



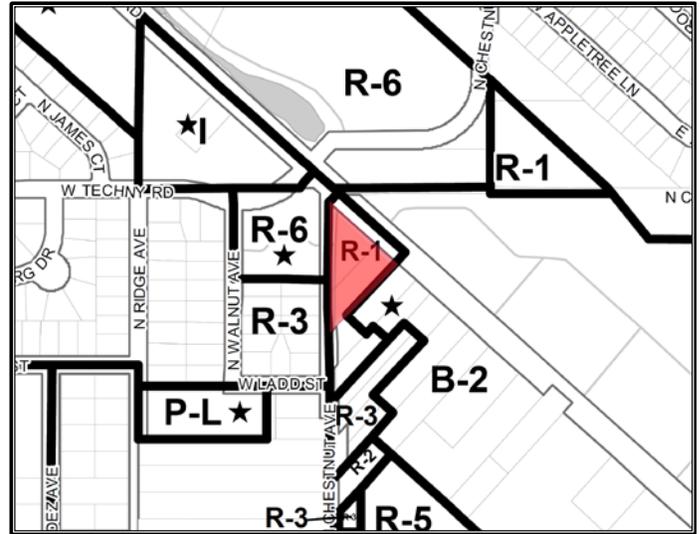
**VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT**

Project Number: PC 23-011
Project Title: 2201 N. Chestnut Townhomes
Location: 2201 N. Chestnut Ave., 315 W. Rand Rd.
PINs: 03-18-401-020, 03-18-401-021

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: April 24, 2024
Date Prepared: April 19, 2024

Petitioner: Plummer Capital, LLC Series A
Address: 702 Thompson's Way
 Inverness, IL 60067

Existing Zoning: R-1: One-Family Dwelling District
Comprehensive Plan: Single-Family Detached, Commercial



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6: Multiple-Family Dwelling District; B-2: General Business District	Multi-family Residential (Crescent Place), Nostimo Restaurant	Commercial, Moderate Density Multi-Family
South	R-1: One-Family Dwelling District	Single-Family Home	Single-Family Detached
East	B-2: General Business District	Auto Repair (Car-X)	Single-Family Detached
West	R-3: One-Family Dwelling District; R-6: Multiple-Family Dwelling District	Detention Basin, Multi-Family Residential (Chestnut Place Condo's)	Moderate Density Multi-Family; Single-Family Detached

- Requested Action:**
1. Preliminary Plat of Subdivision to subdivide the property into two lots.
 2. Rezoning of Lot 2 lot from the R-1 District to the R-6 District and Lot 1 from the R-1 District to the B-2 District.
 3. Amendment to the Comprehensive Plan to classify Lot 1 as Commercial and Lot 2 as Moderate Density Multi-Family
 4. Special Use Permit to allow Minor Auto Repair on Lot 1.

- Variations Required from Chapter 28 of the Municipal Code:**
1. Section 5.1-6.4a.1, to allow a 19.9' front yard setback (west) for Lot 2 where code requires a minimum setback of 25'.
 2. Section 5.1-6.4a.2, to allow a 17' side yard setback (north/northeast) for Lot 2 where code requires a minimum setback of 21.3'.
 3. Section 5.1-11.3a., to allow a 6.8' front yard setback (west) for Lot 1 where code requires a minimum setback of 25'.
 4. Section 5.1-11.3b, to allow a 20' side yard setback (southwest) for Lot 1 where code requires a minimum setback of 21.3'.
 5. Section 10.2-8, to allow the following: a 22' wide drive aisle where code requires a 24' wide minimum width, a 17' wide drive aisle for 60° angled parking stalls where code requires a 18' wide minimum width, and a 19' deep 60° angled parking stall depth where code requires a 20' minimum depth.
 6. Section 6.12-1.3, to waive the requirement to provide a traffic and parking study.
 7. Section 6.15-1.2b, to waive the requirement for certain landscape islands on Lot 1.

Project Background:

The subject property is a triangular shaped lot that consists of two land parcels currently zoned R-1, One Family Dwelling District and have a combined area of approximately 61,531 square feet (1.41 acres). The site is bounded by Chestnut Avenue to the west and Rand Road to the northeast. On the Rand Road frontage there is an existing automobile repair facility (Arlington Performance Center), which includes five service bays and has full access to Rand Road via three curb cuts. The repair facility also has full access to Chestnut Avenue on the western side of the site. At the rear of the subject property and fronting on Chestnut Avenue there is a single-family home. Access to the single-family home comes from a full access driveway connection to Chestnut Avenue. Both parcels are owned by the petitioner, Chris Plummer, who is the operator of the Arlington Performance Center auto repair facility.

The petitioner is proposing demolition of the single-family home and replacement with a five-unit townhome development, along with subdivision of the site to reconfigure the parcels so that the existing automobile repair facility is on its own lot (Lot 1) and the townhome development is located on its own separate lot (Lot 2). A new drive aisle and small number of additional parking spaces are proposed along the rear of the repair facility, which would connect the western and eastern sides of the Arlington Performance Center (APC) property. Additionally, the existing pavement and parking areas on the APC property, which are currently unstriped and used as an open parking/vehicle storage area, would be restriped and circulation through the site would be revised with various one-way and two-way directionality. The parkway abutting APC is currently paved with asphalt and the petitioner has proposed reducing the curb cuts along Rand Road from three to two, as well as restoring the asphalt parkway to greenspace. A total of 43 parking stalls would be located on the APC site (38 exterior stalls and 5 interior "bay" stalls).

Lot 2 would include a three-story townhome building including five three-bedroom units. Access to the townhome lot would come from a single curb cut along Chestnut Avenue connecting to a driveway that wraps around the southern side of the townhomes and provides access to the two-car rear loaded garages for each unit. A total of five guest parking stalls would be located at the rear of the townhome lot. Chestnut Avenue, which is currently substandard without the proper width and lacking curb/gutter and sidewalk, would be fully improved to Village standards. In addition, 15,333 square feet of land would be dedicated as right-of-way for Chestnut Avenue. Upon dedication, the subject property would reduce from 61,531 square feet to 46,198 square feet and the Chestnut Avenue right-of-way would comply with the code required 66' width.

Zoning and Comprehensive Plan

The subject property was annexed into the Village in 1981 as part of a larger annexation that occurred along Rand Road. Upon annexation, the property was automatically placed into the R-1, One Family Dwelling District as required by code. Per the petitioner, the site was already developed and used as an auto repair facility and single-family home at the time of annexation. In order to achieve the necessary zoning for the proposed redevelopment, the petitioner has requested rezoning of the APC lot (Lot 1) from the R-1 District to the B-2, General Business District, and the townhome lot (Lot 2) from the R-1 District to the R-6, Multiple-family Dwelling District.

The Arlington Performance Center performs general maintenance repairs, suspension repairs, steering repairs, engine diagnostics, and emission repairs, all of which are classified as "Minor Auto Repair" per the Zoning Code. Minor automobile repair uses are required to obtain a Special Use Permit in the B-2 District and since the auto repair use was established prior to annexation into the Village, the petitioner is requesting special use approval as part of this zoning entitlement process.

A Special Use Permit shall only be issued when it conforms to the three approval criteria as outlined below:

- **That said special use is deemed necessary for the public convenience at this location.**
- **That such case will not, under the circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**

- **That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**

The petitioner has provided a written response outlining how they believe the APC use conforms to the criteria shown above. The Staff Development Committee (SDC) believes that the necessary criteria for approval have been met and notes that the auto repair facility has been in existence on the property for multiple decades, which illustrates that the use provides a necessary public convenience at this location. However, given the introduction of multi-family uses within 40' of the repair facility, certain limitations on usage are necessary to ensure that the APC site will not be detrimental to the health, safety, and welfare of persons residing or living in the vicinity. First, the petitioner shall be required to work with the Village to address any noise or odor issues that may be generated by the auto repair use, to the satisfaction of the Village. Additionally, inoperable motor vehicle storage on Lot 1 shall be prohibited, and no automobiles shall be stored on Lot 1 beyond the time reasonable to complete repairs, which shall be at the discretion of the Village. Finally, exterior work on vehicles shall be prohibited and outdoor storage of parts or equipment (tires, oil drums, pallets, etc.) shall also be prohibited. It should be noted that APC does not have a record of property maintenance complaints and has been a good neighbor to the surrounding property owners.

In order to reconfigure the site to accommodate the proposed townhomes, the subject property must be subdivided so that each separate use is located on its own platted lot of record. The petitioner has requested Preliminary Plat of Subdivision approval showing one lot for the APC site (Lot 1), and one lot for the townhomes (Lot 2). Final Plat of Subdivision approval shall be required at a future date.

Per the Comprehensive Plan, the Rand Road frontage is classified as Commercial and the Chestnut Avenue frontage is classified as Single-Family Detached. The proposed townhome use does not comply with the existing Comprehensive Plan designation, and the petitioner has requested an amendment to the Comprehensive Plan to reclassify the townhome lot as Moderate Density Multi-Family, as well as reclassification of any portion of the APC lot that falls within the Single-Family Detached classification as Commercial. The proposed townhomes provide a good transition and buffer between the commercial areas along Rand Road and the single-family homes to the south and west. The Staff Development Committee notes that there are existing townhomes to the west (Chestnut Place Condominiums) and a multi-family development (Crescent Place) that is wrapping up construction across Rand Road to the north. The SDC is supportive of the rezoning, Comprehensive Plan amendment, Special Use Permit and subdivision.

Impact fees are required for each unit within the townhome development and an inclusionary housing linkage fee, in compliance with the Chapter 7 of the Municipal Code, shall be required at time of building permit issuance.

Conceptual Plan Review Committee

The Conceptual Plan Review Committee met on June 28, 2023, to review conceptual plans for this project. Discussion was generally favorable with regards to the proposed multi-family use and aesthetic enhancements to the APC site. There were some concerns relative to the setback variations proposed for the townhome lot, which at that time showed a 10' front yard setback along Chestnut and 15' side yard setback to the north/northeast. Subsequent to this meeting, the petitioner revised their plans to slightly increased the size of the townhome lot and adjust the townhome building footprint and location. An approximately 20' front yard setback is now proposed, along with a 17' side yard setback.

Design Commission:

The petitioner appeared before the Design Commission on October 10, 2023, and received a unanimous recommendation of approval, subject to four recommendations for architectural modifications and one requirement to provide colored material samples for staff for review and approval. The minutes from this meeting are included in the materials transmitted to the Plan Commission.

Rand Road Corridor Beautification Plan

The subject property is part of the Rand Road Corridor Beautification Plan, which outlines certain recommended landscape improvements abutting the Arlington Performance Center lot:

- **Rand Road Right-of-Way:** Existing asphalt parkway and continuous curb cuts are to be replaced with consolidated curb cuts and landscaping within the parkway. Parkway trees, in compliance with Village and IDOT standards, should be planted within the parkway along the Rand Road frontage abutting the subject property.
 - ***The site plan shows elimination of one of the curb cuts along Rand Road, which will be subject to IDOT final review and approval. Additionally, the asphalt parkway will be replaced with greenspace and street trees, as recommended in the Plan.***
- **Private Property Improvements:** All parking areas are required to contain perimeter landscaping where they abut a public right-of-way. The Corridor Plan recommends new trees be integrated within the required perimeter landscape buffer for the APC property, which buffer currently does not exist.
 - ***The existing parking lot along Rand Road is built up to the property line and does not provide any space for perimeter landscaping. Modifying the parking lot to create space for the perimeter landscape screen would result in a significant loss of parking stalls. Given that there is insufficient space to provide the screen, the proposed landscape plan is acceptable. However, any future redevelopment of the APC lot would be required to comply with the perimeter landscape recommendation within the Plan.***
- **Future Landscaped Median:** The Corridor Plan recommends a landscaped median be constructed within Rand Road, to include trees, landscaping, and a gateway feature at the northwest side.
 - ***The Village is evaluating the potential for a landscaped median within Rand Road as recommended in the Plan, which if feasible and funded, is targeted for construction slightly further west from the subject property and should not impact site access.***

Stormwater & Infrastructure:

The petitioner undertaking several infrastructure improvements in order to comply with code requirements and accommodate for the proposed development. Along Chestnut Avenue, 33' of land will be dedicated as public right-of-way. The Chestnut Avenue streetscape abutting the property is currently substandard with regards to street width, lack of curb/gutter, and no sidewalk. The petitioner will extend the width of Chestnut Avenue to comply with code, construct curb and gutter, and provide a sidewalk along the entire Chestnut frontage of the property. As previously mentioned, the asphalt parkway along Rand Road will be replaced with landscaping and street trees, and one of the three curb cuts along Rand Road will be eliminated.

An underground detention vault will be constructed on the townhome lot that will serve both the APC site and the townhomes. Stormwater at the rear of the APC site will be directed to the underground vault on the townhome site, where it will slowly be released into the Village system and eventually drain into a large storm sewer main within Rand Road. As allowed by Code in certain instances, a small portion of the required onsite detention will be omitted and a fee-in-lieu of providing this volume will be due at time of building permit issuance. Given that the stormwater system would be spread across both parcels, a shared maintenance agreement must be provided as part of the Final Plat of Subdivision approval process. A homeowner's association will likely be needed to address group maintenance, and a copy of the Covenants, Conditions, and Restrictions (CCR's) should be submitted as part of the Final Plat review process, as applicable. A portion of the public sidewalk at the northern corner of the site encroaches onto private property and an easement for said encroachment must be included on the Final Plat of Subdivision.

Site:

The petitioner has proposed landscaping improvements, additional parking, and modifications to the circulation on the APC lot. The site has been well designed to address the historical non-conformities relative to landscape requirements, access, and parking. The introduction of a secondary drive aisle at the rear of the APC lot improves circulation and removal of the paved parkway will help to create a positive aesthetic that is more consistent with the remainder of the Rand Road corridor.

There is an existing billboard located at the southeast corner of the site, which is legally non-conforming. No modifications are proposed to the billboard at this time, but removal of the billboard shall be required in the future should the site undergo substantial redevelopment. Any approval of the proposed subdivision shall require, upon the request of the Village, that Lot 1 grant cross access to the property to the southeast. Said easement would only be required if/when the billboard is removed or Lot 1 is substantially redeveloped, whichever shall come first. It should be noted that when the property to the southeast was subdivided in 2020, a similar condition of approval was added to require that lot to provide cross access to the subject property when those rights are reciprocated.

Both lots conform to all height, lot coverage, and Floor Area Restrictions (FAR). However, front yard and side yard setback variations have been requested for each lot. Specifically, the following variations from Chapter 28 are required:

- **Section 5.1-6.4a.1, to allow a 19.9' front yard setback (west) for the townhomes on Lot 2 where code requires a minimum setback of 25'.**
- **Section 5.1-6.4a.2, to allow a 17' side yard setback (north/northeast) for the townhomes on Lot 2 where code requires a minimum setback of 21.3'.**
- **Section 5.1-11.3a., to allow a 6.8' front yard setback (west) for the existing APC building Lot 1 where code requires a minimum setback of 25'.**
- **Section 5.1-11.3b, to allow a 20' side yard setback (southwest) for the existing APC building on Lot 1 where code requires a minimum setback of 21.3'.**

Per Code, variations shall only be approved when they comply with the following standards for approval:

- **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.**

The Staff Development Committee is supportive of the variations and notes the following:

- The western front yard setback variation for the APC lot is created by the need for right-of-way dedication along Chestnut Avenue and there is no practical change to the setback or placement of the building in this location; the need for this variation is only triggered by the required right-of-way dedication. The requested variation will simply make the existing building legally conforming while no change to the building location would occur.
- The southern side yard setback variation for the APC building is a product of the newly proposed lot line delineating the auto repair lot from the townhome lot. This variation is for 1.3' and is the minimum necessary to allow reasonable use of the property.
- The western front yard setback variation for the townhome lot is within the essential character of the locality; the Chestnut Place townhomes immediately to the west are setback 25' from the Chestnut Avenue right-of-way and the single-family home abutting the subject property to the south is setback 25' from the Chestnut Avenue right-of-way as well. The proposed front yard setback of approximately 20' is generally compatible with the existing setbacks of the structures across the street and immediately abutting to the south.
- The required northern side yard setback variation for the townhome lot is calculated at 10% of the lot width at the required front yard setback. The subject property is shaped like a triangle with a long lot width at the front that tapers towards the rear, resulting in a large required side yard setback with a narrowing side yard to provide adequate room for the code-required setback. This is a unique configuration that is not prevalent through-out the neighborhood.

Landscaping & Photometrics:

The petitioner has submitted a photometric plan showing compliance with all Village requirements. No free-standing lights have been proposed on either lot. There are 49 trees on the townhome lot and

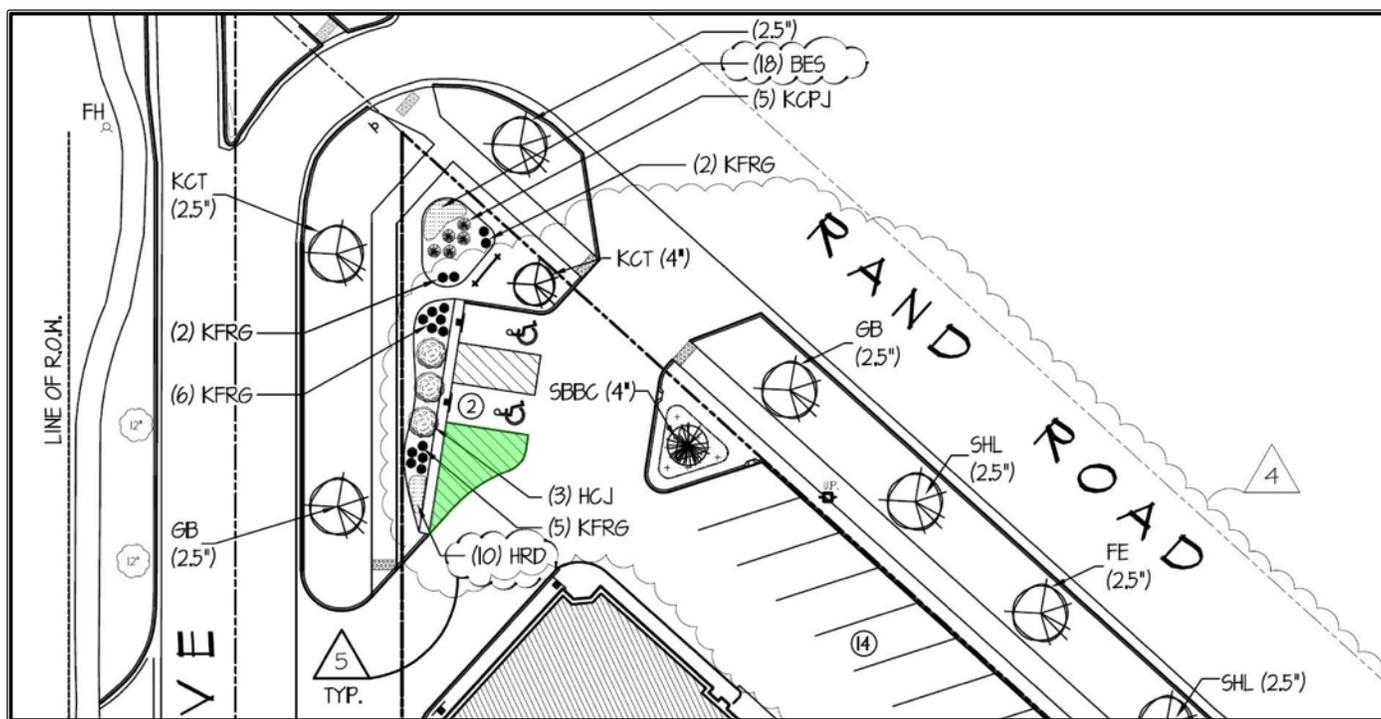
adjacent parkway, of which 16 are proposed for preservation. The petitioner has done a good job to preserve trees that are outside of the development footprint and integrate them into the site landscaping. However, the Public Works Department believes that the 11 trees proposed for preservation within the Chestnut parkway do not have a great chance of survival given the construction activities that will occur in close proximity. As such, they shall be removed and replaced with new parkway trees and a condition of approval outlining such has been included below.

The small number of additional parking stalls proposed for construction along the rear of the APC site are missing landscape islands at the ends of certain parking rows and the following variation is required:

- **Section 6.15-1.2b, to waive the requirement for certain landscape islands on Lot 1.**

The SDC is supportive of this variation given that the entire site does not currently have landscape islands and the petitioner will be implementing extensive landscape improvements that will enhance the property to be compatible with the essential character of the locality. Additionally, there is a legitimate need for an automobile repair use to maintain a sufficient number of on-site parking stalls in order to conduct business. Finally, the location of the missing landscape islands is towards the rear of the site and not highly visible.

At the northern side of the site there is an area of existing pavement that is proposed to remain as striped asphalt adjacent to a parking stall. The graphic below shows this area in green.



Code requires that the ends of all parking rows include a curbed landscape island including a shade tree. The SDC recommends this area be converted to a landscape island including a shade tree and a condition of approval requiring such has been recommended below.

Parking & Traffic:

Per code, a traffic and parking study prepared by a certified traffic engineer is required. However, the petitioner has requested the following variation:

- **Section 6.12-1.3, to waive the requirement to provide a traffic and parking study.**

The SDC is supportive of this request and notes that both the APC lot and townhome lot exceed code requirements relative to parking. With regards to traffic, the subdivision will have no impact on traffic

generation from the APC site, and traffic generation from five townhome units (net increase of 4 units when taking into consideration the existing single-family home that will be demolished) will have a negligible impact on traffic during peak times. It should be noted that the Chestnut/Rand Road intersection has restricted access and does not allow left turn ingress or egress.

The townhome lot conforms to parking requirements and provides two garage parking spaces per unit. There are also five guest parking stalls at the rear of the lot. Any additional parking on the townhome site would exceed the maximum number of parking stalls allowed by Code and would require a variation. Parking at the Arlington Performance Center has been non-complaint for many years, with parking frequently occurring on grass and within the paved parkway. The increased parking supply proposed for the APC site will help to alleviate vehicle parking on the grass, and the removal of the asphalt parkway will eliminate the ability for parking to occur within the parkway portion of the right-of-way. Analysis of eight different aerial images over the last three years show the average exterior parking demand for the APC site to be around 27 vehicles (exclusive of any interior parking within the service bays). With an exterior parking supply of 38 parking stalls, the site includes sufficient capacity to accommodate expected average demand. However, there were two aerials that showed exterior peak parking of 41 stalls and 49 stalls. The petitioner will need to carefully manage business operations to avoid placing any of the parking demand onto public streets (overnight street parking is prohibited).

Detailed parking calculations for each lot are shown below:

ADDRESS	TENANT	CODE USE	NUMBER OF UNITS	NUMBER OF EMPLOYEES	NUMBER OF BAYS	PARKING REQUIREMENT	PARKING REQUIRED
LOT 2 2201 N. Chestnut Ave	Townhomes	Multi-Family Residential	5	N/A	N/A	2 per unit	10
Total Required							20
<i>Total Provided (includes exterior guest spaces)</i>							25
Surplus / (Deficit)							5
LOT 1 315 W. Rand Rd.	Arlington Performance Center	Auto Service Station	N/A	9	5	1 per employee plus 3 per service bay	24
Total Required							29
<i>Total Provided (includes 5 interior service bays)</i>							43
Surplus / (Deficit)							14

RECOMMENDATION

The Staff Development Committee reviewed the petitioners request for approval of a Preliminary Plat of Subdivision to subdivide the property into two lots, Rezoning of Lot 2 lot from the R-1 District to the R-6 District and Lot 1 from the R-1 District to the B-2 District, Amendment to the Comprehensive Plan to classify Lot 1 as Commercial and Lot 2 as Moderate Density Multi-Family, Special Use Permit to allow Minor Auto Repair on Lot 1, and the following Variations from Chapter 28 of the Municipal Code:

1. Section 5.1-6.4a.1, to allow a 19.9' front yard setback (west) for Lot 2 where code requires a minimum setback of 25'.
2. Section 5.1-6.4a.2, to allow a 17' side yard setback (north/northeast) for Lot 2 where code requires a minimum setback of 21.3'.
3. Section 5.1-11.3a., to allow a 6.8' front yard setback (west) for Lot 1 where code requires a minimum setback of 25'.
4. Section 5.1-11.3b, to allow a 20' side yard setback (southwest) for Lot 1 where code requires a minimum setback of 21.3'.

5. Section 10.2-8, to allow the following: a 22' wide drive aisle where code requires a 24' wide minimum width, a 17' wide drive aisle for 60° angled parking stalls where code requires a 18' wide minimum width, and a 19' deep 60° angled parking stall depth where code requires a 20' minimum depth.
6. Section 6.12-1.3, to waive the requirement to provide a traffic and parking study.
7. Section 6.15-1.2b, to waive the requirement for certain landscape islands on Lot 1.

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

1. Final Plat of Subdivision approval shall be required.
2. The owner of Lot 1 shall abide by the following usage conditions:
 - a. Should any noise or odor issues arise, which shall be at the discretion of the Village, the petitioner shall be required to work with the Village to address any such issues to the satisfaction of the Village.
 - b. Inoperable motor vehicle storage shall be prohibited, and no automobiles shall be stored on Lot 1 beyond the time reasonable to complete repairs, which shall be to the discretion of the Village.
 - c. Exterior work on vehicles, as well as outdoor storage of parts or equipment (tires, oil drums, pallets, car parts, etc.) shall be prohibited.
3. Upon the request of the Village, the petitioner shall implement a reciprocal cross access agreement with the property to the southeast (229 W. Rand Road). Said easement shall grant access through Lot 1 to the property to the southeast, which would only be required if/when the billboard on Lot 1 is removed or Lot 1 is redeveloped, whichever shall come first.
4. The Landscape and Tree Preservation Plan shall be revised to show removal of the 11 trees proposed for preservation within the Chestnut Avenue right-of-way. Parkway trees shall be added within the parkway per Code requirements.
5. As part of Final Plat of Subdivision review, details on the proposed retaining walls (height, materials, color) shall be provided for Village review and approval.
6. The striped area at the southern end of the two parking stalls located at the northern corner of the site shall be converted to a curbed landscape island including a 4-inch caliper shade tree.
7. As part of Final Plat of Subdivision review, the petitioner must address common maintenance of the shared utility elements between the two lots, to the satisfaction of the Village.
8. An Onsite Utility Maintenance Agreement must be executed prior to building permit issuance.
9. A public sidewalk easement shall be added to the Final Plat of Subdivision to address the portion of public sidewalk that encroaches onto the subject property at the northern corner of the site.
10. Linkage fees in compliance with Article XVII (Inclusionary Housing Ordinance) of Chapter 7 of Village Code, shall be required at time of building permit issuance.
11. A fee in lieu of any stormwater detention required but not provided, shall be required as part of building permit issuance in the amount of \$1 per cubic foot of volume required but not provided.
12. IDOT approval shall be required for the proposed modification within the Rand Road right-of-way.
13. The Applicant must comply with all of the requirements set forth in the October 10, 2023 motion of the Village's Design Commission concerning approval of the design for the townhome building.
14. The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.
15. The Applicant must comply with all Federal, State, and Village codes, regulations, and policies

April 19, 2024

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads