condition of approval requiring such has been recommended below.

Parking and Traffic:

A traffic and parking study is only required for subdivisions within the B-2 District that involve 20,000 square feet of floor area or more. The subject property only contains approximately 11,000 square feet of floor area, and no new floor area will be created by the subdivision. The proposed subdivision does not need to provide a traffic and parking study, and staff notes that the proposed lot line will have no impact on traffic within the vicinity.

While the site currently conforms to parking requirements as all parking spaces are located on the singular existing platted lot, when the property is split into two, the majority of the parking spaces will be located on Lot 1 (Car-X site). Therefore, in order for Lot 2 (Just Tires) to comply with parking requirements, certain spaces on the Car-X site must be made available for use by Just Tires. Accordingly, the Plat of Subdivision includes a shared access easement along the middle of the two properties to allow common usage of the shared drive aisle for both businesses, and the Car-X lot includes an easement providing access to six parking spaces for the benefit of Lot 2 (Just Tires). Each lot conforms to code requirements, as shown below:

Lot	Use Code	Square Footage	Number of Bays	Number of Employees	Parking Ratio	Parking Spaces Required
Lot 1 (Car-X & Retail Space)	Auto Service Station	3,600	5	3	1 per Employee + 3 per Bay	18
	Retail	1,900	-	-	1:300 Sq. Ft.	6
Lot 2 (Just Tires)	Auto Service Station	5,570	6	5	1 per Employee + 3 per Bay	23
Total Parking Required						47
Total Parking Provided						56*
Surplus/Deficit						11

* Includes 6 interior bay spots on Lot 2 and 5 interior bay spots on Lot 1

Lot 2: Total required parking for Lot 2 is 23 spaces. Parking provided is 23 spaces, which includes 11 surface parking spaces, 6 interior bay spaces, and 6 shared parking spaces on Lot 1 granted via a perpetual easement.

Lot 1: Total required parking for Lot 1 is 24 spaces. Parking provided is 33 spaces, which includes 28 surface parking spaces (not including the 6 spaces shared with Lot 2), and 5 interior bay spaces

When the subject property was created and developed in 1994, reciprocal access was required across the front of the property, which was granted to the benefit of the properties on either side along the Rand Road frontage and would facilitate internal connections for any future redevelopment. The proposed subdivision does not alter this access and grants each newly proposed lot cross access so they can take advantage of the existing easement should the adjacent frontage redevelop in the future.

Since no new parking spaces are required, no update to the bicycle parking regulations is required at this time.

RECOMMENDATION

The Staff Development Committee has reviewed the Petitioner's request for Preliminary and Final Plat of Subdivision approval to subdivide the lot into two lots, as well as the following variation:

- **Chapter 28, Section 6.15-1.2(b), to waive the requirement for landscape islands at the ends of certain parking rows**

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

1. Lot 1 shall provide six shared parking spaces via perpetual easement to Lot 2 to allow Lot 2 to conform to all parking requirements.
2. At time of building permit for the proposed parking lot work to add additional parking spaces, the petitioner shall install all missing parking lot landscape island shade trees and infill all perimeter landscaping to conform to code requirements.
3. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

September 18, 2020

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads