

APPROVED

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

COMMISSION

RE: FORD COMMERCIAL AUTO REPAIR - 3456 NORTH RIDGE AVENUE - PC #24-004
LAND USE VARIATION TO ALLOW MOTOR VEHICLE REPAIR, MAJOR, IN THE
M-1 DISTRICT

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 10th day of July, 2024 at the hour of 7:30 p.m.

MEMBERS PRESENT:

- JAY CHERWIN, Chairperson
- LYNN JENSEN
- MARY JO WARSKOW
- JOE LORENZINI
- BRUCE GREEN
- TERRY ENNES
- JOHN SIGALOS

ALSO PRESENT:

- MICHAEL LYSICATOS, Assistant Director of Planning & Community Development
- DAN OSOBA, Planner I

APPROVED

2

CHAIRPERSON CHERWIN: It's 7:30, so we can do the call to order here and get started.

(Gavel pounded.)

CHAIRPERSON CHERWIN: Let's recite the Pledge of Allegiance, please.

(Pledge of Allegiance recited.)

CHAIRPERSON CHERWIN: All right, Dan or Michael, you want to do roll call, please?

MR. OSOBA: Sure.

Commissioner Dawson.

(No response.)

MR. OSOBA: Commissioner Drost.

(No response.)

MR. OSOBA: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. OSOBA: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. OSOBA: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. OSOBA: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. OSOBA: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. OSOBA: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. OSOBA: Chair Cherwin.

CHAIRPERSON CHERWIN: Here.

Thank you. I think the first matter on the agenda is approval of minutes of 419 South Pine.

Can we do a voice vote on that?

COMMISSIONER GREEN: I'll make a motion for approval.

CHAIRPERSON CHERWIN: Yes, for approval.

COMMISSIONER JENSEN: Second.

CHAIRPERSON CHERWIN: All in favor?

(Chorus of ayes.)

CHAIRPERSON CHERWIN: Any opposed?

(No response.)

CHAIRPERSON CHERWIN: All right, motion carries.

All right, we have three public hearings on the agenda, starting with Ford Commercial Auto Repair.

Dan, have all the notices been given on this matter?

MR. OSOBA: Yes, they have.

CHAIRPERSON CHERWIN: All right, well, if the presenters for Ford would like to step up? We'll do a quick swearing in here at the podium of anybody who's going to speak on behalf of Ford, it would be great.

If you could raise your hand?

APPROVED

3

(Witnesses sworn.)

CHAIRPERSON CHERWIN: Excellent. If I could have you state your name for the record, that would be great.

MR. O'CONNOR: My name is John O'Connor. I'm a partner at Drost, Kivlahan, McMahon & O'Connor here in Arlington Heights representing the Petitioner.

MS. SMITH: I'm Cassie Smith; I'm one of the managers at Arlington Heights Ford on behalf of John Guido, Jr.

CHAIRPERSON CHERWIN: All right, thank you. Petitioner, has the Petitioner read the Staff report? There are certain conditions laid out in the Staff report. Is the Petitioner in agreement with those conditions?

MR. O'CONNOR: We are in agreement with them.

CHAIRPERSON CHERWIN: All right, well, we'll get started with your presentation and then we'll move on to the Staff's. Sound good?

MR. O'CONNOR: Good. As I said, I'm here representing the Petitioner. So, Arlington Heights Ford is located up on Dundee Road, actually at the intersection of Dundee and Ridge. The subject site that we're looking for a land use variance is the building immediately behind the Ford Dealership on Ridge at 3456 North Ridge Avenue. We are looking for a land use variance for two of the units, the building has four units. In another slide, we'll show more about it or the location of the two units.

The building currently is zoned M-1 and it does not permit auto repair use which is the Petitioner's intended use. Petitioner was recently approved by Ford Motor Company, and Cassie will talk about that in a little bit, to become a Ford Pro dealer and plans to locate that in the building adjacent to the dealership.

The proposed use really will not alter any of the essential character of the locality. It's compatible with all the existing uses and zoning of nearby properties. As mentioned, the dealership is immediately adjoining it. Most of the surrounding properties or all of them are all of commercial use, manufacturing, warehousing, and other compatible commercial uses. There's no surrounding or nearby residential properties raising any issues.

Traffic has easy access to it in and out off of Dundee and Ridge. We have provided, I'm sorry, there is adequate parking. We've provided an adequate parking study to evidence the adequate parking. There's actually a, in addition, an adjoining lot that the dealership currently owns, a fenced-in lot where they plan to house any of the trucks, commercial trucks that will be serviced there while they're waiting. It has adequate, there's also an off-site storage a couple of blocks away that also is fenced in that could be used if needed, although it's not anticipated.

We're not asking for any parking modification, by the way. Our parking study shows that there's adequate parking for the use that we're proposing.

The only request, again, is for a land use variance for, you can see here, there's two -- let me go back.

The two shaded areas here which are two units, in the building there's four units in total. There's going to be two phases of the construction process, Phase I and Phase II. Eventually, the plan is to have 29 commercial bays there to service commercial vehicles. The repair operations would need to be for major repair as opposed to light repair. Namely, services would include heavy duty truck, including engines, transmissions, oil changes, et cetera. There would not be anything done with exhaust or mufflers.

APPROVED

4

MS. SMITH: So, our dealership opened in 1983, right around the early 90's to mid 90's. The Guidos actually planned on moving that to expand the lot. You guys here in the Village actually offered them the second lot on Ridge, not Ridge, I'm sorry, on University in order to stay within the Village, and we have flourished ever since.

With a lot of the bigger truck servicing centers closing, Ford is kind of opening their doors to certain dealerships to have the option to become a Ford Pro, and we were given one of those. We have tons of commercial accounts. I'm sure some of you guys have seen, we work with ABC Plumbing, Amazon, just to name a couple of those.

So, right now, we are so set back in service, so we've definitely got the work to fill this building. Not too long ago, I came before you guys to have our other lot zoned to be able to also place a couple, I believe like 50 commercial vehicles there in case we needed additional parking as well.

That's where we're at right now.

CHAIRPERSON CHERWIN: Okay, thank you.

Dan, you want to take it for the Staff?

MR. OSOBA: Absolutely.

All right, good evening, Chair and Commissioners.

The property in question for this petition is located at 3456 North Ridge Avenue, which is in the M-1, next slide, sorry, M-1 Research, Development and Light Manufacturing District and designated for "Research & Development, Manufacturing and Warehousing" as a future land use in the Comprehensive Plan. The existing building includes four tenant spaces, two of which are occupied. The Petitioner, Arlington Heights Ford, is proposing to establish a commercial vehicle repair use within the two remaining units.

The proposed land use is classified as Motor Vehicle Repair, Major, due to the intended engine and transmission work which is a non-permitted land use outright in the M-1 District. Therefore, Petitioner is requesting a land use variation to allow the use of "Motor Vehicle Repair, Major" within the M-1 District, and one variation to Chapter 28 which I will discuss further on in this presentation.

This aerial shows the subject property in red, and the Arlington Heights Ford Dealership in blue immediately to the north along Dundee Road. General Electric is adjacent to the south, and multi-tenant office and industrial buildings are located to the east and to the west. Access is provided to the site from two access points on North Ridge Avenue. Additionally, there is an internal drive connection between the Arlington Heights Ford Dealership and the subject site. As both sites will operate independent of each other, Staff has no concerns with this interconnection. However, if the intensity of the usage of the subject property increases or each of the sites begin to rely on each other for code-required parking, a PUD would be required in the future.

The zoning of the subject site and the surrounding area south of the commercial properties on Dundee Road is all M-1. The existing land uses in the surrounding area are generally multi-tenant industrial/office buildings, and the development context surrounding North Ridge Avenue is industrial in nature.

The proposed site plan shows no exterior modifications to the parking, access or drive aisles. Phase I and II shown on the slide are the two vacant tenant spaces that the Petitioner wishes to establish the commercial auto repair use within. Staff worked with the Petitioner to ensure that the storage of any motor vehicle parts, such as batteries or tires,

APPROVED

5

would occur within the building or any screened enclosure or structure. The Petitioner has indicated that no outdoor storage of any motor vehicle parts would occur on site, and a condition of approval has been recommended by the Staff Development Committee (SDC) to that effect.

Staff reviewed the existing landscape conditions on North Ridge Avenue and found that the code-required landscaping for the parking lot screening was inadequate to properly screen the subject site. Code requires that all off-street parking areas shall be effectively screened from any adjoining public way, and the screenings shall be at least three feet high on the frontage of that public way. A condition of approval has been recommended by the SDC for the Petitioner to provide a landscape plan and then plant the landscaping to comply with code requirements.

These are the proposed interior floor plans for Phase I on the north and Phase II on the south. The two vacant spaces are approximately 55,000 square feet and show 31 vehicle service bays, offices, part storage, restrooms, and a photo studio and a wash bay. As referenced in the Staff report, the Petitioner originally submitted plans for exterior modification to this building to include painting on the brick to match the Ford Dealership to the north, corrugated metal finishes at the building entrances, and signage.

The scope of this modification would require Design Commission application. However, the Petitioner has elected to remove the exterior modifications from this petition and only pursue the land use variation at this time. The Petitioner is aware that the potential future exterior modifications would require a Design Commission application prior to any building permit issuance and is working with Staff on that future submittal. The SDC has recommended a condition of approval regarding this process as well.

CHAIRPERSON CHERWIN: All right, thank you, Dan.

Is there a motion to include the Staff report in the public record?

COMMISSIONER GREEN: So moved.

CHAIRPERSON CHERWIN: Second?

COMMISSIONER LORENZINI: Second.

CHAIRPERSON CHERWIN: All in favor?

(Chorus of ayes.)

CHAIRPERSON CHERWIN: Any opposed?

(No response.)

CHAIRPERSON CHERWIN: The motion passes, thank you.

Just a clarification, Mr. O'Connor. You indicated that you did review the five conditions in your approval and you're okay with those conditions, correct?

MR. O'CONNOR: That's correct.

CHAIRPERSON CHERWIN: Thank you.

Why don't we start down if there are any questions from the Commissioners?

COMMISSIONER JENSEN: I'll wait until after public hearing.

CHAIRPERSON CHERWIN: All right.

Mary Jo?

COMMISSIONER WARSKOW: I have no questions.

CHAIRPERSON CHERWIN: Bruce?

COMMISSIONER LORENZINI: Right here.

CHAIRPERSON CHERWIN: Oh, wait, Joe. Look at that, hiding behind the

APPROVED

6

shadow. What have you got?

COMMISSIONER LORENZINI: So, there was mention about the truck service closing. I'm just curious, are those in the Arlington Heights area or in Arlington Heights?

MS. SMITH: They were not in the Arlington Heights area. One of the closer ones was out by Melrose Park.

COMMISSIONER LORENZINI: Okay, that's all. All right, thank you.

MS. SMITH: So, we're trying to take on some of that business.

COMMISSIONER GREEN: I do have a question.

CHAIRPERSON CHERWIN: Fire away.

COMMISSIONER GREEN: Is there any painting or body working going on in this facility?

MS. SMITH: Absolutely not. We have our own body shop at the old Bill Stasek Chevrolet store in Wheeling and it's now a Tasca store.

COMMISSIONER GREEN: Okay.

CHAIRPERSON CHERWIN: All right, down at the other end, John?

COMMISSIONER SIGALOS: So, it will be just mechanical service, not any body work; is that correct?

MS. SMITH: Hundred percent correct.

COMMISSIONER SIGALOS: Okay, and you agree, nothing would be stored outside, I mean, as far as parts, tires, anything of that nature?

MS. SMITH: Absolutely not. We have the proper storage that's up to code in the Arlington Heights Ford building.

COMMISSIONER SIGALOS: Okay. All right, I have no other questions at this point.

CHAIRPERSON CHERWIN: Thanks.

Terry?

COMMISSIONER ENNES: I have a question, but it is I think better directed to Staff. In condition No. 4, and I've seen this verbiage in other automotive service conditions, we say no storage of inoperable vehicles. Can we define that better? Because how can a car service facility, car dealership have vehicles that aren't inoperable? I mean, you have an engine blow, that car is going to be there, a car, truck, whatever, is going to be there for a while until they can get an engine in. I don't know, maybe you get those in real quick but it's, to me it's an ill-defined condition. I wonder if we can clarify that.

MR. OSOBA: We could take a look at clarifying what the definition of inoperable is and build that into the condition, if that's something that Plan Commission would want us to do before we go to Village Board. I think in general, inoperable just means that we're not going to have vehicles standing in storage for a long period of time that aren't going to be able to be moved, but we can take a look at potentially modifying that.

COMMISSIONER ENNES: Yes, because one person's definition of a, you know, I can understand we do not want a junkyard here, but on the other hand, this just says no storage of inoperable vehicles. From the dealership's standpoint, how do you feel about that wording? Would you like to see that better defined, like long-term storage, or --

MS. SMITH: I mean, what some of the conversation with Dan, I think it was fairly well defined with us. Exactly what you said, they don't want a bunch of vehicles that are not running, sitting in front of the building and taking up space because there's only so many excess

APPROVED

7

spaces, which is why we brought into effect that the other lot we have on University as well as our back lot which currently stores any vehicles that are waiting for parts.

COMMISSIONER ENNES: Right, which is an inoperable vehicle. Again, I would like to see something more clearly defined.

MR. O'CONNOR: Inoperable for a period of time.

MS. SMITH: Understood.

COMMISSIONER ENNES: I think your counsel would agree with that.

MR. O'CONNOR: I would agree with that.

COMMISSIONER ENNES: Okay, that's the only thing I have.

MR. O'CONNOR: They may be there because they are inoperable, being brought and towed in.

COMMISSIONER ENNES: Right.

CHAIRPERSON CHERWIN: All right, thank you. Those are our initial comments. I guess we may have more, so we'll reserve the opportunity to comment. At this point, we'll open the public hearing for comment from the public.

Mr. O'Connor, you guys can sit down for a second.

Let's see if there's anybody on this side of the room who would like to comment on this matter. Anybody?

(No response.)

CHAIRPERSON CHERWIN: Okay, we don't see any hands raised. We're going to move over to this side.

Anybody on this side of the room would like to comment on the matter before us here?

(No response.)

CHAIRPERSON CHERWIN: None, okay. No request for public comment, so we will close the public hearing as far as public comments go and we'll come back to the Commissioners. I don't know if your opinion has changed in the last three minutes.

COMMISSIONER JENSEN: I haven't. I really don't have anything further. I think it's a great project. I'm supportive of it.

CHAIRPERSON CHERWIN: Okay, anybody else? Is there a motion?

COMMISSIONER ENNES: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of a Land Use Variation to allow Motor Vehicle Repair, Major, within the M-1 District, and the following Variation:

- 1. A variation to Section 6.12-1.3, to waive the requirement for a traffic study by a qualified engineer.**

This recommendation is 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.**

APPROVED

8

- Code-required landscaping shall be installed no later than September 30, 2024.**
- 3. Design Commission application shall be required for 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 on-site 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.**

COMMISSIONER ENNES: With that, I would request that there is clarification to the no storage of inoperable vehicles.

CHAIRPERSON CHERWIN: Is there a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRPERSON CHERWIN: Okay, I think we would ask for a roll call vote here.

MR. OSOBA: Commissioner Dawson.

(No response.)

MR. OSOBA: Commissioner Drost.

(No response.)

MR. OSOBA: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. OSOBA: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. OSOBA: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. OSOBA: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. OSOBA: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. OSOBA: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. OSOBA: Chair Cherwin.

CHAIRPERSON CHERWIN: Yes.

Congratulations, you have a unanimous positive approval from the Plan Commission. Stay in touch with Dan and he'll let you know about your next step in the process.

MR. O'CONNOR: Thank you.

MS. SMITH: Thank you.

CHAIRPERSON CHERWIN: All right, thank you.

(Whereupon, at 7:49 p.m., the public hearing on the above-mentioned petition was adjourned.)