



Village of Arlington Heights
Conceptual Plan Review Committee
Community Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
February 26, 2020
6:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Little University Child Care Center - 2/12/20

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. DPS Automotive - 855 W. University Dr. - T1691
Land Use Variation for Motor Vehicle Repair, Minor, Zoning Code
Variation
- B. Service King - 1555 E. Rand Rd. - T1692
PUD Amendment, Plat of Subdivision

VII. OTHER BUSINESS

VIII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



**Conceptual Plan Review Committee
2/26/2020**

Item: Little University Child Care Center - 2/12/20

Department: Planning & Community Development

ATTACHMENTS:

Description

Minutes 2/12/20

Type

Minutes

**REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE**

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

February 12, 2020

Project Title: Little University LUV
Address: 2501 N. Chestnut Ave.
Arlington Heights, IL 60004
Petitioner: Mindy Yoon
Little University Child Care Center
1250 Radcliffe Rd. #104
Buffalo Grove, IL 60089

Requested Action:

1. Land Use Variation to allow a Day Care Center in the R-3 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.

Attendees: Mindy Yoon, Director of Little University Child Care Center
Deanna Davies, ReStore Director for Habitat for Humanity (Northern Fox Valley)
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jake Schmidt, Assistant Planner
Sam Hubbard, Development Planner

Project Summary:

The subject site, located at the northeast corner of Chestnut Avenue and Waverly Road, is approximately 4.04 acres in size and zoned R-3, One Family Dwelling District. The site is developed with a 29,424 square-foot former school building. In 1993, the property was rezoned from P-L, Public Land District, to R-3, One Family Dwelling District. Subsequently, a Special Use Permit for a private school was approved for Glenkirk Educational Center, a school serving people with intellectual and developmental disabilities. The structure is now primarily occupied by Holy Nation Presbyterian Church, which received a parking variation necessary to occupy the space in 2015, granted via Ordinance 15-043. This variation was for 211 parking spaces (62 existing parking spaces and 35 land banked spaces where 308 spaces are required). At the time of this variation, the building was still tenanted by Glenkirk Education Center, which occupied 3,769 square-feet of the building. Per information provided by the petitioner, Glenkirk no longer occupies this space.

The petitioner is seeking to relocate their existing daycare facility, currently located in Buffalo Grove, into 1,550 square-feet of the space formerly occupied by Glenkirk Educational Center. This facility, Little University Child Care Center, serves 16 children, and employs 3 individuals. The daycare would operate between 7:30 am and 6:00 pm Monday through Friday, with staggered drop-off and pick-up times for each student. The applicant has already secured DCFS approval for utilization of the subject site.

Meeting Discussion:

Ms. Yoon began by explaining she has operated her daycare in Buffalo Grove for the last 14 years. Their current building is undergoing a foreclosure process, and as such her lease has been terminated and she has been evicted from the property. Over the last few months, she has obtained DCFS approvals for the new space at 2501 N. Chestnut Ave. She had previously contacted the Village, and had been told that all she would need to move into the new space would be DCFS approvals, however did not find out until January that she needed additional zoning approvals. The Arlington Heights location is in close proximity to current students, who would be able to continue attending the daycare at the new location.

Commissioner Green asked **Mr. Schmidt** for the Staff perspective.

Mr. Schmidt began by stating that the site is approximately 4.04 acres in size and zoned R-3, One Family Dwelling District. The site is developed with a 29,424 square-foot former school building, which in 1993 was rezoned from P-L, Public Land District, to R-3, One Family Dwelling District. A Special Use Permit for a private school was approved for Glenkirk Educational Center subsequently. The structure is now primarily occupied by Holy Nation Presbyterian Church, which received a parking variation necessary to occupy the space in 2015, granted via Ordinance 15-043. This variation was for 211 parking spaces (62 existing parking spaces and 35 land banked spaces where 308 spaces are required). At the time of this variation, the building was still tenanted by Glenkirk Education Center, which occupied 3,769 square-feet of the building. Per information provided by the petitioner, Glenkirk no longer occupies this space.

The petitioner is seeking to relocate their existing daycare facility into 1,550 square-feet of the space formerly occupied by Glenkirk Educational Center. Little University Child Care Center serves 16 children, and employs 3 individuals. The daycare would operate between 7:30 am and 6:00 pm Monday through Friday, with staggered drop-off and pick-up times for each student. The applicant has already secured DCFS approval for the proposed daycare.

To proceed forward, the Plan Commission must review and the Village Board must approve a Land Use Variation. Day Care Centers are not permitted in the R-3 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.

According to the Village's Comprehensive Plan, the subject site is designated as Institutional. The proposed Day Care Center is subordinate to the primary use of a Church at the site. As such, the overall use of the site is compatible with the Comprehensive Plan designation.

The petitioner is not proposing any changes to the site or building. With respect to signage, the petitioner is proposing one sandwich board sign, which will require a separate review as sandwich board signs are not permitted in Residential Zoning Districts. During the formal Plan Commission review process, staff will evaluate the condition of the parking lot to determine if any additional repairs, resurfacing, or restriping is needed. Additionally, staff will also evaluate the existing site landscaping to ensure that it conforms to all code requirements.

With respect to parking, a total of 289 parking stalls are required. At this time, the site has a total of 62 parking stalls, with 35 land-banked parking spaces. This results in a code-required parking deficit of 192 parking spaces.

While there is still a significant code-required parking deficit on-site, as mentioned previously the subject property received a variation for 211 parking spaces (62 existing parking spaces and 35 land banked spaces where 308 spaces are required). As the proposed change reduces code-required parking, no additional parking variation is required. However, if the remaining vacant space previously occupied by Glenkirk is re-tenanted or repurposed for church uses, parking will need to be evaluated in order to verify that code-required parking is still within the allowances of the 2015 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 has indicated they will be pursuing relief from this requirement as well. The petitioner will need to provide written justification for this variation.

To justify the requested variation, the petitioner shall provide a survey of parking lot utilization over a period of two- weeks, on a minimum of 3 days each week, once per hour during the hours that Little University would be in operation. The petitioner has provided an estimate of parking during drop-off and pick-up times. Children would be dropped off and picked up at staggered times; all 16 students would not be dropped off or picked up at the same time. Per information provided at

the time of the 2015 parking variation, the proposed service times of the church would not coincide with the times of drop-off and pick-up operations. Wednesday and Friday night services were stated to take place from 8:00 pm to 9:30 pm. As part of this petition, the applicant shall verify that these service times are still accurate.

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. As there is a reduction in the number of required vehicular spaces for the proposed Day Care from the previous use, provision of additional bicycle parking spaces is not required as part of this petition.

The Staff Development Committee is generally supportive of the application subject to the petitioner shall providing a written response to each of the four hardship criteria necessary for variation approval for the Land Use and Zoning Variations. Additionally the petitioner shall provide a detailed floor plan will be required as part of the formal Plan Commission application. The petitioner shall provide the aforementioned parking survey, as well as verify the service times of the church.

Commissioner Jensen asked if the bank had already given the petitioner a deadline or timeline to move out of their Buffalo Grove facility.

Ms. Yoon stated that she received the eviction notice in August, and needs to move out as soon as possible. The Sheriff could show up at any time, and lock out the business. She had tried to extend her lease while she undergoes the zoning approval process, however the bank wants the building to be vacated. Other tenants are planning to move out at the end of February.

Commissioner Jensen asked Staff what the soonest possible meeting date would be for the applicant.

Mr. Schmidt stated that once an application is received, the typical process takes between 30 to 60 days. The applicant has already began working on her application. Typically a petition takes around 40 days to go through the Plan Commission process.

Commissioner Jensen asked the petitioner if 16 students are enrolled in her daycare.

Ms. Yoon stated that with the move the total number of students would be 13.

Commissioner Jensen asked what tuition was for her daycare.

Ms. Yoon stated that tuition was \$265 per week.

Commissioner Jensen asked if the number of students was economically viable.

Ms. Yoon stated that her business is economically sound.

Commissioner Jensen stated that he was glad the petitioner would not have to provide bike racks.

Commissioner Sigalos stated that he would like to see the petitioner move in as soon as possible. Since the petitioner already has DCFS approval all that is needed is Zoning approval. Parking should not be a problem as there are only 3 Staff members, and most church activity takes place in the evening.

Ms. Yoon added that sometimes the pastor will be present during the day.

Commissioner Sigalos reiterated that he would like to see the petitioner move in as soon as possible. He asked why the church has not yet installed land banked spaces.

Mr. Schmidt explained that zoning code typically requires a number of parking spaces for church uses that exceeds their functional need. The land banked spaces would only need to be installed if there was a functional parking deficit on the site.

Commissioner Sigalos asked if parking demand exceeds the number of spaces on site.

Mr. Schmidt stated that to the best of his knowledge there was not a functional parking deficit at the site.

Commissioner Cherwin asked if the church owned or leased the building.

Mr. Schmidt stated that the church owned the building.

Commissioner Cherwin asked if the petitioner had already executed a lease with the church.

Ms. Yoon said she has signed a lease for space at the church.

Commissioner Cherwin asked if the church had a daycare service.

Mr. Schmidt stated that Glenkirk was the only educational use that had shared space with the church.

Commissioner Cherwin stated that he hopes Staff can do what is possible to expedite the review process and provide her every accommodation possible. He would not want to see the petitioner's business shut down and the families left without child care. He asked if Staff could do anything to allow the petitioner to temporally move in.

Mr. Schmidt stated that there were not any legal options for Staff to temporarily approve occupancy. Staff could however expedite the internal review process.

Commissioner Cherwin asked when the first available meeting was for this project.

Mr. Hubbard stated that March 11th would be the soonest available. There is still adequate time to provide public notice for that meeting. However, he would have to check the other petitions on the agenda for that meeting to determine if the subject project could proceed, and the petitioner provides an application.

Commissioner Jensen asked what bank was foreclosing on their current property.

Ms. Yoon stated that it was the Bank of Hope.

Commissioner Jensen asked when the project would be able to proceed to the Village Board following an appearance before the Plan Commission.

Mr. Hubbard stated that the project would likely proceed to the Village Board in April.

Commissioner Jensen asked if the Village could communicate with members of the bank.

Commissioner Hubbard stated he could look into it, but was unsure Staff could intervene.

Commissioner Cherwin asked if Staff could provide the petitioner with confirmation of her Plan Commission application so she could use that to negotiate with the Bank.

Mr. Hubbard stated that a formal letter is typically sent to applicants after their application is submitted.

Commissioner Jensen suggested that the petitioner reach out to the bank once she has that confirmation letter.

Ms. Yoon said she could try but the bank did not negotiate when she presented her DCFS approval letter.

Commissioner Sigalos asked if the current building has been sold.

Ms. Yoon said it was not yet sold.

Commissioner Cherwin asked when the eviction process had started.

Ms. Yoon said the process began in August. The church location was found in September, and the DCFS process began shortly after.

Commissioner Green stated that he was in favor of the project moving forward as quickly as possible, and to stay in contact with Staff.

Ms. Yoon stated that Staff had been very helpful so far.

RECOMMENDATION

The Conceptual Plan Review Committee advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Jake Schmidt, Recorder



**Conceptual Plan Review Committee
2/26/2020**

Item: DPS Automotive - 855 W. University Dr. - T1691

Department: Planning & Community Development

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.

Recommendation:

The Staff Development Committee (SDC) reviewed the proposed Land Use Variation to allow a Motor Vehicle Repair, Minor facility within the M-1 District, and requires additional information in order to make a recommendation. The additional information required is as follows:

1. For the requested land use and zoning code variations, the petitioner shall provide a written response to each of the four hardship criteria necessary for variation approval, which have been 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.
2. A detailed, scaled floor plan will be required as part of the formal Plan Commission application.
3. The petitioner shall indicate how the loading doors will be used, and if use of the southern loading door is necessary for operations.

4. The petitioner shall provide a survey of parking lot utilization, taken over a two-week period on a minimum of 3 days each week, once per hour during the hours that DPS Automotive would be in operation.
5. The petitioner shall provide an estimate of employee parking.
6. Information on customer vehicle drop-off and pick-up operations shall be provided, detailing the hours said operations will take place. Additionally, information on the location of drop-off activity shall be provided, as well as the anticipated peak number of customer vehicles present indoors and outdoors.
7. Information shall be provided on the type of installation equipment utilized (i.e. air compressors, power tools, etc.) so that noise levels can be evaluated. Operations shall not be objectionable to residential properties to the south due to odor, dust, smoke, noise, vibration or other similar causes.
8. The petitioner shall indicate if it is necessary to utilize the southern overhead door, or if the northern door could be utilized exclusively for loading and unloading operations.
9. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
10. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

ATTACHMENTS:

Description	Type
Staff Report	Report
Aerial	Exhibits
Plat of Survey	Exhibits
Business Summary	Exhibits
Floor Plan	Exhibits



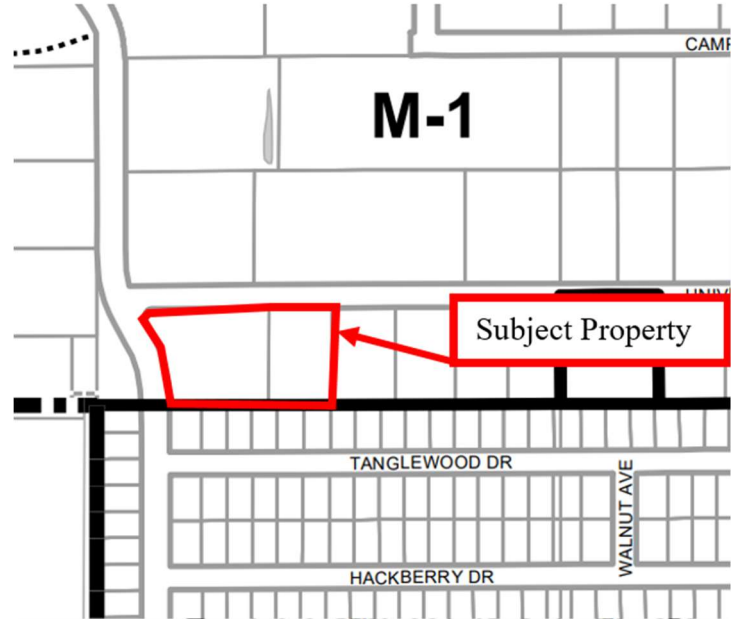
VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

Temp File Number: T1691
Project Title: DPS Automotive LUV
Location: 855 W. University Dr.
PIN: 03-07-200-053-1001

To: Conceptual Plan Review Committee
Prepared By: Jake Schmidt, Assistant Planner
Meeting Date: February 26, 2020
Date Prepared: February 21, 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, which criteria have been included below for reference:

- **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.**

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 or building aside from an interior buildout of the space. However, it is likely that the use of the space is also a warehouse with supplemental office space. During the formal Plan Commission review process, staff will evaluate the condition of the parking lot to determine if any additional repairs, resurfacing, or restriping is needed. Additionally, staff will evaluate the existing site landscaping to ensure that it conforms to all code requirements.

Staff has concern 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. This door is 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 shall provide detail on the tools used in installation, and info on the potential

noise that may be generated. The petitioner shall indicate if it is necessary to utilize the southern door, or if DPS Automotive could instead utilize the northern door for all loading and unloading operations. The petitioner shall also provide information on customer vehicle drop-off and pick-up operations, detailing the hours said operations will take place. Additionally, information on the location of drop-off activity shall be provided, as well as the anticipated peak number of customer vehicles present both indoors and outdoors.

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.

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 has indicated they will be pursuing relief from this requirement as well. The petitioner will need to provide written justification for this variation.

To justify the requested variation, the petitioner shall provide a survey of parking lot utilization over a period of two-weeks, on a minimum of 3 days each week, once per hour during the hours that DPS Automotive would be in operation. The petitioner shall also provide an estimate of the number of employee vehicles that will be parked on-site during business operations.

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 (SDC) reviewed the proposed Land Use Variation to allow a Motor Vehicle Repair, Minor facility within the M-1 District, and requires additional information in order to make a recommendation. The additional information required is as follows:

1. For the requested land use and zoning code variations, the petitioner shall provide a written response to each of the four hardship criteria necessary for variation approval, which have been 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.**
2. A detailed, scaled floor plan will be required as part of the formal Plan Commission application.
3. The petitioner shall indicate how the loading doors will be used, and if use of the southern loading door is necessary for operations.
4. The petitioner shall provide a survey of parking lot utilization, taken over a two-week period on a minimum of 3 days each week, once per hour during the hours that DPS Automotive would be in operation.
5. The petitioner shall provide an estimate of employee parking.
6. Information on customer vehicle drop-off and pick-up operations shall be provided, detailing the hours said operations will take place. Additionally, information on the location of drop-off activity shall be provided, as well as the anticipated peak number of customer vehicles present indoors and outdoors.
7. Information shall be provided on the type of installation equipment utilized (i.e. air compressors, power tools, etc.) so that noise levels can be evaluated. Operations shall not be objectionable to residential properties to the south due to odor, dust, smoke, noise, vibration or other similar causes.
8. The petitioner shall indicate if it is necessary to utilize the southern overhead door, or if the northern door could be utilized exclusively for loading and unloading operations.
9. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
10. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

February 21, 2020

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1691



Map created on February 4, 2020.

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Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Address and Parcel for Photo View

Parcel Lines for Photo View



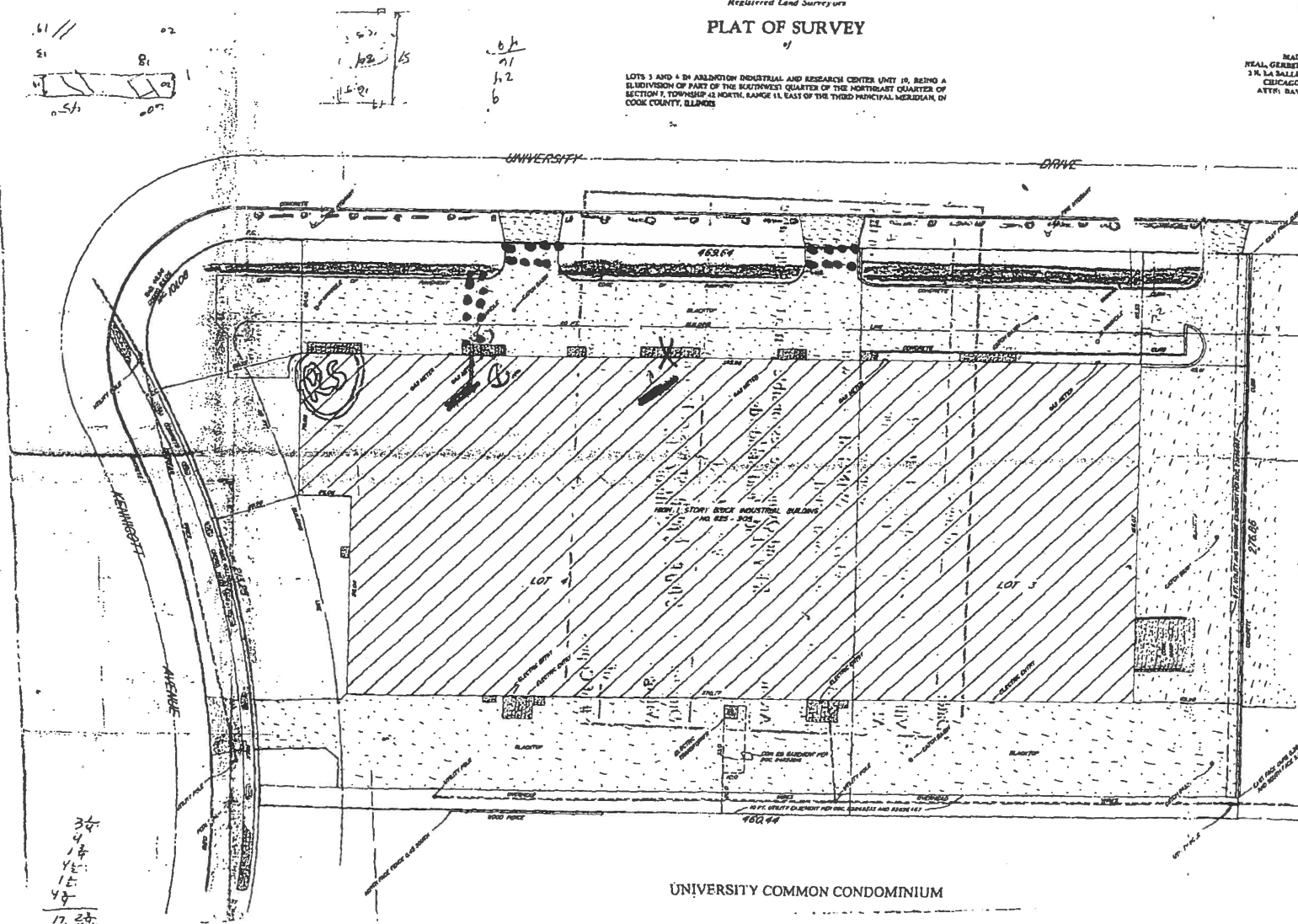
Registered Land Surveyors
PLAT OF SURVEY

LOTS 3 AND 4 IN ARLENDSON INDUSTRIAL AND RESEARCH CENTER UNIT 10, BEING A
 SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF
 SECTION 7, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN
 COOK COUNTY, ILLINOIS

MAST
 REAL ESTATE
 1 N. LA SALLE
 CHICAGO
 ATTN: BAY

UNIVERSITY

DRIVE



.....
SPRINKLER KEY

○ - Hunter Gear Drive Rotor Head

○ - Rainbird Mist Head

— 1" Poly Pipe
 C - Hunter Controller

RS - Rain Sensor

Total Number of Sprinkler Heads 20

.....
PLUMBING KEY

8" - 1/2" Boiler Drain

○ - 1" Ball valve

— 1" Type L Copper

R - 1" RPZ (Removed in Fall To Protect
 From Freezing)

... = SLICES
 84 ANCH

1" = 58'

Schmidt, Jacob M

From: Tom Waitzman
Sent: Friday, January 24, 2020 9:17 AM
To: Schmidt, Jacob M
Cc:
Subject: 3196 N. Kennicott Ave.
Attachments:

[**NOTICE:** This message originated outside of Village of Arlington Heights email system -- **DO NOT CLICK on links or open attachments** unless you are sure the content is safe.]

Hello Jake,

We spoke yesterday about 3196 N. Kennicott Ave. I do want to pursue this building and wanted to get into your next available meeting to discuss the land use variance. I have attached a rough layout of the building and our use. Below I have also answered all the questions that I think you want. Let me know if im missing anything.

Company: Dealer Profit Solutions LLC. DBA DPS Automotive

Owner: Tom Waitzman

Current Address: 100 Mchenry Rd. Wheeling, IL 60090

Years in business: 11

Years in automotive aftermarket business: 25

Core Business: Sales and installation of automotive aftermarket accessories including: Remote Car Starters, Mobile Entertainment Systems, Vehicle Safety Products, Window Tint, Clear Bra Protection Film, Vinyl Wraps and Graphics.

Core Customers: We are a B2B company servicing New Car Dealerships in and around Chicago and Suburbs. We currently service 33 dealerships including all the stores in Arlington Heights.

Business Practices: Our business is split about 60/40 with 60% of the work we do being done onsite at the car dealership and 40% of the vehicles being picked up from the dealership and worked on at our facility. The majority of the vehicles are completed and returned the same day.

Please let me know when I can come meet with you to discuss.

Regards,



Conceptual Plan Review Committee
2/26/2020

Item: Service King - 1555 E. Rand Rd. - T1692

Department: Planning & Community Development

Requested Action:

1. PUD Amendment to allow a change in use to a Motor Vehicle Repair, Major facility, subdivision of the property, and site modifications.
2. Preliminary and Final Plat of Subdivision.

Variations Identified:

1. None at this time.

Recommendation:

The Staff Development Committee is generally supportive of the proposed PUD Amendment to allow a motor vehicle repair, major use, as well as the proposed subdivision, subject to resolution of the following:

1. Preliminary and Final Plat of Subdivision approval shall be required.
2. The petitioner shall provide a dimensioned, scaled floor plan detailing the areas and uses within the building.
3. The petitioner shall provide information on the height of the proposed fencing.
4. Information on customer vehicle drop-off and pick-up operations shall be provided, detailing the hours said operations will take place. Additionally, information on the location of drop-off activity shall be provided.
5. Code-required bicycle parking shall be provided for all uses.
6. A traffic and parking study from a Certified Traffic Engineer is required by code.
7. Stormwater detention fees for the subdivided lot, if necessary, shall be assessed as part of the Plan Commission process.
8. The parking lot of the proposed Service King shall be brought up to code with respect to landscaping and drive aisle widths.
9. Adequate screening, including but not limited to a 6-foot tall solid fence or landscape screen along the property line, shall be provided between the subject site and residential properties if adequate on-site screening is not present.
10. There shall be no long term parking of disabled vehicles over 30 days on-site.
11. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
12. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee

reserves the right to change its position on issues upon submittal of a formal application and detailed review.

ATTACHMENTS:

Description

Type

Staff Report

Report

Aerial

Exhibits

Existing Site Plan

Exhibits

Concept Site Plan

Exhibits

Subdivision Plan

Exhibits

Plat of Survey

Exhibits

Project Summary

Exhibits

Floor Plan

Exhibits

Elevations

Exhibits

Landscape Plan

Exhibits

Ord. 76-119

Ordinance



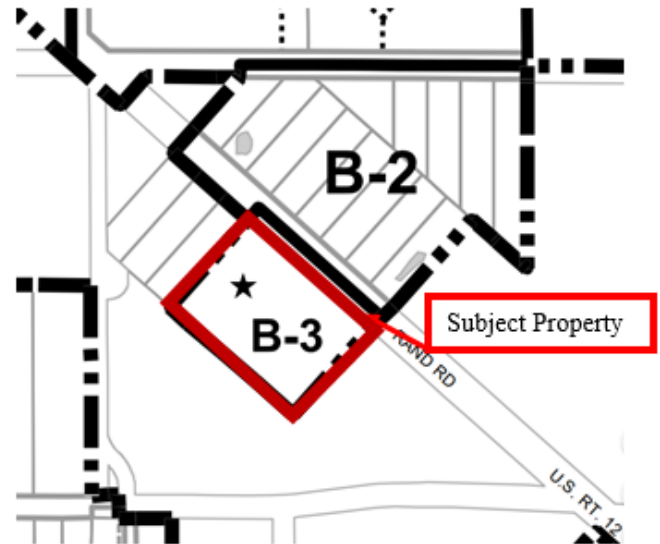
VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

Project Number: T1692
Project Title: Service King
Address: 1555 E. Rand Rd.
PIN: 03-21-304-005-0000

To: Conceptual Plan Review Committee
Prepared By: Jake Schmidt, Assistant Planner
Meeting Date: February 26, 2020
Date Prepared: February 21, 2020

Petitioner: Grey Hanna
Address: 6S Development
 1300 Baxter St. Suite #109
 Charlotte, NC 28204

Existing Zoning: B-3, General Service, Wholesale
 and Motor Vehicle District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2, General Business District	Target	Commercial
South	Prospect Heights	Single Family Homes	N/A
East	Prospect Heights	Commercial Uses	N/A
West	Prospect Heights	Commercial Uses	N/A

Requested Action:

1. PUD Amendment to allow a change in use to a Motor Vehicle Repair, Major facility, subdivision of the property, and site modifications.
2. Preliminary and Final Plat of Subdivision.

Variations Identified:

1. None at this time.

Project Background:

The subject property is comprised of one lot of record, totaling 3.89 acres in size, and zoned B-3, General Service, Wholesale and Motor Vehicle District. The site is developed with a 31,700 SF auto dealership, Roto Mazda and Subaru. The dealership is still in business, but is planning a move in the near future. The facility features sales, office, and motor vehicle repair space. There are two driveway entrances along Rand Rd. To the south, the property abuts residential uses within the City of Prospect Heights. To the east and west, the property abuts commercial uses in the City of Prospect Heights. The site was approved as a PUD in 1976, via Ord. 76-119.

The petitioner, representing 6S Development, is proposing to repurpose the car dealership for a Service King Collision Repair Center. Service King is a national chain with over 300 locations. The facility would offer body and fender repair, painting, windshield replacement, and car detailing.

Service King would operate between 7am and 6pm Monday through Friday, and 9am to 12pm on Saturdays. Between 15 and 20 persons would be employed once the facility is operational. The facility would feature 25 service bays, which can be accessed from overhead doors on the northeast, northwest, southeast, and southwest sides of the building. Approximately 16,000 SF of the building would be used for repair purposes, with the remaining space used as general office and support space.

The petitioner is also proposing a subdivision of the property. The current lot would be subdivided into a 2.89 acre parcel, on which the Service King facility would be located, and a 1 acre parcel to the west. The petitioner has provided a conceptual site plan showing a retail building with parking on the subdivided lot, however no definite plans for the subdivided parcel are currently proposed. It does not appear that any additional public improvements would be required as part of this petition. It also appears that existing curb cuts would be utilized for both lots. Cross access would be provided between the Service King parcel and the subdivided parcel.

Zoning and Comprehensive Plan

The proposed Service King facility is classified as Motor Vehicle Repair, Major. While this use is allowed in the underlying B-3 District, it does not conform to the approved PUD governing the site. The 1976 PUD approved a "total automobile agency including sales". As the proposed use does not offer motor vehicle sales, it does not conform to the PUD. Additionally, since the petitioner is proposing a subdivision, the property would no longer comply with the approved site plan. As such, the PUD needs to be amended to permit the proposed Service King facility and subdivision. The proposed subdivided lot has space for a 10,500 SF general retail building, which is also a permitted use in the B-3 District.

As the petitioner is proposing to subdivide the subject property into two lots, Preliminary and Final Plat of Subdivision approval will be required. The conceptual site plan for the 1-acre subdivided lot shows a retail building of sufficient size, with code-required parking provided. Additionally, the provided site plan shows adequate parking for the Service King facility following the proposed subdivision. As such, Staff is generally supportive of the proposed subdivision.

The Comprehensive Plan designates the subject property as appropriate for Commercial uses. The proposed use and PUD amendment is consistent with this designation.

Site & Building

Both the existing building and conceptual retail development conform to all setback and bulk standards within the B-3 District. The petitioner is proposing minor cosmetic changes to the existing building, limited to new paint and signage.

Once a building is proposed for the subdivided lot, approval from the Design Commission will be required.

The petitioner is proposing changes to the existing parking lot. A 1-acre portion on the west side of the property would be removed for the proposed subdivided lot, and modifications would be made to the remainder of the lot to

accommodate new landscaping. This landscaping is detailed further below. The petitioner has provided a conceptual plan for the subdivided lot with an area set aside for stormwater detention, however the petitioner is still encouraged to reach out to the Engineering Division of the Village of Arlington Heights, as well as the Metropolitan Water Reclamation District of Greater Chicago, to determine if this detention area would meet current requirements. As part of the subdivision process, it will be determined if offsite stormwater detention fees will be required as a result of proposed site changes.

With respect to parking of customer vehicles, per the petitioner at any time 10 to 20 vehicles will be parked outdoors awaiting service. These will be parked in the rear of the building behind a security fence, and will typically be parked for a duration of less than 3 days. The proposed fence shall meet design and height requirements as outlined by code. Staff has concerns regarding long-term storage of disabled vehicles on the subject site, and recommends that any approval shall include a condition that disabled vehicles shall not be stored on-site for a period exceeding 30 days.

Landscaping

As mentioned above, the petitioner is removing a 1-acre portion of the existing lot to accommodate development on the proposed subdivided lot. Conceptual plans provided by the petitioner show code-required parking lot landscaping on this subdivided parcel. Any development on the newly created lot shall meet code requirements.

The petitioner is also proposing a modification to the existing parking lot on the north side of the proposed Service King facility, adding a strip of landscaping between the subject property and Rand Rd. However, other areas of the lot do not provide code required landscaping. Due to the changes to the overall site, the parking lot shall be brought up to current code with respect to landscaping, including landscaped islands at the end of each parking row. Additionally, at several points drive aisles do not meet minimum widths as specified by code. Drive aisle widths will need to be brought up to current code as well.

At present, there is a dense vegetative screen at the rear of the property between the proposed Service King and residential homes. This screen will be evaluated during the Plan Commission process to ensure it provides adequate on-site screening of the parking lot per Village requirements. Additional screening may be required as part of this petition, including but not limited to a 6-foot tall solid fence or landscape screen along the rear property line between zoning districts.

Traffic and Parking

Per the provided employee counts, square footages, and plans provided by the petitioner, Service King has adequate code-required parking on-site. As noted above, the parking lot does need to be brought up to current code due to the proposed modifications. However, with the surplus detailed in **Table I** on the following page, as well as the abundance of physical space on the Service King parcel, meeting parking requirements is unlikely to be an issue.

While a specific user is not proposed for the subdivided parcel, the conceptual plan provided by the applicant shows adequate code-required parking. This is also detailed in **Table I** on the following page.

Table I – Required Vehicular Parking

<i>Service King</i>						
Tenant	Use	Employees	Stored Vehicles	Sq Footage	Parking req'd	Stalls Required
Service King	Repair	15	0	16,000	1 per employees & 1 per stored vehicle	15
	Service Bays	-	23 Bays	-	3/1 Bay	69
	Office	-	-	15,700	1/300	52
Total:		15	0	31,700	-	136
TOTAL # OF PARKING SPACES PROVIDED ON COMMERCIAL LOT					Number of spaces*:	156
SURPLUS / (DEFICIT)						20

<i>Subdivided Lot</i>						
Tenant	Use	Employees	Stored Vehicles	Sq Footage	Parking req'd	Stalls Required
Outlot	Retail	-	-	10,500	1/300	35
Total:		-	-	10,500	-	35
TOTAL # OF PARKING SPACES PROVIDED ON COMMERCIAL LOT					Number of spaces*:	66
SURPLUS / (DEFICIT)						31

*Includes 23 internal service bays

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 an increase in the number of required vehicular spaces for the proposed facility and an additional lot from the previous use of the site, provision of additional bicycle parking spaces is required as part of this petition. The number of spaces required is detailed below in **Table II** for each site – 4 for the Service King parcel, and 2 for the conceptual retail parcel.

Table II – Required Bicycle Parking

<i>Service King</i>						
Tenant	Use	Employees	Stored Vehicles	Sq Footage	Parking req'd	Stalls Required
Service King	Repair	20	0	16,000	1 per 40 employees, Minimum of 2	2
	Office	-	-	15,700	1 per 6,000 SF, Minimum of 2	2
Total:		20	0	31,700	-	4
TOTAL # OF PARKING SPACES PROVIDED ON COMMERCIAL LOT					Number of spaces*:	0
SURPLUS / (DEFICIT)						(4)

<i>Subdivided Lot</i>						
Tenant	Use	Employees	Stored Vehicles	Sq Footage	Parking req'd	Stalls Required
Outlot	Retail	-	-	10,500	1 per 6,000 SF, Minimum of 2	2
Total:		-	-	10,500	-	2
TOTAL # OF PARKING SPACES PROVIDED ON COMMERCIAL LOT					Number of spaces*:	0
SURPLUS / (DEFICIT)						(2)

Per section 6.12-1 of Chapter 28 of the Municipal Code, any Plan Commission Application over 5,000 square-feet must provide 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.

RECOMMENDATION

The Staff Development Committee is generally supportive of the proposed PUD Amendment to allow a motor vehicle repair, major use, as well as the proposed subdivision, subject to resolution of the following:

1. Preliminary and Final Plat of Subdivision approval shall be required.
2. The petitioner shall provide a dimensioned, scaled floor plan detailing the areas and uses within the building.
3. The petitioner shall provide information on the height of the proposed fencing.
4. Information on customer vehicle drop-off and pick-up operations shall be provided, detailing the hours said operations will take place. Additionally, information on the location of drop-off activity shall be provided.
5. Code-required bicycle parking shall be provided for all uses.
6. A traffic and parking study from a Certified Traffic Engineer is required by code.
7. Stormwater detention fees for the subdivided lot, if necessary, shall be assessed as part of the Plan Commission process.
8. The parking lot of the proposed Service King shall be brought up to code with respect to landscaping and drive aisle widths.
9. Adequate screening, including but not limited to a 6-foot tall solid fence or landscape screen along the property line, shall be provided between the subject site and residential properties if adequate on-site screening is not present.
10. There shall be no long term parking of disabled vehicles over 30 days on-site.
11. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
12. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

February 21, 2020

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads



Map created on February 21, 2020.

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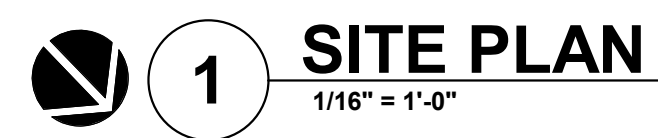
The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law.

Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Address and Parcel for Photo View

Parcel Lines for Photo View





Drawing name: C:\Marketing\Used_Development\Proposed\VS_Development\Service King\Arington Heights_IL\CAI\Proforma\Concept_Site_Plan.dwg Layout: Feb 11, 2020 2:08pm by: Joe Rogers
This document is the property of Kimley-Horn and Associates, Inc. and is to be used only for the specific purpose and client for which it was prepared. It is not to be reproduced or used in any other project without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3- FEET, TYPICAL.
5. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

SERVICE KING - SITE SUMMARY

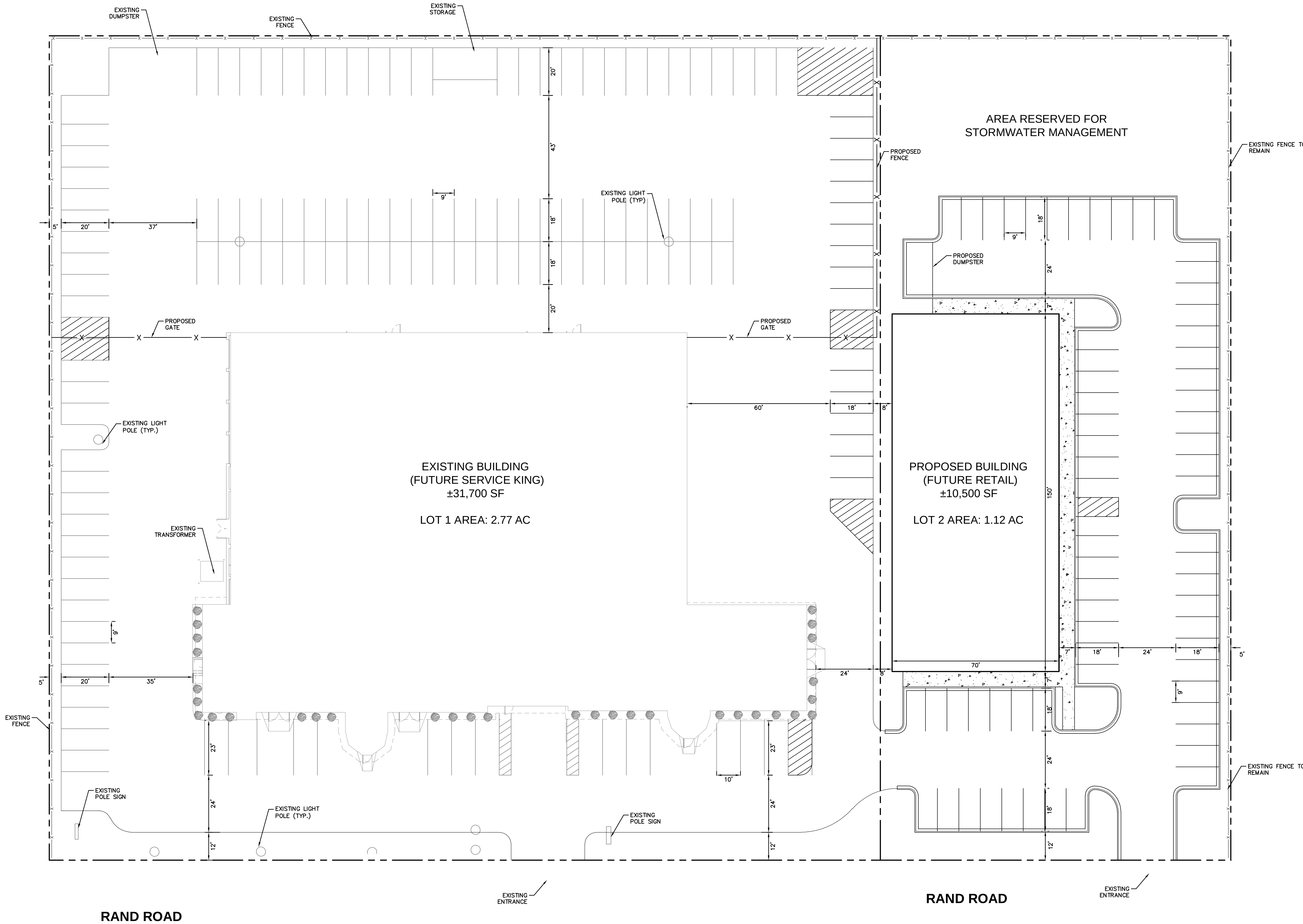
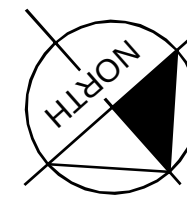
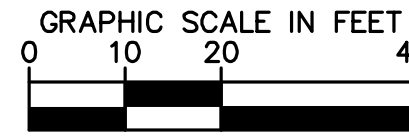
TOTAL LOT AREA	2.77 AC
TOTAL BUILDING AREA	31,700 SF
EXISTING ZONING	PUD; B3 UNDERLAY
PROPOSED ZONING	PUD; B3 UNDERLAY
PROPOSED SITE CHARACTERISTICS	
BUILDING AREA	0.73 AC
PARKING/DRIVES/WALK	1.83 AC
LANDSCAPE AREA (INCLUDING BUFFERS)	0.21 AC
PARKING SUMMARY	
PROVIDED PARKING	133 SPACES
REQUIRED PARKING	TBD (1 PER EMPLOYEE + 1 PER CAR SERVICE BAY)

**SITE METRICS BASED ON AERIAL IMAGERY. ACTUAL MEASUREMENTS TO BE CONFIRMED WITH FUTURE TOPOGRAPHIC SURVEY, WHEN COMPLETED

FUTURE RETAIL - SITE SUMMARY

TOTAL LOT AREA	1.12 AC
TOTAL BUILDING AREA	10,500 SF
EXISTING ZONING	PUD; B3 UNDERLAY
PROPOSED ZONING	PUD; B3 UNDERLAY
PROPOSED SITE CHARACTERISTICS	
BUILDING AREA	0.24 AC
PARKING/DRIVES/WALK	0.37 AC
LANDSCAPE AREA (INCLUDING BUFFERS)	0.51 AC
PARKING SUMMARY	
PROVIDED PARKING	66 SPACES
REQUIRED PARKING	35 SPACES (1 PER 300 SF)

**SITE METRICS BASED ON AERIAL IMAGERY. ACTUAL MEASUREMENTS TO BE CONFIRMED WITH FUTURE TOPOGRAPHIC SURVEY, WHEN COMPLETED



Kimley»Horn

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1001 WARRENVILLE ROAD, SUITE 350,
ARLINGTON HEIGHTS, IL 60004
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED

DESIGNED BY: BH

DRAWN BY: BH

CHECKED BY: JPM



**CONCEPT
SITE PLAN**

SERVICE KING

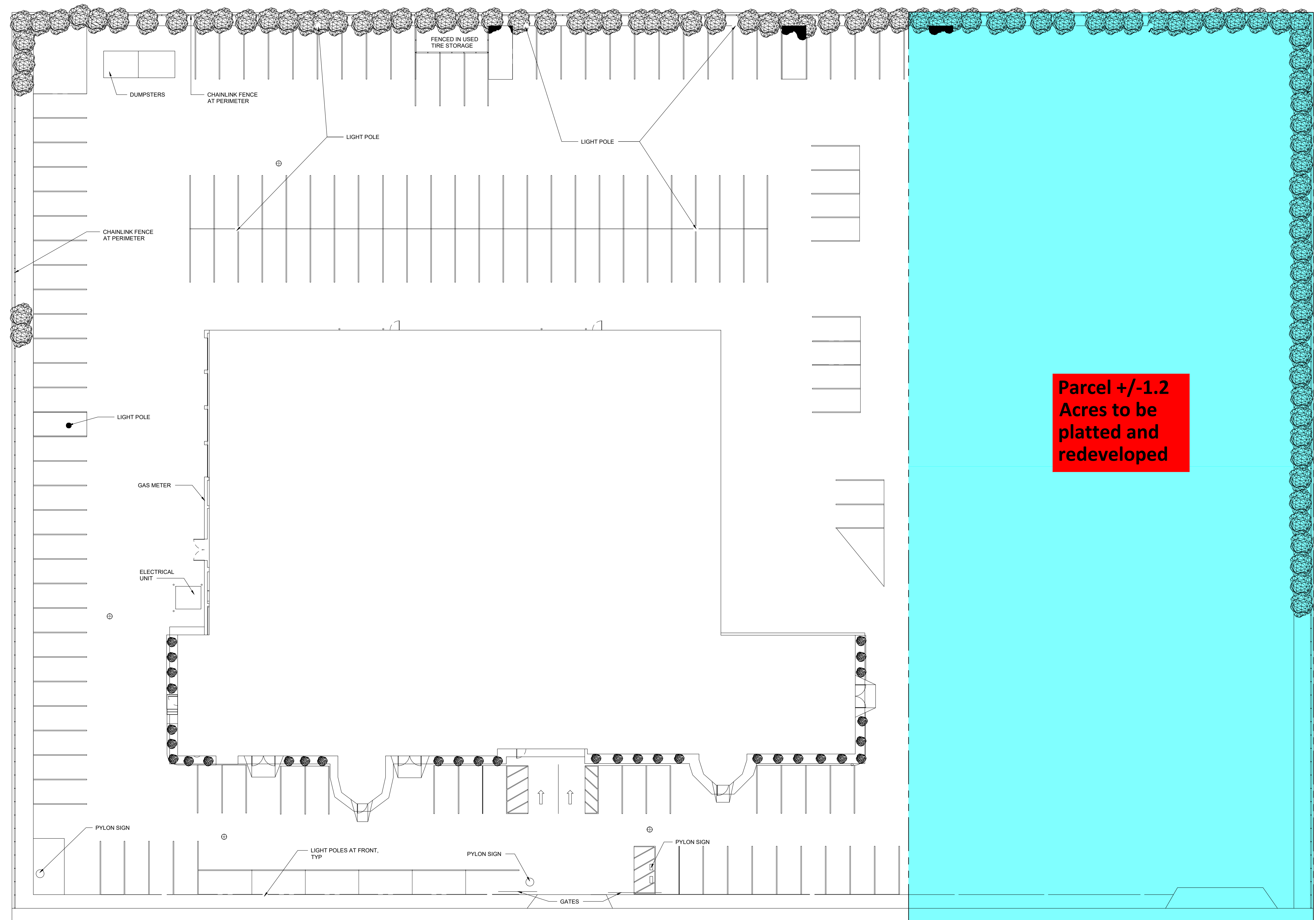
1555 E RAND RD
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:
02/11/2020

KHA PROJECT NO.

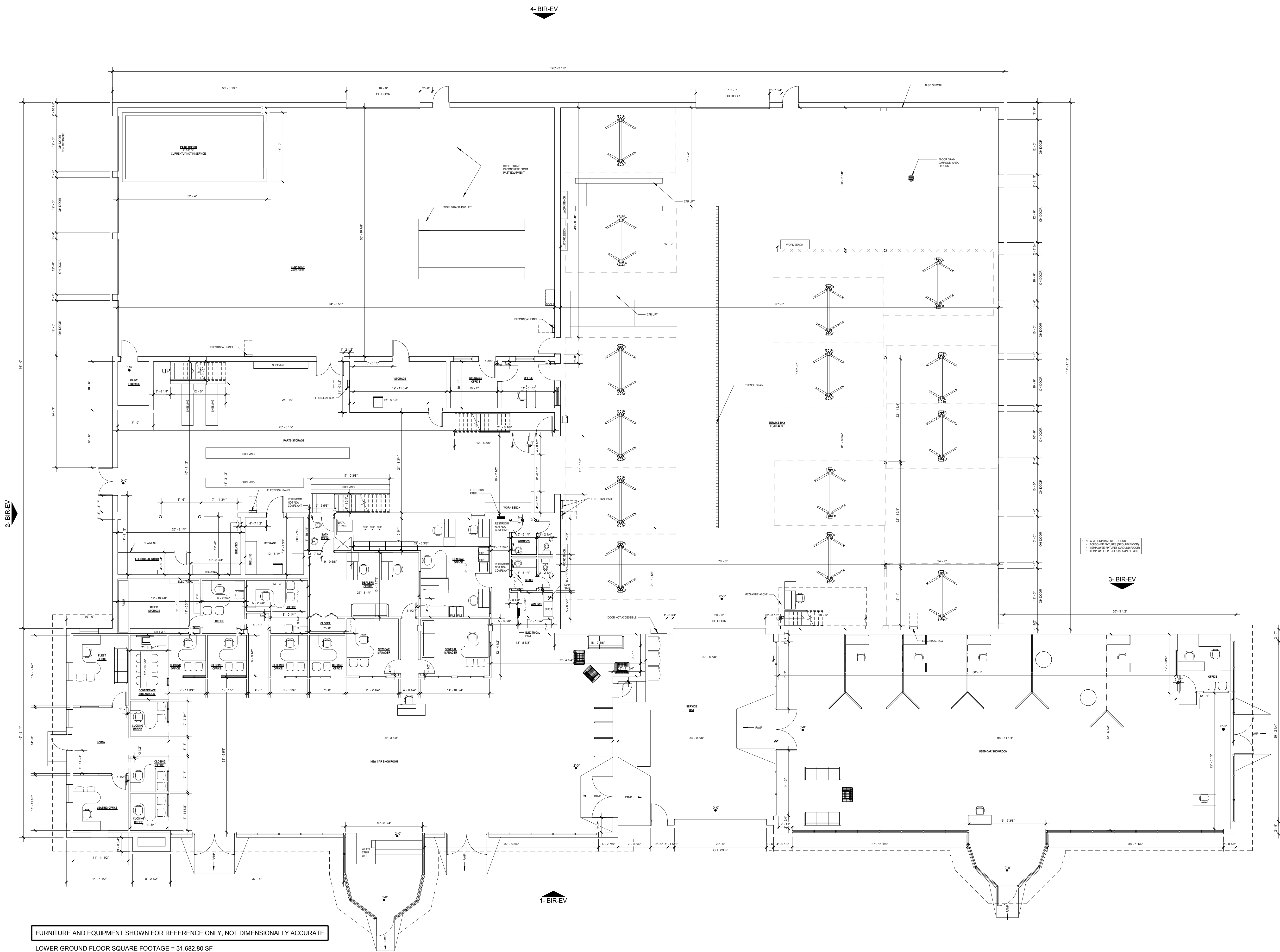
SHEET NUMBER

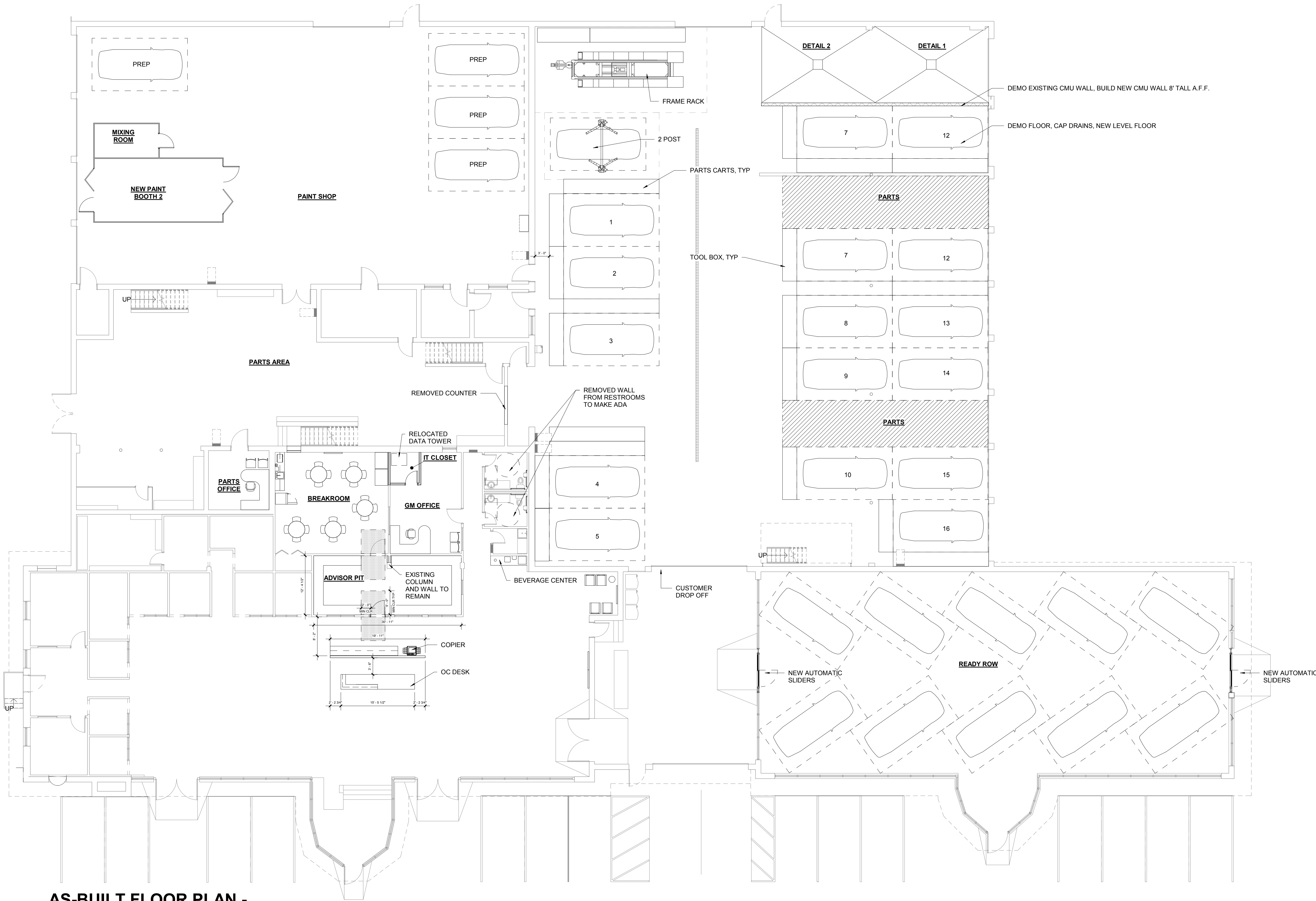
EX



Project Narrative	
Address:	1555 East Rand Rd, Arlington Heights, IL 60004
Existing Use:	Vacant Car Dealership
Site Reconnaissance:	The Property is accessed from East Rand Road, and was an operating dealership that sold and serviced Subaru and Mazda vehicles. The building is divided into showroom and sales facilities on the northern side, and a service garage and body shop on the southern side. Existing floor plans is included.
Proposed Use:	We are proposing a PUD Amendment to allow for a Service King Collision Repair Center and for a 1 acre tract to be developed in the future (use is not identified yet but is best suited for a retail and/or service provider). Service King is a national collision repair center with over 300 location nationwide.
Project Details:	Our project consists of one 3.89 acre parcel that will be purchased and subdivided to put Service King the 2.89 acres with the existing building that will have minor improvements for the Service King's operations. The remaining 1 acre will be platted and retained for future development.
Zoning Description:	Existing underlying zoning is B-3. Vehicle Repair Major, which includes our use, is permitted in B-3 but since the existing PUD allows for Auto Dealerships we will need to amend or remove the PUD. Existing PUD is included with this submission.
Surrounding Zoning:	Across the Street: This is zoned B-2 – in Arlington Heights To the left: This is zoned B-3 – in Prospect Heights (Permitted with a SUP) To the Right: B-2A – in Prospect Heights (Not permitted) Behind: R-1 in Prospect Heights (Not permitted)
Services:	body & fender repair, painting, windshield replacement, car detailing,
Employees:	15 – 20 total employees: 1 General Manager 1 Parts Manager 3 Customer Service Managers 10 – 15 Technicians
Hours Of Operations:	Mon - Fri: 7:00am - 6:00pm Sat: 9:00am - 12:00pm
Improvement Plans:	We do not plan on making a lot of exterior improvement to the building except for some painting and small improvements to freshen up the appearance. The number of bays will not increase and we are not increasing any of the area that is currently used for repair. We do plan on converting some of the dealership sales office area into a prep area for cars waiting to be serviced. In addition to the refinishing, and interior improvements we will add a fence on the rear of the property to screen and protect the cars waiting

	to be serviced. Although we will need to fence the rear part of the lot there is an abundance of trees and other foliage in the back that adds additional buffering to the rear.
Repair Facilities:	The repair area will consist of approximately 16,000 sqft, which is what the current size is, and will have new upgraded paint booths to what is there now. There will be a small prep area up front along with an area for customers to drop their vehicles off and be protected from the elements. That area will be approximately 6,000 sqft. There are currently 15 repair bays that are located on the rear of the building and 1 bay on the front for a customer drop off access. There are no plans to add additional bays.
Office Facilities:	The remaining space of the 31,682 sqft building will be used for offices, restrooms, conference rooms, and a break room.
Parking:	There is currently approximately 257 parking spaces although that will be greatly reduced after subdividing the parcel. All of the cars that are being serviced will be parked on the rear area that is shielded by the building and the fence.
Additional Project Details:	Along with the PUD amendment, since we will have a smaller parcel remaining to develop or sell we need to determine how we address that with zoning.





1 AS-BUILT FLOOR PLAN -
CONCEPTUAL FLOOR PLAN
1" = 10'-0"

STIPULATION FOR REUSE
THIS DRAWING WAS PREPARED FOR
ARLINGTON HEIGHTS, IL 60004
DATE ON 01/13/20 AND IT IS NOT
TO BE USED FOR ANY OTHER
PROJECT SITE OR AT A LATER TIME
OR FOR ANY OTHER PURPOSE OR
REPRODUCTION OF THE DRAWING FOR
ANY OTHER PROJECT WITHOUT THE
AUTHORIZATION OF THE ARCHITECT
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THE LAW

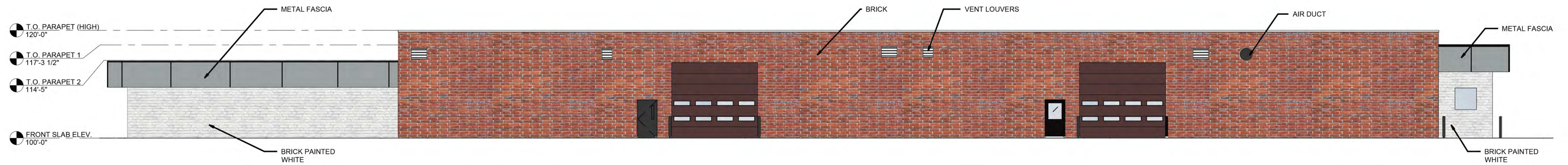
ServiceKing
COLLISION REPAIR CENTERS
SERVICE KING
SK000
1555 E RAND RD
ARLINGTON HEIGHTS, IL 60004
JOB NUMBER: 06-19-81034
SITE NO. SK000

ISSUE BLOCK

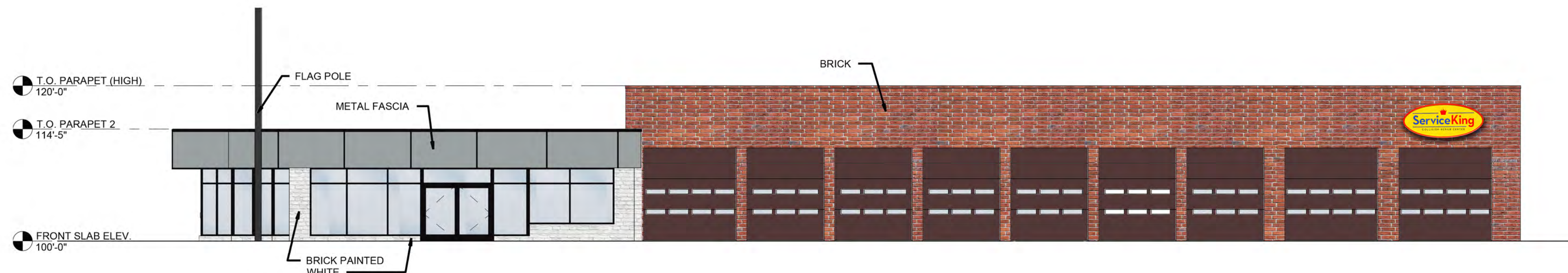
CHECKED BY: JMC
DRAWN BY: SMK
DOCUMENT DATE: 01/13/20
PROJECT TYPE: AS-BUILT
PLAN ISSUE: ---

FOR REVIEW / REFERENCE ONLY
NOT FOR CONSTRUCTION

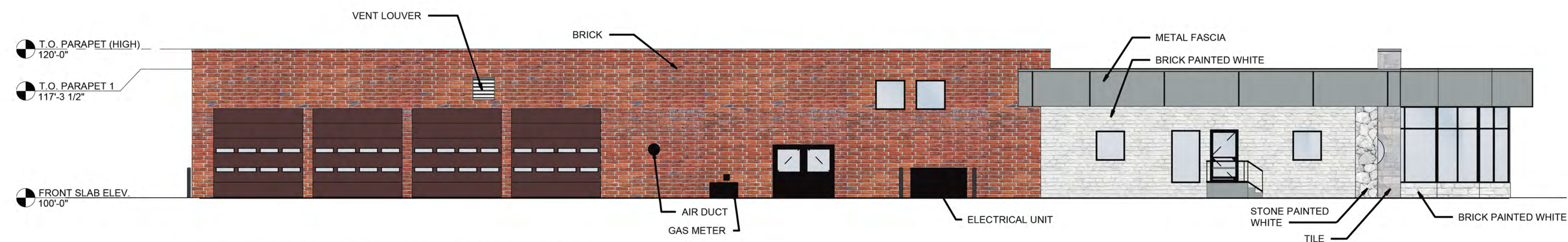
PROPOSED
LAYOUT



4 EXISTING ELEVATION - REAR - BUILDING A
1" = 10'-0"



3 EXISTING ELEVATION - RIGHT
1" = 10'-0"



2 EXISTING ELEVATION - LEFT
1" = 10'-0"



1 EXISTING ELEVATION - FRONT
1" = 10'-0"

EX	SHEET NUMBER	KHA PROJECT NO.	ORIGINAL ISSUE: 02/11/2020	SERVICE KING 1555 E RAND RD ARLINGTON HEIGHTS, IL 60004	CONCEPT LANDSCAPE PLAN			SCALE: AS NOTED	Kimley»Horn				No.	DATE	BY
									© 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, WARRENVILLE, IL 60065 PHONE: 630-487-5550 WWW.KIMLEY-HORN.COM						
									DESIGNED BY: MCD						
									DRAWN BY: MCD						
									CHECKED BY: JPM						

AN ORDINANCE APPROVING A PLANNED DEVELOPMENT

23 716 951

WHEREAS, the Plan Commission of the Village of Arlington Heights has conducted a public hearing on a request for a planned development for an automobile agency at 1400 E. Rand Road (between Olive and Thomas) in Arlington Heights; and

WHEREAS, said planned development shall consist of a total automobile agency including sales, service and parts and shall be constructed in accordance with plans prepared by TREBOR Development Corporation and William Luepke & Associates, Inc. of Brookfield, Wisconsin, dated October 19, 1976; and

WHEREAS, the Plan Commission has recommended the approval of said planned development subject to certain terms and conditions; and

WHEREAS, the President and Board of Trustees have considered the recommendations of the Plan Commission and have determined that the approval of said planned development is in the best interests of the Village of Arlington Heights:

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That the planned development for an automobile agency be and it is hereby approved for the property legally described as:

Lot 6 in C. H. Taylor's Second Arlington Heights Acres, being a subdivision of that part of the Northwest 1/4 of the Southwest 1/4 of Section 21, Township 42 North, Range 11, East of the Third Principal Meridian, lying South of Rand Road, in Cook County, Ill.,

more commonly described as 1400 E. Rand Road (on the southwesterly side of Rand Road about midway between Olive and Thomas) in Arlington Heights, Illinois.

SECTION TWO: That said planned development shall be in substantial compliance with plans attached hereto and made part hereof as Exhibit A. *Plans available for inspection in the office of the Village Clerk R.R.*

SECTION THREE: That the planned development consisting of a one-story face brick building with twin showrooms and parking accommodations for 257 cars shall be subject to the following terms and conditions:

- (1) That the used car sign at the west end of the property be limited to a total height of 12' and a total surface of 32 square feet.
- (2) That the on-site water retention and drainage meet the approval of the Director of Engineering.
- (3) That facilities for the handicapped, including ramps, be incorporated in the construction of the building as determined necessary by the Director of Building and Zoning.
- (4) That the Prospect Heights Old Town Sanitary District provide adequate sanitary sewer service for the property.

This Instrument Prepared By
Legal Department
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Ill. 60005
By E. Blomquist

76-119

76-119

- (5) Subject to approval of landscaping plans by the Director of Public Works.
- (6) Subject to construction commencing no later than one year after date of this ordinance.
- (7) Subject to petitioner ceasing to use access road through Lot 14 adjoining said property to Olive Street on January 1, 1977 or when construction commences as per letter submitted by petitioner.
- (8) That an agreement be entered into between the Village and the developer, permitting the Police Department of the Village to enter upon the site and ticket persons in violation of traffic and vehicle license laws and ordinances, and that the Village be permitted to post no parking signs in fire lanes and enforce compliance thereof; and
- (9) Subject to developer submitting engineering drawings to, and securing the approval of the Director of Engineering for all public improvements and upon approval of said drawings depositing acceptable guarantees in an amount specified by the Director of Engineering.

SECTION FOUR: The Village and the developer and owner agree that this agreement is binding upon their heirs, successors, assignees and subsequent owners and municipalities.

SECTION FIVE: The Director of Building and Zoning of the Village of Arlington Heights is hereby directed to issue, upon proper application, building permits for the planned development herein described upon compliance with all the conditions hereinabove set forth.

SECTION SIX: The Village Clerk of the Village of Arlington Heights is hereby directed to record this ordinance in the Office of the Recorder of Deeds of Cook County, Illinois.

SECTION SEVEN: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form in the manner provided by law.

AYES: 9

NAYS: 0

PASSED & APPROVED this 15th day of November, 1976.

ATTEST:



Village Clerk

James T. Ryan

Village Clerk
COOK COUNTY, ILLINOIS

NOV 18-76 2 8 5 6 2 7 9 23716951 - Lst - NF

Mo 18/76

3924

NO CHARGE
WILL CALL

23716951

23716951

10:00