



### **PROPERTY INFORMATION**

Existing Land Use: Gas Station  
Size of Property: 0.83 acres  
Comprehensive Plan: Recommends Community Commercial  
Existing Zoning: B3 – Community Shopping District

**Surrounding Zoning and Land Use:**

North: B3 - Community Shopping District; developed as office, known as the J.W. Reedy Realtors.  
South: B3 - Community Shopping District; developed as office, known as Coldwell Banker.  
East: B4APD – Roosevelt Road Corridor District Planned Development; developed with a commercial center, known as Lombard Pines.  
West: R2 - Single Family Residence District; undeveloped vacant lot.

### **ANALYSIS**

#### **SUBMITTALS**

This report is based on the following documentation, which was filed with the Department of Community Development:

1. Petition for Public Hearing, received May 21, 2012.
2. Response to Standards for Variations, dated May 18, 2012.
3. Response to Standards for Conditional Uses, dated May 18, 2012.
4. Ecological Assessment, dated May 14, 2012, prepared by Eco Cat.
5. ‘Rebuild’ Packet, dated June 29, 2012, prepared by CDG, LLC.
6. ‘Rebuild’ Engineering Packet, dated July 2, 2012, prepared by W-T Civil Engineering, LLC.

7. ALTA/ACSM Survey, dated May 7, 2012, prepared by W-T Land Surveying, LLC.
8. Preliminary Subdivision Plat, dated June 27, 2012, prepared by W-T Land Surveying, LLC.
9. Site Circulation and Access Evaluation, dated June 27, 2012, prepared by KLOA, Inc.
10. Materials submitted as part of this petition.

### **DESCRIPTION**

The subject property is currently improved with a gas station, known as Speedway. Ordinance 4026 (approved May 18, 1995) granted approval of conditional use for a gasoline service station and canopy on the subject property. The petitioner is proposing to raze the existing principal building and accessory fueling canopy and redevelop the site with a new 3,936 square foot principal building and multi-pump fueling canopy. The proposed plans constitute a major change to the original approval; as such, the petitioner is now requesting an amendment to the original conditional use approval. Gasoline sales is a conditional use within the B3 – Community Shopping District. A conditional use for outdoor display/sales is also being requested to allow the business to display and sell common items outside of the building, which typically would include propane tanks, window washing fluid, mulch, etc. The existing building and canopy are currently situated perpendicular to Main Street. As part of the redevelopment plan, the building and canopy will be reoriented on the property to both be parallel to Main Street. As both the principal building and fueling canopy will be reoriented on the property, there are setback variations also being requested in order to accommodate the new locations.

### **INTER-DEPARTMENTAL REVIEW COMMENTS**

#### **PUBLIC WORKS**

The Building Division has no comments.

#### **ENGINEERING**

The Private Engineering Services Division has the following comments on the subject petition:

- The maximum width for a commercial driveway is thirty five feet at the property line per Section 150.301 so a variation should be granted if the wider driveway is deemed acceptable on Main Street in order to eliminate one of the two existing curb cuts on Main Street.
- Two separate easements will be required for (a) utility & drainage over the entire length of the proposed public storm sewer through the property and (b) storm water detention.

## **FIRE DEPARTMENT**

The Fire Department has no issues or concerns.

## **BUILDING DIVISION**

The Building Division has no comments.

## **PLANNING**

### **Compliance with the Zoning Ordinance**

Gasoline sales is a conditional use within the B3 – Community Shopping District. Therefore, the proposed use is compatible with the Zoning Ordinance.

### **An amendment to Ordinance 4026, granting approval of conditional use for a gasoline service station and canopy on the subject property.**

Gasoline sales is a conditional use within the B3 – Community Shopping District. Ordinance 4026 (approved May 18, 1995) granted approval of conditional use for a gasoline service station and canopy on the subject property. The petitioner is proposing to raze the existing principal building and accessory fueling canopy and redevelop the site with a new principal building and multi-pump fueling canopy. The proposed plans constitute a major change to the original approval; as such, the petitioner is now requesting an amendment to the original conditional use approval.

A traffic study was performed by KLOA, Inc., which found that the traffic to be generated by the proposed increase in the number of fueling positions will be limited and will not have a significant impact on the surrounding roadway network. The access drives, as proposed, will be an improvement over the original land use and the previous approved land use given that the number of curb cuts onto Main Street and the number of conflict points will be reduced. KLOA makes the following recommendations:

- Consideration should be given to increasing the internal radii between the northern fuel pump and the landscaped area to better accommodate a passenger vehicle passing a standing vehicle.
- The southern fuel pump should be coned off when a tanker truck is delivering gas.
- A "No-Left Turn" sign on the east side of Main Street at its intersection with the proposed right-in/right-out should be posted.
- A "Right-Turn Only" sign on the southern curb of the right-in/right-out access drive facing west should be provided.
- Outbound movements from both access drives should be under stop sign control.
- Consideration should be given to provide a mountable curb and gutter on the southern curb of the right-in/right-out access drive.

Staff is supportive of the amendment to Ordinance 4026, as the subject property has been historically used as a gas station and staff believes that, provided the recommended traffic and circulation improvements are made, the new site plan is functionally and aesthetically in the best interest of the Village.

*A conditional use for outside display and sales of products the sale of which is a permitted or conditional use in this district.*

The petitioner's request for conditional use approval for outdoor sales and display of merchandise is based upon the use and function of many gas stations. Outdoor sales and storage of ancillary automotive items and general convenience items is generally considered compatible with generic retail activities. The petitioner intends to utilize space along the front and sides of the convenience store building as well as locations within the fuel islands.

Staff finds that the conditional use for outdoor sales can generally be supported. However, to ensure that the outdoor sales and display of merchandise is appropriately sized and located, staff offers the following considerations:

1. Merchandise may not be stacked higher than four (4) feet.
2. At least four feet of walkway should be maintained at all times.
3. Sales and display areas must not impact vehicular traffic. This includes automobiles, tanker trucks and Fire Department apparatus.
4. Clear line of sight areas must be maintained.
5. Outdoor sales and display of merchandise must remain ancillary to the principal land use of the establishment.

*A variation from Section 155.415(F)(2) to reduce the required 30' corner side yard setback of an accessory structure (fuel canopy).*

The fueling canopy associated with the gas station is currently situated perpendicular to Main Street. Moreover, the existing canopy does not meet the front yard setback required at its current location. As part of the redevelopment plan, the fueling canopy will be reoriented on the property to be parallel to Main Street. The new canopy will be encroaching into the required thirty (30) foot corner side yard. As the closest fuel pump would be located more than thirty (30) feet from the northern property line, the canopy element is the only portion that would be located in the required corner side yard. Staff is supportive of the variation to reduce the required corner side yard for the canopy as the bulk of the structure (the at-grade fueling pumps) meet the corner side yard setback.

*A variation from Section 155.415(F)(4) to reduce the required 30' rear yard setback of the principal structure, a variation from Section 155.415(J) to reduce the required 40' transitional building setback and variations from Sections 155.415(K) & 155.707(A)(4) to reduce the required 30' transitional landscape yard.*

As previously noted, the gas station received approval in 1995 for a conditional use for a service station, variation (canopy setback) and rezoning from R2 to B3. As part of their 1995 plan, they purchased the residential lot to the west (highlighted in red) to pick up an additional 30' for a landscaped buffer. That 30' strip is what had to be rezoned to B3. At the time, the rezoning was supported because no structures were proposed within the 30' buffer area. The petitioner has continued to own the residential lot to the west and recently demolished the home.



The current building is situated in an east/west orientation, making it perpendicular to Main Street. The building meets all setback provisions required of a principal structure in the B3 – Community Shopping District. As part of the redevelopment plan, the building will be relocated to the western portion of the subject property and reoriented in a north/south orientation, making it parallel to Main Street. The new building will be located eight (8) feet from the western (rear) property line and therefore encroaching into the required thirty (30) foot rear yard. As previously discussed, the Speedway gas station owns the lot to the west of the subject property and, per staff's recommendation, is to be established as an outlot/detention basin for use by the subject property. Included in the submitted landscaping plans is the installation of new native plantings, which includes several evergreens and shade trees. Staff is supportive of the variation to reduce the rear yard setback as the recommendation to reserve the adjacent lot came per staff's recommendation. Furthermore, the additional landscaping will screen the building from the adjacent residential properties.

Included in the submitted landscaping plans is the installation of new plantings along the westernmost property line, which include a continuous hedgerow of deciduous and evergreen shrubs and as well as several bald cypress and hackberry shade trees. The south property line (adjacent to residential) will be screened by additional shade trees and shrubs. Staff is supportive of the variations as the additional landscaping included as part of the outlot will screen the building from the adjacent residential properties.

It should also be noted that the B3 zoning to the south encroaches further west than the existing Speedway B3 zoning, as shown in the above aerial. Although the new building will be setback 8'

from the west lot line (30' required), if you were to hold the line from the lot to the south and extend it north, the proposed building would meet the setback requirement.

**Compatibility with the Sign Ordinance**

*A variation from Section 153.505(B)(19)(a)(2)(a) of the Sign Ordinance to allow more than one wall sign per street exposure.*

According to the submitted plans, the new gas station building and fueling canopy will include a number of wall signs as follows:

<b>Proposed Signage</b>	<b>Proposed Size</b>	<b>B3 Regulations</b>
"Speedway" canopy sign (north elevation)	46.5 sq. ft.	Up to two signs totaling no more than 383 sq. ft. (max. 100 sq. ft. per sign)
"Speedway" canopy sign (south elevation)	46.5 sq. ft.	
"S" canopy sign (east elevation)	11 sq. ft.	
Manual changeable copy building sign (north elevation)	40 sq. ft.	
<b>Total</b>	<b>144 sq. ft.</b>	

Although the submitted plans show an additional "S" wall sign on the east side of the canopy, the petitioner is not requesting approval for that sign which would be facing the adjacent residential property. At this time, the petitioner is not requesting any relief for a freestanding sign.

The subject property abuts two rights of way, which includes Main Street and Morris Ave, which would afford the property one wall sign per street exposure. Staff finds the proposed wall signs to be acceptable as the signs are appropriately sized and well-integrated into the respective elevations. Additionally, gas station canopies provide rather unique signage issues, and staff has supported the provision of additional signage for gas stations in the past.

**Compliance with the Subdivision and Development Ordinance**

*A major plat of resubdivision*

The site currently consists of two separate lots. As submitted with the proposed plans, a two lot resubdivision is to be included, which would establish the western lot as an outlot for the use of the subject property. A stormwater management and drainage easement will cover the entirety of Lot 2, which is the designated outlot. As the total area of both properties is in excess of one acre, the proposed subdivision is considered to be a major plat of resubdivision.

**Other Items**

*Parking*

The petitioner is providing 16 parking spaces, which is the minimum required by Village Code (4 spaces/1000 square feet)

Elevations

The petitioner has submitted a color rendering of the building and material samples as part of their petition. The building will be constructed of concrete block along all four sides. To break up the mass of the building, the petitioner is proposing two color tones. Windows would be provided along the east and south elevations.

**FINDINGS AND RECOMMENDATIONS**

The Department of Community Development finds that the information presented **meets** the Standards for conditional use, and variation as submitted by the petitioner and as part of this petition, and as set forth in the Zoning Ordinance, Sign Ordinance and Subdivision and Development Ordinance, subject to conditions of approval. Based on the above considerations, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending **approval** of this petition:

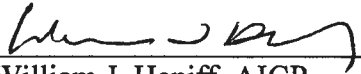
Based on the submitted petition and the testimony presented, the proposed ordinance amendment does comply with the standards required by the Lombard Zoning Ordinance, Sign Ordinance, Subdivision and Development Ordinance; and, therefore, I move that the Plan Commission adopt the findings included within the Inter-department Group Report as the findings of the Lombard Plan Commission, and recommend to the Corporate Authorities **approval** of the PC 12-14, subject to the following conditions:

1. That the petitioner shall develop the site in accordance with the plans submitted as part of this petition and referenced in this IDRC report, except as they may be changed to conform to Village Codes and Ordinances.
2. That the petitioner's building improvements shall be designed and constructed consistent with Village Code and shall also address the comments included within the IDRC report.
3. No signage shall be permitted on the western elevation of the canopy or western elevation of the building.
4. All comments and recommendations noted in the KLOA report dated July 10, 2012 shall be satisfactorily addressed.
5. That the trash enclosure screening as required by Section 155.710 of the Zoning Ordinance shall be constructed of a material consistent with the principal building.
6. The petitioner shall submit a final plat of resubdivision showing their residential lot to the west as a stormwater detention outlot, in accordance with the Village's Subdivision and Development Ordinance.



Plan Commission  
Re: PC 12-14  
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Inter-Departmental Review Group Report Approved By:

  
\_\_\_\_\_  
William J. Heniff, AICP  
Director of Community Development

WJH/MT:

**MEMORANDUM TO:** Chris Stilling  
Assistant Director of Community Development  
Village of Lombard

**FROM:** Javier Millan  
Senior Consultant

**DATE:** July 11, 2012

**SUBJECT:** Site Circulation and Access Evaluation for the Proposed  
Speedway Gas Station Reconstruction  
Lombard, Illinois

This memorandum summarizes the methodology and results of a site circulation and access evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) which reviewed the plans for the proposed reconstruction of the existing Speedway gas station located at 1150 South Main Street in Lombard, Illinois.

The existing gas station currently contains nine fueling positions (eight for gas and one for diesel) in a north-south orientation and a 1,800 square foot convenience store with one access drive on Morris Avenue and two access drives on Main Street. As proposed the fueling positions will be oriented in an east-west fashion thus increasing the number of fueling positions to 12 and an approximate 3,900 square foot convenience store will be provided on the west side of the site. Access will continue to be provided via one access drive on Morris Avenue and via consolidation of the two access drive on Main Street into one right-in/right-out access drive.

The purpose of this evaluation was to address site access, internal circulation, and determine if any roadway or access improvements are necessary to accommodate the reconstruction.

The sections of this memorandum present the following.

- Existing roadway conditions
- A detailed description of the proposed development
- Vehicle trip generation for the proposed development
- Future conditions including recommendations for access to and from the site and circulation within the site

## **Existing Conditions**

Existing conditions were documented based on field visits conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roads including geometry and traffic control, adjacent land uses and existing access.

### **Site Location**

The site is located on the southwest quadrant of the signalized intersection of Main Street with Morris Avenue. **Figure 1** shows an aerial view of the site location. The characteristics of the existing roads that surround the site/development are described below.

Main Street is a north-south arterial bordering the site to the east. It has a five lane cross-section providing two lanes in each direction and an exclusive left-turn lane with a posted speed limit of 35 mph. At its signalized intersection with Morris Avenue, Main Street provides an exclusive left-turn lane, a through lane and a combined through/right-turn lane on the north approach. The south approach provides an exclusive left-turn lane, two through lanes and an exclusive right-turn lane. Main Street carries an average daily traffic (ADT) of approximately 15,400 vehicles. Main Street is under the jurisdiction of the Village of Lombard.

Morris Avenue is an east-west local road that extends from Main Street west for approximately 370 feet serving the Speedway gas station, J.W. Reedy and approximately six single family homes. East of Main Street, Morris Avenue is the main access drive into the Lombard Pines Plaza shopping Center. Morris Avenue at its signalized intersection with Main Street provides a combined left/through/right-turn lane. The east approach provides a combined through/left-turn lane and an exclusive right-turn lane. Morris Avenue is under the jurisdiction of the Village of Lombard.

## **Traffic Characteristics of the Proposed Development**

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will be generated during the weekday morning and afternoon peak hours.

### **Proposed Site and Development Plan**

As previously indicated, the site will continue being a gas station/convenience store. However, the number of fueling positions will increase from nine to 12. Under existing conditions the gas station has one full ingress/egress access drive on Morris Avenue and two full ingress/egress access drives on Main Street. Under the proposed plans, the northern access drive on Main Street will be closed and the southern access drive will be converted to a right-in/right-out access drive. Access onto Morris Avenue will continue to be as is.



**Figure 1**

**Aerial View of Site**

## **Site Access**

The full ingress/egress access drive on Morris Avenue is located approximately 120 feet west of Main Street's centerline and will remain at virtually the same location. Outbound movements should be under stop sign control.

The proposed right-in/right-out access drive on Main Street will be located at approximately the same location of the southern full ingress/egress access drive (160 feet south of Morris Avenue centerline). As proposed the access drive will be widened and the radius will be increased to accommodate the tanker trucks. A mountable right-in/right-out median will be provided on the access drive to designate the allowed movements while at the same time allowing tanker trucks to traverse over it. In order to better accommodate the tanker trucks and extend the serviceability of the southern curb, consideration should be given to providing a mountable curb and gutter rather than the typical curb and gutter. Outbound movements should be under stop sign control. In order to better enforce the turn restrictions, the following is recommended:

- Provide a "No Left-Turn" sign on the east side of Main Street at its intersection with the proposed right-in/right-out access drive and on the northern curb on the west side of Main Street.
- Provide a "Right-Turn Only" sign on the southern curb of the right-in/right-out access drive facing west.

The proposed consolidation of the two full ingress/egress access drives on Main Street into one right-in/right-out access drive will be an improvement over existing conditions for the following reasons.

- Eliminates full ingress/egress movements within close proximity to the intersection of Main Street and Morris Avenue.
- Reduces the number of conflict points on the southern access drive from nine to two.
- Simplifies the internal site circulation while still providing adequate accessibility to/from the site.
- Improves the traffic flow along Main Street by restricting the left-turn movements in and out of the gas station and directing the inbound left-turning movement to occur at the Main Street and Morris Avenue signalized intersection.

## **Estimated Site Traffic Generation**

The traffic generation characteristics of any development are based on the magnitude and character of its land use. The proposed development will consist of a 12 fueling position gas station/convenience store.

The estimates of the peak hour traffic that will be generated by the proposed development were based on trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation*, 8<sup>th</sup> Edition. Based on a review of the site plan, the site will provide three additional fueling positions. As such, a comparison of the trip generation for the existing gas station and the proposed plans was prepared. It should be noted that surveys conducted by ITE have shown that as many as 62 percent of trips made to gas stations are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning peak hour when traffic is diverted from the home-to-work trip. Such diverted trips are referred to as pass-by traffic. As a result, the number of new trips to be generated by the proposed reconstruction may be reduced. **Table 1** shows the trip generation estimates for the existing and proposed gas station based on the ITE trip rates.

Table 1  
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land- Use Code	Land Use	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
		In	Out	In	Out
945	Gas Station/Convenience Market (nine fueling positions)	45	45	60	60
945	Gas Station/Convenience Market (12 fueling positions)	<u>61</u>	<u>61</u>	<u>80</u>	<u>80</u>
	Difference	16	16	20	20
	62% Pass-by	<u>-10</u>	<u>-10</u>	<u>-12</u>	<u>-12</u>
	Total Additional New Trips	6	6	8	8

As can be seen from Table 1, the number of new trips added to the existing traffic volumes in the area as a result of the increase in the number of fueling positions will be minimal and as such will have a limited impact on traffic conditions on the adjacent intersections.

### Internal Circulation Evaluation

The development, as proposed, will reorient the fuel pumps from north-south to an east-west configuration. Traffic approaching from the south will enter the site via the Morris Avenue access drive and access the fuel pumps or the parking area in front of the convenience store. After a vehicle has been refueled, motorist can exit via the right-in/right-out access drive on Main Street or via the full ingress/egress access drive on Morris Avenue.

In order to evaluate whether tanker trucks can maneuver the site, KLOA, Inc. prepared an Auto Turn run using the typical tanker vehicle. **Figure 2** shows the Auto Turn run for a typical tanker truck. Based on the Auto Turn run, a tanker truck performing a continuous maneuver will encroach on the Main Street northbound inside lane (black line path on Figure 2) and slightly less if the tanker truck makes various adjustments to the wheels while exiting the site (gray line path on Figure 2). Although it is ideal to not encroach on opposing traffic, the tanker truck exiting path will not have a negative effect on traffic conditions on Main Street for the following reasons:

- The northbound left-turn lane on Main Street at its intersection with Morris Avenue carries a very limited volume of traffic.
- Gas deliveries typically occur either very early in the morning or late at night when traffic volumes are much lower.

It is recommended that the southernmost fuel pump be coned off when a tanker truck is delivering fuel in order to allow the tanker to maneuver through the site.

KLOA, Inc. also reviewed the ability of a vehicle to traverse the site on the northeast corner when another vehicle is parked at the northernmost fuel pump. **Figure 3** shows the turning path of the passenger vehicles. Based on a review of the Auto Turn run, a passenger vehicle will be able to drive past a vehicle stopped at the northernmost fuel pump. However, there is not much room for error and as such, it is recommended that the internal radius between the pump and the northeast landscaped area be slightly increased to provide better separation between the two vehicles.

## **Conclusion**

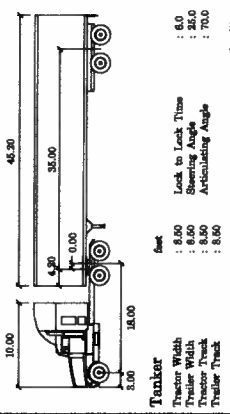
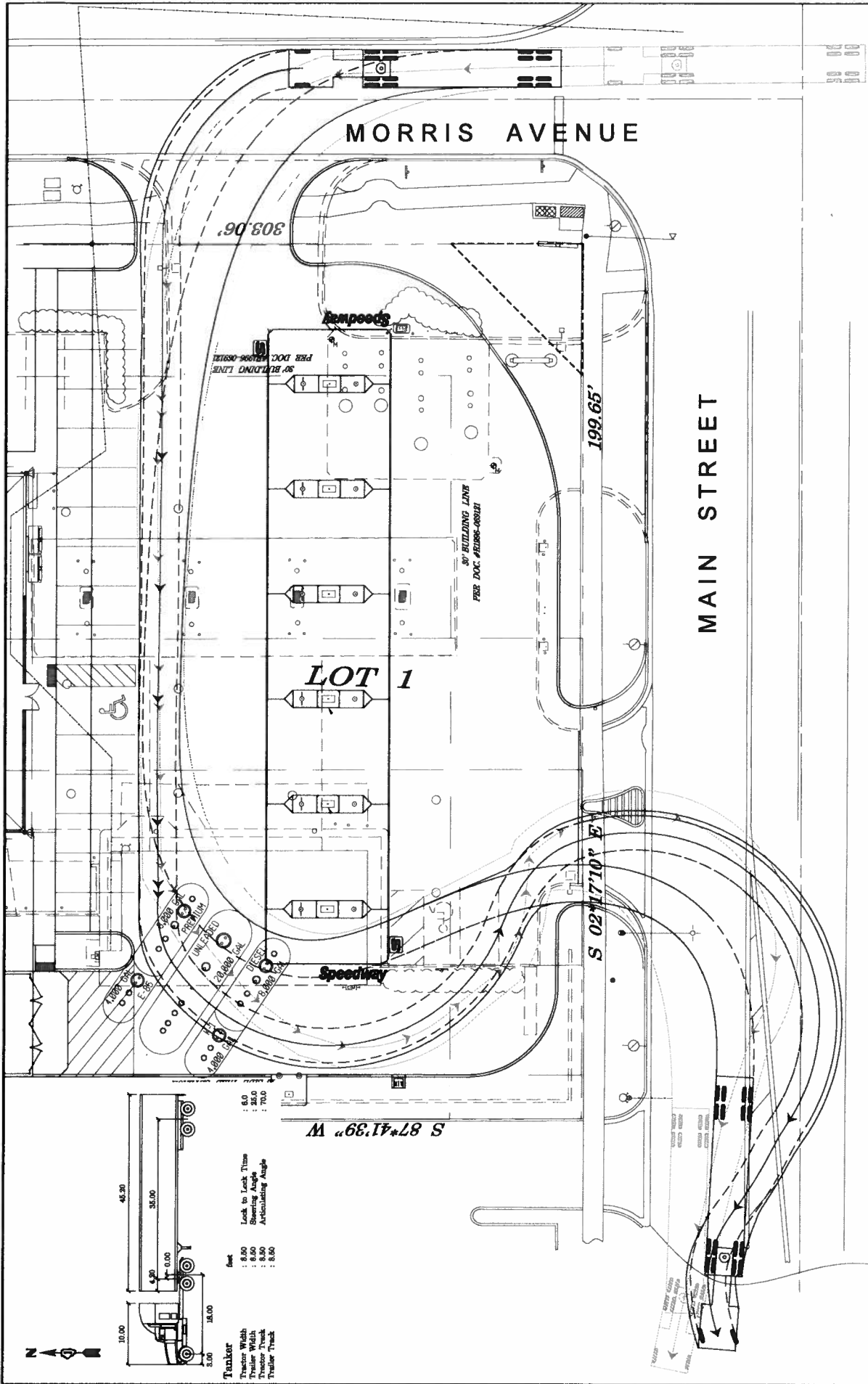
Based on the proposed development plan and the preceding evaluation, the following conclusions and recommendations are made.

- The traffic to be generated by the proposed increase in the number of fueling positions will be limited and will not have a significant impact on the surrounding roadway network.
- The access drives, as proposed, will be an improvement over the original land use and the previous approved land use given that the number of curb cuts onto Main Street and the number of conflict points will be reduced.
- Consideration should be given to increasing the internal radii between the northern fuel pump and the landscaped area to better accommodate a passenger vehicle passing a standing vehicle.
- The southern fuel pump should be coned off when a tanker truck is delivering gas.

- A "No-Left Turn" sign on the east side of Main Street at its intersection with the proposed right-in/right-out should be posted.
- A "Right-Turn Only" sign on the southern curb of the right-in/right-out access drive facing west should be provided.
- Outbound movements from both access drives should be under stop sign control.
- Consideration should be given to provide a mountable curb and gutter on the southern curb of the right-in/right-out access drive



# **Appendix**



S 87°41'39" W

S 02°17'10" E

199.65'

MORRIS AVENUE

MAIN STREET

LOT 1

303.06'

**KLOA**  
 KLOA Engineering & Surveying, Inc.  
 11117 Main Street, Suite 400  
 Chicago, IL 60642  
 P: (773) 354-3887 F: (773) 354-3887  
 PROJECT # 15-088 DATE 7/17/2012

DESIGNED: CUG  
 DRAWN: CUG  
 CHECKED: CUG  
 DATE: 7/17/2012

SCALE: 11x17 PRINT: 1" = 20'  
 22x34 PRINT: 1" = 10'

SPEEDWAY  
 LOMBARD, ILLINOIS

TANKER TRUCK TURN MANEUVER

FIGURE NO. 2



# PC 12-14; 1150 S. Main Street (Speedway)





**CORPORATE  
DESIGN + DEVELOPMENT  
GROUP, LLC**

2675 Pratum Avenue  
Hoffman Estates, IL 60192  
224.293.6960 Office  
224.293.6966 Fax

**STANDARDS FOR VARIATIONS**

- 1) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be applied.**
  - a. The unique configuration of this site provides site plan design challenges that provide a particular hardship to the site for any potential redevelopment due to the limited depth and large bufferyard setbacks. If strict letter of the regulations were required, the western 40' of the commercially zoned property would eliminate over 23% of the developable area.  
  
In addition, Speedway controls the residential lot to the west that creates the bufferyard requirement. Therefore, they, themselves is the only neighbor that is encroached upon by a potential variance. As the owner of this lot, Speedway is also essentially creating a bufferyard of 120' that will be permanent as it will be encumbered by easements for stormwater management.
- 2) **The conditions upon which an application for a variation is based are unique to the property for which the variation is sought, and are not generally applicable to other property within the same zoning classification.**
  - a. This is a very unique situation as Speedway controls multiple properties in which one is residential and one is commercial. In most cases, this setback would be eliminated entirely as both site would be consolidated. In this case multiple parcels will be kept, creating a setback and bufferyard between two lot that are both part of the project.
- 3) **The purpose of the variation is not based primarily upon a desire to increase financial gain.**
  - a. The proposed variations are not primarily for financial gain. Speedway regularly reinvests and redevelops sites such as this in order to keep high-quality sites with state of the art services. It is essential for redevelopment in order to maintain a high quality site. In general, gas station sites are not oriented today as the existing conditions provide. Without the redevelopment, and requested variations, reinvestment in this site, and maintaining a high-quality site will not be possible.

- 4) The alleged difficulty or hardship is caused by this ordinance and has not been created by any person presently having an interest in the property.**
  - a. The alleged difficulty or hardship is caused by a unique situation with land use and bufferyards that is unique to this project. It is not something that has been caused by anyone with an interest in this property.
  
- 5) The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located**
  - a. Granting of the variation will not be detrimental to the public welfare or injurious to other property of improvements in the neighborhood as it is a redevelopment of an existing site, the residential lot will create a significant bufferyard, additional landscaping is being provided for screening and lighting, noise, etc. will be buffered from the neighbors. With respect to the residential properties, the reorientation of the site will actually move the canopy and fueling area, where most traffic is, away from Morris Ave. and towards Main St., where in existing conditions, the canopy faces the neighboring residential lots.
  
- 6) The granting of the variation will not alter the essential character of the neighborhood.**
  - a. The granting of the variation will not alter the essential character of the neighborhood, as the use is existing and due care is being take to provide substantial bufferyards and screening.
  
- 7) The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.**
  - a. The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood. In particular, the western portion of the site will remain open and provide storm water detention facilities.



**CORPORATE  
DESIGN + DEVELOPMENT  
GROUP, LLC**

2675 Pratum Avenue  
Hoffman Estates, IL 60192  
224.293.6960 Office  
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**STANDARDS FOR CONDITIONAL USES**

- 1) That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare:
  - a. The proposed conditional use will not be detrimental to or endanger the public health, safety, comfort or general welfare. Currently the site is already being used as a Speedway fuel station, but is in need of redevelopment. The proposed conditional use includes a site that has state of the art LED lighting which will provide a balance of adequate lighting for safety, yet non-obtrusive to adjacent properties, reoriented fuel pumps to provide a higher level of service to the area, a brand new convenience store that is more aesthetically pleasing and increased landscaping to provide significant year round screening. In summary, the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare because the redevelopment of the existing site will provide a safer, more appealing, and provide a higher quality service site not only to the customers but add a more appealing offering to the community than existing conditions provide.
  
- 2) That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, not substantially diminish and impair property values within the neighborhood in which it is to be located:
  - a. This is a B-3 Community Shopping District, proposed on an existing B-3 Community Shopping District. The general area has several existing shopping areas such as White Castle, Dunkin Donuts, Culver's, Jewel Osco, and many more. This proposed use is appropriate for the contextual setting and is not injurious to the use and enjoyment of other property in the immediate vicinity for the purpose already permitted, nor substantially diminishes property values within the neighborhood. The redevelopment of this site would enhance property values by creating a better controlled, better screened, more aesthetically pleasing site for this area of the community. Impact on neighboring properties is limited by strict access control and significant screening. Both 24-hours uses and auto uses

exist in the area, creating an existing 24-hour traffic pattern and customer base, therefore this site would not create any conditions that do not already exist.

**3) That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district:**

a. As an existing site, there is minimal to no effect on the development and/or improvement of the surrounding properties.

**4) That the adequate public utilities, access road, drainage and/or necessary facilities have been or will be provided:**

a. As an existing site, all necessary utilities, access and drainage are in place and will not create a burden on the community. Any changes to the existing conditions will recognize best management practices and conform to local design requirements.

**5) That an adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets:**

a. Site access has been considered in depth for this site; the proposed plan has been reviewed and revised based upon comment and discussions with Village Staff. As compared to existing conditions, the Main Street access is proposed to be restricted, whereas today it is full access. Ultimately, this will create a safer site and more efficient condition.

**6) That the proposed conditional use is not contrary to the objectives of the current Comprehensive Plan for the Village of Lombard:**

a. The proposed conditional use is not contrary to the objectives of the current Comprehensive Plan for the Village of Lombard since a gas station already exists on the site. This is a simple redevelopment of an existing use. With respect to the residential lot, care has been taken in order to eliminate any commercial features on this property other than stormwater facilities. It will provide an exceptional buffer for the other residents in the area.

**7) That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan commission.**



**May 18, 2012**  
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- a. In general, this conditional use conforms to the applicable regulations of the district in which it is located. Certain setback variances are being requested through the appropriate standard procedures as required by the Village.

July 9, 2012

Department of Community Development  
255 East Wilson Avenue  
Lombard, IL 60148



To whom it may concern:

In response to the notification regarding the petition submitted by the owners of the Speedway gas station located at 1150 S. Main Street in Lombard, we would like to submit the following concerns.

Of course, there is always the main concern of our property values going down. None of us purchased our homes with the vision of a gas station being our main view. Though, we are located at the end of the street, we are concerned for all six homes on this block and the backyard neighbors on Ann Street.

We have lived at 34 W. Morris Avenue for over 22 years. We have been here since before the Speedway even had a side entrance/exit on Morris Avenue. Though that outlet has provided a more convenient and safer access for Speedway customers, it has not been pleasant for us. Unfortunately, people seem to think that because this is a dead end street they can just pull out without even looking to the left – especially if they are trying to make the light! We have learned after countless near accidents to be very watchful when approaching the light. With the proposed expansion, are we correct in understanding that there will be an enlarged access to Morris Avenue? This has continually been a problem for the residents of this street ever since the current entry was created. It is a real safety issue for us and for the people on foot also. Being a dead end street, a lot of people cut through from the other side of the retention pond and walk down this street. This includes a number of children who are patrons of the Speedway for their treats.

Secondly, we don't even dare to imagine what the sound level will be with this expansion. We currently are subjected to the "boom-boom" of car stereos blasting, impatient patrons sounding their horns and general noise of a very busy business. We would prefer they leave it at the business end of the street, not move it closer to our homes.

Additionally, it needs to be said that this business recently has not been a very compassionate neighbor to our block. During the past winter we had called them and asked if they could please ask their snow removal service to not leave snow piled up over the sidewalk. We also asked them to please shovel the sidewalk of the vacant lot next to them since it is their property. We were told that the village was responsible for that! Fortunately, we didn't get a lot of snow, because our requests fell on deaf ears. So now they want us to be cordial about their expansion and let them move half way down our street.

We have no objection to them demolishing the existing structure and constructing a new gas station, or displaying their signage and wares outside. However, we object to any expansion to the West and decreased setbacks and landscaping.

Thank you for giving us the opportunity to express these concerns.

Respectfully submitted,

*Helmer & Charlene Johnson*  
Helmer & Charlene Johnson