ORDINANCE 20-02

APPROVING A SPECIAL USE PERMIT FOR AUTOMOTIVE REPAIR (OIL CHANGE, TIRES, BRAKES, AUTO GLASS, OTHER MECHANICAL ITEMS ONLY) AT 6100 DEMPSTER STREET, MORTON GROVE, ILLINOIS

WHEREAS, the Village of Morton Grove ("Village"), located in Cook County, Illinois, is a home rule unit of government under the provisions of Article 7 of the 1970 Constitution of the State of Illinois, and can exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and incur debt; and

WHEREAS, Matthew Schubert, MTS Investments, LLC, ("Applicant") filed a complete application to the Village’s Plan Commission under case number PC 19-10 (the “Application”) requesting a Special Use Permit for automotive repair (oil change, tires, brakes, auto glass, other mechanical items only) for the property commonly known as 6100 Dempster Street ("Subject Property"), which is legally described in “Exhibit A,” attached to and made part of this Ordinance; and

WHEREAS, 6100 Dempster Street is located in the C1 General Commercial District and is improved with a 3,528-square-foot commercial building; and

WHEREAS, Section 12-4-3:D of the Village’s Unified Development Code requires a Special Use Permit for automotive repair (oil change, tires, brakes, auto glass, other mechanical items only) in the C1 District; and

WHEREAS, pursuant to the applicable provisions of the Municipal Code, notice of a public hearing on the Application to be held on December 16, 2019, was duly published in the Pioneer Press, a newspaper of general circulation in the Village of Morton Grove on November 28, 2019, written notification was sent to property owners within 250 feet of the subject property on November 27, 2019, and a sign was duly posted on the subject property on November 17, 2019; and

WHEREAS, the plans submitted by the Applicant propose that the existing commercial structure located on the subject property be used for the operation an automotive repair business by the name of ProAuto to be managed by H & S Enterprises, LLC; and

WHEREAS, the ALTA/NSPS Land Title Survey submitted by the Applicant indicates that twenty-four (24) parking stalls are provided on the site; and
WHEREAS, based on the Unified Development Code “Required Spaces By Use” (Section 12-7-3:I), a total of nineteen (19) parking spaces are required for the automobile repair and ancillary office uses; and

WHEREAS, per the Unified Development Code (Section 12-7-3:B), the proposed parking standards identified in the Code as “Required Spaces By Use” shall be advisory only for Special Use applications, and the final number of required parking spaces for Special Use Permits will be set by the Village Board based on the submitted traffic and parking report and any recommendations by the Traffic Safety and Plan Commissions and/or staff; and

WHEREAS, in accordance with Section 12-7-3:B of the Village Code, the Applicant submitted a traffic and parking study, “Traffic Study Report,” prepared by Quigg Engineering, LLC, dated September, 2019 (revised December, 2019), which includes an overview of the base parking requirement and traffic demand associated with the proposed use; and

WHEREAS, on December 5, 2019, the Traffic Safety Commission (TSC) reviewed the Application, including the plans and traffic and parking study, and recommended approval with comments; and

WHEREAS, Appearance Commission review was not required because no changes are proposed to the building facade; and

WHEREAS, at the December 16, 2019, public hearing, the Village’s Plan Commission heard the Applicant’s presentation and reviewed the Application, at which time all concerned parties were given the opportunity to be present and express their views for the consideration by the Plan Commission; and

WHEREAS, the Village’s Plan Commission considered all the evidence and testimony presented to it, discussed the merits of the Application in light of applicable law, including the Standards for Special Use established in Section 12-16-4:C.5 of the Unified Development Code, and voted to recommend approval of a Special Use Permit, subject to conditions, restrictions, and requirements contained in the report of the Plan Commission, which was presented to the Village Board on January 13, 2019, and a copy of that report is contained in “Exhibit B,” attached to and made a part of this Ordinance; and

WHEREAS, pursuant to the provisions of the Village’s Unified Development Code, the Corporate Authorities have determined that the proposed Special Use Permit for automotive repair
(oil change, tires, brakes, auto glass, other mechanical items only) should be approved, subject to the provisions, conditions, and restrictions contained in this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1. Incorporation by Reference. The Corporate Authorities do hereby incorporate the foregoing WHEREAS clauses into this Ordinance by this reference, as though fully set forth herein, thereby making the findings as hereinabove set forth.

SECTION 2. Approval of Special Use Permit for Automotive Repair. The Corporate Authorities hereby approve and grant a Special Use Permit for automotive repair (oil change, tires, brakes, auto glass, other mechanical items only) for the property commonly known as 6100 Dempster Street in Morton Grove, Illinois, and legally described in Exhibit A, subject to the provisions, conditions and restrictions contained in this Ordinance, which shall be binding on all owners, lessees, occupants and users of the Property, and their successors and assigns.

SECTION 3. Conditions. The Special Use Permit shall be subject to the following conditions:

A. The site, improvements, and building, including building footprint, shall be improved and operated consistent with the plans and supporting documents and modifications as finalized and specifically approved in writing by the Village Administrator or his designee, including:

1. ALTA/NSPS Land Title Survey, prepared by Professionals Associated Survey, Inc., dated August 28, 2019;
2. Sheet No. SP-1A (interior floor plan), undated; and

Any change to the site or building may subject the Applicant or subsequent owners, lessees, occupants, and users of the Subject Property to additional conditions and may serve as the basis for amendment to the Special Use Permit.

B. Of the twenty-four (24) on-site parking spaces, nineteen (19) spaces shall be reserved for use by customers, employees, and vehicles awaiting repair or pick-up and parked
for less than a twenty-four-hour (24) period. No more than five (5) spaces shall be used for the longer term storage of vehicles associated with the repair business.

C. No more than one (1) tow truck may be parked on the subject property at any given time. All vehicle off-loading activities shall occur within the subject property boundary and shall occur between the hours of 6:00 AM and 10:00 PM.

D. The outdoor storage of any vehicle with obvious signs of disrepair shall not exceed twenty-four (24) hours. No outdoor storage of materials, parts, or trailers is permitted.

E. A parking lot plan that complies with Illinois Accessibility Code and Village Code requirements shall be prepared for review by the Village Engineer and Land Use Planner, and the parking lot shall be improved in accordance with the approved plan prior to July 1, 2020.

F. Prior to July 1, 2020, the driveway along Meade Avenue shall be reduced in width in accordance with Village Standards, or a design vehicle and turning analysis must be submitted that adequately demonstrates the non-conforming width is needed to accommodate the proposed traffic.

G. All repair operations shall be performed inside the building and all overhead garage doors shall remain closed during repair operations.

H. A solid fence measuring no less than six feet (6’) in height shall be maintained along the north lot line.

I. All vehicle parking and storage shall occur within conforming and visibly striped parking stalls.

J. Use of the parking lot shall be limited to the parking and storage of vehicles accessory to the automotive repair business.

K. All parking and storage of vehicles relating to the principal use shall occur within the subject property boundary.

L. Prior to the issuance of a certificate of occupancy, the Applicant shall submit an updated traffic and parking study in accordance with Village requirements and standards, for review and approval by the Village Engineer, and have responded to all comments and complied with all recommendations suggested by the Village Engineer and Traffic Safety Commission in the Plan Review Comment Forms dated December 6, 2019.
M. The Applicant shall advise the Village Administrator or his designee of any proposed change in ownership or operation of the Subject Property or any part thereof. Such changes may subject the Applicant or subsequent owners, lessees, occupants, and users of the Subject Property to additional conditions and may serve as the basis for amendment to the Special Use Permit. The Special Use Permit is granted so long as the Applicant, Owner, occupant and users of Subject Property utilize the area for the purposes as herein designated. The Owner, Applicant, and any lessees, occupants, and users of the Property, their successors and assigns, shall allow employees and authorized agents of the Village access to the Property at all reasonable times for the purpose of inspecting the Property to verify all terms and conditions of this Ordinance have been met.

SECTION 4. Village Records. The Village Clerk is hereby authorized and directed to amend all pertinent records of the Village of Morton Grove to show and designate the Special Use Permit as granted and amended hereunder.

SECTION 5. Failure to Comply with Conditions. Upon failure or refusal of the Applicant to comply with any or all of the conditions, restrictions or provisions of this Ordinance, the Corporate Authorities may initiate the revocation of the Special Use Permit granted in this Ordinance, in accordance with process and procedures established in the Unified Development Code.

SECTION 6. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form according to law.
PASSED this 27th day of January 2020.

Trustee Grear
Trustee Minx
Trustee Ramos
Trustee Travis
Trustee Thill
Trustee Witko

APPROVED by me this 27th day of January 2020.

Daniel P. DiMaria, Village President
Village of Morton Grove
Cook County, Illinois

APPROVED and FILED in my office this 28th day of January 2020.

Eileen Scanlon Harford, Village Clerk
Village of Morton Grove
Cook County, Illinois
| EXHIBIT A | Legal Description |
| EXHIBIT B | Plan Commission Report, dated January 7, 2020 |
EXHIBIT A

6100 DEMPSTER STREET, MORTON GROVE, ILLINOIS 60053
LEGAL DESCRIPTION:

LOTS 221 TO 226 IN OLIVER SALINGER COMPANY'S SECOND DEMPSTER STREET
SUBDIVISION IN THE EAST ¼ OF THE SOUTHWEST ¾ OF SECTION 17, TOWNSHIP 41
NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK, COUNT,
ILLINOIS.

ALSO BEING DESCRIBED IN METES AND BOUNDS AS FOLLOWS:

A PARCEL OF LAND DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF LOT 221 IN OLIVER SALINGER
COMPANY'S SECOND DEMPSTER STREET SUBDIVISION, A SUBDIVISION OF THE
EAST ¼ OF THE SOUTHWEST ¾ OF SECTION 17, TOWNSHIP 41 NORTH, RANGE 13,
EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE SOUTH 1 DEGREE 19
MINUTES 30 SECONDS WEST ALONG THE EAST LINE OF LOT 221 AFORESAID, 118.0
FEET TO THE SOUTHEAST CORNER THEREOF; THENCE NORTH 90 DEGREES WEST
ALONG THE SOUTH LINE OF LOTS 221 TO 226 AFORESAID 156.32 FEET TO THE
SOUTHWEST CORNER OF LOT 226 AFORESAID; THENCE NORTH 1 DEGREE 18
MINUTES 20 SECONDS EAST ALONG THE WEST LINE THEREOF 118.0 FEET TO THE
NORTHWEST CORNER THEREOF; THENCE SOUTH 90 DEGREES EAST ALONG THE
NORTH LINE OF LOTS 221 TO 226 AFORESAID 156.36 FEET TO THE POINT OF
BEGINNING, IN COOK COUNTY, ILLINOIS.

PROPERTY INDEX NUMBERS:

10-17-316-054-0000
EXHIBIT B

PLAN COMMISSION REPORT FOR PC 19-10

Dated January 7, 2020
To: Village President and Board of Trustees

From: Steven Blonz, Chairperson, Plan Commission
Ralph Czerwinski, Village Administrator
Teresa Hoffman Liston, Corporation Counsel
Zoe Heidorn, Land Use Planner/Coordinator

Date: January 7, 2020

Re: Plan Commission Case PC 19-10 (6100 Dempster Street): Request for a Special Use Permit for "automotive repair (oil change, tires, brakes, auto glass, other mechanical items only)" in the C-1 General Commercial District in accordance with Section 12-4-3:D of the Village of Morton Grove Unified Development Code

Executive Summary
Matthew Schubert of MTS Investments, LLC, ("Applicant") and Kushner Management Co., Inc., ("Owner") filed a complete application for approval of a Special Use Permit for "automotive repair (oil change, tires, brakes, auto glass, other mechanical items only)" for the property commonly known as 6100 Dempster Street (PIN 10-17-316-054-0000) in accordance with Section 12-4-3:D of the Village of Morton Grove Unified Development Code. MTS Investments, LLC, is the contract purchaser of the subject property.

For the reasons set forth in this report, on December 16, 2019, the Plan Commission unanimously recommended that the Village Board approve the Special Use Permit, subject to conditions.

Subject Property Background
The subject property at 6100 Dempster Street is located on the northwest corner of Dempster Street and Meade Avenue, within the C1 General Commercial District. The property measures 18,436 square feet (0.423 acres) in land area and is improved with a single-story commercial structure measuring 3,528 square feet in floor area. The parking lot located east of the principal structure contains 24 parking stalls.

The subject property is the former location of a Merlin automotive repair facility, which vacated the property in 2018.

Application
On November 11, 2019, the Applicant submitted a complete application to the Department of Community and Economic Development for approval of Special Use Permit for "automotive repair (oil change, tires, brakes, auto glass, other mechanical items only)" at 6100 Dempster Street.

The Applicant is seeking a Special Use Permit to operate an automotive repair facility by the name of ProAuto, which will be operated by H & S Enterprises, LLC, and managed by partial owner Leroy Hardegree, a master mechanic. The owners of MTS Investments, LLC, are also joint owners of H & S Enterprises, LLC. ProAuto is a new business with no existing locations. However, Mr. Hardegree has over 20 years of experience in automotive repair in Evanston and Northbrook, according to a business overview provided by the Applicant. The proposed business will operate with 2 staff members initially, but plans to increase employment to 5 staff members over time.

With the exception of minor interior and exterior cosmetic improvements and new signage, no physical changes are proposed to the subject property. The existing building contains 5 automotive repair bays, a work storage area, and an office and waiting area with restrooms.

Per the Applicant, approximately 4 to 5 passenger vehicles will be serviced at any given time within the automotive bay area, and the overnight storage of vehicles under repair will be occur within the interior service bays. Under the Special Use Permit, ProAuto will be limited to mechanical repairs only, as automotive body repair is a prohibited use in the C1 District. Hours of operation will be from 8:00 AM to 5:30 PM, Monday through Friday, and Saturday by appointment only.

Per Section 12-7-3:B of the Unified Development Code, proposed parking standards identified in the code as "Required Spaces By Use" shall be advisory for Special Use applications, as required parking is to be reviewed
Permits is determined by the Village Board based on the submitted, independent traffic and parking study and any recommendations made by the Traffic Safety Commission, Plan Commission, and staff.

Upon review of the Applicant’s original traffic and parking study, the Village Engineer found that the study did not include a parking analysis that could adequately determine a final number of required parking spaces. As such, staff proposed a condition of the Special Use Permit based on the Village’s base parking requirement to ensure that adequate parking is provided for employees and customers, and to minimize the exterior storage of vehicles. This condition was made part of the Applicant’s presentation to the Traffic Safety Commission and Plan Commission, which unanimously recommended approval of the case. The proposed condition, agreed to by the Applicant, is as follows: "Of the twenty-four (24) on-site parking spaces, nineteen (19) spaces shall be reserved for use by customers, employees, and vehicles awaiting repair or pick-up and parked for less than a twenty-four-hour (24) period. No more than five (5) spaces shall be used for the longer term storage of vehicles associated with the repair business."

The parking requirement of 19 off-street spaces was based on Section 12-7-3:1 of the Unified Development Code, which requires 1.0 space per 250 square feet of gross floor area for office uses and 1.0 space per employee, plus 2.0 spaces per service stall, for automobile repair uses. The Applicant’s traffic engineer revised the traffic and parking study prior to the Plan Commission hearing to reflect the Village’s base parking requirement for the mix of uses.

Public Hearings
Traffic Safety Commission: In accordance with Section 12-16-4 of the Unified Development Code, the applicant and engineering consultant to the Applicant, Quigg Engineering, Inc., appeared before the Traffic Safety Commission (TSC) at their December 5, 2019, meeting. The Applicant and traffic engineer took questions relating to parking and access on the site and responded to specific concerns raised in the Village Engineer’s staff report. At the conclusion of the discussion, the TSC voted unanimously to support the request for a Special Use Permit and provided comments relating to the case to forward to the Plan Commission.

Appearance Commission: Review by the Appearance Commission was not required as exterior modifications are not included in the development proposal.


Plan Commission – December 16, 2019, Proceedings: At the Plan Commission hearing for PC 19-10, Zoe Heidorn, Land Use Planner, provided a brief introduction to the application. The staff report, dated December 10, 2019, and attached hereto as “Attachment A,” was entered into the public record.

Ms. Heidorn reviewed the application from MTS Investments, LLC requesting a Special Use Permit for mechanical automotive repair at 6100 Dempster Street, which was formerly occupied by a Merlin automotive repair shop. Ms. Heidorn explained that ProAuto is a new business with no existing locations and will be managed by H & S Enterprises, LLC. With the exception of minor interior and exterior cosmetic improvements and new signage, no physical changes are proposed to the property and, as such, no Appearance Commission review was required for the case. The Applicant submitted a traffic and parking study and the Traffic Safety Commission unanimously recommended approval of the case with conditions, which have been accepted by the Applicant. The commission’s recommendation is to reserve 19 of the 24 parking spaces for use by customers, employees and vehicles waiting repair or pick-up and parked for less than 24 hours. The staff report includes a total of 12 recommended conditions of approval that Applicant has agreed to.

Chairperson Blonz asked for questions from the Commissioners.

Commissioner Kintner asked about chemical storage on the property. Ms. Heidorn stated that any chemical storage would have to comply with all applicable regulations, and that the business would be subject to Building
and Fire Department inspections and approvals. Mr. English confirmed that chemical storage regulations are established and enforced by ordinance.

Joan Berg, attorney to the Applicant, presented the request for a Special Use Permit, explaining that the use is for mechanical automotive repair and that no auto body work will be performed on the site. 5 existing service bays will be used for mechanical repairs, which will be performed during the business hours of 8:30 AM to 5:00 PM, Monday through Friday and on Saturday by appointment only. Business hours were established with respect to the residential neighborhood to the north of the subject property. Approximately 4 to 5 vehicles will be serviced at any given time and any vehicles waiting for service will be parked within the striped parking stalls. Ms. Berg explained that any vehicles remaining overnight will be parked within the service bays. If a vehicle is towed to the site outside of business hours, the drop-off will be subject to time restrictions and will not be left outside for more than 24 hours. She noted that one of the concerns raised by staff was the width of the curb cut along Meade Avenue. She stated that staff concerns have been addressed through the recommended conditions of approval.

Chairperson Blonz asked for questions from the Commissioners.

Commissioner Dorgan asked what "other mechanical items" means, as referenced in the Special Use Application. Ms. Berg explained that the servicing of mechanical items includes preventative maintenance and repair of parts within a vehicle. Leroy Hardegree was sworn in and stated that mechanical repairs include tires, alignment, suspension, and similar items. He added that as the business grows, he will hire additional staff.

Chairperson Blonz questioned the hours of operation. Mr. Hardegree stated the hours will be Monday through Friday, from 8:00 AM to 5:30 PM, and by appointment only on Saturday. The business will be closed on Sunday.

Chairperson Blonz referred to the page 14 of the traffic study, asking if the assessment of service level was based on the previous or new business. Ms. Heidorn stated the Village Engineer reviewed the traffic study and determined that the new business would cause an insignificant impact on the existing level of service.

Chairperson Blonz asked if any hydraulic equipment will be used that generates high noise levels. Mr. Hardegree stated that air tools will be used on a regular basis, but that the electric tools they use are much quieter. The Applicant has agreed to keeping all overhead doors closed during repair activity, even on hot summer days.

Commissioner Dorgan asked if there will be a drop-off service with a lock box for vehicles towed to the lot after business hours. Mr. Hardegree responded that there will be a lock box to collect the keys of vehicles that are dropped off outside of business hours.

Commissioner Khan asked if the increase of staff was considered with the parking availability. Mr. Hardegree stated that staffing could increase as business increases. Ideally, there will be 3 technicians, a service consultant and a receptionist within 3 years of operation. That would be the full capacity of 5 employees. There are 24 parking spaces, 19 of which would be reserved for use by customers, employees and vehicles awaiting repair or pick-up. No more than 5 spaces will be used for the longer term storage of vehicles associated with the repair business.

Chairperson Blonz asked if there was anyone present that wanted to be heard. There was no response.

Chairperson Blonz asked if the Applicant is aware of and agrees to the 12 conditions of approval recommended by staff. Ms. Berg stated that the Applicant is in full agreement.

Chairperson Blonz called for a motion to approve Case PC 19-10.

**Plan Commission Motion and Approval**
Commissioner Kintner moved to approve Case PC 19-10, a request for a Special Use Permit for "automotive repair (oil change, tires, brakes, auto glass, other mechanical items only)" in the C-1 General Commercial District in accordance with Section 12-4-3:D of the Village of Morton Grove Unified Development Code for the property
commonly known as 6100 Dempster Street in Morton Grove, Illinois (10-17-316-054-0000), with the following conditions:

1. The site and building shall be developed and operated consistent with the plans and supporting documents in the application, identified in this report and/or presented at the public hearing, subject to any necessary modifications to accommodate conditions, Commission recommendations, or code compliance requirements, in accordance with reviews by the Plan Commission and Village staff.

2. Of the twenty-four (24) on-site parking spaces, nineteen (19) spaces shall be reserved for use by customers, employees, and vehicles awaiting repair or pick-up and parked for less than a twenty-four-hour (24) period. No more than five (5) spaces shall be used for the longer term storage of vehicles associated with the repair business.

3. No more than one (1) tow truck may be parked on the subject property at any given time. All vehicle off-loading activities shall occur within the subject property boundary and shall occur between the hours of 6:00 AM and 10:00 PM.

4. The outdoor storage of any vehicle with obvious signs of disrepair shall not exceed twenty-four (24) hours. No outdoor storage of materials, parts, or trailers is permitted.

5. A parking lot plan that complies with Illinois Accessibility Code and Village Code requirements shall be prepared for review by the Village Engineer and Land Use Planner, and the parking lot shall be improved in accordance with the approved plan prior to July 1, 2020.

6. Prior to July 1, 2020, the driveway along Meade Avenue shall be reduced in width in accordance with Village Standards, or a design vehicle and turning analysis must be submitted that adequately demonstrates the non-conforming width is needed to accommodate the proposed traffic.

7. All repair operations shall be performed inside the building and all overhead garage doors shall remain closed during repair operations.

8. A solid fence measuring no less than six feet (6') in height shall be maintained along the north lot line.

9. All vehicle parking and storage shall occur within conforming and visibly striped parking stalls.

10. Use of the parking lot shall be limited to the parking and storage of vehicles accessory to the automotive repair business.

11. All parking and storage of vehicles relating to the principal use shall occur within the subject property boundary.

12. Prior to the issuance of a certificate of occupancy, the Applicant shall submit an updated traffic and parking study in accordance with Village requirements and standards, for review and approval by the Village Engineer, and have responded to all comments and complied with all recommendations suggested by the Village Engineer and Traffic Safety Commission in the Plan Review Comment Forms dated December 6, 2019.

The motion was seconded by Commissioner Dorgan and approved unanimously pursuant to a roll call vote of 5-0.

Final Plans and Supporting Documents
The application's final plans and supporting documents recommended for approval by the Plan Commission include the following and are attached hereto as "Attachment B":

1. ALTA/NSPS Land Title Survey, prepared by Professionals Associated Survey, Inc., dated August 28, 2019;
2. Sheet No. SP-1A (interior floor plan), undated;
3. Traffic Study Report, prepared by Quigg Engineering, Inc., dated September, 2019 (REVISED: December, 2019); and
Attachment A

Staff Report for PC 19-10

Dated December 10, 2019
To: Chairperson Blonz and Members of the Plan Commission
From: Zoe Heidorn, Land Use Planner
Date: December 10, 2019
Re: Plan Commission Case PC 19-10: Matthew Schubert, MTS Investments, LLC, requesting approval of a Special Use Permit for “automotive repair (oil change, tires, brakes, auto glass, other mechanical items only)” in the C-1 General Commercial District in accordance with Section 12-4-3:D of the Village of Morton Grove Unified Development Code for the property commonly known as 6100 Dempster Street in Morton Grove, Illinois (10-17-316-054-0000)

STAFF REPORT

Public Notice

Background
The Subject Property
The subject property at 6100 Dempster Street is located on the northwest corner of Dempster Street and Meade Avenue, within the C1 General Commercial District. The property measures 18,436 square feet (0.423 acres) in area and is improved with a single-story commercial structure measuring 3,528 square feet in floor area. The parking lot located east of the principal structure contains 24 parking stalls.

The subject property is the former location of a Merlin automotive repair facility, which vacated the property in 2018.
The Surrounding Area
Directly north of the subject property, across a 16-foot improved public alley, are single family residences zoned in the R2 Single Family Residence District. To the east, across Meade Avenue, to the west, and to the south, across Dempster Street, are properties also located in the C1 General Commercial District. Commercial uses in the surrounding area include a financial institution with drive-through facilities, beauty parlors, a dental clinic, a restaurant, a grocery store, offices, and commercial service establishments.

Overview of the Application
Matthew Schubert of MTS Investments, LLC, ("Applicant") and Kushner Management Co., Inc., ("Owner") filed a complete application for approval of a Special Use Permit for "automotive repair (oil change, tires, brakes, auto glass, other mechanical items only)" for the subject property in accordance with Section 12-4-3:D of the Village of Morton Grove Unified Development Code. MTS Investments, LLC, is the contract purchaser of the 6100 Dempster Street property.

The Applicant is seeking a Special Use Permit to operate an automotive repair facility by the name of ProAuto, which will be managed by H & S Enterprises, LLC. The owners of MTS Investments, LLC, are also joint owners of H & S Enterprises, LLC. ProAuto is a new business with no existing locations. However, management has over 20 years of experience in automotive repair in Evanston and Northbrook, according to a business overview provided by the Applicant. The proposed business will operate with 2 staff members initially, but plans to increase employment to 5 staff members over time.

With the exception of minor interior and exterior cosmetic improvements and new signage, no physical changes are proposed to the subject property. The existing building contains 5 automotive repair bays, a work storage area, and an office and waiting area with restrooms.

Per the Applicant, approximately 4 to 5 passenger vehicles will be serviced at any given time within the automotive bay area, and the overnight storage of vehicles under repair will be occur within the interior service bays. Under the Special Use Permit, ProAuto will be limited to mechanical repairs only, as automotive body repair is a prohibited use in the C1 District. Hours of operation will be from 8:00 AM to 5:30 PM, Monday through Friday, and Saturday by appointment only.

Parking & Access
Per Section 12-7-3:B of the Unified Development Code, proposed parking standards identified in the code as "Required Spaces By Use" shall be advisory for Special Use applications, as required parking will be reviewed and established as part of the Special Use Permit. The final number of required parking spaces for Special Use Permits is determined by the Village Board based on the submitted, independent traffic and parking study and any recommendations made by the Traffic Safety Commission, Plan Commission, and staff.

Upon review of the Applicant’s submitted traffic and parking study, the Village Engineer found that the study did not include a parking analysis that could adequately determine a final number of required parking spaces. As such, staff and the Applicant are proposing a condition of the Special Use Permit based on the Village's base parking requirement to ensure adequate parking is provided for employees and customers, and to minimize the exterior storage of vehicles. This condition was made part of the Applicant’s presentation to the Traffic Safety Commission, which unanimously recommended approval of the case. The proposed condition, agreed to by the Applicant, is as follows:

1. Of the twenty-four (24) on-site parking spaces, nineteen (19) spaces shall be reserved for use by customers, employees, and vehicles awaiting repair or pick-up and parked for less than a twenty-four-hour (24) period. No more than five (5) spaces shall be used for the longer term storage of vehicles associated with the repair business.

The parking requirement of 19 off-street spaces was based on Section 12-7-3:1 of the Unified Development Code:
I. Required Spaces by Use: Off street parking spaces accessory to designated uses shall be required as identified below:

<table>
<thead>
<tr>
<th>Use</th>
<th>Off-Street Parking Requirement</th>
<th>Proposed Use</th>
<th>Required Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>1.0 space per 250 square feet of gross floor area</td>
<td>1052 square feet</td>
<td>4</td>
</tr>
<tr>
<td>Automobile Repair</td>
<td>1.0 space per employee plus 2.0 spaces per service stall</td>
<td>5 stalls + 5 employees</td>
<td>15</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>19</strong></td>
</tr>
</tbody>
</table>

The Applicant’s traffic engineer is currently revising the traffic and parking study to provide a suitable analysis that demonstrates the site has sufficient parking to meet the peak demand of the proposed business. If approved, the Special Use Permit should also be conditioned on the receipt and approval of the revised traffic and parking study by the Village Engineer and Land Use Planner.

Other comments provided by the Village Engineer and Traffic Safety Commission in review of the application are summarized as follows:

- The Special Use Permit should include a condition on the type and extent of towing vehicles to and from the site.
- The Special Use Permit should include a condition on the type and extent of outdoor storage of vehicles.
- The existing accessible parking stall does not meet the Illinois Accessibility Code requirements. If the Special Use Permit is approved in early 2020, the parking stall should be updated by July 1, 2020.
- The business should verify that existing parking stall dimensions are compliant with the Village’s dimensional standards.
- The driveways along Dempster Street and Meade Avenue are excessively wide. The Illinois Department of Transportation (IDOT) recommends a 24-foot driveway width and the Village’s maximum width for a commercial driveway is 35 feet. At 30 feet in width, the Dempster Street driveway is acceptable. However, at approximately 60 feet in width, the Meade Avenue driveway must be reduced in accordance with Village standards, or a design vehicle and turning analysis must be submitted indicating that the non-conforming width is needed to accommodate the proposed traffic.

In response to the above comments, staff is also recommending the following conditions of Special Use Permit approval:

(2) No more than one (1) tow truck may be parked on the subject property at any given time. All vehicle off-loading activities shall occur within the subject property boundary and shall occur between the hours of 6:00 AM and 10:00 PM.

(3) The outdoor storage of any vehicle with obvious signs of disrepair shall not exceed twenty-four (24) hours. The outdoor storage of materials, parts, or trailers is prohibited.

(4) A parking lot plan that complies with Illinois Accessibility Code and Village Code requirements shall be prepared for review by the Village Engineer and Land Use Planner, and the parking lot shall be improved in accordance with the approved plan prior to July 1, 2020.
Prior to July 1, 2020, the driveway along Meade Avenue shall be reduced in width in accordance with Village Standards, or a design vehicle and turning analysis must be submitted that adequately demonstrates the non-conforming width is needed to accommodate the proposed traffic.

Commission Review
Appearance Commission
Because no significant exterior modifications to the property or building are proposed by the Applicant, review by the Appearance Commission was not required.

Traffic Safety Commission
In accordance with Section 12-16-4 of the Unified Development Code, the Applicant and engineering consultant to the Applicant, Quigg Engineering Inc., appeared before the Traffic Safety Commission (TSC) at their December 5, 2019, meeting. The Applicant and traffic engineer took questions relating to parking and access on the site and responded to specific concerns raised in the Village Engineer’s staff report. At the conclusion of the discussion, the TSC voted unanimously to support the request for a Special Use Permit and provided the attached comments relating to the case to forward to the Plan Commission. The TSC’s comments are discussed and addressed in the previous section through recommended conditions of approval.

Departmental Review
The application and all supporting materials were distributed to staff within the Village’s Fire, Building, and Public Works (Engineering) Departments for their review. The comments received by staff are as follows:

- **Fire**: No issues identified at this time.
- **Building**: No issues identified at this time.
- **Engineering**: Comments prepared by Village Engineer Chris Tomich are provided as an attachment in the Plan Commission’s hearing packet. The Village Engineer’s comments are presented and addressed in the previous section through recommended conditions of approval.

Discussion
The proposed use of the subject property for “automotive repair (oil change, tires, brakes, auto glass, other mechanical items only)” is consistent with the property’s existing improvements and former use.

The Village’s approval of the use through a Special Use Permit is an opportunity to mitigate issues common to automotive repair businesses, including the exterior storage of parts and vehicles in disrepair, noise, odor, and traffic congestion that might adversely affect public health, safety, or welfare. In order to ensure the proposed use does not impose any hazards or nuisance to adjacent or nearby properties, staff is also recommending the inclusion of the following conditions in the Special Use Permit:

(6) All repair operations shall be performed inside the building and all overhead garage doors shall remain closed during repair operations.

(7) A solid fence measuring no less than six feet (6’) in height shall be maintained along the north lot line.

(8) All vehicle parking and storage shall occur within conforming and visibly striped parking stalls.

(9) Use of the parking lot shall be limited to the parking and storage of vehicles accessory to the automotive repair business.

(10) All parking and storage of vehicles relating to the principal use shall occur within the subject property boundary.
The applicant should be prepared to discuss planned property improvements, the acceptance of proposed conditions, and how the proposed use meets the Standards for Special Use.

**Standards for Special Use**
The following Standards for Special Use, established in Section 12-16-4:C.5 of the Unified Development Code, are provided to assist the Commission's consideration of the request. The Applicant provided responses to the following standards in the attached application.

a. **Preservation of Health, Safety, Morals and Welfare** – The establishment, maintenance and operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, or general welfare.

b. **Adjacent Properties** – The Special Use should not be injurious to the use and enjoyment of other property in the immediate vicinity for the uses permitted in the zoning district.

c. **Orderly Development** – The establishment of the Special Use will not impede the orderly development and improvement of the surrounding properties for uses permitted in the District.

d. **Adequate Facilities** – Adequate utilities, access roads, drainage and other necessary facilities are in existence or are being provided.

e. **Traffic Control** – Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the public streets. The proposed use of the subject site should not draw substantial amounts of traffic on local residential streets.

f. **Adequate Buffering** – Adequate fencing and/or screening shall be provided to ensure the right of enjoyment of surrounding properties to provide for the public safety or to screen parking areas and other visually incompatible uses.

g. **Conformance to Other Regulations** – The special use shall, in all other respects, conform to applicable provisions of this title or amendments thereto.

**Recommendation**
Should the Plan Commission recommend approval of PC 19-10, staff suggests the following motion and conditions:

The Plan Commission recommends approval of PC 19-10, a request for a Special Use Permit for "automotive repair (oil change, tires, brakes, auto glass, other mechanical items only)" in the C-1 General Commercial District in accordance with Section 12-4-3:O of the Village of Morton Grove Unified Development Code for the property commonly known as 6100 Dempster Street in Morton Grove, Illinois (10-17-316-054-0000), with the following conditions:

1. The site and building shall be developed and operated consistent with the plans and supporting documents in the application, identified in this report and/or presented at the public hearing, subject to any necessary modifications to accommodate conditions, Commission recommendations, or code compliance requirements, in accordance with reviews by the Plan Commission and Village staff.

2. Of the twenty-four (24) on-site parking spaces, nineteen (19) spaces shall be reserved for use by customers, employees, and vehicles awaiting repair or pick-up and parked for less than a twenty-four-hour (24) period. No more than five (5) spaces shall be used for the longer term storage of vehicles associated with the repair business.

3. No more than one (1) tow truck may be parked on the subject property at any given time. All vehicle off-loading activities shall occur within the subject property boundary and shall occur between the hours of 6:00 AM and 10:00 PM.

4. The outdoor storage of any vehicle with obvious signs of disrepair shall not exceed twenty-four (24) hours. No outdoor storage of materials, parts, or trailers is permitted.
5. A parking lot plan that complies with Illinois Accessibility Code and Village Code requirements shall be prepared for review by the Village Engineer and Land Use Planner, and the parking lot shall be improved in accordance with the approved plan prior to July 1, 2020.

6. Prior to July 1, 2020, the driveway along Meade Avenue shall be reduced in width in accordance with Village Standards, or a design vehicle and turning analysis must be submitted that adequately demonstrates the non-conforming width is needed to accommodate the proposed traffic.

7. All repair operations shall be performed inside the building and all overhead garage doors shall remain closed during repair operations.

8. A solid fence measuring no less than six feet (6') in height shall be maintained along the north lot line.

9. All vehicle parking and storage shall occur within conforming and visibly striped parking stalls.

10. Use of the parking lot shall be limited to the parking and storage of vehicles accessory to the automotive repair business.

11. All parking and storage of vehicles relating to the principal use shall occur within the subject property boundary.

12. Prior to the issuance of a certificate of occupancy, the Applicant shall submit an updated traffic and parking study in accordance with Village requirements and standards, for review and approval by the Village Engineer, and have responded to all comments and complied with all recommendations suggested by the Village Engineer and Traffic Safety Commission in the Plan Review Comment Forms dated December 6, 2019.
Attachment B

Final Plans and Supporting Documents for PC 19-10

1. ALTA/NSPS Land Title Survey, prepared by Professionals Associated Survey, Inc., dated August 28, 2019;
2. Sheet No. SP-1A (interior floor plan), undated;
3. Traffic Study Report, prepared by Quigg Engineering, Inc., dated September, 2019 (REVISED: December, 2019); and
6100 Dempster Street
Morton Grove, IL
Traffic Study Report

Prepared by:

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Chicago, IL 60606
(T) 312 235 6783
(F) 312 235 6784

December 2019
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1 INTRODUCTION AND BACKGROUND

This traffic study documents the analysis and findings for a proposed automotive repair shop to be located at 6100 Dempster Street in the Village of Morton Grove, Cook County, IL. The study quantifies traffic impacts in terms of new trips generated by the development and the impacts on traffic operations and intersection Level of Service (LOS) at key locations.

Figure 1 shows the project site location.

1.1 Project Description

The proposed automotive repair shop would open in an existing building at the site of a former Merlin 200,000 Miles automotive repair shop at 6100 Dempster Street. The maintenance/repair services proposed for the shop are oil changes, tire service, brake service, auto glass repair, and other mechanical items. The subject parcel is a rectangular-shaped lot, approximately 0.42 acres in size, on the northwest corner of the intersection of Dempster Street and Meade Avenue. An alley is oriented west-east along the entire northern edge of the property, intersecting Meade Avenue on the northeast corner of the site approximately 150 feet north of Dempster Street. A small office building and a small retail building are located immediately west of the subject property.

The existing one-story, approximately 3,500 square foot building is situated on the far western edge of the property. One pedestrian entrance/exit door and five service bay doors face east towards the main parking lot, which comprises most of the remainder of the parcel. Access to the parking lot is provided by driveways at three locations. Two driveways are located along Dempster Street on the southern edge of the lot and are approximately 30 feet in width each. One wider driveway, approximately 60 feet in width, is located along Meade Avenue on the eastern edge of the parcel. A fence blocks any vehicular or pedestrian access to the site from the alley along the northern edge of the property.

The existing parking lot is striped to provide 24 parking stalls, with half along the fence line on the northern edge and half in the middle of the lot. One parking stall nearest the customer entrance is marked and signed as a handicap accessible stall. On-street parking is prohibited on Dempster Street in the vicinity of the site.

The proposed automotive repair shop would initially utilize four of the five existing service bays. Intended hours of operation are 8:00 AM to 5:00 PM Monday through Friday, and 8:00 AM to 12:00 Noon on Saturday. The facility expects to open with two full-time employees, with potential to expand to five full-time employees and use of all five service bays over time.

Figure 2 shows the existing building on the site.
Figure 1    Project Site Location
Figure 2  Existing Building on Site
Figure 3    Project Traffic Study Area
1.2 Project Study Area

Figure 3 shows the study area that was considered for project-related traffic analysis. The limits of the study are the approximately one-quarter mile section of Dempster Street from Moody Ave west of the site to Mason Avenue east of the site. This section includes two primary study intersections: the unsignalized intersection of Dempster Street and Meade Avenue immediately adjacent to the subject property, and the signalized intersection of Dempster Street and Austin Avenue one block to the east.

1.3 Analysis Methodology

This study report describes the issues, analysis, and expected impacts that the development and operations of the project will have on the local transportation system. The analysis includes collection of existing conditions data, including traffic counts, estimates of new trip expected to be generated by the project, traffic distribution and assignment, LOS analysis, traffic impacts determination, parking, mitigation measures, recommendations, and traffic control needs evaluation to ensure safe and efficient traffic operations. The analysis was conducted for morning (AM) and evening (PM) peak hour traffic conditions.

To measure and describe the operations of a roadway network, traffic engineers and planners commonly use a grading system called the Level of Service (LOS). The LOS grading system qualitatively characterizes traffic conditions associated with varying levels of traffic. These levels range from LOS A, which indicates free-flow traffic conditions with little or no control delay experienced by motorists, to LOS F, which describes congested conditions where traffic flows exceed design capacity, resulting in long queues and delays. LOS A, B, and C are generally considered to be satisfactory service levels, while the influence of congestion becomes more noticeable at LOS D. LOS E is undesirable and LOS F conditions are considered to be unacceptable to most drivers.

Tables 1 and 2 present the LOS criteria for signalized and unsignalized intersections, respectively.
### Table 1  Signalized Intersection LOS Definitions

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Description</th>
<th>Average Control Delay per Vehicle (seconds/vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Operations with very low delay occurring with favorable progression and/or short cycle length.</td>
<td>≤ 10</td>
</tr>
<tr>
<td>B</td>
<td>Operations with low delay occurring with good progression and/or short cycle lengths.</td>
<td>&gt; 10 – 20</td>
</tr>
<tr>
<td>C</td>
<td>Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.</td>
<td>&gt; 20 – 35</td>
</tr>
<tr>
<td>D</td>
<td>Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.</td>
<td>&gt; 35 – 55</td>
</tr>
<tr>
<td>E</td>
<td>Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.</td>
<td>&gt; 55 – 80</td>
</tr>
<tr>
<td>F</td>
<td>Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.</td>
<td>&gt; 80</td>
</tr>
</tbody>
</table>


### Table 2  Unsignalized Intersection LOS Definitions

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Average Control Delay (seconds/vehicle)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>0 – 10</td>
<td>Little or no delay.</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10 – 15</td>
<td>Minor delays.</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 15 – 25</td>
<td>Average delays.</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 25 – 35</td>
<td>Moderate delays.</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 35 – 50</td>
<td>Lengthy delays.</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 50</td>
<td>Excessive delays/gridlock.</td>
</tr>
</tbody>
</table>

2 EXISTING CONDITIONS

The analysis of the existing transportation system includes description of the surrounding land use, roadway network, capacity evaluation of the study intersections, and a description of public transportation in the Project vicinity. Turning movement volume data was collected by Quigg Engineering Inc. (QEI) at the signalized intersection of Dempster Street with Austin Avenue and the unsignalized intersection of Dempster Street with Meade Avenue on Tuesday, August 20th and Wednesday August 21st. Detailed volume reports are provided in Appendix A.

2.1 Land Use and Surrounding Developments

In addition to the subject parcel, the block contains a small office building and a small retail building immediately west of the proposed auto service building. The adjacent areas north of the subject property are primarily single-family residential, with a large municipal park (Harrer Park) and elementary school (Park View) located within a few blocks to the west and northwest. Properties along the Dempster Street corridor to the east and west generally contain a mix of one-to-two story retail, office, service, and light-industrial buildings. A bank and a small multi-tenant retail building are located directly across Dempster Street from the subject property. The exit driveway from the bank's drive-up teller lanes is located directly across Dempster Street from two of the subject property's driveways.

2.2 Roadway Network

As indicated previously, the subject parcel's three driveways provide access to/from Dempster Street and Meade Avenue. Other neighborhood streets are not expected to be routinely utilized by project traffic for circulation.

2.2.1 Dempster Street

Dempster Street runs east-west along the south side of the property. It is a State route designated as IL 58 and under the jurisdiction of the Illinois Department of Transportation (IDOT). In the project area, the street contains two lanes in each direction plus a center two-way left-turn lane. Parking is prohibited on both sides of the street, which has a posted speed limit of 30 mph in the project area. Pace operates Route 250 on Dempster Street, with approximate 20-minute headways during peak periods. The closest westbound bus stop is just west of the subject property, near the intersection with Moody Avenue. An eastbound bus stop is located in front of the bank directly across Dempster Street from the subject property. The segment of Dempster Street in the study area is classified as an "Other Principal Arterial" by IDOT, with the most recently available (2017) Average Annual Daily Traffic (AADT) count of 37,400 vehicles per day. Dempster Street also provides access to the Edens Expressway (I-94) less than one mile east of the subject parcel. Traffic signals on the corridor appear to be coordinated in an effort to smooth traffic flow and minimize delays.
2.2.2 *Meade Avenue, Moody Avenue, and School Street*

Meade Avenue runs north-south along the eastern edge of the subject property, and includes one of the three access driveways for the site. School Street and Moody Avenue intersect Dempster Street within 200 feet west of the property. All three roadways are local streets that primarily provide access to/from the residential neighborhood north and south of Dempster Street, and are controlled with stop signs (side-street only) where each intersects Dempster Street.

2.2.3 *Austin Avenue*

Austin Avenue runs north-south and intersects Dempster Street approximately 700 feet east of the subject property. Austin Avenue is classified as a "Major Collector" by IDOT. Traffic counts conducted in 2018 indicate AADT's of 3,850 vehicles per day north of Dempster Street and 7,550 vehicles per day south of Dempster Street. The intersection of Dempster Street with Austin Avenue is controlled by a traffic signal.

2.2.4 *Alley*

An alley connecting Meade Avenue and Moody Avenue runs east-west along the north side of the subject property. This alley also connects to a north-south alley that serves residences north of the property. A fence currently separates the alley from the subject property and prohibits direct access between the two.

2.3 *Data Collection*

QEI conducted intersection turning movement counts at two locations from 4:00 PM to 6:00 PM on Tuesday, August 20th, and from 7:00 AM to 9:00 AM on Wednesday August 21st. A full intersection count of all movements was conducted at Dempster Street and Austin Avenue. At the intersection of Dempster Street and Meade Avenue, only vehicles turning to or from Meade Avenue were counted, in addition to all pedestrian and bicycle movements. There are a few commercial driveways accessing Dempster Street between Meade Avenue and Austin; however, for the purposes of analysis, it is assumed that the net gain/loss of traffic from these driveways is negligible, and thus, volumes on the west leg of the Austin Avenue intersection were used to balance the through movement volumes on Dempster Street at Meade Avenue.

Peak hours of traffic on the corridor were found to be from 7:00 AM to 8:00 AM and from 5:00 PM to 6:00 PM. A summary of traffic volumes during peak hours are shown in Table 3. Detailed count volume reports are provided in Appendix A.
### Table 3: Existing Traffic Volumes

#### Dempster Street and Austin Avenue Intersection

<table>
<thead>
<tr>
<th>Peak Period</th>
<th>Northbound</th>
<th>Southbound</th>
<th>Eastbound</th>
<th>Westbound</th>
<th>PHF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left Thru Right</td>
<td>Left Thru Right</td>
<td>Left Thru Right</td>
<td>Left Thru Right</td>
<td></td>
</tr>
<tr>
<td>AM</td>
<td>90 103 101</td>
<td>52 152 22</td>
<td>18 904 55</td>
<td>120 811 20</td>
<td>0.97</td>
</tr>
<tr>
<td>PM</td>
<td>110 205 140</td>
<td>42 165 44</td>
<td>63 1083 106</td>
<td>116 1027 39</td>
<td>0.95</td>
</tr>
</tbody>
</table>

#### Dempster Street and Meade Avenue Intersection

<table>
<thead>
<tr>
<th>Peak Period</th>
<th>Northbound</th>
<th>Southbound</th>
<th>Eastbound</th>
<th>Westbound</th>
<th>PHF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left Thru Right</td>
<td>Left Thru Right</td>
<td>Left Thru Right</td>
<td>Left Thru Right</td>
<td></td>
</tr>
<tr>
<td>AM</td>
<td>0 0 0</td>
<td>2 0 26</td>
<td>5 975 0</td>
<td>0 916 7</td>
<td>0.95</td>
</tr>
<tr>
<td>PM</td>
<td>0 0 0</td>
<td>2 0 6</td>
<td>18 1250 0</td>
<td>0 1173 8</td>
<td>0.95</td>
</tr>
</tbody>
</table>

Notes:
1. Traffic volumes were collected on Tuesday, August 20th from 4:00 to 6:00 PM and on Wednesday, August 21st from 7:00 AM to 9:00 AM. Volumes shown in the table are only for respective peak one-hour intervals within each period.

Source: Quigg Engineering Inc. August 2019

### 2.4 Intersection Operations

The intersection operations at the two intersections of Dempster Street with Austin Avenue and with Meade Avenue were analyzed in the software program Synchro 10 based on the volumes shown in Table 2. Results of the analyses are shown in Table 3, with detailed outputs from Synchro 10 shown in Appendix B.

As shown in Table 4, the majority of approaches and/or key movements at both intersections operate at LOS D or better in both the AM and PM peak periods. The southbound approach on Austin Avenue operates at LOS E, although the average delay of 55.7 seconds only exceeds the upper limit of LOS D by less than one second. The stop-controlled southbound approach on Meade Avenue operates at LOS B in the AM Peak and LOS C in the PM peak, with average delays of 12.9 and 17.1 seconds, respectively.
<table>
<thead>
<tr>
<th>Table 4</th>
<th>Existing Conditions - Intersection LOS Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dempster Street and Austin Avenue</strong></td>
<td>Overall Intersection</td>
</tr>
<tr>
<td></td>
<td>Delay (sec/veh)</td>
</tr>
<tr>
<td>Existing AM Peak</td>
<td>20.5</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing PM Peak</td>
<td>26.8</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dempster Street and Meade Avenue</th>
<th>Overall Intersection</th>
<th>Key Movements¹</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Delay (sec/veh)</td>
<td>LOS</td>
</tr>
<tr>
<td>Existing AM Peak</td>
<td>0.2</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing PM Peak</td>
<td>0.2</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:

1. For side-street stop-controlled intersections, through and right-turn movements on the major street are assumed to operate with negligible delay. Delays and LOS are shown for key movements only (side-street approaches and left-turn movements from the major street).

Source: Quigg Engineering Inc. September 2019
3 FUTURE CONDITIONS

The impacts of the proposed development on the study area are discussed in this chapter.

3.1 Background Volumes Forecast

Intersection traffic counts were conducted for the study in August 2019, and the redevelopment is expected to be completed in a relatively short timeframe after approval. Therefore, no growth in background traffic is assumed for the purposes of the analysis.

3.2 Background Plus Project Conditions Volumes Forecast

The volume of traffic added to the roadway system by the project would primarily comprise of employees and customers of the automotive repair shop. The project traffic was estimated using a three-step process:

1. Trip generation
2. Trip distribution
3. Trip assignment

In the first step, the amount of traffic entering and exiting the site was estimated on a peak hour basis for both AM and PM peak periods. No discount factors were applied for transit trips given the nature of the development. In the second step, arrival and departure directions were determined considering existing traffic patterns. Finally, the trips were assigned to the street segments and intersections of Dempster Street with Meade Avenue and Austin Avenue.

3.2.1 Trip Generation and Modal Split

Background information for operations of the proposed automotive repair shop was provided by the developer. Parcel and building information were obtained from the Village of Morton Grove's Geographic Information Systems (GIS) website, previous property-for-sale listings, and Google Earth. The shop would utilize four of the five existing service bays and open with two full-time employees. Intended hours of operation are 8:00 AM to 5:00 PM Monday through Friday, and 8:00 AM to 12:00 Noon on Saturday. The building is approximately 3,500 square feet in size.

The 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual was utilized to estimate new trips that would be generated by operations of the shop. For Automobile Care Centers (Code 942), trip generation estimates are available for three different variables: per 1000 square feet gross floor area; per number of service bays; or for number of employees. Separate rates are estimated for both the AM and PM peak hours of adjacent street traffic. Given the nature of the proposed development, a negligible amount of transit or pedestrian trips are anticipated, although availability of transit may offer an alternative method for customers to access...
the facility while their vehicles are being repaired. As shown in Table 5, trip generation rates were estimated using each of the three variables.

<table>
<thead>
<tr>
<th>Independent Variable</th>
<th>Size</th>
<th>Units</th>
<th>Total Trips (per hour)</th>
<th>AM Peak Hour of Roadway</th>
<th>PM Peak Hour of Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Gross Floor Area</td>
<td>3.5</td>
<td>1000 SF</td>
<td></td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Number of Service Bays</td>
<td>5</td>
<td>bays</td>
<td></td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Number of Employees</td>
<td>5</td>
<td>employees</td>
<td></td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>

Notes:
1. Trip generation rates estimated using data from the proposed facility operators, property information, and the ITE Trip Generation Manual, 10th Edition (for Category 942, Automobile Care Center).

Source: Quigg Engineering Inc. August 2019

In order to be conservative, the method that generated the largest expected number of trips was utilized for the analyses. Of note, the proposed business intends to initially utilize only four of the five service bays, with two full-time employees. However, this analysis assumes the potential use of all five service bays, with five full-time employees as noted by the proposed operator of the business. In this case, either the use of gross floor area or the number of service bays generates the same (and highest) numbers of trips: 8 in the AM peak, and 11 in the PM peak, respectively. Also of note, while the Trip Generation Manual estimates are for the peak hours of adjacent street traffic (in this case, 7:00 AM – 8:00 AM and 5:00 – 6:00 PM on weekdays), the proposed hours of operation for the shop are 8:00 AM to 5:00 PM. For analysis purposes, however, the estimated peak hour trips generated by the shop were still applied to the peak hour volumes from the traffic counts.

3.2.2 Trip Distribution and Assignment

The newly generated trips were assigned to the network based on existing proportions of traffic passing by the site in each peak hour. Eastbound traffic is slightly heavier in both the AM and PM peak periods, so a slightly larger number of generated trips were assigned to eastbound movements as compared to westbound movements.

As indicated earlier, the site currently has three driveways: two that access Dempster Street and one accessing Meade Avenue just north of Dempster Street. Due to the proximity of the driveways to the intersection of Dempster Street and Meade Avenue, for the purposes of the analyses, all site generated traffic was combined and assigned to turn at the intersection, and thus were added to the
base volumes at that intersection. Site development traffic assigned to head to or come from the east was assumed to also travel through the intersection of Dempster Street and Austin Avenue.

3.2.3 Project Conditions Total Traffic Volumes

The additional estimated peak hour trips were added to the existing turning movement counts at the intersections as shown in Table 6.

<table>
<thead>
<tr>
<th>Table 6</th>
<th>Traffic Volumes Including Site Generated Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dempster Street and Austin Avenue Intersection</td>
</tr>
<tr>
<td>Peak</td>
<td>Northbound</td>
</tr>
<tr>
<td>Period</td>
<td>Left Thru Right</td>
</tr>
<tr>
<td>AM</td>
<td>90 103 101</td>
</tr>
<tr>
<td>PM</td>
<td>110 205 140</td>
</tr>
<tr>
<td></td>
<td>Demster Street and Meade Avenue Intersection</td>
</tr>
<tr>
<td>Peak</td>
<td>Northbound</td>
</tr>
<tr>
<td>Period</td>
<td>Left Thru Right</td>
</tr>
<tr>
<td>AM</td>
<td>0 0 0</td>
</tr>
<tr>
<td>PM</td>
<td>0 0 0</td>
</tr>
</tbody>
</table>

Notes:
1. Bold numbers indicate change from existing base condition volumes.

Source: Quigg Engineering Inc. August 2019
3.3 Intersection Operations

Given the relatively minor additional traffic expected to be generated in the peak hours by the proposed automotive repair shop (8 trips in the AM peak and 11 trips in the PM peak, respectively), the impacts on LOS at the key intersections are minimal. Results of the analysis including site generated traffic are summarized in Table 7. The only approach or key movement whose expected delay increased by more than one second was the southbound traffic at Meade Avenue during the PM peak, where all trips leaving the site were assigned. This delay only increased from 17.1 to 19.0 seconds, which still results in LOS C for that approach. None of the approaches or key movements are expected to operate at a lower LOS category than in the existing conditions without additional site generated traffic.

<table>
<thead>
<tr>
<th>Table 7</th>
<th>Build Conditions With Site Generated Traffic - Intersection LOS Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overall Intersection</strong></td>
<td><strong>Individual Approaches</strong></td>
</tr>
<tr>
<td>Dempster Street and Austin Avenue</td>
<td></td>
</tr>
<tr>
<td>Build Condition AM Peak</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Build Condition PM Peak</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dempster Street and Meade Avenue</th>
<th><strong>Overall Intersection</strong></th>
<th><strong>Key Movements</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Build Condition AM Peak</strong></td>
<td><strong>Approach / Movement</strong></td>
<td><strong>Delay (sec/veh)</strong></td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>13.5</td>
</tr>
<tr>
<td></td>
<td>Eastbound Left-Turn</td>
<td>10.1</td>
</tr>
<tr>
<td><strong>Build Condition PM Peak</strong></td>
<td>Southbound</td>
<td>19.0</td>
</tr>
<tr>
<td></td>
<td>Eastbound Left-Turn</td>
<td>11.6</td>
</tr>
</tbody>
</table>

Notes:
1. For side-street stop-controlled intersections, through and right-turn movements on the major street are assumed to operate with negligible delay. Delays and LOS are shown for key movements only (side-street approaches and left-turn movements from the major street).

Source: Quigg Engineering Inc.

September 2019

6100 Dempster Street, Morton Grove
Traffic Study Report (Revised December 2019)
3.4 Parking Analysis and Considerations

While on-street parking is prohibited on Dempster Street, the capacity of the existing parking lot appears sufficient for the intended use of the facility, especially since the proposed use is similar to the previous use of the property. The limited size of the facility, the number of employees, and the type of use would not be expected to result in large demands for customer parking or high turnover of parking stalls. Some parking stalls may be occupied with vehicles awaiting service or for customer pickup after service is complete, but this would not be expected to result in a shortage of available customer parking.

The Village’s off-street parking requirements are defined in Chapter 7 (Off Street Parking and Loading) of the Unified Development Code, which is Title 12 of the Village’s Municipal Code. According to the table of “Required Spaces by Use” in Section 12-7-3:1, the minimum number of parking stalls required for the proposed business is based on three factors: square feet of office space, the numbers of employees, and the number of service stalls for the shop.

<table>
<thead>
<tr>
<th>Use</th>
<th>Parking Requirement</th>
<th>Proposed Size</th>
<th>Required Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office Space</td>
<td>1.0 space per 250 SF of gross floor area</td>
<td>1052 SF</td>
<td>4</td>
</tr>
<tr>
<td>Number of Employees</td>
<td>1.0 space per employee</td>
<td>5 employees</td>
<td>5</td>
</tr>
<tr>
<td>(Automobile Repair)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Service Stalls</td>
<td>2.0 spaces per service stall</td>
<td>5 service stalls</td>
<td>10</td>
</tr>
<tr>
<td>(Automobile Repair)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>19</td>
</tr>
</tbody>
</table>

Table 8 Minimum Off-Street Parking Requirements

Source: Village of Morton Grove

As shown in Table 8 above, the proposed business would require a minimum of 19 off-street parking stalls. The parking lot as currently striped provides 24 parking stalls. The Village has recommended that the 19 required stalls be reserved for use by customers, employees, and vehicles awaiting repair or pick-up that are parked for less than 24 hours. The five remaining stalls could be used for longer-term storage of vehicles being serviced by the business, subject to other restrictions of the Village. Of note, the interior service bays may also be utilized for overnight / off-hours storage of vehicles under repair, which may decrease the number of vehicles parked in the lot during hours when the business is closed.

A turning vehicle swept path analysis was not conducted as part of this traffic study. However, due to the nature of the proposed business use, the site will need to accommodate movements of a tow truck with vehicle in tow. Any proposed alterations to the parking lot and/or driveways will need to satisfy the parking requirements discussed herein, applicable standards for handicap accessibility, and other Village design standards.
4 FINDINGS AND RECOMMENDATIONS

✓ An automotive repair shop is proposed for the property located at 6100 Dempster Street in the Village of Morton Grove, Cook County, IL.
✓ The site formerly supported a similar land use, a Merlin 200,000 Miles repair shop. The existing building would be retained for use by the automotive repair shop.
✓ The proposed shop would operate from 8:00 AM to 5:00 PM on weekdays, and 8:00 AM to 12:00 Noon on Saturdays, with two full-time employees and initial utilization of four service bays. The business may grow to necessitate use of all five service bays and five full-time employees. These higher values were utilized for trip generation and off-street parking analysis.
✓ Based on the ITE Trip Generation Manual, the facility would be expected to generate 8 to 11 new trips in the AM and PM peak hours of traffic, respectively.
✓ Traffic analyses for the intersections of Dempster Street with Meade Avenue (adjacent to the subject property) and Austin Avenue (east of the subject property) were conducted for existing base conditions and with the additional site-generated traffic.
✓ The negative impacts to traffic operations on nearby streets and intersections is expected to be minimal, due to the low number of additional trips expected.
✓ The 24 existing parking stalls should be sufficient to accommodate the parking needs of the business. The Village’s Unified Development Code requires 19 off-street parking stalls for the proposed use. If these 19 stalls are reserved for use by customers, employees, and short-term (<24 hour) parking of vehicles awaiting repair and/or pickup, the remaining 5 stalls would be available for longer-term storage of vehicles being serviced by the shop.
VILLAGE OF MORTON GROVE, ILLINOIS
PLAN REVIEW COMMENT FORM

DATE DISTRIBUTED: 11/18/2019

CASE NUMBER: PC 19-10

APPLICATION: Request for a Special Use Permit for automotive repair (oil change, tires, brakes, auto glass, other mechanical items only) in the C1 General Commercial District for the property commonly known as 6100 Dempster Street, Morton Grove, Illinois (PIN 10-17-316-054-0000)

A Special Use Application has been submitted for Plan Commission action. Please return your review to the Department of Community Development by Monday, December 9, 2019.

Thank you,
Zoe Heidorn, Land Use Planner/Coordinator

COMMENTS OR CONCERNS

1. The Study does not include a suitable parking analysis. Section 3.4 provides a qualitative assessment that there will be no changes to the parking demand from the previous use. A parking analysis should be added to the Study before Plan Commission review that includes the same quantitative approach as the traffic analysis. The peak hour traffic and peak parking forecast should not be assumed to coincide, so a separate analysis should be made for parking demand. The parking analysis should begin by describing in detail how the proposed business is intended to operate. Restate operating hours, employee and customer parking needs. Any and all vehicles that will access the site should be described and parking needs characterized—vendors and deliveries should be included. Customer drop-off and pick-up should be described. All of the off-site parking should be compared to the village’s parking requirements.

2. It is a reasonable expectation this type of use may include towing vehicles to or from this site. The use of vehicle towing should be described and related to an impact on parking demand. The Special Use Permit should include a condition on the type and extent of towing vehicles to and from the site.

3. It is not explained how cars waiting for parts or repaired cars waiting to be collected will be stored. The Study should describe this aspect of the business operation. We understand, though correspondence with the applicant, that this condition is acceptable to the applicant. The Study should describe this commitment. The Special Use Permit should include a condition on the type and extent of outdoor storage of vehicles.

4. The current parking lot has one accessible parking space, but the markings do not meet Illinois Accessibility Code requirements. If approval is made in Winter 2020, this parking space would need to be updated by July 1, 2020.

5. Parking lot dimensions were not provided in the Study. The Study should present the minimum provided aisle width and parking space length and width. It should also compare the dimensions to the village’s requirements and explicitly state whether or not all the existing parking spaces meet village standards.

These comments accurately represent existing Village regulations or policies.

Signed: [Signature] Date: 12/6/19