



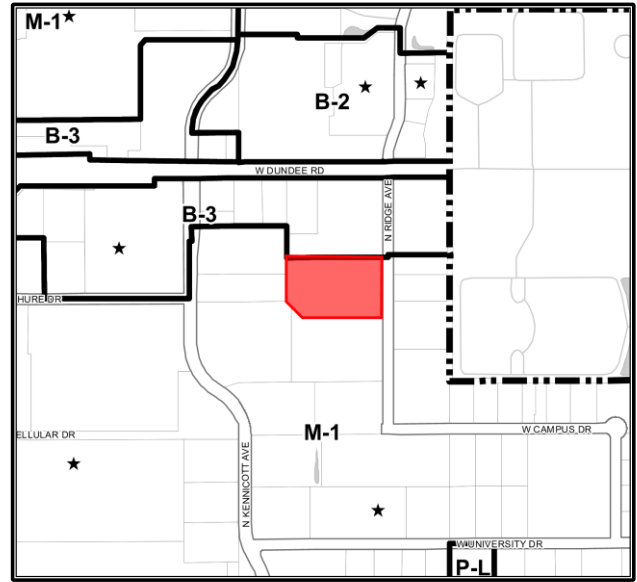
**VILLAGE OF ARLINGTON HEIGHTS**  
**STAFF DEVELOPMENT**  
**COMMITTEE REPORT**

**Project Number:** PC 24-004  
**Project Title:** Ford Commercial Auto Repair  
**Location:** 3456 N. Ridge Avenue  
**PIN:** 03-07-200-047

**To:** Plan Commission  
**Prepared By:** Dan Osoba, Planner I  
**Meeting Date:** July 10, 2024  
**Date Prepared:** June 28, 2024

**Petitioner:** Arlington Heights Ford  
 John Guido, Jr.  
**Address:** 801 W. Dundee Road  
 Arlington Heights, IL 60004

**Existing Zoning:** M-1: Research, Development and Light Manufacturing District  
**Comprehensive Plan:** R&D, Mfg., Warehousing



**SURROUNDING LAND USES**

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-3: General Service, Wholesale, and Motor Vehicles District	Arlington Heights Ford Dealership	Commercial
South	M-1: Research, Development, and Light Manufacturing District	Manufacturing (General Electric)	R&D Mfg and Warehousing
East	M-1: Research, Development, and Light Manufacturing District	Multi-tenant office/industrial buildings	R&D Mfg and Warehousing
West	M-1: Research, Development, and Light Manufacturing District	Multi-tenant office/industrial building, Bowling Alley (Arlington Lanes), Electronic Manufacturer (LoDan Electric)	R&D Mfg and Warehousing, Commercial

**Requested Action:**  
 1. Land Use Variation to allow Motor Vehicle Repair, Major within the M-1 District.

**Variations Required:**  
 1. Variation to Chapter 28, Section 6.12-1.3, to waive the requirement for a traffic study.

### **Project Background:**

The subject property is 5.06 acres in size and contains a 100,207 square foot office/light industrial building that includes four separate units. Access comes from two curb cuts on Ridge Avenue, which connect to a parking area at the front of the building and wrap around each side of the building leading to secondary parking area at the rear. In total, the site includes 130 parking spaces. Additionally, each of the four units contains a double wide overhead door for shipping and receiving, as well as a single-wide overhead door for auxiliary truck/vehicle access. Two of the four units are occupied, with the remaining two units facing North Ridge Avenue currently vacant.

The Arlington Heights Ford dealership, which abuts the property to the north, has purchased the site and would like to establish a vehicle repair use within two of the vacant units. The subject site and the associated Arlington Heights Ford dealership are shown in the aerial on **Exhibit I**. The motor vehicle repair facility would be considered major repair due to the engine and transmission work proposed; however, the majority of the work performed would be "minor reconditioning" of vehicles purchased by the dealership at auction or are traded in by customers from the Ford or GMC/Buick dealerships. The two vacant 55,000 square foot units would include 31 service bays with a total of 22 employees. Service bays are counted as parking stalls, resulting in a proposed total of 161 on-site parking stalls.

### **Zoning and Comprehensive Plan**

The subject property is located within the M-1, Research, Development, and Light Manufacturing zoning district, which does not allow auto repair uses. Therefore, a Land Use Variation to allow "Motor Vehicle Repairs, Major" within the M-1 District is required. Motor Vehicle Repair, Major is defined as work that is of significant nature, such as engine rebuilding or major reconditioning of worn or damaged motor vehicles or trailers; collision service, including body, frame or fender straightening or repair; and overall painting of vehicles. The petitioner has indicated that the majority of the work proposed for this location would be incidental repairs, part replacement and general service to motor vehicles; however, a portion of the work conducted would be considered major repair, including engine and transmission repair. Therefore, the petitioner is requesting approval of a Land Use Variation for Motor Vehicle Repair, Major on the subject property. The petitioner has provided information to address the criteria for variation approval, which are included 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.

The Comprehensive Plan designates this site as "Research & Development, Manufacturing and Warehousing", which corresponds with the current M-1 zoning. Auto repair uses are generally compatible with manufacturing and warehouse uses, and given that the proposed business is mostly compatible with the surrounding land uses, the Staff Development Committee (SDC) finds the use to be compatible with the Comprehensive Plan.

The SDC notes that an internal driveway connection has been constructed between the subject property and the abutting dealership to the north. While both sites will operate mostly independent of each other, should Ford increase the intensity of their usage on the subject property in the future, or should each site begin to rely on the other to conform to code requirements or parking needs, a PUD shall be required.

### **Building, Site, Landscaping:**

Staff worked with the petitioner to ensure that storage of materials commonly used in auto repair facilities such as tires, batteries, and other equipment would be screened from view. The petitioner indicated that there would be no outdoor storage of equipment or materials on-site and any storage would occur within the building. To ensure compliance, the SDC is recommending a condition of approval relative to the outdoor storage of materials.

The landscaping on-site was reviewed for compliance with code standards for parking lot island and parking lot screening. Staff has indicated a 3-foot required landscape screen between the parking lot and North Ridge Avenue is required by code but not present on the site. There is an existing retaining wall behind the sidewalk and few existing shade trees; however, the parking lot must be screened per Section 6.15-1.2. The SDC is recommending a condition of approval relative to landscaping improvements along North Ridge Avenue.

The petitioner originally submitted plans for exterior modifications to the existing brick building to include painting of the brick to match the Ford dealership to the north, corrugated metal finishes at the building entrance and signage. This scope of modifications would require a Design Commission application; however, the petitioner has elected to remove the exterior modifications from this petition and pursue only the Land Use Variation at this time. The petitioner is aware that the potential future exterior modifications will require a Design Commission application prior to any building permit issuance and is working with staff on a future submittal. The architectural elevations shown in **Exhibit II** are a reference to the originally proposed elevations; however, they are subject to change based on staff feedback and a formal Design Commission application.

**Parking & Traffic:**

Per code, a traffic and parking study is required for any Land Use Variation located on land abutting a collector street. The petitioner has not provided a traffic study but has submitted a parking study that addressed parking demand and projections based on the existing and proposed usage. The parking study also included a parking survey conducted over four days (one of which was a Saturday) to identify existing parking demand of the building. The survey found that the parking demand peaked at 91 spaces (70% capacity) at 1:30pm on a Wednesday in January. It is important to note that units 100 and 200 were still occupied at the time of this survey date and the resultant projections are an analysis of the worst-case scenario. Based on these existing demands and a worst-case analysis, the projected parking demand with the new motor vehicle repair use occupying both tenant spaces 100 and 200 is 118 parking spaces (90.7% capacity). Staff has reviewed the parking survey and found that the analysis and conclusions indicate the parking supply on the property is adequate for the parking demand.

The following parking table shows the code required off-street parking for the property with the proposed auto repair facility occupying units 100 and 200. The table shows that the property has a parking surplus of 13 spaces, which is in line with the parking survey and projection demand analysis of the parking study.

Tenant Space	Use Code	Square Footage	Number of Bays	Number of Vehicles	Number of Employees	Parking Ratio	Parking Spaces Required
<b>100 - Proposed Phase 1 of Ford Repair Facility</b>	Auto Service Station	25,027	15	N/A	12	1 per Employee + 3 per Bay*	42
<b>200 - Proposed Phase 2 of Ford Repair Facility</b>	Auto Service Station	30,030	16	N/A	10	1 per Employee + 3 per Bay*	42
<b>300 - T3L USA</b>	Manufacturing/Processing	22,576	N/A	0	14	1 Space per 2 emp. + 1 space per vehicle	15
	Office	2,524	N/A	N/A	N/A	1 per 300 Sq. Ft.	
<b>400 - Digital Mobile Innovations LLC</b>	Warehouse/Storage	20,050	N/A	0	35	1 Space per 2 emp. + 1 space per vehicle	18
<b>Total Parking Required</b>							117
<b>Total Parking Provided</b>							130
<b>Surplus/Deficit</b>							<b>13*</b>

\*NOTE: the bays provided internal to the building count towards the required off-street parking total.

The petitioner has requested the following variance to waive the requirement for a detailed traffic study:

- **Variation to Section 6.12-1.3, to waive the requirement for a traffic by a qualified professional engineer.**

The Staff Development Committee is supportive of the requested variation as the adjacent street network has capacity to accommodate the expected traffic demand from the proposed repair facility and the parking study demonstrated that the existing off-street parking supply is adequate to meet the projected demand of the proposed land use. The internal connection between the abutting Ford dealership and the subject property will also help to keep traffic off of Ridge Avenue.

The petitioner has indicated that storage of vehicles awaiting service will be within the secure lot on the Arlington Heights Ford dealership lot since the parking lot on the subject site is not secured by a fence. There is adequate parking to accommodate this storage on the Arlington Heights Ford property and if it were to become an issue, the dealership owns an off-site storage facility at 580 West University Drive that recently obtained approval to store commercial vehicles waiting to be serviced. Between the two lots, the petitioner states that no vehicles will need to be stored on this subject property. However, given that projected site demand is around 90% of capacity, and due to the unknown parking needs of future tenants within the building or the potential modification of Ford's operations resulting in on-site vehicle storage, the SDC is recommending a condition of approval to limit the on-site storage of vehicles on the subject property should it become problematic.

### **RECOMMENDATION**

The Staff Development Committee (SDC) has reviewed the proposed Land Use Variation to allow Motor Vehicle Repairs, Major within the M-1, Research, Development, and Light Manufacturing District, along with the following variation to Chapter 28 of the Municipal Code:

1. Variation to Section 6.12-1.3, to waive the requirement for a traffic by a qualified professional engineer.

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

1. The outdoor storage of tires, batteries, or other vehicle repair materials is prohibited on the subject site.
2. Petitioner shall provide a landscape plan demonstrating compliance with the requirements of Section 6.15-1.2 New Landscaping Requirements for parking lot screening along North Ridge Avenue before consideration by the Village Board. Code required landscaping shall be installed no later than September 30, 2024.
3. Design Commission application shall be required for the future modifications as depicted in Exhibit II.
4. Vehicles awaiting repair may only be parked in designated areas. No storage of inoperable vehicles. No vehicles shall be stored in front of the building. Should storage of motor vehicles on the subject property become problematic, at the discretion of the Village, the petitioner shall be required to reduce or prohibit onsite storage or shall work with the Village to find additional viable off-site storage locations.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

July 3, 2024

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager  
All Department Heads



**EXHIBIT I – Aerial**



**EXHIBIT II – Architectural Elevations – FOR REFERENCE ONLY; NOT PART OF THIS APPLICATION**

