

April 20, 2026

Title

PC 26-06

Petitioner

865 E Roosevelt Rd LLC
Mark Daniel/Daniel Law Office,
PC
17W733 Butterfield Road, Suite F
Oakbrook Terrace, IL 60181

Property Location

Village-wide

Approval Sought

The petitioner requests a text amendment to add a new land use, indoor automotive storage and recreation, to the list of conditional uses in the B4A District.

Prepared By

Anna Papke, AICP
Planning and Zoning Manager

DESCRIPTION

A text amendment to the Zoning Ordinance to add “automotive storage and recreation, indoor” as a conditional use in the B4A District. The petitioner is petitioning the Village concurrently for approval of a conditional use for indoor automotive storage and recreation on the property at 865 E. Roosevelt Road (PC 26-07).

APPROVAL(S) REQUIRED

The petitioner, 865 E ROOSEVELT RD LLC, requests that the Village approve the following text amendments to the Village Code:

1. An amendment to Section 155.802 to add the following definition:

Automotive storage and recreation, indoor is a primary use with a vehicle storage area occupying less than 10,000 square feet of the gross area of the principal use, which principal use may offer facilities for passenger vehicle enthusiasts that include private storage of vehicles that are not abandoned, disassembled, inoperable, undriveable, unlicensed or unregistered, except the vehicle storage area will exclude all or part of a vehicle that is a component of the premises or a fixture and installed pursuant to a building permit. Provided that all operations and activities occur in a fully enclosed building, accessory uses may include lounges, food and beverage service, amusements and simulators, events, membership programming, motor vehicle service, recreation, related retail sales, or similar activities.

2. An amendment to Section 155.417(G)(2)(b) of the Village Code to add “Automotive storage and recreation, indoor, but only in a shopping center that meets all zoning regulations, except as may be authorized by the Village (under Section 153.103, Section 155.103 or Article IX of this Chapter) and when the unit hosting the use does not have any storefront wall parallel with and exposed to the street front” to the list of conditional uses in the Roosevelt Road Corridor B4A District; and
3. An amendment to Section 155.602(C), Table 6.3, to add parking requirements for the proposed land use “Automotive storage and recreation, indoor” to the Village Code.

INTER-DEPARTMENTAL REVIEW

Building Division:

The Building Division has no comments regarding the proposed text amendment to the Village Code.

Fire Department:

The Fire Department has no comments regarding the proposed text amendment to the Village Code.

Private Engineering Services:

Private Engineering Services has no comments regarding the proposed text amendment to the Village Code.

Public Works:

The Department of Public Works has no comments regarding the proposed text amendment to the Village Code.

Planning Services Division:

The petitioner is the owner of the former Pep Boys property at 865 E. Roosevelt Road. The petitioner plans to redevelop the site into a multi-tenant commercial building. A major tenant in the building will be a business known as Octane Lounge. Octane Lounge is a membership-based business that will offer car storage for high-end personal vehicles and space for members to gather and socialize. Auto detailing, tire changes, and other similar services will be offered as an ancillary component of the overall use. This use does not presently exist in the Lombard Zoning Code. The petitioner is therefore advancing a text amendment to add a new use known as “automotive storage and recreation, indoor” to the Village Code as a conditional use in the B4A District. The proposed text amendment includes a definition of the land use and a proposed parking standard.

Staff has reviewed the proposed text amendment and makes the following findings:

- The proposed land use shares similarities with other land uses already defined in the Village Code. The proposed land use as described and defined by the petitioner consists of the following business activities: indoor vehicle storage; lounge space for members to gather; possible food and beverage service; member programming; and ancillary motor vehicle services and retail sales. Other land uses that encompass similar activities and are already defined in the Zoning Code include: storage centers, which provide for indoor storage of personal belongings; motor vehicle service businesses; businesses that cater to leisure and recreational pursuits, including indoor amusements; businesses that provide a space for social gathering, including restaurants and pubs; and membership-based businesses such as gymnasiums and health clubs.
- The proposed use is similar to other land uses already operating in the Roosevelt Road Corridor B4A District. Businesses in the corridor include multi-tenant shopping centers; motor vehicles sales, repair, and service businesses; storage centers; restaurants; retail; and personal service businesses. Like the proposed land use, many of these uses are larger in scale and draw patrons from around the region.
- The projected impacts of the proposed use are similar to the impacts generated by existing uses in the B4A District with respect to traffic, parking, noise levels, hours of operation, and activity level.
- The proposed amendment to the B4A conditional use list sets narrow parameters on the potential locations for indoor automotive storage and recreation businesses.
- As a conditional use, the Village will have the opportunity to review any future requests for indoor automotive storage and recreation businesses on a case-by-case basis.
- The petitioner initially proposed a parking metric for the new land use. However, upon review of the parking demand for Octane Lounge as part of PC 26-07, staff and the Village’s traffic consultant identified many variables that could affect parking demand for this type of business. Therefore, staff recommends that an individualized parking and traffic study be required for each automotive storage and recreation

business that requests conditional use approval. The petitioner has agreed to this change to the proposed text amendment.

Given the above, staff finds the proposed text amendment will allow for a new land use in the Roosevelt Road corridor that will be consistent with and complimentary to the other businesses already operating in the corridor. As a conditional use, the Village will have the opportunity to assess the impacts of each business individually as it comes forward. The text amendment as written balances the interests of the Village in promoting a robust business community along a major commercial corridor with the ability to assess and regulate potential impacts. Staff recommends approval of the text amendment.

EXISTING & PROPOSED REGULATIONS

The proposed text amendments are as follows. Additions are denoted by **bold and underline**. Deletions are denoted by a ~~strikethrough~~.

§ 155.802 – Rules and definitions.

Automotive storage and recreation, indoor is a primary use with a vehicle storage area occupying less than 10,000 square feet of the gross area of the principal use, which principal use may offer facilities for passenger vehicle enthusiasts that include private storage of vehicles that are not abandoned, disassembled, inoperable, undriveable, unlicensed or unregistered, except the vehicle storage area will exclude all or part of a vehicle that is a component of the premises or a fixture and installed pursuant to a building permit. Provided that all operations and activities occur in a fully enclosed building, accessory uses may include lounges, food and beverage service, amusements and simulators, events, membership programming, motor vehicle service, recreation, related retail sales, or similar activities.

§ 155.417 - Roosevelt Road Corridor B4A District requirements.

(G) Use regulations.

(2) Conditional uses.

(b) Service uses.

(xxiv) Automotive storage and recreation, indoor, but only in a shopping center that meets all zoning regulations, except as may be authorized by the Village (under Section 153.103, Section 155.103 or Article IX of this Chapter) and when the unit hosting the use does not have any storefront wall parallel with and exposed to the street front.

§ 155.602 - Off-street parking.

Table 6.3

SCHEDULE OF OFF-STREET PARKING REQUIREMENTS

USE	PARKING REQUIREMENTS
<i>COMMERCIAL, RETAIL, SERVICES</i>	
<u>Automotive storage and recreation, indoor</u>	<u>As determined and required by the Director of Economic Development and Planning based upon an individualized study of the facility by a professional traffic and parking consultant.</u>

STANDARDS FOR TEXT AMENDMENTS

For any change to the Village Code, the standards for text amendments must be affirmed. The petitioner's response to these standards is included in Exhibit A.

FINDINGS & RECOMMENDATIONS

Based on the above findings, the Inter-Departmental Review Committee has reviewed the petition and finds that it meets the standards required by the Village Code. As such, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending approval of this petition:

Based on the submitted petition and the testimony presented, the requested text amendment **complies** with the standards required by the Village of Lombard Zoning Ordinance; and, therefore, I move that the Plan Commission accept the findings and recommendations of the Inter-Departmental Report as the findings of the Plan Commission and I recommend to the Corporate Authorities **approval** of PC 26-06.

Inter-Departmental Review Committee Report approved by:



Trevor Dick, FAICP

Director of Economic Development and Planning

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EXHIBIT A
PETITIONER'S RESPONSE TO STANDARDS

OCTANE LOUNGE REQUEST FOR B4A TEXT AMENDMENT

NARRATIVE IN SUPPORT OF TEXT AMENDMENT (JANUARY 28, 2026)

BACKGROUND

As long as there have been cars, there have been hobbyists, collectors and others who need to store operable vehicles between uses. For many decades, people have been storing cars and trucks, from antique to hobby to luxury to specialty. Storage options originated with rented self-storage units used by individuals and businesses alike. Demand for these units was tremendous, and by the late 1980's demand far exceeded supply in metropolitan Chicago, and even in downstate metro areas like Champaign-Urbana, Bloomington-Normal, and Springfield. Storage options remained similar to warehouse demising for several years, but the self-storage industry took off and certain large operators blended vehicle storage in their storage facilities for other personal property. Between 2000 and 2010, the garage or storage condominium concept gained traction in the market, with the cultural/social component growing more popular with all storage facilities over the next ten years.

Whether due to market forces, economics of development or sheer ease of development, auto storage operations commonly took the most direct route to development by using infill sites in commercial districts or new development sites in industrial districts depending on their size. In commercial areas, automotive storage often accompanied motor vehicle sales, service or body and repair uses. Whether commercial areas hosted storage often depended on whether the storage was viewed as storage of personal property, part of a club, a component of recreational pursuit, or a cultural facility.

An amenity once enjoyed only by the affluent (at least through the few years after the Great Depression), only World War II slowed or limited the reaches of the automobile as an element of American culture. While the 1920's saw cars at assemblies, in movies, or on display at fairs, this changed dramatically in 1939 with the New York World's Fair which marked the start of a significant change in society towards vehicle-centric living.

Behind all of this, and for many years prior to the end of the Great Depression, there was a group in most communities that enjoyed the social, sometimes competitive, elements of the automobile. Some raced, but the majority enjoyed gathering, socializing, shows, and, collectively, sharing a hobby. Antique and classic cars, sports cars, luxury cars, trick cars and modified cars have remained such a central theme that the American automotive culture developed a subculture in the 1960's that has continued through today.

There are well over 700 national or large regional car clubs and several times that number of small regional and local car clubs. Over 100 local clubs exist in Illinois alone. This excludes the numerous informally organized groups that result from owning or appreciating similar cars.

Luxury cars, including luxury sports cars, have captivated Americans for over 120 years, with the Rolls Royce taking the stage in 1904. Later, this stage included Bentley, Mercedes-

Benz, and Cadillac. Packard, Duesenberg, and Bugatti joined them between 1920 and 1940, and regained momentum in the 1950's. Lamborghini had its introduction in the 1960's followed by cultural familiarity with the names GT, Chevelle, GTO, Mustang, Corvette, Camaro, Challenger, Firebird, Viper, Aston Martin, Ferrari, Porsche, and Tesla over the next three decades.

Despite the money and personal dedication behind these vehicles, their owners had limits. One of those national auto clubs is named Citizens Against Restrictive Zoning (CARZ) since so many owners found that while cities were willing to allow the sales of cars, auto parts and auto service, there were more and more restrictions on the number of vehicles that could be parked at home or the duration for parking vehicles in repair facilities that were often the center of local auto owners and their networks. This forced owners to choose remote locations or difficult and risky outdoor storage. Even the owner and developer of the world's fastest Dodge Viper, could not expand indoor storage opportunity at his western DuPage County headquarters in a large storage yard or refer people to known auto professionals along Roosevelt Road who had storage space but could not use it.

Over the past 10-15 years, changes in the real estate market combined with changes in perception of auto storage and auto clubs. Although in a relatively remote location where nearby businesses cannot benefit in the same fashion as those in the B4A corridor can, Naperville approved Iron Gate, a multi-phase garage condominium planned development in northwest Naperville. The use has thrived and similar operations have been attempted in the area. These operations have exploded in places like Arizona and in the southeastern United States. Another would have opened in West Chicago near Roosevelt Road and Illinois Route 59, if it were not for certain site development impediments that made construction difficult.

In Chicago, at least two automotive storage facilities have opened with social programming for members who may own the vehicles or be fans. West of Comiskey Park, a large service and detailing facility planned for storage, membership and member programming. In northwest Chicago, in one of the more valuable light industrial planned developments, a large storage and social club facility opened. Another facility much larger than Applicant proposes is planned for Addison.

There remains a significant demand for automobile-oriented social or cultural experiences and facilities in DuPage County. Without expanding on locations and details, it is sufficient at this point to note that certain infill development opportunities exist, with at least three being identified in or within five minutes from Lombard and other options being identified further west. Owners of luxury autos and sports cars share a passion that includes connecting for more than the occasional car show. Similarly, fans of the cars and friends of the people that own them also enjoy these connections. These people are also consumers who purchase goods and services in the B4A Roosevelt Road corridor.

The Octane Lounge concept involves a multitenant shopping center with four units having frontage along Roosevelt Road and a large tenant unit with no storefront along Roosevelt Road. The rear, fifth unit left several options for re-use: (a) continuing the PepBoys automotive repair use; (b) creating tenant storefronts on the east and south elevations; (c) planning for a self-storage business such as that across the street; or (d) pursuing a use with a recreation or social

element to it. The opportunity arose when PepBoys closed its store. Since summer, a collection of Lombard residents and business owners have worked through several alternative site plans for the property and, most recently, have been trying to address an interim use interpretation by staff that the use proposed for the rear portion of the site should have its own designated permitted or conditional use in the Zoning Ordinance. Plans for this tenant presently include the following: (a) storage for up to 27 vehicles on nine (9) three-tier racks; (b) a service area for detailing and exterior treatments; (c) a small retail lobby for automobile accessories and cleaners; and (d) lounge and event areas. The central issue in the discussion with Village staff involved whether the principal use of providing the service and club area could be a principal use if the areas were, in aggregate, smaller than the automobile storage area. Staff continued to suggest a text amendment for the use after reviewing a lengthy explanation of how the use fit under the current Zoning Ordinance. This same staff concern led to revisions to the floor plan and conditional use site plan that are addressed in the conditional use materials.

By a longshot, the residents behind this project prefer establishing their initial site in Lombard and cooperative efforts in planning for this use should benefit the Village and allow confidence in Applicant's operations as the use expands into other communities. The proposed amendments recognize that the Property is in the B4A district and that the B4A district features highway-oriented buildings. The proposal also considers synergy within the district by addressing size of the use and planning for the use in a shopping center.

The Village can consider direct and secondary tax revenues since the Comprehensive Plan and, generally, the B4A Roosevelt Road Corridor regulations are inclined to support tax generating uses. In this instance, a portion of the fees for the top membership level (storage members would have an exclusion of the fee for storage) and all of other membership levels may be subject to the Village's five percent (5%) amusement tax.

PROPOSED AMENDMENT

Amendment to Section 155.802 of the Village of Lombard Zoning Ordinance to add the following definition:

Automotive storage and recreation, indoor is a primary use with a storage area occupying less than 10,000 square feet with facilities for passenger vehicle enthusiasts that includes private storage of vehicles that are not abandoned, disassembled, inoperable, undriveable, unlicensed or unregistered, except when a part of a vehicle is a component of the premises or a fixture and installed pursuant to a building permit. Provided that all operations and activities occur in a fully enclosed building, accessory uses may include amusements and simulators, events, membership programming, motor vehicle service, recreation, related retail sales, or similar activities.

Amendment to Section 155.417(G)(2)(b) to add subsection (xv):

Automotive storage and recreation, but only in a shopping center that meets all zoning regulations, except as may be authorized by the Village (under Section 153.103, Section

155.103 or Article IX of this Chapter) and when the unit hosting the use does not have any storefront wall parallel with and exposed to the street front.

Amendment to Section 155.602(C), Table 6.3 to insert the following row:

USE	PARKING REQUIREMENTS
Automotive storage and recreation, indoor	For the auto service component, one (1) parking space per employee on maximum shift, plus one (1) parking space per motor vehicle service bay if bays are open to the public. For the storage area, plus the greater of 0.5 spaces per vehicle storage space. For any dining or event area, including space used in the storage area, twelve (12) parking spaces per 1,000 SF of gross floor area of the defined seating area.

STANDARDS

Section 155.103 (E)(8)(B) of the Lombard Zoning Ordinance prescribes standards for consideration in relation to proposed text amendments. Each standard appears in the captions below with explanations following each caption.

The degree to which the proposed amendment has general applicability within the Village at large and not intended to benefit specific property.

The amendment is designed to have general applicability within the Village’s B4A Roosevelt Road Corridor zoning classification. The amendment is, in form and substance, intended to have more and less breadth than Applicant’s business model for the property noted in the application. The proposal considers operations found at locations of blended automotive storage and recreation uses in Arizona, Colorado, Florida, Georgia, Illinois, Maryland, Massachusetts, Montana, Nevada, New York, New Jersey, North Carolina, Pennsylvania, South Carolina, Tennessee, Texas, and Washington. Due to the prevalence of motor vehicle service uses on Roosevelt Road in Lombard in adjoining communities, and since Applicant is only providing service, Applicant has not included motor vehicle repair or body work. In Lombard, motor vehicle service excludes vehicle painting, so painting is also excluded. The excluded uses were observed as components of certain of these uses in California, Florida and Georgia, but the Village regulates heavy automotive work differently than these latter communities.

Although not likely within the B4A corridor, the definition leaves open the possibility of condominium ownership of individual units within the use at the Property or another B4A site. Such ownership has been seen in Naperville (Iron Gate), metropolitan Phoenix, and Apopka and Stuart, Florida. Condominiums appear to be planned for suburban Charlotte, Dallas, Las Vegas, and Sarasota. Since service to the end-user/consumer is the motivating factor behind uses in the B4A corridor, Applicant did not address condominium ownership, but this form of ownership is available under the definition even if usually only used for much larger operations.

Applicant still believes its use falls within existing use regulations in the Village, but it understands that staff prefers a text amendment to define the use more particularly due to the balance between area occupied by the storage component and the more active lounge, retail and service components. Although Applicant plans to limit motor vehicle service to exterior and interior maintenance and treatments as well as seasonal tire changes, other service uses that could be provided under present Lombard zoning regulation within the proposed conditional use could include oil and other fluid changes, air service and tire repair, filter changes, tire rotations and tune-ups. In fact, a use might choose to provide no automobile service at all. Applicant has teamed with Detail City on the Octane Lounge and the objective is to allow the high-quality Detail City services at Octane Lounge and keep these available to the public even though there are 27 vehicles that will have regular detailing and non-storage members will have access to detailing services. The proposed ratio of one parking space for every bay and one for each staff member applies to Octane Lounge, but the operator without service or one without any service to the public would not need to provide this parking.

The definition expands the area of storage allowed beyond the area Applicant intends to use for storage in its proposed conditional use. Applicant does not plan a restaurant with a kitchen in its use, but the proposed definition allows another party to do so. The parking ratio is based on sit down restaurant parking requirements (12:1,000 square feet of gross dining area). Applicant plans for a small retail and service area, but other proposed similar conditional uses need not do so. Further, the amendment does not address whether social activities occur in the storage area—leaving this decision to the operator.

Although it would appear that the regulation concerning the orientation of the unit containing the use or the shopping center requirement are specifically designed for Applicant's business, this actually is an intended protection for the B4A zoning district. First, the use should not occupy storefront areas with frontage along Roosevelt Road, the purpose being to utilize the depth of properties and existing or future proposed buildings rather than to break up valuable tenant space that faces the right of way. Second, the amendment is intended to afford synergy within an existing development corridor within which shopping centers offer the majority of retail floor area and within which standalone large buildings have the potential of causing a break in the continuity in the zoning district. Rather than serve the Applicant's interest, the two conditions regarding orientation and a shopping center environment intend to preserve synergy and, consequently, the Village's food and beverage and retail sales tax base as well as employment.

The proposed parking regulation considers that the majority of the recipients of service provided as part of the use will have work performed on vehicles already stored at the use. Further, the parking provisions still allow consideration of uses not offered by Applicant (a restaurant, for example).

Lastly, the ratio of 0.5 parking spaces per stored vehicle is excessive and works for Applicant, but the Village's traffic and parking consultant may wish to review this once he considers materials from Norwalk, Connecticut that Applicant will provide relating to a 137,220 square foot facility with 84,600 square feet of storage and 31,280 square feet of club and lounge

space. There, the developer proposed 2:1,000 square feet for the lounge and event area and 1:5,000 square feet for storage plus one per employee. Norwalk planning staff suggested 1:500 square feet or one space for every five seats based on seating capacity. Norwalk found that the Institute of Traffic Engineers did not rate the use or clearly similar uses, but relied on a 2.5 persons per vehicle for member events under Connecticut DOT-OSTA standards.

The proposed parking is in excess of that proposed or required in Norwalk on all accounts. The proposed member event and lounge parking (12:1,000) is six times more strict than the 2:1,000 in Norwalk. The ratio of one parking space per 5,000 square feet applied in Norwalk would lead to one parking space for all 27 vehicles (not 13.5) when the area of the tiered storage (less than 4,000 square feet) was calculated with the interior 2,045 square feet. Applicant respectfully submits that the proposed parking ratios are conservative and that the varied circumstances between a multi-tenant retail space (this case) and a multi-tenant light industrial building (Norwalk) could allow for a distinction where more parking is required due to the parking lot shared with restaurants. Although one could make the argument that this caters more to Applicant's use, the objective in proposed parking requirements for the components of the use was to recognize that there are four other tenant units operating in the center. Applicant agrees that less parking is required, but it can provide sufficient parking under the proposed standards even if more stringent than truly necessary. (On this issue, Applicant looks forward to learning of the Village's input in this regard and has based its conditional use application on the more stringent parking requirements.)

The consistency of the proposed amendment with the objectives of this ordinance and the intent of the applicable zoning district regulations.

The proposed amendment is consistent with Article I, Section 155.002. The amendment allows preservation of the existing building at the Property with operations far less intensive at the south end of a deep zoning lot abutting single family residential or another less intensive use on two sides—a circumstance that prevails at least in part on the opposing side of Roosevelt Road (storage already approved), at High Point Shopping Center and at the northeast corner of Roosevelt Road and Main Street (indoor recreation use already approved). (Sec. 155.002(a)) The amendment allows for protection of residential and commercial uses from encroachment if there is any concern that storage and recreation could interrupt district cohesiveness. The use, where allowed, offers potential improvement of side and rear building elevations and is rational since it will draw consumers expected to make other purchases on site and elsewhere in the B4A zoning district. (Sec. 155.002(b)(g)(k)(n)) Notably, the use will be a great source of catering revenue for Lombard restaurants, including those dedicating themselves to the east end of the B4A corridor.

The proposed amendment also meets the purposes of the B4A district. First, the amendment is intended to allow the use only where the best fit may exist (deep lots or deep buildings) so that the use can be pursued as part of a new development or redevelopment that is in a commercial setting and scaled as such. For example, the smaller storage and recreation use here will not be out of place compared to an attempt to replicate Iron Gate or a larger capacity operation at the Property or in the B4A district. The proposed regulation of the orientation, size and environment furthers efforts to attain a complimentary use in the district. It also avoids having the use on single-use properties that could portend an interruption of uses along the

Roosevelt Road corridor. The use is provided in a retail setting and the use itself is retail service with components of recreation, storage, goods retail, service retail and motor vehicle service to the consumer end user. Since the main elevations will be in the side or rear of a new or existing building, a higher level of design will be applied to these elevations than is normally required in the B4A district. The use intends to draw car enthusiasts to the Roosevelt Road corridor, thereby allowing more visibility to existing motor vehicle uses in the district from auto sales to auto service and auto body/repair. The additional traffic, comprised of more high-earning consumers allows for a reasonable expectation that all uses in the corridor will benefit from the traffic and continue as part of a viable retail commercial corridor.

Consistent with the structure of the permitted and conditional uses in the B4A zoning district, it is important that the use itself is styled for indoor storage and recreation use. As such, all operations, by the definition of the use, will occur indoors, and no conditional use for outdoor display or service should be afforded the use even if as an accessory component of the use as a primary use on another lot. (See Section 155.417(G)(2)(a)(v, vi)) Consistent with Section 155.417(G)(10), the use is geared to consumers and nothing tied to the use definition or regulations creates a conflict with subsections (a) through (d). No aspect of the use makes it difficult to comply with the other mandates of Section 155.417(G) for landscaping (9), signs (11), parking and loading (12), rooftop screening (13) or lighting (14).

The purpose of the conditional use authorization ties to assuring the Village Board prior to any authorization that the use does not carry with it any problems that are unique at the host property as compared to other properties in the B4A district. Uses involving parking or storage of this type are not only affected with the public interest, but they are privately operated and the Village will want to confirm prior to conditional use approval that all prerequisites to use are met and that site planning and operations are best suited for the proposed host property. Conditional use treatment meets goals in Section 155.103(F)(1).

Language relating to the orientation of the tenant space hosting the conditional use was carried over from the provisions related to allowable wall signage under the Village of Lombard Sign Ordinance (Chapter 153) then edited for clarity to be clear that frontage to a street was intended to mean having a wall parallel to and visible from the street. The Village is familiar with the recognition of tenant frontage along public streets.

In the Norwalk hearing process, the traffic planners engaged in an important exercise to determine whether the volume of traffic generated by the use was within the envelope planned for a building that exceeded 635,000 square feet and had a trade school and light manufacturing. In Norwalk, a use storing as many as 400 vehicles generated weekday peak hour volumes of 40-47 vehicles per hour. Friday evening peak hour volume was 31 and weekend peaks were a mere fraction of this.

With this in mind, the Village's consultant might consider a comparison of peak traffic for a mixed use shopping center extending throughout the building and easily conclude that the peak hour traffic volumes for the proposed use are much lower than would be generated by other uses occupying the rear of the center. This should assist in the determination that the proposed amendment remains consistent with the objectives of the B4A regulations and that the use will

not impede the normal B4A use of other properties in the area or of other tenant spaces on the Property.

The degree to which the proposed amendment would create nonconformity.

Despite personal property encompassing an automobile, staff has recommended that the use involve a text amendment because, while it has similarities to the self-storage use on the opposite side of Roosevelt Road, staff is concerned that the use is not as similar to the opposing use as would allow the use to proceed to conditional use approval. The suggestion of a text amendment provides confidence that the proposed amendment will not create nonconformities on the self-storage property on the north side of Roosevelt Road.

This analysis might also consider land that would naturally be considered for annexation into Lombard such as CubeSmart (1245 S. Highland as advertised, 1235 S. Highland as shown in Lombard GIS) which remains unincorporated. There is nothing in CubeSmart's use that would become immediately nonconforming upon annexation as a result of the use definition or the conditions of use. CubeSmart offers indoor vehicle storage in several of its eight (8) buildings (the buildings offering no vehicle storage rely on man doors to gain access to smaller units). The westernmost building on Highland Avenue appears as could any business office building along Roosevelt Road frontage while the other seven buildings do not have frontage on either Roosevelt Road or Highland Avenue. It is noteworthy that there is no aspect of CubeSmart's (or its predecessor's) operations at the site that deterred development and redevelopment of adjoining and nearby properties in the corridor to the east or west of CubeSmart since the 1980's. Although CubeSmart is not in precisely the same business as the proposed use, it is in a related field and it could be encouraged by the amendment to improve its property to allow for more storage while maintaining vehicle storage in an updated design and code-compliant facility much as has occurred in Wheaton where the CubeSmart at 1830 East Roosevelt addressed an underutilization issue but also serves as an example interruption of planning in a corridor where the longer elevations of the building break the frontages on Roosevelt Road with a substantial storage structure—unlike the new storage facility across Roosevelt Road from the Property.

The degree to which the proposed amendment would make this ordinance more permissive.

The amendment intends to drill down to a particular use that can already be conducted in the B4A zoning district under a conditional use permit. However, staff is more comfortable with the effort to define a category of use that has more detailed relevance to the automotive storage and recreation facility. In this regard, due to discussions that occurred prior to application intake, Applicant submits that the amendment will make the Zoning Ordinance more permissive since there was no prior particular use definition that applied. Existing definitions and regulations for the primary or principal use and a series of accessory uses allowed the use as a conditional use. By no means does the amendment allow opening the floodgates to storage or to recreational storage use along Roosevelt Road.

The consistency of the proposed amendment with the Comprehensive Plan.

The Comprehensive Plan Map designates the property at issue as well as most of the B4A Roosevelt Road Corridor District and land abutting Roosevelt Road as community commercial. The district impacted by the amendment is not a consideration in any of the Area 1-11 plans.

Prior to addressing the 2014 Comprehensive Plan, it is important to note that the Roosevelt Road Corridor Ad-hoc Committee (active in the 2000's) rated the attractiveness of a range of uses for the Roosevelt Road corridor which included some uses relevant to the proposed amendment: (a) indoor amusement establishments (rated 19 of 40 points, 24th percentile); (b) automobile accessory stores (rated 14); (c) automobile service (rated 12); (d) clubs and lodges (rated -4); (e) off-site parking (rated -6); (f) parking lots and structures (rated -6); and (g) commercial parking (rated -20). Storage was not rated. Private recreation, other than fitness or unrelated individual sport, was not rated. At the time of the survey, uses along Roosevelt Road simply had too much parking and the vast parking fields were limiting development, new uses, and planning creativity. This is evident in the results of the survey of the Committee members. Twenty years later, some of the problem sites noted in the Ad-hoc Committee's report have been developed in accord with their priorities (note Sub-Area 8). Others remained or became underutilized over time, but the Committee members' input cannot possibly be viewed as addressing all types or subcategories of use or as the ultimate solution then or now, despite their significant experience.

The proposed amendment is consistent with the 2014 Comprehensive Plan for several reasons, each of which is tagged to a page number or other citation to the Plan in parentheses:

1. Applicant intends its Lombard location to become a cornerstone of a business model that will expand to other municipalities within and without Illinois, adding to uniqueness and identity, but doing so in a building that will have a better design, improved appearance, updated building systems and code compliance, while allowing re-use of an existing building (Vision 1, Actions 1, 3, 8, 9);
2. The amendment will permit a de-intensification of use in certain areas of the B4A corridor that will lead to a more sustainable land use pattern for those residential uses adjacent to or nearby the use (Vision 2, Actions 1, 2, see also Plan, at 27);
3. The amendment allows the creation of a commercial niche at the east end of the corridor due to the relationship of the property with its neighbor to the west with which it shares access while adding to the variety of services along the Roosevelt Road corridor (Vision 3, Actions 1, 2, 3, 6, 9, 10);
4. The amendment furthers expansion of business and employment and improves attractiveness of the B4A corridor to consumers (Vision 7, Actions 1, 4);
5. The amendment allows for an additional land use (albeit already allowed in Applicant's view) that assists in reducing the impact of commercial use on surrounding residential areas (Plan, at 23);

6. The allowance of socially- or culturally-oriented automotive use that includes storage and recreation opportunity is supportive of residential use by reducing pressure to store cars at home and allowing a fun recreational and social opportunity to residents (Plan, at 23);
7. Demand (in Lombard and nearby) exists for the proposed use and the amendment adds to the mix of uses reasonably available to Lombard residents and consumers (Plan, at 27);
8. The conditions of the proposed amendment further the improvement of non-street facing building elevations (Plan, at 27);
9. The amendment recognizes a new land use that has evolved over several decades which can be reasonably located in the B4A corridor and improve the viability of the corridor by bringing new or repeated consumers to the corridor (Plan, at 27);
10. The amendment furthers a daily need of Lombard residents who will rely on the use whether or not driving the vehicle stored and whether or not they own a vehicle (Plan, at 28);
11. The clientele of the businesses encompassed by the defined use includes car collectors and owners of luxury and luxury sports cars, several of whom are in business themselves and who will continue to notice Lombard's offerings thereby indirectly assisting the Village in promoting economic development and business growth (Plan, at 55); and
12. The amendment's parameters of use will allow the Village to attract new business and further redevelopment in the Roosevelt Road corridor (Plan, at 55-56).

Even though the Village did not adopt the Ad-hoc Committee's statement of concerns related to some of the properties along Roosevelt Road as part of the 2014 Comprehensive Plan, it is important to note that the amendment will allow an additional use available for infill properties, that the use can effectively reduce the intensity of automotive or heavy loading areas and their impact on homes, and that the use may contribute to reducing burdens on wetlands and tributaries that extend across the B4A Roosevelt Road corridor.

Page 74 of the Comprehensive Plan mentions corridor studies, but the most recent known corridor study arose in August 2007. The amendment directly advances Goal 1, Points 2 and 4 by continuing the value of automotive service use in the B4A corridor while also limiting the new use to minimize impacts to other uses within the corridor. The addition of variety (automobiles and social activity) within the corridor meets Goal 1, Point 3. The amendment will avoid over-regulating to the point of continuing or creating avoidable vacancies (Goal 1, Point 6). The Village has recognized the value in traffic for non-retail uses (the report reads as though retail refers to the sale of goods) within the B4A corridor as well as within shopping centers in the corridor, so this narrative does not address a few of the points raised on Page 14 of the final report. However, as noted above, the amendment contemplates improvements for neighbors (both residential and commercial). Main elevations for the proposed new use will be improved beyond levels required for standard side and rear elevations, meeting Goal 2, Point 1. The

category of use specifically identifies the use as an indoor use which meets Goal 2, Point 10. The condition that the new use contemplated by the amendment be in a code compliant shopping center also avoids piecemeal development or redevelopment. (Goal 3, Point 5) The amendment classifies the new use as a conditional use which allows case-by-case review of the proposed use on a site-specific basis which allows for more Village Board review as intended by Goal 8.

The degree to which the proposed amendment is consistent with village policy as established in previous rulings on petitions involving similar circumstances.

Over several months of discussion and review of land use patterns in the B4A Roosevelt Road Corridor since 1980, Applicant has not identified any particular Village policy that counters against the amendment. Applicant notes that the existing Zoning Ordinance allows for the use, but Applicant learned from staff that Village preference is for a new use to be particularly defined rather than having to fit that new use into the context of existing authorized principal and accessory uses. Village policy in this regard is clear within the opposing block face where self-storage has been identified as an authorized use. Although Village policy has been to pursue retail-oriented business in the B4A corridor, the Village has at all times continued to recognize retail service and that automotive oriented uses are important to the corridor due to traffic volume and needs of residents. This recognition applies to other uses that meet needs of residents (fitness, storage, banking, and others). This policy has remained consistent since the 1990's.

CONCLUSION

Indoor automotive storage and recreation will be a positive use within the B4A corridor. Not only will it benefit immediate neighbors in the shopping center where the use is located, but the use will allow higher visibility to businesses in the corridor and encourage more consumer purchases from these businesses. The Village already allows indoor recreation, storage and fitness, and the indoor automotive storage and recreation carries aspects of all of these uses. Applicant respectfully requests that the Plan Commission recommend and the Village Board adopt the proposed amendment adding the definition of indoor automotive storage and recreation, inserting the use as a conditional use in the B4A Roosevelt Road Corridor District, and defining related parking guidelines. Thank you.

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Respectfully submitted,

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/s/ Mark W. Daniel

By: _____

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