

VILLAGE OF LOMBARD  
REQUEST FOR BOARD OF TRUSTEES ACTION  
For Inclusion on Board Agenda

Resolution or Ordinance (Blue) \_\_\_\_\_  
Recommendations of Boards, Commissions & Committees (Green) \_\_\_\_\_  
Other Business (Pink) \_\_\_\_\_

TO: PRESIDENT AND BOARD OF TRUSTEES

FROM: William T. Lichter, Village Manager

DATE: February 21, 2006 (BOT) Date: March 2, 2006

TITLE: PC 06-04: 300 E. Roosevelt Road

SUBMITTED BY: Department of Community Development *WTL*

BACKGROUND/POLICY IMPLICATIONS:

Your Plan Commission transmits for your consideration its recommendation relative to the above-mentioned petition. The petition requests that the Village take the following actions within the B4 Corridor Commercial Shopping District:

1. Grant a conditional use, pursuant to Section 155.415 (C) of the Zoning Ordinance, to allow for drive-through services;

2. Grant a variation from Section 153.211(F) and Section 153.241 (F) of the Sign Ordinance to allow for wall signs to be displayed in conjunction with awning signs;

3. Grant a variation from Section 153.506 (B) (19) (a) (2) of the Sign Ordinance to allow a variation for five (5) wall signs; and

4. Approval of a Major Plat of Resubdivision. (DISTRICT #6)

The Plan Commission recommended approval of this request with conditions.

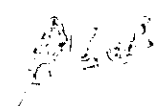
Fiscal Impact/Funding Source:

Review (as necessary):

Village Attorney X	_____	Date	_____
Finance Director X	_____	Date	_____
Village Manager X	<i>William T. Lichter</i>	Date	<i>2/22/06</i>

NOTE: All materials must be submitted to and approved by the Village Manager's Office by 12:00 noon, Wednesday, prior to the Agenda Distribution.

*acting*





MEMORANDUM

TO: William T. Lichter, Village Manager

FROM: David A. Hulseberg, AICP, Director of Community Development *DLH*

DATE: March 2, 2006

SUBJECT: PC 06-04: 300 E. Roosevelt Road (McDonald's)

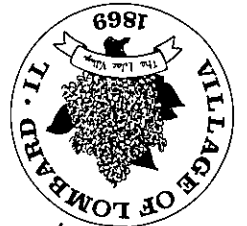
Attached please find the following items for Village Board consideration as part of the March 2, 2006 Village Board meeting:

1. Plan Commission referral letter;
2. IDRC report for PC 06-04;
3. An Ordinance granting approval of a conditional use for the proposed drive-through and variations for the proposed wall signage, subject to conditions.

The petitioner will be required to submit revised elevations showing the proposed masonry modifications to the south, east and west elevations, as set forth in the conditions of approval. Upon receipt of the elevations, staff will forward these elevations to the Board members for consideration with the petition at the March 2, 2006 meeting.

**VILLAGE OF LOMBARD**

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Lombard, IL 60148-3926  
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Village President  
William J. Mueller

Village Clerk  
Brigitte O'Brien

Trustees  
Greg Alan Gron, Dist. 1  
Richard J. Tross, Dist. 2  
John "Jack" T. O'Brien, Dist. 3  
Steven D. Seby, Dist. 4  
Kenneth M. Florey, Dist. 5  
Rick Soderstrom, Dist. 6

Village Manager  
William T. Lichter

February 2, 2006

Mr. William J. Mueller,  
Village President, and  
Board of Trustees  
Village of Lombard

Subject: PC 06-04: 300 E. Roosevelt Road

Dear President and Trustees:

Your Plan Commission transmits for your consideration its recommendation regarding the above-referenced petition. The petitioner requests that the Village take the following actions within the B4 Corridor Commercial Shopping District:

1. Grant a conditional use, pursuant to Section 155.415 (C) of the Zoning Ordinance, to allow for drive-through services;
2. Grant a variation from Section 153.211(F) and Section 153.241 (F) of the Sign Ordinance to allow for wall signs to be displayed in conjunction with awning signs;
3. Grant a variation from Section 153.506 (B) (19) (a) (2) of the Sign Ordinance to allow a variation for five (5) wall signs; and
4. Approval of a Major Plat of Resubdivision.

After due notice and as required by law, the Plan Commission conducted a public hearing for this petition on January 23, 2006. Melanie Soos of Soos & Associates, representative for McDonald's, presented the petition. She opened her presentation by stating that the existing drive-through predates the current zoning requirement for a conditional use. They plan to replace the existing signs with five new signs with an equal total square footage.

The petitioner then described the appearance of the building. The building is a new prototype that will be a significant improvement. Masonry wainscoting will be installed along the bottom of the building to protect it from vehicle impacts. The awnings will have an embroidered decorative logo. Two colors will be used to provide variation. The elevated corner tower element will frame the arch logos.

"Our shared Vision for Lombard is a community of excellence exemplified by its government working together with residents and business to create a distinctive sense of spirit and an outstanding quality of life."  
"The Mission of the Village of Lombard is to provide superior and responsive governmental services to the people of Lombard."

The petitioner concluded by stating that they would be making significant site improvements and landscape improvements. They will install additional storm sewers in addition to requesting a stormwater variation from the Board of Trustees.

Chairperson Ryan asked the Commissioners if they had any questions of the petitioner.

Commissioner Burke asked the petitioner to explain where the individual colors shown on the materials board would be used on the building. The petitioner then discussed the materials board in detail.

Commissioner Olbrish states that he liked the look of the awnings. He asked if there would be any text displayed. The petitioner stated that there would be no text on the awnings.

Chairperson Ryan then opened the meeting for public comment. No one spoke in favor or in opposition to the proposal.

Chairperson Ryan then requested the staff report. Jennifer Backensto, Planner II, presented the staff report. The petitioner is proposing to demolish the existing 3,839-sq. ft. McDonald's restaurant and construct a new, 4,740-sq. ft. McDonald's restaurant. The new site layout will have a double drive-through with each lane having its own menu board. All parking spaces will be angled, creating a one-way counter-clockwise circulation pattern. This property was never previously subdivided into a Lot of Record. Therefore, a Major Plat of Subdivision will be required prior to the issuance of any building permits. This plat cannot be approved administratively because it is greater than one acre in size.

Ms. Backensto then presented the comments from the Inter-Departmental Review Committee. The Public Works Utilities Division notes that the Village has a significant grease problem in the sanitary sewer main that McDonalds connects to. An appropriate and adequately sized grease trap for a fast food restaurant such as this must be installed as part of the redevelopment. Public Works Engineering staff concurs with the request of the Police Department to require that the southern entrance-exit driveway be "right-out" only, not allowing a left turn across Roosevelt Road.

With the approval of the requested conditional use, the property would be in compliance with the recommendations of the Comprehensive Plan. Although the northern property line abuts Southland Park, the area immediately adjacent to the McDonald's property is behind a detention pond and is not an active recreation area of the park. Staff believes that this, along with the proposed landscape improvements along the northern property line, provide a sufficient buffer between the restaurant and the park.

As the overall wall sign square footage will remain the same and is still well below the maximum 200 sq. ft. permitted by the Sign Ordinance, staff can support the requested variation in the number of wall signs. Each of the proposed awnings has two golden arch logos located on the valance portion. Staff feels that the mixed wall-awning signage is appropriate in this case because the logos are too small in and of themselves to realistically identify the building from the street.

making them more of a type of decorative embellishments than they are actual advertising devices. Given that wall sign relief is being requested, staff feels that all other signage on the property should be in compliance with Village Code. Accordingly, staff recommends that a condition of approval be added stating that the freestanding sign along Roosevelt Road must be brought into compliance (i.e., no more than 125 sq. ft. or 25 ft. high).

The petitioner has submitted an interior plan demonstrating that the proposed 50 parking spaces will meet code requirements and ADA requirements. The proposed site plan shows a full-access driveway on Roosevelt Road. Because this driveway is only 15 feet from Stewart Avenue, cars stacking to turn left into McDonalds can easily block the intersection and cause conflicts with cars stacking in the left-hand turn lane for Stewart. The proposed removal of the southernmost driveway on Stewart will help reduce the potential for vehicle conflicts at this intersection, and staff also recommends that the Roosevelt Road driveway be configured as right-in, right-out only. "No left turn" signs should be placed appropriately. The petitioner has agreed to staff's proposed condition that the curb at the southwest corner of the building be tapered outward to improve pedestrian visibility near the drive-through area. If the above recommendations are incorporated into the site plan, staff believes that the petitioner's plan will adequately address internal circulation for both drive-through and dine-in customers.

The petitioner has submitted a landscape plan that is intended to provide perimeter and internal parking lot landscaping similar to that specified in the Zoning Ordinance. The petitioner will be required to pay \$300 for each requisite tree to be planted within the parkway as part of the permit submittal. Staff recommends that the trash enclosure be constructed of the same masonry materials that are used for the building.

Ms. Backensto concluded by stating that staff finds the elevations to be acceptable overall, but suggests that additional masonry be incorporated into the final design. As the most visible parts of the building, the south, west, and east elevations should have masonry at least up to the level of the awnings, replacing the proposed EIFS. The brick colors shown on the submitted materials board may be used for this purpose.

William Heniff, Senior Planner, stated that, to avoid any possible confusion, Condition No. 1 (d) should be modified to read, "Materials board and elevations prepared by Corporate Design and Development Group, dated December 15, 2005, except as modified by the Village Board."

Chairperson Ryan then opened the meeting for discussion among the Commissioners.

Commissioner Flint noted that left turns are currently allowed from the driveway and there are no left turns allowed off of Stewart. If the driveway is changed to right-in/right-out only, eastbound vehicles will need to backtrack to reach Roosevelt. There is a conflict with the diverted traffic versus the safety issue. Ms. Backensto noted that the condition of a right-in/right-out driveway was similar to many recent developments along Roosevelt, including White Castle and Walgreens. The petitioner noted that the right-in/right-out would significantly impact their

business model and would force a confusing detour to Fairfield. Mr. Heniff noted that there had been no analysis of cut-through traffic.

Commissioner Burke stated that the access would be somewhat of a hardship. Left-hand turns are impossible 90 percent of the day because the driveway is typically blocked, making it a tough maneuver.

Commissioner Zorn stated that when visiting the site she currently uses Fairfield to go eastbound because McDonald's is a terrible place to attempt a left-hand turn.

Commissioner Flint stated that he does the same thing, but people from out of town would not necessarily be aware of the light at Fairfield. He asked if it were possible that a traffic light could be installed at Stewart. Mr. Heniff stated that there were no plans for a light, but that would only be possible if the Highland Manor property across the street was to redevelop.

Commissioner Olbrys stated there are practical issues involved with making a left. He wondered who would enforce the no-left-turn.

Chairperson Ryan observed that it is tough to get in or out of the driveway. Mr. Heniff stated that the Illinois Department of Transportation would review the driveway to see if a porkchop is warranted. The petitioner stated that their engineer did not think IDOT would make any changes to the existing access.

Commissioner Burke stated that a "no left turn" sign would be acceptable, and IDOT would approve any porkchop. He asked if the petitioner was o.k. with the condition to add additional masonry to the building. The petitioner stated that McDonald's could not afford to add the requested additional masonry.

Commissioner Burke requested Police Department records on the number of left-hand turn accidents at the subject property, as well as an analysis of neighborhood cut-through traffic. Commissioner Flint made a motion to continue PC 06-04 to the February 20, 2006 Plan Commission meeting to allow time for the traffic information to be obtained.

February 20, 2006

Chairperson Ryan re-opened the petition.

Ms. Soos stated that there were three issues outstanding from the January 23, 2006 Plan Commission meeting: the amount of masonry on the building, access onto Roosevelt Road, and the freestanding sign. McDonald's has agreed to provide additional masonry on the south, east, and west building elevations, which Ms. Soos pointed out on the elevation display board. The KLOA traffic study concluded that no turning restrictions needed to be placed on the Roosevelt Road driveway, and they would like the Plan Commission to go along with that conclusion. Ms.

Soos then referenced the legal nonconforming freestanding sign. McDonald's would like this sign to remain as-is and asked that the seven (7)-year amortization period be removed.

Chairperson Ryan opened the meeting for public comment. No one spoke in favor of or in opposition to the petition.

Ms. Backensto then presented the addendum report. She referenced the petitioner's detailed Response to Standards for Conditional Uses and Response to Standards for Variations that had been passed out to the Plan Commissioners immediately prior to the meeting. The Lombard Police Department gathered traffic crash reports for the past five years for incidents involving vehicles that were turning left either into or out of the McDonald's Roosevelt Road driveway. The police reports show eight to nine accidents over the past five years, which does not meet the Illinois Department of Transportation's definition of a high-accident location.

The Village's traffic consultant, KLOA, conducted a traffic study to determine what sort of impact a right-in/right-out driveway could have on the adjacent residential neighborhood. The highest number of left-turn movements onto Roosevelt Road was 10, observed during the weekday midday peak hour. This would suggest that, if a right-in/right-out driveway were installed, the largest traffic increase that would be seen in the adjacent neighborhood would be up to 10 vehicles during a one-hour period. Given that there are already 65 vehicles turning into the neighborhood during the midday peak hour, the possible addition of up to 10 more vehicles would not be very noticeable. It was the conclusion of KLOA that the existing full access is acceptable. They recommend that peak hour no-left-turn restrictions be imposed if there are future problems with the Roosevelt Road driveway.

In consideration of the petitioner's desire to maintain the existing freestanding sign, staff has agreed to remove the proposed condition that would have required this sign to be brought into compliance as part of this petition. Zoning relief cannot be granted at this meeting to bring the sign into compliance with the Sign Ordinance because it was not part of the public hearing request and was not advertised. However, the petitioner has represented that they intend to seek zoning relief for the freestanding sign at a future Plan Commission meeting.

Ms. Backensto added that the petitioner has agreed to modify the building elevations to incorporate additional masonry elements on the south, east, and west elevations. Condition No. 4 has been modified accordingly so that the petitioner would be required to submit revised building elevations prior to consideration for approval by the Village Board. This condition has been modified to remove any possible ambiguity regarding exactly what is being approved for the elevations.

Chairperson Ryan then opened the meeting for discussion for the Plan Commissioners.

Commissioner Sweetser asked if the site access referred to in the staff report was the same as that shown on the original site plans. Ms. Backensto confirmed that the site plan called for full access to remain on Roosevelt Road and for the southernmost driveway on Stewart to be closed.

Chairperson Ryan asked if Commissioner Sweetser had the opportunity to see the January Plan Commission discussion. Commissioner Sweetser stated that she had viewed the meeting on videotape.

After due consideration of the petition and the testimony presented, the Plan Commission found that the petition complies with the standards required by the Lombard Zoning Ordinance.

Therefore, the Plan Commission, by a roll call vote of 4-0, recommended to the Corporate Authorities **approval** of the petition associated with PC 06-04, subject to the following conditions:

1. The petitioner shall develop the site and building in accordance with the following plans submitted as part of this request, except as modified by the Village Board:
    - a) Site and landscaping plans prepared by Marchis Engineering, dated April 20, 2005;
    - b) Wall signage drawings prepared by Everbrite, Inc., and last revised September 22, 2004 (E) and October 3, 2005 (H);
    - c) Menu board signage drawings prepared by Florida Plastics International, Inc., and dated April 12, 2001; and
    - d) Materials board and elevations prepared by Corporate Design and Development Group, dated December 15, 2005.
- Furthermore, any changes to the proposed building materials and/or colors proposed for the restaurant from the approved materials board shall be considered a major change and shall require the review and approval of the Village prior to installation.

2. 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. The trash enclosure screening as required by Section 155.710 of the Zoning Ordinance shall be constructed of a masonry material consistent with that used on the principal building.

4. Prior to consideration by the Village Board, the petitioner shall submit modified building elevations for the south, east, and west sides of the building that substitute masonry for the EFIS panels that are shown between the concrete wainscoting and the dark red masonry band that is in line with the proposed awnings.

5. The petitioner shall modify the plans so that the curb at the southwest corner of the building shall be tapered outward from the drive-through window to improve pedestrian visibility near the drive-through area.



Respectfully,

VILLAGE OF LOMBARD



Donald Ryan, Chairperson  
Lombard Plan Commission

att-  
c. Petitioner  
Lombard Plan Commission

February 20, 2006

William Heniff, Senior Planner  
Village of Lombard - Plan Commission  
255 E. Wilson Avenue  
Lombard, Illinois

RE: McDonald's, 300 E. Roosevelt Road - Conditional Use Approval and Zoning  
Variation's

Dear William,

Let this letter serve as formal request for a variation to the signage code section 15.103.C.7, village storm water storage requirements and conditional use approval for McDonald's located at 300 E. Roosevelt Road. We are hereby requesting approval so that McDonald's may operate a double drive thru with relief granted from the current sign ordinances for supporting building signage. McDonald's is currently operating on this site however they desire to remove the existing building and build a new restaurant that reflects their updated Chicago image. McDonald's signage situation is unique in that the building design is intended to serve as a back drop and frame for signage. The entrances have been framed with masonry projections that are softly elevated in height and depth to assist in identifying egress areas without being overstated with high pitched roofs or other elements that grossly draw the eye. These areas also serve as perfect locations for the Logo signs, which also visually balanced the "McDonald's" wall signs. As well the awning logo's provide a level of detail that is soft and complimentary to the building appearing in a similar fashion to "embroidery" or finer such accent work.

The current site operates with one drive thru however on a daily basis the drive thru becomes heavily frequented during peak business hours. The double drive thru offers relief with improved service times to the customer and will assist in delivering orders in an expedited manner. With the double drive thru becoming an operational standard of the future for quick serve restaurants, and the necessity to service the customer more efficiently one can see the necessity for the double drive thru. This said the establishment of the conditional use will not impede the normal and orderly development and improvement for the surrounding property for uses permitted in the B4 district.

Likewise a signage variation will not negatively affect the surrounding area or prove to be out of character as all surrounding property is commercial and retail use and has signage of the same character. With the location of the front of the building setback from the neighboring buildings McDonald's is hidden from the traffic heading west bound. The signage proposed on the West elevation will allow the East bound traffic to identify McDonald's with enough distance to safely navigate into our site. With our proposed signage the granting of a variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood.

Soos & Associates, Inc.  
Architecture

105 Scheller Road  
Lincolnshire, Illinois 60069  
Phone 847 821 7667  
Fax 847 821 8570

With the site currently operating as McDonald's the character of the neighborhood will not be altered, nor does it 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. Please refer to the attached correspondence from Marchis Engineering for specific information on our request for a variation with regards to site detention.

The following is in response to Jennifer's request for additional information on 2/20/06:

**Response to standards for conditional uses:**

1. 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. This is proved by the fact that McDonalds has been operational at this location for years on the current site. The request for a second drive thru adds additional comfort and general welfare to the public offering relief with improved service times to the customer and will assist in delivering orders in an expedited manner.

2. 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 diminished and impair property values within the neighborhood in which it is located as is proven by the fact that the site currently operates as a McDonald's restaurant. Therefore McDonald's will not alter the character of the neighborhood in any other manner but improve the immediate aesthetics.

3. 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. Again this is evidenced by the fact that McDonalds currently operates on the site.

4. The adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided. Please refer to the attached correspondence from Marchis Engineering for specific information on our request for a variation with regards to site detention. Please refer to the traffic studies presented since our last hearing for information regarding access roads and given the fact that this is an existing restaurant McDonalds is currently served with adequate public utilities.

5. McDonalds has taken adequate measures to provide ingress and egress as to minimize traffic congestion relative to Stewart Avenue as we are proposing the removal of the current south access point on the West side of the property common with Stewart Avenue. Please also refer to the traffic study conducted and provided since our last hearing which concludes that no additional restrictions should be placed onto McDonalds with regards to the proposed plans for new construction.

6. The proposed conditional use is not contrary to the objectives of the current Comprehensive plan for the village of Lombard as the comprehensive plan calls for Community Commercial which encompass all uses in the B-4 zoning.

7. The conditional use shall, in all other respects, conform to the applicable regulation 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. Aside from the relief granted this project is intended to be constructed in compliance with code.

**Standards for Variations of the Lombard Zoning Ordinance and Lombard Sign Ordinance.**

1. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to McDonalds would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be applied as McDonalds currently exists on this site. If a variation would not be granted this would in fact be considered a hardship. With the location of the front of the building setback from the neighboring buildings McDonald's is hidden from the traffic heading west bound. The signage proposed on the West elevation will allow the East bound traffic to identify McDonalds with enough distance to safely navigate into our site.

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 as McDonald's currently resides and operates on the property.

3. The purpose of the variation is not based upon a desire to increase financial gain as McDonalds currently exists on the property and does not have to propose such modifications and investments into the property to continue or sustain their business.

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. The hardship has been placed upon McDonalds thru modifications in the code over time as best we are able to determine.

5. The granting of the variation will not be detrimental to the public welfare or injurious to the other property or improvements in the neighborhood in which the property is located.

6. The granting of the variation will not alter the essential character of the neighborhood as McDonalds currently exists on the property. However they will enhance the immediate visual perception of the property through the proposed new construction.

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 with in the neighborhood.

**ASSOCIATES**

In conclusion the granting of appropriate variations and necessary approval will assist McDonald's in their desires to improve this site. We trust you recognize this as an opportunity to improve the existing restaurant and understand our request for relief from the above noted ordinances and requirements.

Sincerely,

Melanie Soos, FALA, NCARB  
Architect, Soos & Associates

Cc: R. Neubauer, McDonald's

Soos & Associates, Inc.  
Architecture

105 Scheller Road  
Lincolnshire, Illinois 60069  
Phone 847 821 7667  
Fax 847 821 8570

**VILLAGE OF LOMBARD  
INTER-DEPARTMENTAL REVIEW GROUP REPORT  
ADDENDUM REPORT**

**TO:** Lombard Plan Commission

**FROM:** Department of Community Development  
**PREPARED BY:** Jennifer Backensto, AICP  
Planner II

**HEARING DATE:** February 20, 2006

**TITLE**

**PC 06-04; 300 E. Roosevelt Road:** The petitioner requests that the Village take the following actions within the B4 Corridor Commercial Shopping District:

1. Grant a conditional use, pursuant to Section 155.415 (C) of the Zoning Ordinance, to allow for drive-through services;
2. Grant a variation from Section 153.211(F) and Section 153.241 (F) of the Sign Ordinance to allow for wall signs to be displayed in conjunction with awning signs;
3. Grant a variation from Section 153.506 (B) (19) (a) (2) of the Sign Ordinance to allow a variation for five (5) wall signs; and
4. Approval of a Major Plat of Resubdivision.

**GENERAL INFORMATION**

**Petitioner:** Soos & Associates  
105 Scheffer Road  
Lincolnshire, IL 60069

**Property Owner:** McDonald's  
4320 Winfield Road  
Warrenville, IL 60555

**Relationship of Petitioner:** Architect & Agent for McDonald's

**PROPERTY INFORMATION**

**Existing Land Use:** McDonald's restaurant with drive-through

**Size of Property:** 1.05 acres

**Comprehensive Plan:** Recommends Community Commercial

**Existing Zoning:** B4 Corridor Commercial District

Surrounding Zoning and Land Use:

North: C/R Conservation/Recreation District; developed as Southland Park

South: Unincorporated DuPage County zoned B2 General Commercial; developed as Highland Manor Motel

East: B4 Corridor Commercial District; developed as a mixed use retail commercial/multiple family residential building

West: B4 Corridor Commercial District; developed as a commercial use (Cash Store) and a legal non-conforming residence.

ANALYSIS

The Plan Commission continued the public hearing for PC 06-04 in order to allow for the collection of additional information regarding traffic and circulation. Specifically, the Plan Commission requested information regarding accidents related to left turn movements into or out of the McDonald's Roosevelt Road driveway. The Plan Commission also requested a traffic study to determine the number of vehicles currently making left turn movements and how those movements would be impacted by a right-in/right-out driveway configuration.

This addendum report is intended to supplement the IDRC report previously submitted to the public record at the January 23, 2006 Plan Commission meeting, which is attached as Exhibit A.

Right-in/Right-out Driveway

*Traffic Crash Reports*

The Lombard Police Department gathered traffic crash reports for incidents occurring on the roadway adjacent to McDonald's for the years 2001 through 2005. There were a total of 99 accidents in this five-year period, the majority of which were rear-end collisions. No data exists which would be able to quantify if a rear-end accident was related to the McDonald's driveway. However, nearly 20 percent of all accidents involved left turn movements. Although McDonald's represented that they were unaware of any accidents ever occurring at their Roosevelt Road entrance, the police reports show eight to nine accidents over the past five years.

5-year total	8-9	10	99
2005	1	3	17
2004	4	2	30
2003	1-2*	1	20
2002	1	3	16
2001	1	1	16
Left turns in or out of McDonald's		Other left hand turns	Total Accidents

\* One of the reports did not specifically state the exact location name or address, so it cannot be stated for certain as to whether the vehicle was turning left into McDonald's or the adjacent property.

*Traffic Study*

The Village's traffic consultant, KLOA, conducted a traffic study to determine what sort of impact a right-in/right-out driveway could have on the adjacent residential neighborhood. The results of this evaluation are attached as Exhibit B. KLOA visited the site during the am, midday, and pm peak hours on Wednesday, February 8 and during the midday peak hour on Saturday, February 11.

The highest number of left-turn movements onto Roosevelt Road was 10, observed during the weekday midday peak hour. This would suggest that, if a right-in/right-out driveway were installed, the largest traffic increase that would be seen in the adjacent neighborhood would be up to 10 vehicles during a one-hour period. This number would in all likelihood be lower as not every driver that wishes to travel eastbound would choose to drive through the adjacent neighborhood. This is particularly true given the close proximity of a traffic signal (Highland Avenue) wherein a left turn movement could be easily made. Given that there are already 65 vehicles turning into the neighborhood during the midday peak hour, the possible addition of up to 10 more vehicles would not be very noticeable.

It was the conclusion of KLOA that the existing full access is acceptable. They recommend that peak hour no-left-turn restrictions be imposed if there are future problems with the Roosevelt Road driveway. Provided that all other concerns within the IRDC report are addressed, staff believes that the site access as shown on the site plans will be sufficient.

**Additional Considerations**

In consideration of the petitioner's desire to maintain the existing freestanding sign, staff has agreed to remove the proposed condition that would have required this sign to be brought into compliance as part of this petition. Instead, this legal-nonconforming sign will be subject to the seven-year amortization period as set forth in the Sign Ordinance. Upon receipt of notification of amortization of the sign, McDonald's have seven years to either bring the sign into compliance or seek a variation to the Sign Ordinance.

Also, the petitioner has agreed to modify the building elevations as suggested by staff and the Plan Commission to incorporate additional masonry elements, thereby bringing the building more in line with the current trend of development along Roosevelt Road (see attached Exhibit C). The only EFIS on the building will be in the area between the red brick banding elements on the upper portion of the building (behind and adjacent to the proposed wall signage). The north elevation will be EFIS from the wainscoting to the roof. The south, east, and west elevations will be entirely masonry except for the previously mentioned EFIS band near the top. Condition No. 4 has been modified so that the petitioner would be required to submit revised building elevations prior to consideration for approval by the Village Board. This condition has been modified to remove any possible ambiguity regarding exactly what is being approved for the elevations.



## FINDINGS AND RECOMMENDATIONS

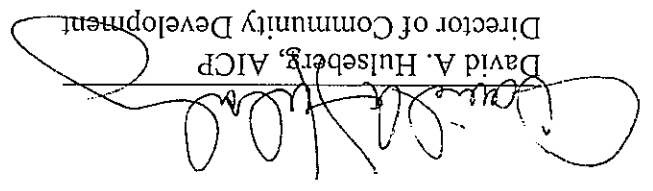
Based on the above findings, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending **approval** of this petition:

Based on the submitted petition and the testimony presented, the requested relief **complies** with the standards required by the 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 06-04, subject to the following conditions:

1. The petitioner shall develop the site and building in accordance with the following plans submitted as part of this request, except as modified by the Village Board:
  - a) Site and landscaping plans prepared by Marchis Engineering, dated April 20, 2005;
  - b) Wall signage drawings prepared by Everbrite, Inc., and last revised September 22, 2004 (E) and October 3, 2005 (H);
  - c) Menu board signage drawings prepared by Florida Plastics International, Inc., and dated April 12, 2001; and
  - d) Materials board and elevations prepared by Corporate Design and Development Group, dated December 15, 2005.
- Furthermore, any changes to the proposed building materials and/or colors proposed for the restaurant from the approved materials board shall be considered a major change and shall require the review and approval of the Village prior to installation.
2. The petitioner's building improvements shall be designed and constructed consistent with Village Code and shall also address the comments included within the IDRRC report.
3. The trash enclosure screening as required by Section 155.710 of the Zoning Ordinance shall be constructed of a masonry material consistent with that used on the principal building.
4. Prior to consideration by the Village Board, the petitioner shall submit modified building elevations for the south, east, and west sides of the building that substitute masonry for the EIFS panels that are shown between the concrete wainscoting and the dark red masonry band that is in line with the proposed awnings.

5. The petitioner shall modify the plans so that the curb at the southwest corner of the building shall be tapered outward from the drive-through window to improve pedestrian visibility near the drive-through area.

Inter-Departmental Review Group Report Approved By:

  
David A. Hulseberg, AICP  
Director of Community Development

DAH:JB:

**VILLAGE OF LOMBARD  
INTER-DEPARTMENTAL REVIEW GROUP REPORT**

TO: Lombard Plan Commission

HEARING DATE: January 23, 2006

FROM: Department of  
Community Development

PREPARED BY: Jennifer Backensto, AICP  
Planner II

**TITLE**

**PC 06-04; 300 E. Roosevelt Road:** The petitioner requests that the Village take the following actions within the B4 Corridor Commercial Shopping District:

1. Grant a conditional use, pursuant to Section 155.415 (C) of the Zoning Ordinance, to allow for drive-through services;
2. Grant a variation from Section 153.211(F) and Section 153.241 (F) of the Sign Ordinance to allow for wall signs to be displayed in conjunction with awning signs;
3. Grant a variation from Section 153.506 (B) (19) (a) (2) of the Sign Ordinance to allow a variation for five (5) wall signs; and
4. Approval of a Major Plat of Resubdivision.

**GENERAL INFORMATION**

Petitioner: Soos & Associates  
105 Schelter Road  
Lincolnshire, IL 60069

Property Owner: McDonald's  
4320 Winfield Road  
Warrenville, IL 60555

Relationship of Petitioner: Architect & Agent for McDonald's

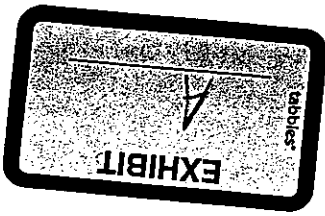
**PROPERTY INFORMATION**

Existing Land Use: McDonald's restaurant with drive-through

Size of Property: 1.05 acres

Comprehensive Plan: Recommends Community Commercial

Existing Zoning: B4 Corridor Commercial District



Surrounding Zoning and Land Use:

North: C/R Conservation/Recreation District; developed as Southland Park

South: Unincorporated DuPage County zoned B2 General Commercial; developed as Highland Manor Motel

East: B4 Corridor Commercial District; developed as a mixed use retail commercial/multiple family residential building

West: B4 Corridor Commercial District; developed as a commercial use (Cash Store) and a legal non-conforming residence.

ANALYSIS

SUBMITTALS

This report is based on the following documents filed with the Department of Community Development on December 21, 2005:

1. Petition for Public Hearing.
2. Response to Standards.
3. Topographic Survey prepared by Gentile & Associates, Inc. and dated April 4, 2005.
4. Plat of Subdivision, prepared by Gentile & Associates, Inc. and dated January 13, 2006.
5. Geometric Plan, prepared by Marchis Engineering and dated April 20, 2005.
6. Landscape Plan, prepared by Marchis Engineering and dated April 20, 2005.
7. Proposed building elevations, prepared by Corporate Design and Development Group and dated December 15, 2005 and January 13, 2006.
8. Interior floor plan, prepared by Corporate Design and Development Group and dated January 16, 2006.
9. Wall sign and directional sign drawings, prepared by Everbrite, Inc., and last revised July 25, 2001 (D), September 22, 2004 (E), and October 3, 2005 (H).
10. Menu board sign drawings, prepared by Florida Plastics International, Inc., and dated April 12, 2001.
11. Materials sample board.

## DESCRIPTION

The petitioner is proposing to demolish the existing 3,839-sq. ft. McDonald's restaurant and construct a new, 4,740-sq. ft. McDonald's restaurant. The new site layout will have a double drive-through with each lane having its own menu board. All parking spaces will be angled, creating a one-way counterclockwise circulation pattern.

This property was never previously subdivided into a Lot of Record. Therefore, a Major Plat of Subdivision will be required prior to the issuance of any building permits. This plat cannot be approved administratively because it is greater than one acre in size.

## INTER-DEPARTMENTAL REVIEW COMMENTS

### Fire and Building

Fire and Building have no comments on the petition. However, they will offer their comments as part of the building permit submittal.

### Public Works Utilities

The Public Works Utilities Division notes that the Village has a significant grease problem in the sanitary sewer main that McDonalds connects to. An appropriate and adequately sized grease trap for a fast food restaurant such as this must be installed as part of the redevelopment.

### Public Works Engineering

Public Works Engineering staff concurs with the request of the Police Department to require that the southern entrance-exit driveway be "right-out" only, not allowing a left turn across Roosevelt Road.

### Private Engineering

The Private Engineering Services Division has no comments on this petition.

### Planning

#### Compatibility with the Comprehensive Plan

The Comprehensive Plan calls for this area to be developed with Community Commercial uses. With the approval of the requested conditional use, the property would be in compliance with the recommendations of the Comprehensive Plan.

#### Compatibility with the Surrounding Land Uses

The subject property is bordered on three sides by commercially-zoned properties. Although the northern property line abuts Southland Park, the area immediately adjacent to the McDonald's property is behind a detention pond and is not an active recreation area of the park. Staff believes

that this, along with the proposed landscape improvements along the northern property line, provide a sufficient buffer between the restaurant and the park.

Compatibility with the Sign Ordinance

The petitioner is proposing the following signage:

	Permitted	Existing	Proposed
South Wall	(1) sign, up to 100 sq. ft.	(1) 27-sq. ft. arch logo; (1) 35-sq. ft. McDonald's sign	(1) 11-sq. ft. arch logo; (1) 41-sq. ft. McDonald's sign
West Wall	(1) sign, up to 100 sq. ft.	(1) 27-sq. ft. arch logo	(1) 11-sq. ft. arch logo
East Wall	None	(1) 27-sq. ft. arch logo	(1) 11-sq. ft. arch logo; (1) 41-sq. ft. McDonald's sign
North Wall	None	None	None
Total Wall Signs	(2) signs, 200 sq. ft. total	(4) signs, 115 sq. ft. total	(5) signs, 115 sq. ft. total
Informational Signs	Max. 6 sq. ft., 4 ft. in height	(4) 9.3-sq. ft., 5.1-ft. high	(4) 9.6-sq. ft., 5.2-ft. high
Freestanding Sign	Max. 125 sq. ft., 25 ft. high	198 sq. ft., 20.5 ft. high	198 sq. ft., 20.5 ft. high <i>(no change)</i>

Given that the overall wall sign square footage will remain the same and is still well below the maximum 200 sq. ft. permitted by the Sign Ordinance, staff can support the requested variation in the number of wall signs.

Each of the 12 proposed awnings has two golden arch logos located on the valance portion. Staff feels that the mixed wall-awning signage is appropriate in this case because the logos are too small in and of themselves to realistically identify the building from the street, making them more of a type of decorative embellishments than they are actual advertising devices.

The drive-through lanes will have a total of two standard-sized menu boards, each with a viewable area of 35 sq. ft. and an overall area of 44 sq. ft. Informational signs will be placed on both sides of the driveways. Code allows informational signs to be up to four feet in height and up to 6 sq. ft. in area, so the proposed signs (9.6 sq. ft. and at least 5.2 feet in height) will need to be modified to comply with these size limitations.

Given that wall sign relief is being requested, staff feels that all other signage on the property should be in compliance with Village Code. Accordingly, staff recommends that a condition of approval be added stating that the freestanding sign along Roosevelt Road must be brought into compliance (i.e., no more than 125 sq. ft. or 25 ft. high).

Compatibility with the Zoning Ordinance

Restaurants are listed as permitted uses within the B4 Corridor Commercial District and drive-through services are listed as conditional uses. With the approval of this petition, the proposed development will be in compliance with Village Code.

### *Traffic/Parking*

Although the entire building has a footprint of 4,740 square feet, the petitioner has submitted an interior plan demonstrating that the actual gross floor area (as defined by the Zoning Ordinance) is only 4,170 square feet. At a parking ratio of 12 spaces per 1,000 square feet, the proposed 50 parking spaces will meet code requirements and ADA requirements.

The proposed site plan shows a full-access driveway on Roosevelt Road. Because this driveway is only 15 feet from Stewart Avenue, cars stacking to turn left into McDonalds can easily block the intersection and cause conflicts with cars stacking in the left-hand turn lane for Stewart. The proposed removal of the southernmost driveway on Stewart will help reduce the potential for vehicle conflicts at this intersection, and staff also recommends that the Roosevelt Road driveway be configured as right-in, right-out only. "No left turn" signs should be placed appropriately.

Staff has identified a potential pedestrian-automobile conflict point at the building entrance at the southwest corner of the building. The proposed layout would have pedestrians stepping out directly alongside the building into the drive-through exit lane, with no ability to see oncoming vehicles. Staff recommends that a walkway be extended slightly to the west to afford pedestrians and motorists the opportunity to see one other. There is adequate width in the adjacent drive aisle to permit such an extension.

If the above recommendations are incorporated into the site plan, staff believes that the petitioner's plan will adequately address internal circulation for both drive-through and dine-in customers.

### *Landscaping*

Although the perimeter of the site will remain intact and additional landscaping is not necessarily required, the petitioner has submitted a landscape plan that is intended to provide perimeter and internal parking lot landscaping similar to that specified in the Zoning Ordinance. The northern property line (adjacent to Southland Park) will be lined with a continuous hedgerow and shade trees.

The plan shows the four existing trees along Stewart being removed and replaced with Norway Maples. The Norway Maple has a mature height of over 45 feet, which is not compatible with the existing overhead power lines. Replacement trees shall be limited to those approved for planting under overhead utility lines, per Section 155.705 (C)(4)(b) of the Zoning Ordinance. The petitioner will be required to pay \$300 for each requisite tree to be planted within the parkway as part of the permit submittal.

The refuse disposal area must be screened on all four sides to a height between six and eight feet. Staff recommends that the trash enclosure be constructed of the same masonry materials that are used for the building.

*Building Elevations*

The petitioner has submitted elevation drawings for the proposed restaurant building. The facade of the building will be primarily Exterior Insulation and Finish Systems (EIFS) with brick accents and a split-face brick foundation. Red awnings will be prominent along those portions of the building visible from Roosevelt Road. The west and east elevations also include treatments around the doors and drive-through windows to break up the building mass along the long sides of the restaurant. The parapet wall appears to be of a sufficient height so as to screen any rooftop mechanical equipment, a Zoning Ordinance requirement.

Staff finds the elevations to be acceptable overall, but suggests that additional masonry be incorporated into the final design. As the most visible parts of the building, the south, west, and east elevations should have masonry at least up to the level of the awnings, replacing the proposed EIFS. The brick colors shown on the submitted materials board may be used for this purpose.

**FINDINGS AND RECOMMENDATIONS**

Staff believes that the proposed use is appropriate at the subject location and is compatible with surrounding uses.

Based on the above findings, 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 relief **complies** with the standards required by the 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 06-04, subject to the following conditions:

1. The petitioner shall develop the site and building in accordance with the following plans submitted as part of this request:

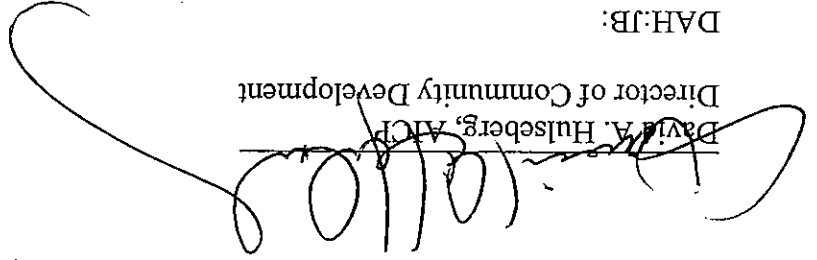
- a) Site and landscaping plans prepared by Marchris Engineering, dated April 20, 2005;
- b) Wall signage drawings prepared by Everbrite, Inc., and last revised September 22, 2004 (E) and October 3, 2005 (H);
- c) Menu board signage drawings prepared by Florida Plastics International, Inc., and dated April 12, 2001; and
- d) Materials board and elevations prepared by Corporate Design and Development Group, dated December 15, 2005.

Furthermore, any changes to the proposed building materials and/or colors proposed for the restaurant from the approved materials board shall be considered a major change and shall require the review and approval of the Village prior to installation.



2. All other signage on the property, including directional signs and the freestanding sign, must be in full compliance with Village Code.
3. 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.
4. The trash enclosure screening as required by Section 155.710 of the Zoning Ordinance shall be constructed of a masonry material consistent with that used on the principal building.
5. The petitioner shall modify the south, east, and west building elevations to include masonry materials up to the level of the awnings, subject to the review and approval of the Director of Community Development.
6. The petitioner shall modify the plans to include the following traffic/parking improvements:
  - a) The driveway on Roosevelt Road shall be configured as right-in, right-out only.
  - b) "No left turn" signs shall be placed at the driveway on Roosevelt Road and directed toward traffic both entering and exiting the site.
  - c) The curb at the southwest corner of the building shall be tapered outward from the drive-through window to improve pedestrian visibility near the drive-through area.

Inter-Departmental Review Group Report Approved By:

  
David A. Hulseberg, AICP  
Director of Community Development

DAH:JB:

December 16, 2005

William Heniff, Senior Planner  
Village of Lombard - Plan Commission  
255 E. Wilson Avenue  
Lombard, Illinois

RE: McDonald's, 300 E. Roosevelt Road -- Conditional Use Approval and Zoning  
Variation's

Dear William,

Let this letter serve as formal request for a variation to the signage code section

155.103.C.7, village storm water storage requirements and conditional use approval for

McDonald's located at 300 E. Roosevelt Road. We are hereby requesting approval so

that McDonald's may operate a double drive thru with relief granted from the current sign

ordinances for supporting building signage. McDonald's is currently operating on this site

however they desire to remove the existing building and build a new restaurant that

reflects their updated Chicago image. McDonald's signage situation is unique in that the

building design is intended to serve as a back drop and frame for signage. The

entrances have been framed with masonry projections that are softly elevated in height

and depth to assist in identifying egress areas without being overstated with high pitched

roofs or other elements that grossly draw the eye. These areas also serve as perfect

locations for the Logo signs, which also visually balanced the "McDonald's" wall signs.

As well the awning logo's provide a level of detail that is soft and complimentary to the

building appearing in a similar fashion to "embroidery" or finer such accent work.

The current site operates with one drive thru however on a daily basis the drive thru

becomes heavily frequented during peak business hours. The double drive thru offers

relief with improved service times to the customer and will assist in delivering orders in

an expedited manner. With the double drive thru becoming an operational standard of

the future for quick serve restaurants, and the necessity to service the customer more

efficiently one can see the necessity for the double drive thru. This said the

establishment of the conditional use will not impede the normal and orderly development

and improvement for the surrounding property for uses permitted in the B4 district.

Likewise a signage variation will not negatively affect the surrounding area or prove to

be out of character as all surrounding property is commercial and retail use and has

signage of the same character. With the location of the front of the building setback from

the neighboring buildings McDonald's is hidden from the traffic heading West bound.

The signage proposed on the West elevation will allow the East bound traffic to identify

McDonalds with enough distance to safely navigate into our site. With our proposed

signage the granting of a variation will not be detrimental to the public welfare or

injurious to other property or improvements in the neighborhood.

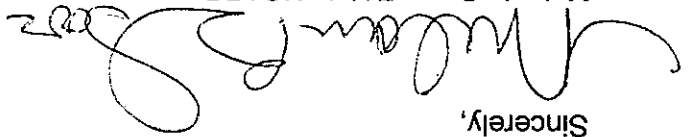
Soos & Associates, Inc.  
Architecture

105 Scheller Road  
Lincolnshire, Illinois 60069  
Phone 847 821 7667  
Fax 847 821 8570

**ASSOCIATES**

With the site currently operating as McDonald's the character of the neighborhood will not be altered, nor does it 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. Please refer to the attached correspondence from March's Engineering for specific information on our request for a variation with regards to site detention. The granting of appropriate variations and necessary approval will assist McDonald's in their desires to improve this site. We trust you recognize this as an opportunity to improve the existing restaurant and understand our request for relief from the sign ordinance.

Sincerely,

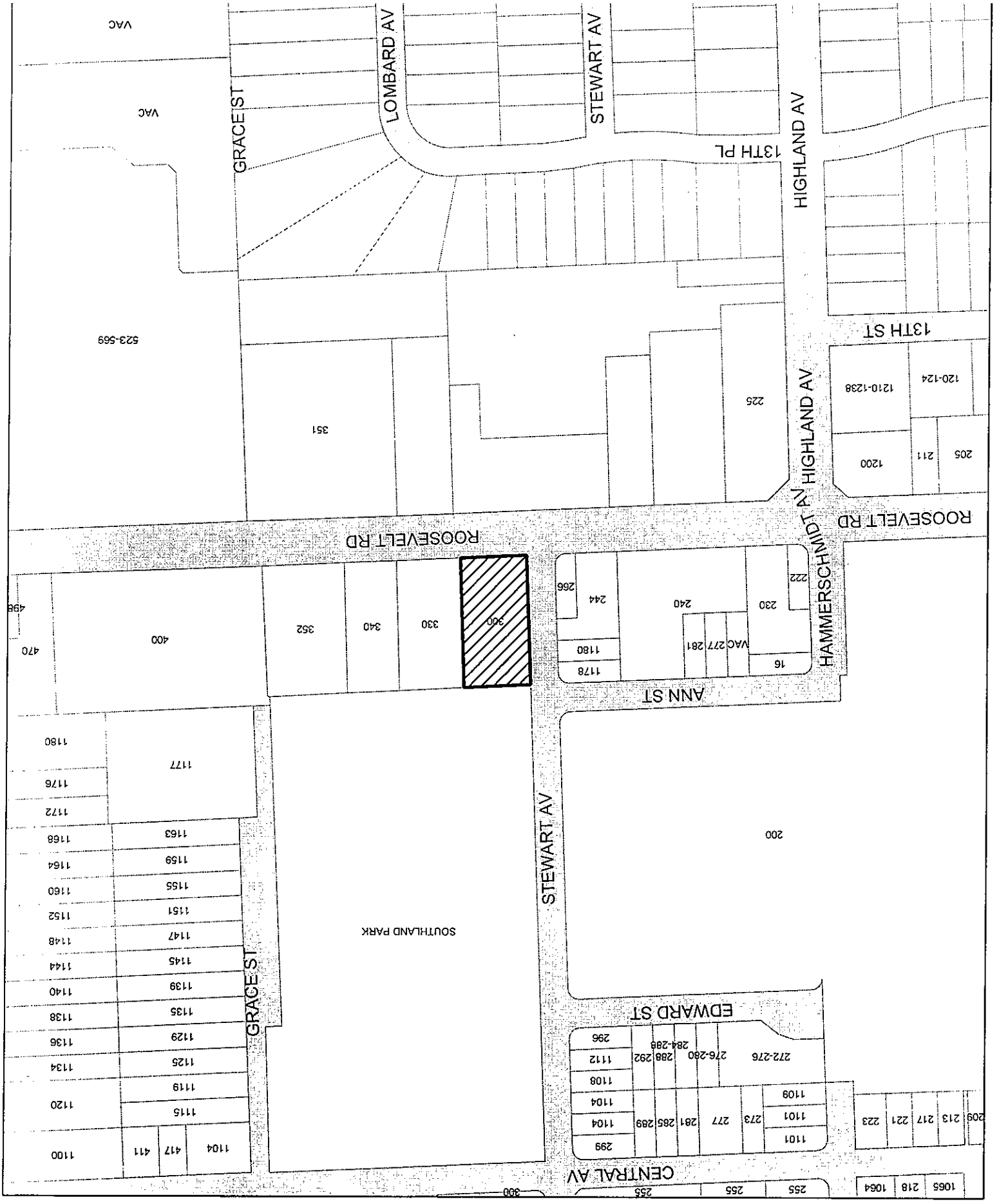


Melanie Soos, FALA, NCARB  
Architect, Soos & Associates

Soos & Associates, Inc.  
Architecture

105 Scheller Road  
Litchfield, Illinois 60069  
Phone 847 821 7667  
Fax 847 821 8570

**Location Map**  
**PC 06-04**  
**300 E. Roosevelt Road**



**Draft for Review**

MEMORANDUM TO: Bill Heniff  
Village of Lombard

FROM: Javier Millan  
Senior Consultant

Donald O'Hara  
Principal

DATE: February 15, 2006

SUBJECT: McDonald's Fast Food Access Reconfiguration Evaluation  
Lombard, Illinois

This memorandum summarizes the results of a access impact evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the Village of Lombard. The evaluation is for the reconfiguration of the existing access drives serving a McDonald's restaurant located in the northeast quadrant of the Roosevelt Road intersection with Stewart Avenue in Lombard, Illinois. The site currently provides a single drive-through lane. Access to the site is provided via a full ingress/egress access drive onto Roosevelt Road and two full ingress/egress access drives onto Stewart Avenue.

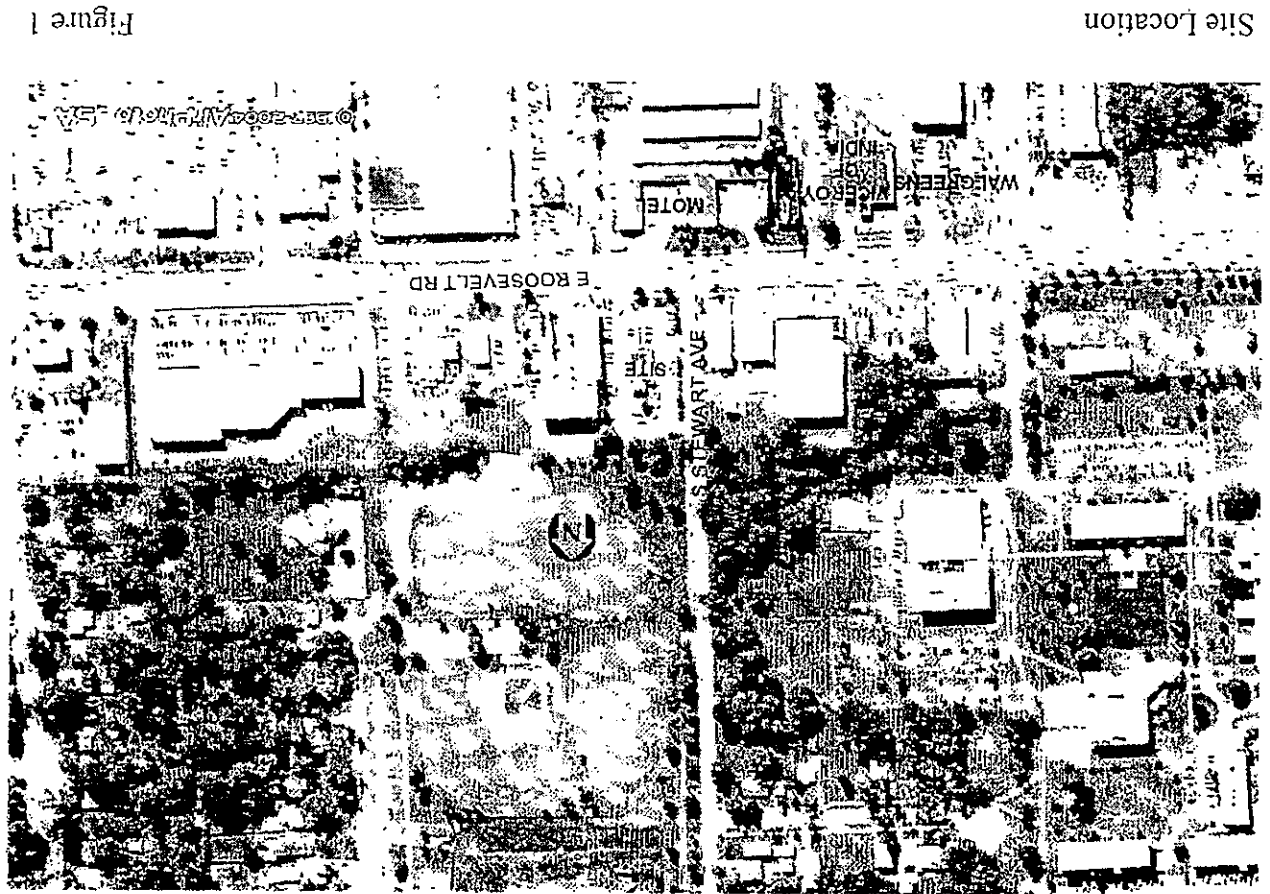
The plans call for rebuilding the site to provide a two lane drive-through facility and closing the southern access drive onto Stewart Avenue (approximately 150 feet north of Roosevelt Road) and maintaining the northerly access drive located approximately 315 feet north of Roosevelt Road. The access drive to Roosevelt Road will remain unchanged.

The purpose of this study was to evaluate the site access new configuration and evaluate the site's internal circulation.

**Existing Conditions**

The site, as mentioned previously, is located in the northeast quadrant of the Roosevelt Road intersection with Stewart Avenue. Land uses in the vicinity of the site include retail/commercial land uses along Roosevelt Road and a park and single family residential to the north. The principal roadways in the vicinity of the site are illustrated in Figure 1 and described in the following paragraphs.





Site Location

Figure 1

*Roosevelt Road (IL 38)* is an east-west arterial with a five-lane cross-section in the site's vicinity. At its unsignalized intersection with Stewart Avenue, Roosevelt Road provides an exclusive left-turn lane and two through lanes on the west approach while the east approach provides a through lane and a combined through/right-turn lane. At its unsignalized intersection with the McDonalds access drive, the west approach provides a two-way left-turn lane and two through lanes while the east approach provides a through lane and a combined through/right-turn lane. Roosevelt Road has a posted speed limit of 35 mph and carries an Average Daily Traffic of approximately 46,500 vehicles. Roosevelt Road is under the jurisdiction of the Illinois Department of Transportation (IDOT).

*Stewart Avenue* is a two-lane north-south residential street that extends from Roosevelt Road north to its terminus at Taylor Road. Stewart Avenue starts again at its intersection with Harrison Avenue and continues north to its terminus at Parkside Avenue. At its unsignalized intersection with Roosevelt Road, Stewart Avenue is under stop sign control and only allows right-turn movements into Roosevelt Road. Stewart Avenue has a posted speed limit of 25 mph.


### **Existing Turning Movement Counts**

At the request of the Village of Lombard, KLOA conducted turning movement counts at the Roosevelt Road intersection with the McDonald access drive and Stewart Avenue with the two access drive. The counts were conducted on Wednesday February 8, 2006 from 7:00 to 9:00 A.M., 11:30 A.M. to 1:30 P.M. and 4:00 P.M. to 6:00 P.M. In addition, turning movement counts at these three access drives were also conducted on Saturday February 11, 2006 from 11:30 A.M. to 1:30 P.M.

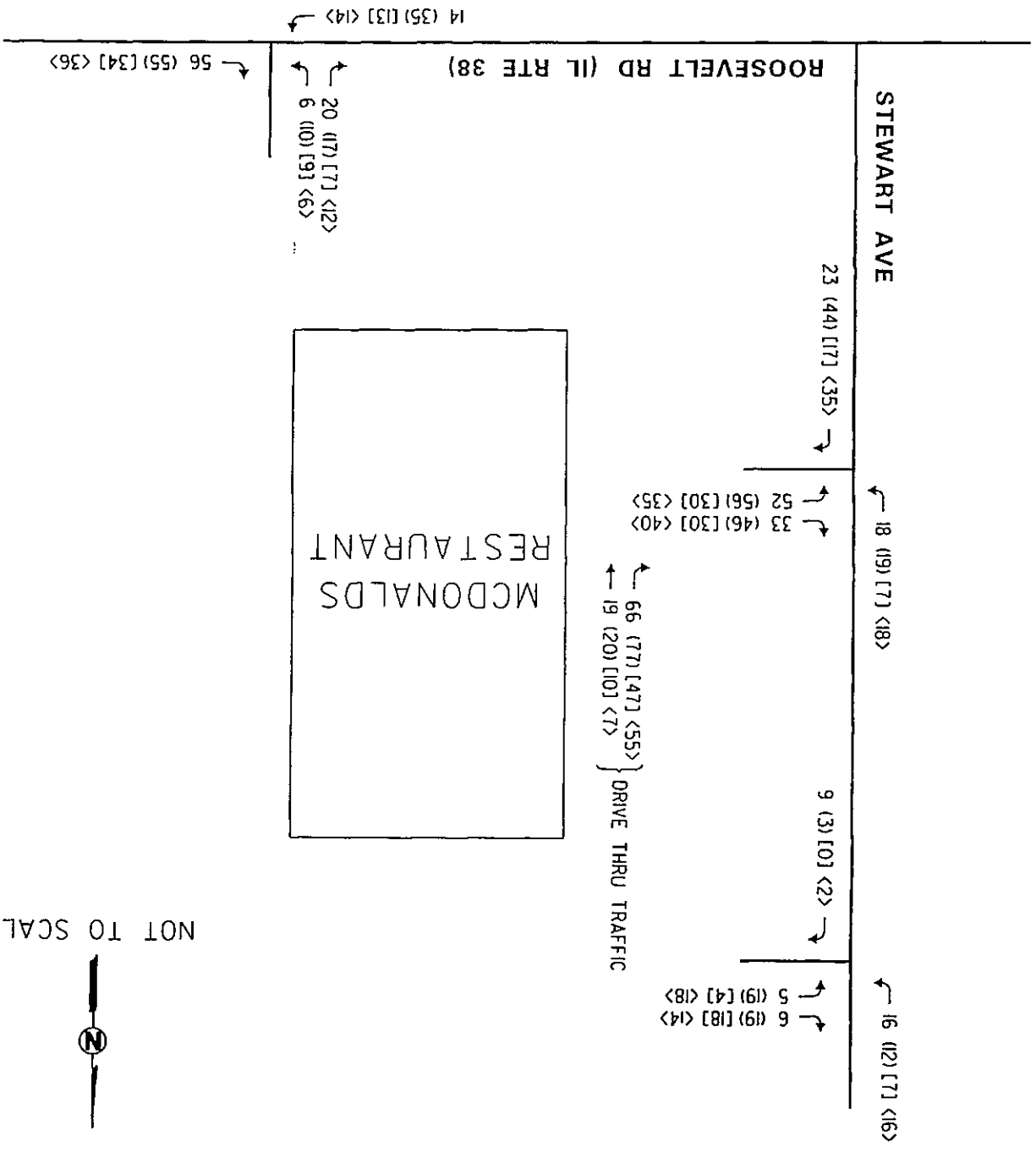
Based on the results of the traffic counts, the McDonald's restaurant access drive peak hours occurred on a weekday from 7:30 to 8:30 A.M., 12:00 P.M. to 1:00 P.M. and from 4:00 to 6:00 P.M. while on a Saturday it peaked from 12:30 P.M. to 1:30 P.M. Figure 2 shows the turning movement counts at the three access drives during the weekday and Saturday peak hours. It should be noted that KLOA also counted the number of vehicles exiting the drive-through lane and their travel path. Based on our counts approximately 75 percent of the vehicles exiting the drive-through lane turned right to exit into the southern access drive on Stewart Avenue while the remaining 25 percent exited onto the Roosevelt Road access drive.

### **Access Drive Observations**

During our traffic counts we observed the time it takes vehicles to turn left out of the McDonald access drive onto Roosevelt Road as well as the maximum queue of vehicles turning left onto Roosevelt Road. The following is a summary of our observations:

PROJECT NO: 06-040 B  FIGURE NO: 2	TITLE: EXISTING ACCESS DRIVE TRAFFIC VOLUMES	PROJECT: MCDONALDS RESTAURANT LOMBARD, ILLINOIS
---	--	---

- LEGEND
- 00 - AM PEAK HOUR (7:30-8:30 AM)
  - (00) - MIDDAY PEAK HOUR (12:00-1:00 PM)
  - [00] - PM PEAK HOUR (4:00-5:00 PM)
  - <00> - SAT MIDDAY PEAK HOUR (12:30-1:30 PM)



NOT TO SCALE





Based on information provided by the Village of Lombard, during a five year period (2001 to 2005) there were approximately nine (9) accidents at the access drive intersection with Roosevelt Road. Out of these nine accidents one (1) had personal injuries. Based on the IDOT's formula for calculating high accident locations, this intersection does not qualify as a high accident location.


As can be seen from Figure 2 and 3, the number of vehicles attempting to turn left out of the McDonald access drive on Roosevelt Road is very minor. This is due to the fact that Roosevelt Road carries large through volumes of traffic and patrons of the McDonald restaurant know that a left-turn maneuver out of the restaurant into Roosevelt Road is not an easy one. However, during other times throughout the day, the left-turn out maneuver into Roosevelt road can be performed more easily. This is not an uncommon situation as all unsignalized access drives along Roosevelt Road experience this situation. If the left-turn out maneuver is restricted, motorists desiring to go east on Roosevelt Road will be forced to go north to Central Avenue, travel eastbound on Central Avenue and then south on Fairfield Avenue until the reach the signalized intersection of Roosevelt Road with Fairfield Avenue or turn right on Roosevelt Road and attempt to make a turnaround maneuver in one of the businesses on the south side of Roosevelt Road (i.e. Motel, Viceroy of India, Walgreens, etc.) As such and based on the fact the majority of the McDonalds clientele are repeat customers and are familiar with the roadway, we believe that continuing to allow the left-turns in and out of the Roosevelt Road access drive will not present a problem.

As previously mentioned, the site has one access drive on Roosevelt Road and two access drives on Stewart Avenue. Under the proposed plans, the southern access drive on Stewart Avenue will be closed and the McDonald restaurant will have access via the remaining two access drives. Based on the proposed plans traffic was reassigned to reflect the changes in the access drive configuration Figure 3 shows the reassigned traffic volumes. It should be noted that the provision of a dual drive-through lane will not increase traffic that is currently being generated by the McDonald's restaurant.

### Access Evaluation

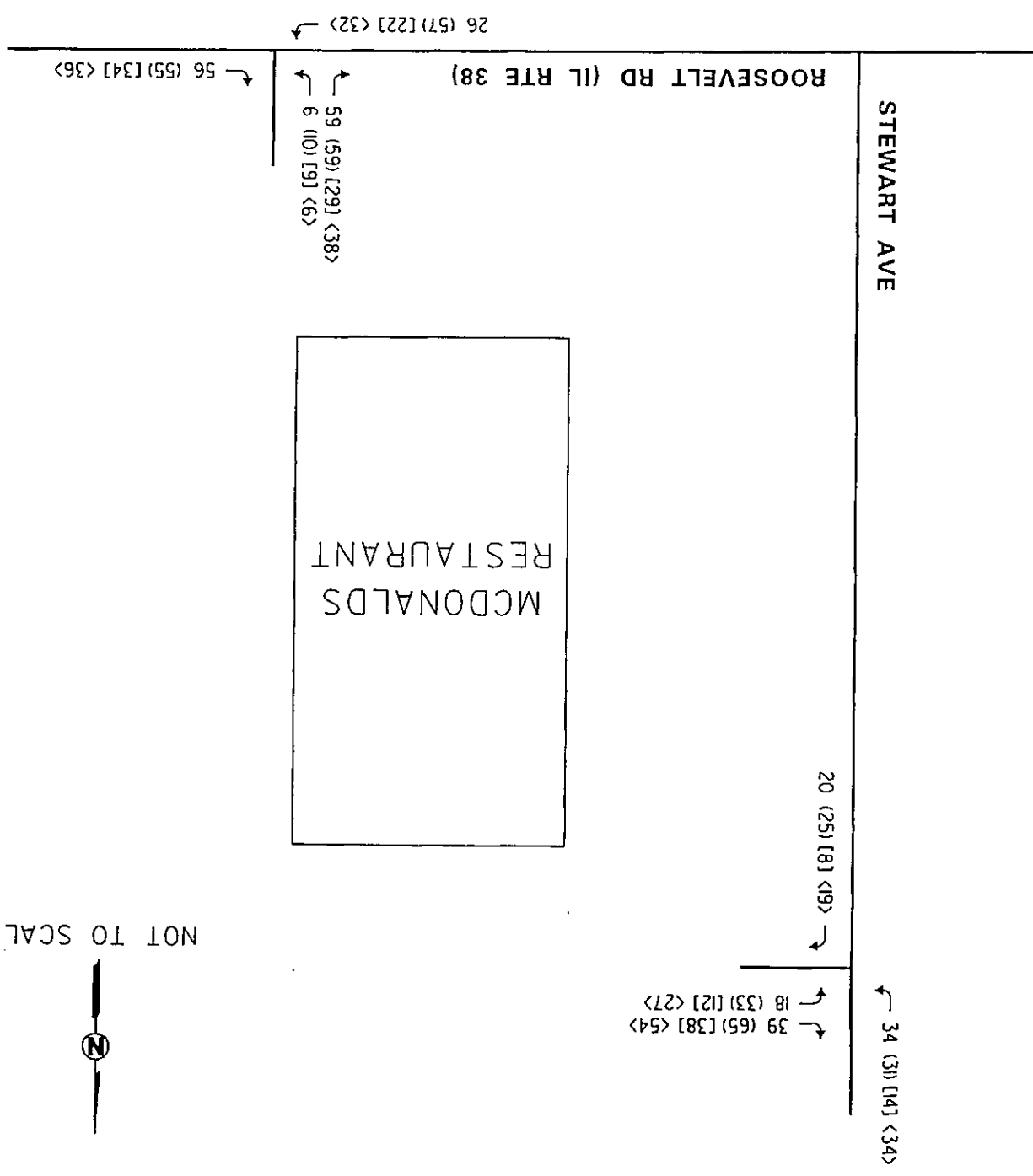
- The longest time a left-turning vehicle waited at the access drive was 130 seconds. On an average vehicle turning left onto Roosevelt Road waited 28 seconds.
- The longest queue of vehicles attempting to turn left out of the access drive onto Roosevelt Road was three (3) vehicles with an average queue of two vehicles.
- The longest time a left-turning vehicle waited at the access drive on a Saturday was 80 seconds. On an average vehicle turning left onto Roosevelt Road waited 29 seconds.
- The longest queue of vehicles attempting to turn left out of the access drive onto Roosevelt Road was five (5) vehicles with an average queue of two vehicles.

**Draft for Review**

PROJECT: MCDONALDS RESTAURANT LOMBARD, ILLINOIS	TITLE: REASSIGNED ACCESS DRIVE TRAFFIC VOLUMES	FIGURE NO: 3
PROJECT NO: 06-040 B		

00 - AM PEAK HOUR (7:30-8:30 AM)  
 (00) - MIDDAY PEAK HOUR (12:00-1:00 PM)  
 [00] - PM PEAK HOUR (4:00-5:00 PM)  
 <00> - SAT MIDDAY PEAK HOUR (12:30-1:30 PM)

LEGEND



NOT TO SCALE



A review of the proposed plan indicates that the McDonalds Restaurant will continue providing one-way counterclockwise circulation with customers exiting the drive-through lane via the Roosevelt Road access drive or wrapping around the building and exiting via the northern access drive on Stewart Avenue. Although from a site circulation perspective, there will be more vehicles circulating around the building than before, the closure of the southern access drive on Stewart Avenue will improve traffic operations on Stewart Avenue by removing turning movements in close proximity to the Stewart avenue intersection with Roosevelt Road.

## Site Circulation

## Conclusion

Based on this evaluation, the amount of traffic generated by the existing McDonald's Restaurant will not change and the operation of the access drives will not be adversely impacted by the closure of the southern access drive on Stewart Avenue. A review of the traffic counts as well as our observations show that although there are not many vehicles performing the left-turn out maneuver onto Roosevelt Road, the average time for a vehicle to make this maneuver is only 28 seconds. This is due to the fact that Roosevelt Road provides a two-way center left-turn lane thus allowing motorists to perform a two-part left-turn maneuver. It is our opinion that, based on the fact that the access drive intersection with Roosevelt Road is not a high accident location and it is the only drive were customers have the option of traveling east on Roosevelt Road without entering the residential area to the north or performing turnaround maneuvers inside the parking area of businesses located on the south side of Roosevelt Road, this access drive should continue allowing all turning movements. If in the future, left-turning movements out of the McDonalds restaurant become a problem, peak our restrictions could be placed

Subject: McDonald's Traffic Observations.  
 Where Conducted: Lombard (Roosevelt and Stewart)  
 Date Conducted: Wednesday February 8<sup>th</sup>, and Saturday February 11<sup>th</sup>, 2006  
 Time Conducted: Wednesday (7-9 am, 11 30-1 30 pm, and 4-6 pm) / Saturday (11 30-1.30 pm)  
Wednesday Observations

Length of time for vehicles making a left turn (eastbound) onto Roosevelt from the McDonald's exit.  
 • Between 7:00 and 7 15 a.m. there were 4 vehicles making a left turn (4 seconds, 30 sec., 5 sec., and 10 sec.)  
 • Between 7 15 and 7:30 a m there were 9 vehicles (25 sec, 15 sec, 10 sec., 5 sec, 25 sec., 40 sec, 15 sec., 60 sec, and 5 sec.)

• Between 7:30 and 7 45 a m there were no vehicles making a left turn  
 • Between 7 45 and 8 00 a.m. there was 1 vehicle (5 sec.)  
 • Between 8 00 and 8:15 a m. there were 3 vehicles (15 sec, 10 sec, and 100 sec)  
 • Between 8:15 and 8 30 a m there were 2 vehicles (10 sec., and 5 sec.)  
 • Between 8:30 and 8:45 a.m there were 3 vehicles (45 sec, 5 sec, and 5 sec.)  
 • Between 8:45 and 9 00 a.m. there were 5 vehicles (30 sec, 20 sec, 15 sec., 20 sec., and 15 sec)  
 • Between 11:30 and 11:45 a m. there was 1 vehicle (5 sec)  
 • Between 11 45 and 12:00 p m. there were 2 vehicles (15 sec, and 5 sec)  
 • Between 12:00 and 12 15 p m. there were 3 vehicles (130 sec, 30 sec, and 50 sec)  
 • Between 12 15 and 12 30 p m there was 1 vehicle (5 sec.)  
 • Between 12 30 and 12:45 p.m. there were 3 vehicles (20 sec, 30 sec, and 60 sec)  
 • Between 12:45 and 1 00 p.m. there were 3 vehicles (5 sec, 25 sec, and 10 sec.)  
 • Between 1:00 and 1 15 p m. there were no vehicles making a left turn  
 • Between 1:15 and 1:30 p m there were 3 vehicles (5 sec, 50 sec, and 15 sec)  
 • Between 4 00 and 4 15 p m there were 3 vehicles (15 sec, 45 sec., and 60 sec.)  
 • Between 4 15 and 4 30 p m there were 2 vehicles (50 sec, and 15 sec.)  
 • Between 4 30 and 4:45 p m there were 3 vehicles (15 sec, 45 sec, and 120 sec)  
 • Between 4 45 and 5:00 p.m there was 1 vehicle (15 sec)  
 • Between 5:00 and 5 15 p.m. there was 1 vehicle (65 sec)  
 • Between 5:15 and 5:30 p m there was 1 vehicle (35 sec)  
 • Between 5 30 and 5:45 p.m. there were no vehicles making a left turn  
 • Between 5:45 and 6:00 p.m there were 2 vehicles (30 sec, and 50 sec)

Vehicle backups of 2 or more cars (includes car waiting to make turn) from McDonald's exit onto Roosevelt Rd.

• 3 car backup between 7:15 and 7 30 a m  
 • 2 car backup between 7 15 and 7:30 a m.  
 • 2 car backup between 7:30 and 7:45 a m  
 • 2 car backup between 7 30 and 7 45 a m  
 • 2 car backup between 8 00 and 8:15 a.m.  
 • 2 car backup between 8:45 and 9:00 a m  
 • 2 car backup between 8 45 and 9 00 a m  
 • 2 car backup between 12:00 and 12.15 p m  
 • 2 car backup between 12:30 and 12 45 p m  
 • 2 car backup between 12:30 and 12 45 p m  
 • 2 car backup between 12 30 and 12 45 p m  
 • 2 car backup between 1 15 and 1.30 p m

Close call / Accident Observations

• Between 12.30 and 12 45 p m a vehicle making a left turn from McDonald's onto Roosevelt had a near accident with oncoming westbound traffic on Roosevelt Rd

Saturday Observations:

- Length of time for vehicles making a left turn (eastbound) onto Roosevelt from the McDonald's exit.  
Between 11:30 and 11:45 a.m. there were 5 vehicles making a left turn (88 seconds , 2 sec., 31 sec., 2 sec., and 0 sec )
- Between 11:45 and 12:00 p.m. there were 3 vehicles (67 sec , 49 sec , and 21 sec ,)
- Between 12:00 and 12:15 p.m. there were no vehicles making a left turn
- Between 12:15 and 12:30 p.m. there were 2 vehicles (36 sec , and 13 sec.)
- Between 12:30 and 12:45 p.m. there were 2 vehicles (7 sec , and 18 sec.)
- Between 12:45 and 1:00 p.m. there were no vehicles making a left turn
- Between 1:00 and 1:15 p.m. there was 1 vehicle (80 sec )
- Between 1:15 and 1:30 p.m. there were 3 vehicles (28 sec , 25 sec , and 2 sec.)

Vehicle backups of 2 or more cars (includes car waiting to make turn) from McDonald's exit onto Roosevelt Rd

- 5 car backup between 11:30 and 11:45 a.m.
- 2 car backup between 1:00 and 1:15 p.m.

Close call / Accident Observations

- None Reported

**AN ORDINANCE GRANTING VARIATIONS TO SECTIONS  
153.211 (F) AND 153.241 (F) AND 153.506 (B) (19) (a) (2) OF THE  
LOMBARD SIGN ORDINANCE AND A CONDITIONAL USE  
PURSUANT TO TITLE 15, CHAPTER 155, SECTION 155.415 (C)  
OF THE LOMBARD ZONING ORDINANCE**

(PC 06-04: 300 East Roosevelt Road)

WHEREAS, the President and Board of Trustees of the Village of Lombard have heretofore adopted the Lombard Zoning Ordinance, otherwise known as Title 15, Chapter 155 of the Code of Lombard, Illinois; and,

WHEREAS, the Subject Property as defined below is zoned B4 Corridor Commercial District; and,

WHEREAS, an application has been filed requesting approval of a conditional use pursuant to Title 15, Chapter 155, Section 415 (C) of the Lombard Village Code to provide for drive-through services; and

WHEREAS, said application also requests approval of a variation from Section 153.211(F) and Section 153.241 (F) of the Lombard Village Code to allow for wall signs to be displayed in conjunction with awning signs; and,

WHEREAS, said application also requests approval of a variation from 153.506 (B) (19) (a) (2) of the Lombard Village Code to allow for the display of wall five (5) signs; and,

WHEREAS, public hearings on the foregoing application were conducted by the Village of Lombard Plan Commission on January 23, 2006 and February 20, 2006 pursuant to appropriate and legal notice; and,

WHEREAS, the Plan Commission has filed its recommendations with the President and Board of Trustees recommending approval of the variations and conditional use described herein, subject to conditions; and,

WHEREAS, the President and Board of Trustees approve and adopt the findings and recommendations of the Plan Commission and incorporate such findings and recommendations herein by reference as if they were fully set forth herein;

ORDINANCE NO. \_\_\_\_\_

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LOMBARD, DU PAGE COUNTY, ILLINOIS, as follows:

SECTION 1: That a conditional use is hereby granted for the Subject Property, as described in Section 4 below, pursuant to Title 15, Chapter 155, Section 415 (C) of the Lombard Village Code to provide for drive-through services, subject to the conditions set forth in Section 5 below.

SECTION 2: That a variation from Section 153.211 (F) and Section 153.241 (F) of the Lombard Village Code is hereby granted for the Subject Property, as described in Section 4 below, to allow for wall signs to be displayed in conjunction with awning signs, subject to the conditions set forth in Section 5 below.

SECTION 3: That a variation from Section 153.506 (B) (19) (a) (2) of the Lombard Village Code is hereby granted for the Subject Property, as described in Section 4 below, to allow for the display of wall five (5) signs, subject to the conditions set forth in Section 5 below.

SECTION 4: That this Ordinance is limited and restricted to the property located at 300 East Roosevelt Road, Lombard, Illinois and legally described as follows:

THE WEST 183 FEET OF THE EAST 645.3 FEET OF THE SOUTH 350 FEET (EXCEPT THOSE AREAS WITHIN THE STEWART AVENUE AND ROOSEVELT ROAD PUBLIC RIGHTS-OF-WAY) OF THE SOUTHWEST QUARTER OF SECTION 17, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

Parcel Number: 06-17-316-003: (the "Subject Property").

SECTION 5: The variations and conditional use, as provided for in Sections 1, 2 and 3 of this Ordinance shall be granted subject to compliance with the following conditions:

1. The petitioner shall develop the site and building in accordance with the following plans submitted as part of this request, except as modified by the Village Board:

- a) Site and landscaping plans prepared by Marchris Engineering, dated April 20, 2005;
  - b) Wall signage drawings prepared by Everbrite, Inc., and last revised September 22, 2004 (E) and October 3, 2005 (H);
  - c) Menu board signage drawings prepared by Florida Plastics International, Inc., and dated April 12, 2001; and
  - d) Materials board and elevations prepared by Corporate Design and Development Group, dated December 15, 2005.
- Furthermore, any changes to the proposed building materials and/or colors proposed for the restaurant from the approved materials board shall be considered a major change and shall require the review and approval of the Village prior to installation.

2. 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. The trash enclosure screening as required by Section 155.710 of the Zoning Ordinance shall be constructed of a masonry material consistent with that used on the principal building.

4. Prior to consideration by the Village Board, the petitioner shall submit modified building elevations for the south, east, and west sides of the building that substitute masonry for the EFIS panels that are shown between the concrete wainscoting and the dark red masonry band that is in line with the proposed awnings.

5. The petitioner shall modify the plans so that the curb at the southwest corner of the building shall be tapered outward from the drive-through window to improve pedestrian visibility near the drive-through area.

SECTION 6: This Ordinance, upon approval, shall be recorded by the Village with the Office of County Recorder.



SECTION 7: This ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

Passed on first reading this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

First reading waived by action of the Board of Trustees this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

Passed on second reading this \_\_\_\_\_ day of \_\_\_\_\_, 2006, pursuant to a roll call vote as follows:

Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

Absent: \_\_\_\_\_

Approved by me this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

William J. Mueller, Village President

ATTEST:

Brigitte O'Brien, Village Clerk

Published in pamphlet from this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

Brigitte O'Brien, Village Clerk