

ANALYSIS

SUBMITTALS

This report is based on the following documents filed on February 20, 1999, with the Department of Community Development:

1. Petition for Public Hearing.
2. Engineering Plans, prepared by Norman J. Toberman & Associates, dated February 19, 1999.
3. Architectural Plans, prepared by Dearlove & Associates, dated January 21, 1999.

DESCRIPTION

The Brust Funeral Home property presently includes two principal structures -- the funeral home itself and an old house which serves as offices. The petitioner wishes to remove the house and replace it with a larger structure. The proposed structure will house offices, the sales floor, storage, and a second-floor residence. The new structure will have two stories and a basement and will match the architectural style of the principal funeral home building. The existing building and the new building will be connected to each other by the existing porte-cochère.

The new building will be set approximately thirty-one feet (31') back from Main Street, and the petitioner will be granting an easement in front of the building to the Village for a pocket park. At present, this property and the property to the north share parking, and some parking exists on the property to the north, with access via this site. This parking area will be removed by Big Idea and the asphalt will be saw-cut at the property line. The site will otherwise remain unchanged.

ENGINEERING

Public Works

The Engineering Division of the Public Works Department has no comments.

Private Engineering

Stormwater detention will have to be provided for the new structure or a variation granted.

BUILDING AND FIRE

The Fire Department has no comments.

PLANNING

Compatibility with the Comprehensive Plan

The Comprehensive Plan recommends Mixed Use Medium Density Residential and Commercial with a Central Business District Mixed Use Area Overlay for this property. The proposed development is consistent with the recommendations of the Comprehensive Plan.

Compatibility with the Surrounding Land Uses

The overall site will change little from what presently exists. The principal change will be the replacement of an old house with a new structure which will better match the primary structure on the site. The change proposed is therefore a positive one. The existing site and the proposed new structure are consistent with the Central Business District and compatible with surrounding uses.

Compatibility with the Zoning Ordinance

The site, which was developed under different Code standards than presently are in effect, falls short of a number of Code requirements. The most substantial shortcomings are in regards to transitional landscape yard and parking layout. A ten foot (10') transitional landscape yard is required where a B5 property abuts a residential property, but in this instance no yard is provided. The petitioner, however, is proposing no changes in the area, and fencing does exist for screening purposes.

The parking far exceeds the number that is required by Code (only 6 spaces would be required -- 1.5 for each of the four residential units that exist on-site (three in the primary building and one in the proposed building), but the dimensions in many places are not up to Code standards. The Funeral Home, however, draws a large number of people throughout the year, and the existing layout has functioned adequately. The areas which do not meet Code in regard to layout are as follows (see Sheet C-2 of the engineering plans):

- *Single parking space at the northeast corner of the site.* This space is presently part of the parking lot which lies substantially on the property to the north and which is slated for removal. This space will be a remnant of that lot once the remainder of the lot is removed, and will not have direct access to a drive aisle. The space is non-functional and should be removed. Even if it was to be used only for company vehicles, it is unlikely that people would be willing to park in the adjacent space for fear of blocking the company vehicle in.

- *Angled parking along the east property line.* The existing layout of these spaces is less than optimal, as they are served by a narrow drive aisle and as four of the spaces are angled against the traffic flow. Given the location of these spaces at the farthest point from the buildings, however, these spaces will typically be the last spaces in the parking lot to be used. The petitioner has stated that on those occasions where the spaces have been used in the past they function adequately. To turn the spaces to match the direction of traffic flow would result in a loss of one space and the removal of a portion of the landscape island in the northeast corner of the site. To widen the drive aisle would result in the loss of four parking spaces. Staff believes that it is acceptable to leave the spaces in their present configuration.
- *Handicapped spaces.* At present, two handicapped spaces exist on site -- one at the southeast corner of the primary building, and a second on the south side of the drive aisle (on Sheet C-2, the two spaces which have handicapped signs (labeled "W")). The two spaces are not in ideal locations but do function acceptably and will meet the needs of the handicapped. The petitioner is proposing one additional space, however, which staff cannot support (the northeasternmost of the three shown). This space would inhibit the drive aisle, and if vehicles were parked in the existing space and the proposed space, then it would be difficult to get out of the existing space (due to their location the spaces do not function well for parallel parking). Staff instead recommends placing the additional handicapped space east of the building (next to the existing striped area).

Staff does have two concerns with the proposed development. First, staff has received a letter (attached) from an adjacent property owner stating that new lighting was recently installed which shines too brightly onto the residential properties to the rear. The Code allows no more than 0.5 foot-candles at a residential property line, and the new lighting was evidently added without approval by Community Development (the last permit for parking lot lighting was issued in 1990). Staff believes that the petitioner should work with staff in reducing the level of light trespass onto the residential properties.

Staff's second concern is with parking lot curbing. When the asphalt is saw-cut to remove the parking area to the north, curbing should be provided along the new pavement edge, as per Code requirements. A second area of concern is along the eastern property line. No curbing is presently provided, and water sheet drains from the site and onto the properties to the east. Although the properties to the east appear to have been graded to convey stormwater to the north, some flooding does occur during storms. The provision of curbing could reduce this problem somewhat by detaining some water on-site; however, the amount that would be detained by a six-inch (6") curb would be nominal. Additionally, there would be no way to drain the water that would be detained on-site and it would simply pond in the parking lot long after the storm had passed. The only way to reduce sheet drainage from the site would be to reconstruct the entire parking lot, but since the site is remaining substantially unchanged such a requirement does not seem appropriate.

FINDINGS AND RECOMMENDATIONS

The Department of Community Development has determined that the proposed Planned Development is compatible with the Zoning Ordinance. Therefore, 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 Planned Development amendment does comply with the standards required by Lombard Zoning Ordinance, and, therefore, I move that the Plan Commission approve PC 99-08 subject to the following conditions:

1. That the petitioner provide for review by the Director of Community Development a plan to reduce light trespass onto adjacent residential properties, and that the lighting level changes be made prior to the issuance of a certificate of occupancy for the proposed building.
2. That six-inch (6") vertical curbing be provided along any new pavement edge, including the edge of new pavement or pavement which has been saw-cut.
3. That the space which is shown at the northeast corner of the site (north of the landscape island) be removed. The asphalt in this area shall be removed and replaced with ground cover, and curbing shall be provided along the western edge.
4. That the new handicapped space which is proposed (on sheet C-2, Site Plan, prepared by Norman J. Toberman Associates, dated February 19, 1999; shown as the easternmost of the two handicapped spaces which are south of and adjacent to the building) not be provided at that location, but instead be provided as one of the spaces in the double row of parking which is east of the existing building.
5. That this Planned Development be valid only for a funeral home with up to four (4) upstairs residences.
6. That the site be developed in substantial compliance with the Engineering Plans, , labeled "Proposed Two Story Annex Building," prepared by Norman J. Toberman & Associates, dated February 19, 1999, and Architectural Plans, labeled "Partial Site Plan," prepared by Dearlove & Associates, dated January 21, 1999, except as modified herein.

Inter-Departmental Review Group Report Approved By:

David A. Hulseberg, AICP
Director of Community Development

DAH:DCS:jd

c: Petitioner