

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

    X     Resolution or Ordinance (Blue) \_\_\_\_\_ *Waiver of First Requested*  
    X     Recommendations of Boards, Commissions & Committees (Green)  
\_\_\_\_\_ Other Business (Pink)

TO: PRESIDENT AND BOARD OF TRUSTEES

FROM: Scott R. Niehaus, Village Manager

DATE: February 8, 2016 (B of T) Date: February 18, 2016

TITLE: PC 15-23, 505-537 W. North Avenue and 715-733 N. Columbine Avenue

SUBMITTED BY: Department of Community Development 

BACKGROUND/POLICY IMPLICATIONS:

Your Plan Commission transmits for your consideration its recommendation regarding the above-referenced petition. The petitioner requests that the Village take the following actions on the subject property located within the B2 General Neighborhood Shopping Zoning District and R2 Single-Family Residence Zoning District:

1. Approve a Map Amendment rezoning the entire property to the B2 General Neighborhood Shopping Zoning District; and
2. Approve a conditional use for a planned development with the following companion conditional uses and deviations as follows:
  - a. A conditional use pursuant to Section 155.414 (C)(8) of the Lombard Zoning Ordinance for gasoline sales;
  - b. deviation pursuant to Section 153.504 (B)(5)(d) to allow for two (2) freestanding signs on one parcel of property, where one (1) is allowed;
  - c. deviation pursuant to Section 153.504 (B)(5)(b) to allow for the sign surface area to be forty-nine (49) square feet, where thirty (30) square feet is allowed, for each freestanding sign;
  - d. deviation pursuant to Section 153.223 (E) to allow for a motor fuel reader board at twenty-four (24) square feet, where nine (9) square feet in area, is allowed, for each freestanding sign;
  - e. a deviation pursuant to Section 155.414 (J) for the transitional yard setback to be seven feet (7'), where ten feet (10') is required;
  - f. a variation pursuant to Section 154.306 (D)(3)(b) to omit the sidewalk requirement on Broadview Avenue, where it is otherwise required for a Major Development.

The Plan Commission recommended approval of this petition by a vote of 5-0.

Fiscal Impact/Funding Source:

Review (as necessary):

Village Attorney X \_\_\_\_\_ Date \_\_\_\_\_

Finance Director X \_\_\_\_\_ Date \_\_\_\_\_

Village Manager X \_\_\_\_\_ Date \_\_\_\_\_



## MEMORANDUM

**TO:** Scott R. Niehaus, Village Manager

**FROM:** William J. Heniff, AICP, Director of Community Development *WJH*

**DATE:** February 18, 2016

**SUBJECT:** **PC 15-23; 505-537 W. North Avenue and 715-733 N. Columbine Avenue**

Please find the following items for Village Board consideration as part of the February 18, 2016 Board meeting:

1. Plan Commission referral letter;
2. IDRC report for PC 15-23; and
3. Two Ordinances on first reading:
  - a. An Ordinance granting approval of a map amendment rezoning the entire property to the B2 General Neighborhood Shopping Zoning District; and
  - b. An Ordinance approving a conditional use for a planned development with the following companion conditional uses and deviations, as follows:
    - i. a conditional use pursuant to Section 155.414 (C)(8) of the Lombard Zoning Ordinance for gasoline sales;
    - ii. deviation pursuant to Section 153.504 (B)(5)(d) to allow for two (2) freestanding signs on one parcel of property, where one (1) is allowed;
    - iii. deviation pursuant to Section 153.504 (B)(5)(b) to allow for the sign surface area to be forty-nine (49) square feet, where thirty (30) square feet is allowed, for each freestanding sign;
    - iv. deviation pursuant to Section 153.223 (E) to allow for a motor fuel reader board at twenty-four (24) square feet, where nine (9) square feet in area, is allowed, for each freestanding sign;
    - v. a deviation pursuant to Section 155.414 (J) for the transitional yard setback to be seven feet (7'), where ten feet (10') is required; and
    - vi. a variation pursuant to Section 154.306 (D)(3)(b) to omit the sidewalk requirement on Broadview Avenue, where it is otherwise required for a Major Development.

The Plan Commission recommended approval of this petition by a vote of 5-0. Please place this petition on the February 18, 2016 Board of Trustees agenda.

A companion economic incentive agreement is under review by the Village' Economic and Community Development Committee (ECDC). This agreement will be placed on a future Board agenda and will be considered along with the second and final reading of the zoning petition.

H:\CD\WORDUSER\PCCASES\2015\PC 15-23\PC 15-23\_Village Manager Memo.docx



## VILLAGE OF LOMBARD

255 E. Wilson Ave.  
Lombard, Illinois 60148-3926  
(630) 620-5700 Fax (630) 620-8222  
[www.villageoflombard.org](http://www.villageoflombard.org)

February 18, 2016

**Village President**  
Keith T. Giagnorio

**Village Clerk**  
Sharon Kuderna

**Trustees**  
Dan Whittington, Dist. 1  
Michael A. Fugiel, Dist. 2  
Reid Foltyniewicz, Dist. 3  
Bob Johnston, Dist. 4  
Robyn Pike, Dist. 5  
William "Bill" Ware, Dist. 6

**Village Manager**  
Scott R. Niehaus

*"Our shared Vision for Lombard is a community of excellence exemplified by its government working together with residents and businesses 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."*

Mr. Keith T. Giagnorio,  
Village President, and  
Board of Trustees  
Village of Lombard

**Subject: PC 15-23; 505-537 W. North Avenue and 715-733 N. Columbine Avenue**

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 on the subject property located within the B2 General Neighborhood Shopping Zoning District and R2 Single-Family Residence Zoning District:

1. Approve a Map Amendment rezoning the entire property to the B2 General Neighborhood Shopping Zoning District; and
2. Approve a conditional use for a planned development with the following companion conditional uses and deviations as follows:
  - a. A conditional use pursuant to Section 155.414 (C)(8) of the Lombard Zoning Ordinance for gasoline sales;
  - b. deviation pursuant to Section 153.504 (B)(5)(d) to allow for two (2) freestanding signs on one parcel of property, where one (1) is allowed;
  - c. deviation pursuant to Section 153.504 (B)(5)(b) to allow for the sign surface area to be forty-nine (49) square feet, where thirty (30) square feet is allowed, for each freestanding sign;
  - d. deviation pursuant to Section 153.223 (E) to allow for a motor fuel reader board at twenty-four (24) square feet, where nine (9) square feet in area, is allowed, for each freestanding sign;
  - e. a deviation pursuant to Section 155.414 (J) for the transitional yard setback to be seven feet (7'), where ten feet (10') is required;
  - f. a variation pursuant to Section 154.306 (D)(3)(b) to omit the sidewalk requirement on Broadview Avenue, where it is otherwise required for a Major Development.

After due notice and as required by law, the Plan Commission conducted a public hearing for this petition on September 21, 2015. Sworn in to present the petition was Jennifer Ganser, Assistant Director of Community Development and the petitioners Mike MacKinnon and Rick Claes of Bluestone Single Tenant Properties, LLC and Peter Lemmon of Kimley Horn and Associates.

Chairperson Ryan read the Plan Commissions procedures and asked if anyone other than the petitioner intended to cross examine, and, hearing none, he proceeded with the petition.

Mike MacKinnon started his presentation with a background of Bluestone Single Tenant Properties. Bluestone Properties will own this property and they will lease to the end user. There are several different field end users that are interested in this location. Mr. MacKinnon presented an overview of the property. The property is 4.3 acres and is comprised of thirteen (13) parcels. The site includes three (3) rental single family houses and one (1) owner occupied house. The automobile traffic at this intersection is very high. In addition, there are well over 7,000 commercial vehicles counts that cross this intersection every day. This trade area is underserved for food and fuel especially diesel fuel.

An aerial overview of the trade area was presented. Mr. MacKinnon stated that there is 2.2 million square feet of industrial space within two (2) miles of the site. The proposed development is consistent with the Village's 2014 Comprehensive Plan. The Plan recommends rezoning the subject properties to commercial property. On June 15th of this past year, staff presented their proposed development to the Plan Commission that included 715 Columbine. The rezoning of the property is consistent with other retail properties at this intersection including Burger King.

Mr. MacKinnon then presented an overview of the proposed project site plan that included the 7,000 square feet of the convenience store and the forty-two (42) car parking stalls. There are separate passenger and commercial fueling areas. He explained that IDOT has requested them to extend the right turn lane for Broadview past the Burger King to the intersection and install a new right-in/right-out drive way. IDOT does have future plans to reconstruct this intersection. The existing wetlands will remain. They are installing a thirty (30) foot landscape buffer, mounding it up five (5) feet and adding a six (6) foot fence between 715 Columbine and the parcels to the South.

Mr. MacKinnon presented the wetland initial site plan. He explained the original plan was to cut through the wetland. After meeting with DuPage County they were asked to evaluate another option. The acquisition of 715 Columbine would allow them to move the drive aisle south. The impacted area will be less than 400 square feet and would still maintain the functionality of the wetland. They met again with DuPage County and they agreed on the new plan.

Mr. MacKinnon discussed the requested exemptions to reduce the transitional rear yard. The radius is required to minimize the impact to the wetland. The total requested variance is less than nineteen (19) square feet.

Mr. MacKinnon explained the sign deviation request. Currently, code allows for one (1) freestanding sign. They are requesting two (2) freestanding signs, one (1) on Route 53 and the other on North Avenue. They are also requesting to increase the sign surface area to forty-nine (49) square feet in order to provide proper visibility and wayfinding.

He stated the potential economic impact for the Village would be over \$270,000 annually, not including the property taxes. The summary of development benefits include the rezoning request and are consistent with the Village's master plan. Over twenty (20) new jobs would be created and there would be an \$8,500,000 capital investment in the community.

Mr. MacKinnon reviewed the letter from the DuPage County Forest Preserve. He addressed paragraph four (4) in the letter regarding the grading. He showed an overview of the land survey and explained the land is divided into two (2) drainage areas. After the development most of the water will travel toward Route 53. The underground storm water detention pond is in the design phase and will meet all the County and Village requirements. He addressed the concern regarding the trash accumulation and explained they are working with staff to comply. They will extend the double row of hedges beyond the area of the slough to buffer the area. Lastly, he addressed the lighting plan that will include new LED lights and that they will focus the lighting away from the forest preserve.

Chairperson Ryan asked if any person would like to speak in favor or against this petition, or for public comment.

Mr. Czarnowski said he owned the property to the south of the development at 711 N. Columbine. He stated his concern that if this petition is approved, it will impact the living standard for the residents in the area. He said he is concerned that this will be the only diesel fueling station in Lombard and will bring a lot of traffic since it is near the interstate. He referenced the traffic study that it will bring over 230 trucks a day to the intersection and as a result will create more noise and pollution for the area. He stated his concern with the additional signage and if approved it will create more light disturbances. In addition, one of the signs will face his property. The thirty-five (35) foot truck driveway is within thirty (30) feet of his property and his home is at the lot line. The north bound traffic on Route 53 gets back upped in front of his house. He noted this is all confirmed within the study from the Village's own traffic consultant. He said that they are not going to allow a left hand turn southbound from Route 53. Most of the homes in the area already have a problem with cars trying to turn around. One of the homes on the 700 block has to put cones in their driveway to stop the flow of traffic because they have young children. He said the petitioner stated this will ease severe congestion in Glendale Heights and doesn't understand why it is up to Lombard to ease the congestion in Glendale Heights. He stated the petitioner's comments are incorrect, that 715 N. Columbine was never supposed to part of the master plan for commercial zoning. He is concerned with severity and frequency of flooding with reducing the wetlands and adding a thirty-five (35) foot driveway. He presented an aerial exhibit of the property. He explained one side of the exhibit is the current view and the other side is the proposed view. His property is in the box shown in yellow. Mr. Czarnowski concluded by reading the most recent real estate listing for 715 N. Columbine which



described the property as a nature lovers dream.

Mr. Ted Brown said he lives at 711 N. Broadview. He said his property is ten (10) feet lower than North Avenue. He said with the expansion of Broadview from twenty (20) feet to thirty (30) feet there is going to be a lot of water coming down on his property. He stated that when North Avenue was redone years ago he was promised by the Village, County and the State that they would fix the flooding problem. He said he has more flooding since North Avenue was redone. There is a turn entrance at the south end of the station that is going to affect his property because there is nowhere for the water to go. He stated that he has a well and is concerned with the diesel contaminating his water supply.

Chairperson Ryan asked if any person would like to speak in favor or against this petition, or for public comment. Hearing none, he asked for the petitioner to respond to the questions.

Mr. MacKinnon addressed the questions from the public. He said 715 N. Columbine is in the Comprehensive Plan to be rezoned as commercial property. He explained that they wouldn't be drawing traffic from I-355 because there is a significant toll and that trucks are not going to pull off just to get fuel. He clarified the twenty-four (24) square foot reader sign is part of the forty-nine (49) square feet total. The other twenty-five (25) square feet of signage goes to the tenant. He referenced the light pollution on 711 N. Columbine and explained they are installing new LED lights so the area shouldn't be affected. He explained the KLOA concern regarding the southbound left turns and the recommendation from KLOA to install a raised channelizing island with adequate signage indicating that no left hand turns are permitted. Mr. MacKinnon addressed the flooding concern and explained that they will be putting more water into the wetlands to increase the functionality and that the storm water would go down into the old Route 53 ditches. In regard to the contamination concern, he explained the only water flowing into the property on Broadview is from the rear of the site where there are no fuel pumps; the rest of the runoff goes through an oil and water separator. Regarding the property being ten (10) feet lower than Broadview, he said he explained this in his opening comments that the post development run off would be less.

Commissioner Sweetser asked that until there is reconstruction of Route 53 southbound, south of North Avenue, would left turns into the property be allowed, and that only after reconstruction would there be a raised median and no left turn possible. She asked if this is the case how long do they anticipate this situation to be in effect.

Mr. MacKinnon stated he would never speculate on the funding of IDOT. He said they were told by IDOT that the reconstruction was on their horizon. Mr. MacKinnon explained the egress lane and the raised median. They will have signage on the median so it will eliminate traffic turning southbound onto the site.

Chairperson Ryan asked for the staff report.

Ms. Ganser, Assistant Director of Community Development, presented the staff report, which was submitted to the public record in its entirety as well as the letter from DuPage County Forest

Preserve dated December 18, 2015. In addition, she is submitting the memo from Kimley Horn addressing some of the concerns in the KLOA memo.

Ms. Ganser explained that Bluestone Single Tenant Properties is proposing to develop a 7,200 square feet gas station/convenience store, forty-two (42) passenger vehicle parking stalls, ten (10) multi-product fueling dispensers (which provides twenty (20) fueling positions), and 5 commercial fueling lanes. The current Burger King restaurant will remain and is not part of the development proposal. This would be the first diesel fueling center in Lombard, accommodating commercial vehicles. Bluestone has had preliminary discussions with IDOT on the driveways and has met with DuPage County regarding the wetlands on the property. Ms. Ganser noted that this development came before the Plan Commission as a workshop on June 15, 2015. After that meeting, the petitioner has met several times with DuPage County to discuss the wetland and stormwater management. She noted that the development went through the IDRC committee and the petitioner has reviewed all the comments and will incorporate them in their final plan should this petition be approved.

Staff finds that the proposed project is consistent with the zoning and land use of the surrounding properties. Gas stations are identified as a conditional use in the B2 zoning district and are consistent with the Comprehensive Plan recommendation of community commercial for the site. In the Comprehensive Plan, Area 1, of the areas of concern, is the southeast corner of North Avenue and Route 53. The recommended action is to reclassify the subject properties to a future land use designation to community commercial and allow for full block face redevelopment along North Avenue up to Broadview.

715 N. Columbine is designated in the Comprehensive Plan as Low Density Residential. However, at the June 15, 2015 Plan Commission meeting a workshop was heard on this proposed development. The Plan Commission noted conceptual support of adding that address to the plan. The addition of 715 N. Columbine allows for greater vehicle access into the site.

The petitioner requests the site be zoned as a planned development along with the conditional use, deviations and variations.

The transitional yard setback is a small deviation of about nineteen (19) square feet that will help minimize impacts to the existing wetland, while still allowing ample area for trucks to get to the diesel fueling area.

As discussed by the petitioner, the sidewalk variation would exclude public sidewalks, where they are otherwise required for a Major Development. Staff notes that Broadview Avenue is a dead end street used by the gas station customers, the existing church and one residence. It is not anticipated that these uses would generate a demand for pedestrian accommodations.

The developer will need to reconstruct Broadview Avenue as part of the development, should it be approved by the Village Board and will work with staff to rebuild the street.

The site plan and access will have a right-in/right-out driveway proposed for North Avenue. A



three-quarters access driveway of right-in/right-out/left-out is proposed on Route 53. Two (2) driveways would also be provided via Broadview Avenue, providing indirect access to North Avenue.

The right-in/right-out driveway proposed for North Avenue would directly connect to the retail gas station and be anticipated to be used by passenger vehicles. Route 53 is proposed with a three-quarters access and would serve the retail gas and diesel fueling station. There would be access into the gas station from Broadview Avenue, and then back out to North Avenue.

The memo from KLOA has nine (9) comments that were submitted to Bluestone. Bluestone has not responded to all of the comments. As noted in the conditions of approval, staff will require Bluestone to address the comments from KLOA and staff will ask KLOA for their review before building permits can be issued.

Based on the submitted elevations, staff finds that the proposed establishment will be aesthetically consistent with the surrounding neighborhood.

Three (3) signage deviations are being requested. Per the Village's Sign Code, only one (1) sign would be allowed though the development would have frontage on three (3) streets: North Avenue, Route 53, and Broadview Avenue. The petitioner is requesting allowance for two (2) freestanding signs, one (1) on North Avenue and one (1) on Route 53. They are also requesting the two (2) freestanding signs to be larger and have an increased size of the motor fuel reader board. The sign size is consistent with other nearby gas station signage.

In conclusion, Ms. Ganser referenced the letter from the DuPage County Forest Preserve dated December 18, 2015 and noted that the petitioner did a good job of addressing their concern. She said staff would like to thank the DuPage County Forest Preserve for their input.

Chairperson Ryan asked for questions of the staff report.

Commissioner Sweetser asked in the discussions with KLOA, was there any estimate of the percentage of trucks that would be entering the property from Route 53.

Mr. MacKinnon explained that most of the trucks will enter from Broadview. The way the site is designed there will be wayfinding signs for the trucks to enter from Broadview, circle through the site and exit only on Route 53.

Commissioner Sweetser asked if most meant 51%.

Ms. Ganser explained that they are going to have directional signage directing trucks into Broadview and then would exit on to Route 53.

Rick Claes from Bluestone said that 100% of the trucks will come off of North Avenue going eastbound or westbound or southbound off of Route 53. The only way a truck would enter from Columbine would be if they were coming from the south. There are 6,800 trucks going east west

on North Avenue. There are 2,200 trucks going northbound or southbound on Route 53 but then end up heading east or west on North Avenue.

Chairperson Ryan asked for public comment, and, hearing none, opened the meeting for comments among the Commissioners.

Commissioner Burke said that KLOA is reviewing the petitioner's traffic study. He asked if 80% of the vehicles are coming off of North Avenue.

Peter Lemmon from Kimley Horn stated from their study they counted twelve (12) inbound trucks in the morning at the peak hour. They would expect eleven (11) out of twelve (12) trucks to enter from North Avenue and (1) one from the south making a right hand turn into the site.

Commissioner Burke asked if the fence goes all along the south property line. Ms. Ganser replied that it couldn't because it would be in the clear line of sight triangle. Mr. MacKinnon explained the fence starts at the property line. Commissioner Burke asked about the height of the fence. Mr. MacKinnon explained the fence is six (6) feet high and sits on top of a two (2) to three (3) foot embankment from the drive aisle. The effective foot of the fence would essentially be eight (8) to nine (9) feet above the pavement from the drive aisle.

Commissioner Sweetser referenced the letter from DuPage County and asked about the berm. Ms. Ganser noted the petitioner addressed it and that it would be reviewed by final engineering, DuPage County and the Village should the petition be approved.

Commissioner Olbrysh asked about the south access. He noted the design now allows a right-in/right-out/left-out until IDOT puts in a median. He asked if a traffic sign was considered until a median was installed. Ms. Ganser said if the property is developed they can see how the traffic occurs and would work with the petitioner. Mr. Claes said if the Village wanted to condition their approval based upon the signage they would comply.

Commissioner Burke referred to the review of the traffic review and questioned the last paragraph on the first page. Mr. Lemmon explained that when IDOT does their improvements at the intersections they are going to extend a median from the intersection south. If you were exiting the driveway onto Columbine you wouldn't be able to make a left turn. If you wanted to go south you could make a right turn and then at the signal make a U-turn to go south on Columbine.

Commissioner Burke referred to item nine (9) on the last page of the review. Mr. Lemmon explained that it was a typing error and should read a dedicated right turn lane extending west.

A motion was made by Commissioner Burke, seconded by Commissioner Flint, to recommend to the Corporate Authorities approval of this petition subject to the conditions.

1. The petitioner shall develop the site in accordance with the plans prepared by Kimley Horn and Associates, Inc. dated September 14, 2015 and submitted as part of this request;

2. The petitioner shall satisfactorily address all comments noted within the Inter-Departmental Review Committee Report;
3. A plat of consolidation shall be submitted to the Community Development Department and recorded at DuPage County;
4. Bluestone shall respond to the KLOA memo, dated December 10, 2015, and comments shall be reviewed by Village staff and KLOA to ensure that they are addressed;
5. The petitioner shall be required to apply for and receive building permits for any improvements to the site;
6. Pursuant to the Zoning Ordinance, project construction shall commence within one (1) year from the date of approval of the ordinance, unless a time extension been granted by the Village Board. This conditional use approval shall become null and void eighteen (18) months from the date of approval if the proposed site improvements are not completed or an extension has been granted; and
7. Staff will review the traffic flow on Route 53 after six months to determine if a left turn exit is viable during peak periods.

Respectfully,

**VILLAGE OF LOMBARD**

Donald Ryan, Chairperson  
Lombard Plan Commission

c. Lombard Plan Commission

# PLAN COMMISSION

## INTER-DEPARTMENTAL REVIEW COMMITTEE REPORT

### BLUESTONE – N. COLUMBINE AVE. (IL-53) AND W. NORTH AVE. (IL-64)

**DECEMBER 21, 2015**

PC 15-23

#### **Petitioner**

Bluestone Single Tenant  
Properties, LLC  
400 N. Michigan Ave. Suite 800  
Chicago, IL 60611

#### **Property Owner(s)**

John C. Robinette  
OS560 Route 83  
Oakbrook Terrace, IL 60181;  
Michelle Logan  
715 Columbine Avenue  
Lombard, IL 60148; and  
Pius Newell  
2825 N. Lakewood Avenue  
Chicago, IL 60657

#### **Property Location**

505-537 W. North Avenue and  
715-733 N. Columbine Avenue  
(Trustee District #1)

#### **Zoning**

B2 and R2

#### **Existing Land Use**

Vacant land and Residential

#### **Comprehensive Plan**

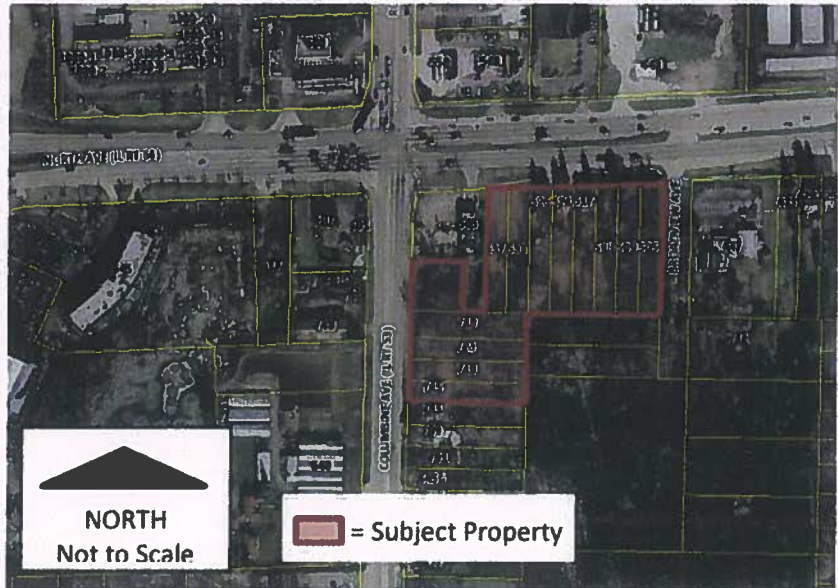
Community Commercial

#### **Approval Sought**

Rezoning, conditional uses,  
deviations, and variation

#### **Prepared By**

Jennifer Ganser  
Assistant Director



**LOCATION MAP**

#### **PROJECT DESCRIPTION**

Bluestone Single Tenant Properties has the above properties under contract with plans to develop a 7,200 square foot gas station/convenience store, 42 passenger vehicle parking stalls, 10 multi-product fueling dispensers (which provides 20 fueling positions), and 5 commercial fueling lanes. The current Burger King restaurant will remain and is not part of the development proposal. This would be the first diesel fueling center in Lombard, accommodating commercial vehicles. Bluestone has had preliminary discussions with IDOT on the driveways and has met with DuPage County regarding the wetlands on the property.

#### **APPROVAL(S) REQUIRED**

The petitioner requests that the Village take the following actions on the subject property located within the B2 General Neighborhood Shopping Zoning District and R2 Single-Family Residence Zoning District:

1. Approve a Map Amendment rezoning the entire property to the B2 General Neighborhood Shopping Zoning District; and
2. Approve a conditional use for a planned development with the following companion conditional uses and deviations as follows:
  - a. A conditional use pursuant to Section 155.414 (C)(8) of the Lombard Zoning Ordinance for gasoline sales;
  - b. A deviation pursuant to Section 153.504 (B)(5)(d) to allow for two (2) freestanding signs on one parcel of

## PROJECT STATS

### Proposed Lot & Bulk

Parcel Size: 4.3 acres  
188,800 sq. ft.

Proposed  
Building Area: 7,217 sq. ft.

Lot Coverage: 58% (<90%)

### Req'd Setback & Lot Dimensions – (Proposed)

Front: 30' (40' pumps;  
145' building)

Side: (east) 10' (80')

Side: (west) 10' (182')

Rear: 20' (30')

Lot Width: 100' (400')

### Submittals

1. Petitions for public hearing, dated September 15, 2015;
2. Project narrative with response to standards for a planned development and Conditional Use, dated November 17, 2015;
3. Traffic Impact Study, prepared by Kimley Horn and Associates, Inc. dated June 2015, revised October 2015; and
4. Preliminary Engineering & Survey, prepared by Kimley Horn and Associates, Inc. dated September 14, 2015.

property, where one (1) is allowed;

- c. A deviation pursuant to Section 153.504 (B)(5)(b) to allow for the sign surface area to be forty-nine (49) square feet, where thirty (30) square feet is allowed, for each freestanding sign;
- d. A deviation pursuant to Section 153.223 (E) to allow for a motor fuel reader board at twenty-four (24) square feet, where nine (9) square feet in area, is allowed, for each freestanding sign;
- e. A deviation pursuant to Section 155.414 (J) for the transitional yard setback to be seven feet (7'), where ten feet (10') is required; and
- f. A variation pursuant to Section 154.306 (D)(3)(b) to omit the sidewalk requirement on Broadview Avenue, where it is otherwise required for a Major Development .

## EXISTING CONDITIONS

The subject properties located at 505, 509, 513, 531 and 537 W. North Avenue (IL Route 64); 719, 723, 729 and 733 S. Columbine Avenue (IL Route 53) are currently vacant. The properties located at 517 W. North Avenue, 521 W. North Avenue, 525 W. North Avenue and 715 N. Columbine Avenue are improved with single-family residences.

## INTER-DEPARTMENTAL REVIEW

**Building Division:** The Building Division has no issues or concerns regarding the project at this time. A full review will be conducted during the building permit process.

**Fire Department:** Initial site improvement review and comments were the following

- a mountable curb is required at the west entrance to the site off of North Avenue;
- fire hydrant placement and relocations; and
- overhead power line installations that impact the south entry access road need to meet the minimum street or alley height requirements.

These changes will not impact the site plan.



**Private Engineering Services (PES):** PES has the following comments:

- A copy of the IDOT permit is required for Village PES approval. PES is aware this permitting process has already started.
- There is a wetland and associated buffer on the property and will require special management area review and confirmation by DuPage County the development complies with those parts of the County Stormwater Ordinance.
- Commercial driveway radius can be no larger than 15-ft.
- Maximum commercial driveway width at the property line is 35-ft.
- Sidewalks shall be installed along IL 53 along the frontage of the property along with the east side of Broadview Avenue.
- Curb shown along Broadview should follow the Village's curb and gutter detail, not IDOT's.
- The sidewalk between the truck fueling and car fueling areas should be set back from the back of curb enough to allow for grass or plantings to survive. A suggestion is to center the sidewalk or have it adjacent to the back of curb in the area between the curbs.
- Landscape islands should be a minimum of 7-ft wide (back of curb to back of curb) and 120-SF minimum in area.
- Additional comments will be forthcoming during final engineering review.

**Public Works:**

The Department of Public Works has the following comments on the subject petition:

- As a major subdivision and major development, improvements are required to adjacent Village-owned right-of-ways per §154.304 and 154.306. Broadview Avenue is in poor condition and was not constructed with the intent of carrying the truck loading as is proposed. Therefore, the petitioner shall reconstruct the roadway, including sub-base and base, to the Village's heavy-duty pavement standard. The DPW would support waiving the typical requirement for sidewalk and street lighting on Broadview Avenue but parkway trees are required along Broadview Avenue and Columbine Avenue, and sidewalk is also required along North Avenue. These trees may be, as currently proposed on the plans, placed just inside the property line provided that they are in an easement dedicated to the Village for such purpose and of a size and species for parkway trees per Village Code.
- To further reduce the impact to the neighboring residential properties and wetland, it is suggested that the site lighting levels be reduced to a minimum level for security when/if the facility is closed for business.
- The Village's standard specifications shall be incorporated into the plans.

**Planning Services Division:**

**1. Surrounding Zoning & Land Use Compatibility**

	<b>Zoning Districts</b>	<b>Land Use</b>
<b>North</b>	B4	Gas station/fast food restaurant and hotel
<b>South</b>	CR and R2	Broadview Slough Park
<b>East</b>	CR and R2	Broadview Slough Park, church, and single family residence
<b>West</b>	B4 and R1	Motor vehicle service (B4) and legal non-conforming contractor office with outdoor storage and billboard; legal non-conforming nursery (R1)

The B2 General Neighborhood Shopping District is intended to provide convenience shopping for persons residing in adjacent residential areas, and to permit only such uses as are necessary to satisfy those basic shopping needs which occur daily or frequently. This can require businesses in relative proximity to places of residence, and therefore staff finds the project is consistent with the zoning and land use of the surrounding properties.

## **2. Comprehensive Plan Compatibility**

A gasoline sales establishment conditional use is consistent with the Comprehensive Plan's recommendation of community commercial uses for the site. Below is an excerpt from the Village of Lombard 2014 Comprehensive Plan, Areas of Concern Section. The proposed gas station and convenience center would therefore be consistent with the Comprehensive Plan.

The petitioner requests the site be rezoned to B2, which is also consistent with the Comprehensive Plan.

### **Area 1: SE Corner North Avenue & IL Route 53**

**Background:** This area is located at the southeast corner of North Avenue and Route 53. It is currently improved with a Burger King, three single family homes and nine vacant lots.

**Current Zoning:** B2 – Neighborhood Shopping District and R2 – Single-family Residential District

**Current land Use:** Commercial, single-family residential, and vacant lots



**1998 Plan Recommendation:** Commercial and Low Density Residential

**Recommended Action:** Reclassify the subject properties to a future land use designation of Community Commercial to allow for full block face redevelopment along North Avenue, up to Broadview.

715 N. Columbine is designated in the Comprehensive Plan as Low Density Residential. However, at the June 15, 2015 Plan Commission meeting a workshop was heard on this proposed development. The Plan Commission noted conceptual support of adding that address to the plan. The addition of 715 N. Columbine allows for greater vehicle access into the site.

## **3. Zoning Ordinance Compatibility**

The proposed structure of a convenience center meet all lot, bulk, and setback standards for the B2 Neighborhood Shopping District. However, other zoning action is being petitioned.

### Map Amendment

The petitioner requests the site be rezoned to B2. As noted above, the Comprehensive Plan recommends a reclassification to a Community Commercial designation. The proposed map amendment is compatible with existing uses of the property and surrounding zoning classifications and land uses.



### Planned Development

The petitioner requests the site be a planned development, which is required pursuant to Section 155.508 (A) of the Lombard Zoning Ordinance. Staff finds the petitioner has affirmed the general standards for a planned development.

### Conditional use for a gas station

Gas stations are identified as a conditional use in the B2 zoning district. The proposed gas station will have 10 multi-product fueling dispensers (which provides 20 fueling positions), and 5 commercial fueling lanes, with overhead canopies. The commercial lane will serve trucks with diesel fuel, but would not be deemed to be a truck stop. The convenience center will provide a way to pay for the fuel and to buy ancillary items. Staff finds the location of North Avenue and Route 53 provides for good access to a proposed gas station, given its proximity to the Interstate 355 interchange and the predominate uses along North Avenue.

### Transitional Yard Setback

A deviation is requested for the transitional yard setback to be seven feet (7') where ten feet (10') is required. Staff notes this is only for a small area, and the majority of the transitional yard will be maintained. The deviation is needed to minimize impacts to the existing wetland, while still allowing ample area for trucks to get to the diesel fueling area.

### Variation to omit sidewalks on Broadview Avenue

This variation would exclude public sidewalks, where they are otherwise required for a Major Development. Staff notes that Broadview Avenue is a dead end street used by the gas station customers, and the existing church and one (1) residence. It is not anticipated that these uses would generate a demand for pedestrian accommodations, and any such uses would utilize the proposed sidewalk along North Avenue or Route 53.

The developer will need to reconstruct Broadview Avenue as part of the development, should it be approved by the Village Board.

#### **4. Site Plan: Access & Circulation**

Kimley Horn submitted a traffic study, which was reviewed by KLOA (the Village's traffic consultant). A right-in/right-out driveway is proposed on North Avenue, and a three-quarters access driveway (right-in/right-out/left-out) is proposed on IL 53. Two driveways would also be provided via Broadview Avenue, providing indirect access to North Avenue. A right turn only lane will be provided for on North Avenue, allowing vehicles a dedicated lane to turn into the gas station.

The right-in/right-out driveway proposed for North Avenue would directly connect to the retail gas station and be anticipated to be used by passenger vehicles. Route 53 is proposed with a three-quarters access and would serve the retail gas and diesel fueling station. There would be access into the gas station from Broadview Avenue, and then back out to North Avenue.

Kimley Horn estimates that two hundred and thirty (230) trucks (including box or delivery trucks) and other larger vehicles will visit the site per day. This would be the first diesel fueling center in Lombard, though another is located at North Avenue and Swift Road. Trip distribution is estimated to be mostly from North Avenue at sixty percent (60%).

The traffic study identified four recommendations for the study area, which staff concur with:

- A dedicated eastbound right-turn lane should be provided on North Avenue at the Right-In/Right-Out Access, per BDE standards. Per IDOT direction, it is recommended that this lane be designed to extend to IL 53 and “wrap around” the southeast corner of the North Avenue/IL 53 intersection. This lane should also continue into the existing right-turn lane on eastbound North Avenue at Broadview Avenue.
- Per IDOT direction, a raised channelizing island should be provided on the south leg of North Avenue/Broadview Avenue. “No Left Turn” signage should be posted in this island.
- A single inbound lane and a single outbound lane should be provided on the proposed South Access at IL 53. This driveway should be designed to accommodate truck turning movements without encroachment on opposing lanes of traffic.
- Minor-leg stop control should be posted for outbound traffic at Right-In/Right-Out Access and at South Access.

The memo from KLOA has nine (9) comments that were submitted to Bluestone. Bluestone has not responded to all of the comments. As noted in the conditions of approval, staff will require Bluestone to address the comments from KLOA and staff will ask KLOA for a final opinion before building permits can be issued.

#### 5. *Elevations*

Based on the submitted elevations, staff finds that the proposed establishment will be aesthetically consistent with the surrounding neighborhood.

#### 6. *Signage*

Three signage deviations are being requested. Before a Certificate of Occupancy is issued, the parcels will need to be consolidated into one lot. Per the Village’s Sign Code, only one sign would be allowed though the development would have frontage on three streets: North Avenue, Route 53, and Broadview Avenue. The petitioner is requesting allowance for two freestanding signs, one on North Avenue and one on Route 53. They are also requesting the two freestanding signs to be larger and have an increased size of the motor fuel reader board.

Staff is supportive of the requests. Staff notes that signage is important at this site to ensure that customers turn into the appropriate driveways, and not the Burger King property. The sign size is consistent with other nearby gas station signage.

Directional signage will be provided to assist vehicles both in and out of the gas station.

### **SITE HISTORY**

The existing single family homes that are located at 517 W. North Avenue, 521 W. North Avenue, 525 W. North Avenue and 715 N. Columbine Avenue were likely constructed prior to 1967 as there are no new home permits on file with the Village. There are small miscellaneous permits on file after 1967.

### **FINDINGS & RECOMMENDATIONS**

Staff finds that the proposed conditional uses, rezoning, deviations, and variance are consistent with the surrounding context, the Village of Lombard Comprehensive Plan, and Zoning Ordinance.

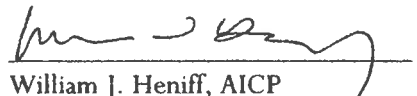
The Inter-Departmental Review Committee has reviewed the standards for the requested conditional uses, rezoning, deviations, and variance **comply** with the standards established by the Village of Lombard.

Zoning Ordinance, subject to conditions of approval based on the above considerations. As such, the Inter-Department Review Committee recommends that the Plan Commission make the following motion for **approval** of PC 15-23.

Based on the submitted petition and the testimony presented, the proposed conditional use, rezoning, deviations, and variances do comply with the standards required by the Village of Lombard Zoning Ordinance and that granting said request is in the public interest and, therefore, I move that the Plan Commission accept the findings of the Inter-Departmental Review Report as the findings of the Plan Commission, and recommend to the Village Board **approval** of PC 15-23, subject to the following conditions:

1. The petitioner shall develop the site in accordance with the plans prepared by Kimley Horn and Associates, Inc. dated September 14, 2015 and submitted as part of this request;
2. The petitioner shall satisfactorily address all comments noted within the Inter-Departmental Review Committee Report;
3. A plat of consolidation shall be submitted to the Community Development Department and recorded at DuPage County;
4. Bluestone shall respond to the KLOA memo, dated December 10, 2015, and comments shall be reviewed by Village staff and KLOA to ensure that they are addressed.
5. The petitioner shall be required to apply for and receive building permits for any improvements to the site; and
6. Pursuant to the Zoning Ordinance, project construction shall commence within one (1) year from the date of approval of the ordinance, unless a time extension been granted by the Village Board. This conditional use approval shall become null and void eighteen (18) months from the date of approval if the proposed site improvements are not completed or an extension has been granted.

Inter-Departmental Review Committee Report approved by:



William J. Heniff, AICP  
Director of Community Development  
c. Petitioner

**MEMORANDUM TO:** William Heniff  
Village of Lombard

**FROM:** Javier Millan  
Senior Consultant

**DATE:** December 10, 2015

**SUBJECT:** Proposed Gas Station Traffic Study Review  
Lombard, Illinois

This memorandum summarizes the results of a review conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) on behalf of the Village of Lombard of the traffic study for a proposed gas station development prepared by Kimley-Horn and Associates, Inc.

## **Background**

The proposed development will consist of a gas station with 20 fueling positions and a convenience mart as well as five high flow diesel lanes. Access to the proposed development is planned to be provided via the following:

- A right-in/right-out access drive on North Avenue
- A right-in/right-out/left-out access drive on IL 53
- Two full ingress/egress access drives off Broadview Avenue

Below is a summary of our comments for your consideration.

## **Traffic Impact Study Review**

1. The traffic study was conducted following all industry guidelines set forth by the Institute of Transportation Engineers (ITE).
2. We would like to see a discussion on the peak period traffic observations. Based on our observations, northbound traffic on IL 53 during the morning peak hour routinely backs up over 630 feet extending beyond the proposed three quarter access. Conversely, during the evening peak hour, southbound traffic would occasionally queued very close to the

proposed three quarter access drive due to its narrowing from two through lanes to one lane and the occasional left-turning vehicle into one of the homes along IL 53.

3. We generally concur with the trip generation estimates. However, based on our experience with numerous gas stations that offer dedicated diesel lanes, the trip generation for trucks will be almost the same during all three peak hours particularly given that the gas station will be providing a service that currently is only provided at the Speedway gas station in the northeast corner of the intersection of North Avenue and Swift Road.
4. We do not agree with the estimated directional distribution of traffic. Very little traffic is assigned to the north and to the east. Typically, gas customers will look for the most convenient and easy maneuvers which would involve a right-in and a right-out of the site. We believe the directional distribution should be reevaluated.
5. Kimley-Horn should conduct a gap study during the morning and evening peak periods on IL 53 to determine how many left turns and right-turns out of the proposed access drive can really be expected.
6. Auto Turn runs should be provided to ensure that heavy vehicles are able to circulate within the site.
7. How is the left-turn in maneuver from IL 53 into the proposed three-quarter access drive going to be restricted? The mountable median along IL 53 at its intersection with the proposed three-quarter access drive is barely wide enough to accommodate one vehicle without encroaching into the through lanes. In order to ensure no inbound left-turn movements occurs at this location, it is recommended that the access drive be physically designed to provide a half "pork chop" island. While it is understood that by providing a wide (35 feet) access drive the desire is to be able to capture truck traffic coming from the south, we have serious concerns with vehicles traveling southbound and attempting to perform a left-turn movement into the site and impacting through traffic on IL 53.
8. It appears that the capacity analyses were conducted using an older version of HCS 2010. The new version (6.70) allows the user to analyze unsignalized intersections with three lanes in each direction. Please revise using the new version.
9. We concur with the recommendation of providing a dedicated eastbound right-turn lane that extends from Broadview Avenue extending east and wrapping around the southeast corner of the North Avenue intersection with IL 53.



December 18, 2015

Mr. William Heniff  
Village of Lombard  
255 E. Wilson Avenue  
Lombard, Illinois 60148

**RE:** Response to Project Review Comments  
Gas Station + Diesel Fueling Facility  
North Avenue/Broadview Avenue (SW Corner)  
Lombard, Illinois

Dear Mr. Heniff,

Kimley-Horn is in receipt of a memorandum from Kenig, Lindgren, O'Hara, Aboona, Inc., (KLOA, Inc.) dated December 10, 2015, regarding project review for the proposed gas station and diesel fueling facility at the southwest corner of the North Avenue/Broadview Avenue intersection in Lombard, Illinois. Based on the review provided, we offer the following summary of the provided comments with a response or status update.

- 1. The traffic study was conducted following all industry guidelines set forth by the Institute of Transportation Engineers (ITE).**

*Noted.*

- 2. We would like to see a discussion on the peak period traffic observations. Based on our observations, northbound traffic on IL 53 during the morning peak hour routinely backs up over 630 feet extending beyond the proposed three quarter access. Conversely, during the evening peak hour, southbound traffic would occasionally queue very close to the proposed three quarter access drive due to its narrowing from two through lanes to one lane and the occasional left-turning vehicle into one of the homes along IL 53.**

*Similar conditions were observed for northbound IL Route 53 in the morning peak hour and confirmed with review of video recorded as part of the traffic count data collection. The northbound queue lengthens and shortens as the traffic signal cycles through its phases. During the weekday morning peak period, vehicles exiting at the IL Route 53 access may need to wait for gaps and shorter northbound queues on IL Route 53 that coincide with the signal phase changes. For southbound traffic during the evening peak hour, observed queuing at the lane drop was infrequent. During off-peak times, these issues were not observed.*

*It should be noted that the IL Route 53 access will convert to allow right-in/right-out movements only when IDOT improves the North Avenue/IL Route 53 intersection and a barrier median extends south past the proposed access. Northbound U-turns will be permitted at the North Avenue/IL Route 53 intersection to provide access from the site to southbound IL Route 53.*

3. **We generally concur with the trip generation estimates. However, based on our experience with numerous gas stations that offer dedicated diesel lanes, the trip generation for trucks will be almost the same during all three peak hours particularly given that the gas station will be providing a service that currently is only provided at the Speedway gas station in the northeast corner of the intersection of North Avenue and Swift Road.**

*Less delivery/service activity and industrial/warehouse businesses operate on Saturdays relative to weekdays; thus, diesel truck traffic is expected to be less than Saturday levels. Client experience in working with multiple diesel fueling operators further supports this based on their experience with other similar sites. In any case, if the diesel truck projections were consistent with weekday peak hour volumes, the resulting increase in expected trucks visiting the site during the Saturday midday peak hour would only be four or five more trucks per hour and the impact on peak hour traffic conditions would likely be quite limited.*

4. **We do not agree with the estimated directional distribution of traffic. Very little traffic is assigned to the north and to the east. Typically, gas customers will look for the most convenient and easy maneuvers which would involve a right-in and a right-out of the site. We believe the directional distribution should be reevaluated.**

*We agree that in most cases, gas station patrons utilize the most convenient maneuvers to enter and exit a site (such as right-in/right-out movements). The site traffic assignment for the gas station is categorized in two categories; pass-by and diverted link trips. Pass-by traffic, already driving by the site on their way to/from a primary destination, are projected for this site to consist largely of right-in/right-out movements such as west-to-east and south-to-north patterns consistent with currently traffic levels on the adjacent streets. The diverted link trips, in this case, are influenced by the proximity of the North Avenue/I-355 interchange west of the site. Thus, for this site, the diverted link trips primarily reflect a commuter diversion east of the interchange and back after refueling to contribute to the 60 percent anticipated distribution from/to the west. We feel that this approach presents a more conservative analysis than assuming more right-in/right-out movements that travel back through the North Avenue/IL Route 53 intersection.*

5. **Kimley-Horn should conduct a gap study during the morning and evening peak period on IL 53 to determine how many left turns and right turns out of the proposed access drive can really be expected.**

*The proposed access locations and turn restrictions have been coordinated with IDOT, and after initial review, IDOT did not provide any objections or require a gap study. When queues extend south from North Avenue during the morning peak period (as discussed in Comment #2), vehicles will use courtesy gaps or wait for acceptable gaps provided by the traffic signal phase changes. During other times of day, observations suggest that gaps are more readily available. All delay experienced by exiting vehicles waiting for a gap in traffic will occur on site and are not expected to impact traffic conditions on IL Route 53.*



6. **AutoTURN runs should be provided to ensure that heavy vehicles are able to circulate within the site.**

*An AutoTURN analysis illustrating truck maneuvers through the proposed site has since been provided for review. Our understanding is that KLOA has reviewed the AutoTURN analysis and agrees that the proposed site will adequately accommodate truck circulation patterns on site.*

7. **How is the left-turn in maneuver from IL 53 into the proposed three-quarter access drive going to be restricted? The mountable median along IL 53 at its intersection with the proposed three-quarter access drive is barely wide enough to accommodate one vehicle without encroaching into the through lanes. In order to ensure no inbound left-turn movements occur at this location, it is recommended that the access drive be physically designed to provide a half “pork chop” island. While it is understood that by providing a wide (35 feet) access drive the desire is to be able to capture truck traffic coming from the south, we have serious concerns with vehicles traveling southbound and attempting to perform a left-turn movement into the site and impacting through traffic on IL 53.**

*The revised plan includes raised channelization at the proposed IL Route 53 access driveway that allows only right turns entering and both left and right turns exiting. Once IDOT improves the planned improvements at the North Avenue/IL Route 53 intersection, the IL Route 53 access will be restricted to right-in/right-out movements due to a new barrier median extending to south of the driveway.*

8. **It appears that the capacity analysis were conducted using an older version of HCS 2010. The new version (6.70) allows the user to analyze unsignalized intersections with three lanes in each direction. Please revise using the new version.**

*Analysis for this study was initiated prior to the release of HCS 2010 Version 6.7. For the purpose of responding to this letter, revised capacity analysis using Version 6.7 for the unsignalized intersections on North Avenue under future build conditions. The revised analysis worksheets are attached to this letter for review.*

*It should be noted that a conservative approach was taken by excluding the upstream signal effects of the North Avenue/IL Route 53 intersection. The study area defined for this project does not include the next signal to the east on North Avenue (at Lombard Road), which is required to produce the necessary Percent Time Blocked values that allow HCS to incorporate platooning from upstream signals. The results in the attached reports reveal higher delays than anticipated in previous analyses, but it is worth noting that 95<sup>th</sup> percentile queues on Broadview Avenue and on the Right-In/Right-Out Driveway are expected to be less than one vehicle length. Projected queues for the westbound left-turn movement on at North Avenue/Broadview Avenue are no more than 2.3 vehicle lengths and would be accommodated within the available storage bay. A preliminary evaluation of these two intersections with estimated upstream signal data reveals significant improvements in delay due to the effect of platooning on mainline North Avenue, as would be expected to occur in the field.*

9. We concur with the recommendation of providing a dedicated eastbound right-turn lane that extends from Broadview Avenue extending east and wrapping around the southeast corner of the North Avenue intersection with IL 53.

*Noted.*

The revised HCS 2010 analysis worksheets for the unsignalized intersections along North Avenue are attached to this letter for review. Thank you for your feedback and assistance on this project. Please do not hesitate to contact us if you have any questions, comments, or require additional information.

Sincerely,



Peter Lemmon, P.E., PTOE  
Senior Transportation Engineer

Enclosure

cc: Mike MacKinnon – Bluestone Single Tenant Properties  
Javier Millan – KLOA, Inc.

# HCS 2010 Two-Way Stop Control Summary Report

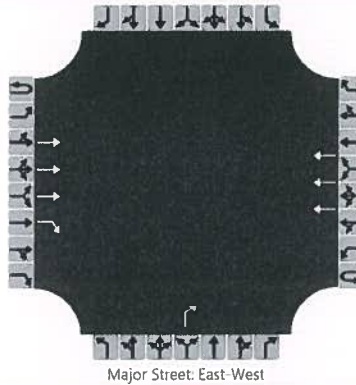
## General Information

Analyst	SDH
Agency/Co.	Kimley-Horn
Date Performed	12/17/2015
Analysis Year	2021 Build
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	168359000 Bluestone Lombard

## Site Information

Intersection	North/RIRO
Jurisdiction	IDOT
East/West Street	North Avenue (IL 64)
North/South Street	Right-In/Right-Out Access
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	1	0	0	3	0		0	0	1		0	0	0
Configuration			T	R			T					R				
Volume (veh/h)			2270	65			1650					20				
Percent Heavy Vehicles												2				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												21				
Capacity												154				
v/c Ratio												0.14				
95% Queue Length												0.5				
Control Delay (s/veh)												32.1				
Level of Service (LOS)												D				
Approach Delay (s/veh)									32.1							
Approach LOS									D							



# HCS 2010 Two-Way Stop Control Summary Report

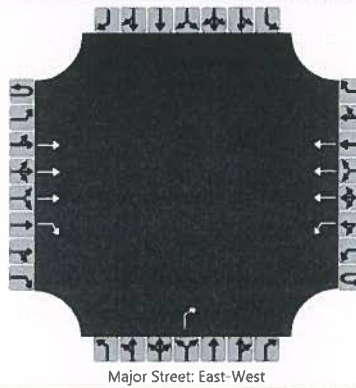
## General Information

Analyst	SDH
Agency/Co.	Kimley-Horn
Date Performed	12/17/2015
Analysis Year	2021 Build
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	168359000 Bluestone Lombard

## Site Information

Intersection	North & Broadview
Jurisdiction	IDOT
East/West Street	North Avenue (IL 64)
North/South Street	Broadview Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	1	0	1	3	0		0	0	1		0	0	0
Configuration			T	R		L	T					R				
Volume (veh/h)			2280	10	10	20	1650					15				
Percent Heavy Vehicles					6	10						12				
Proportion Time Blocked																
Right Turn Channelized	No				No				Yes				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						32							16			
Capacity						83							141			
v/c Ratio						0.38							0.11			
95% Queue Length						1.5							0.4			
Control Delay (s/veh)						72.9							33.8			
Level of Service (LOS)						F							D			
Approach Delay (s/veh)					1.3				33.8							
Approach LOS					A				D							

# HCS 2010 Two-Way Stop Control Summary Report

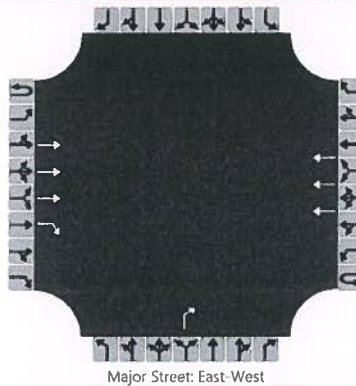
## General Information

Analyst	SDH
Agency/Co.	Kimley-Horn
Date Performed	12/17/2015
Analysis Year	2021 Build
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	168359000 Bluestone Lombard

## Site Information

Intersection	North/RIRO
Jurisdiction	IDOT
East/West Street	North Avenue (IL 64)
North/South Street	Right-In/Right-Out Access
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	1	0	0	3	0		0	0	1		0	0	0
Configuration			T	R			T					R				
Volume (veh/h)			1955	80			2230					20				
Percent Heavy Vehicles												2				
Proportion Time Blocked																
Right Turn Channelized	No				No				Yes				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)												21				
Capacity												198				
v/c Ratio												0.11				
95% Queue Length												0.3				
Control Delay (s/veh)												25.3				
Level of Service (LOS)												D				
Approach Delay (s/veh)									25.3							
Approach LOS									D							



# HCS 2010 Two-Way Stop Control Summary Report

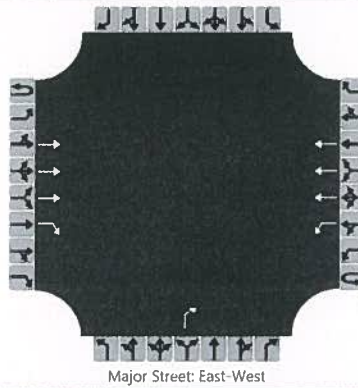
## General Information

Analyst	SDH
Agency/Co.	Kimley-Horn
Date Performed	12/17/2015
Analysis Year	2021 Build
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	168359000 Bluestone Lombard

## Site Information

Intersection	North & Broadview
Jurisdiction	IDOT
East/West Street	North Avenue (IL 64)
North/South Street	Broadview Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	1	0	1	3	0		0	0	1		0	0	0
Configuration			T	R		L	T					R				
Volume (veh/h)			1965	10	30	35	2230					20				
Percent Heavy Vehicles					3	3						9				
Proportion Time Blocked																
Right Turn Channelized	No				No				Yes				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						69						21				
Capacity						141						187				
v/c Ratio						0.49						0.11				
95% Queue Length						2.3						0.4				
Control Delay (s/veh)						52.7						26.6				
Level of Service (LOS)						F						D				
Approach Delay (s/veh)					1.5				26.6							
Approach LOS					A				D							

# HCS 2010 Two-Way Stop Control Summary Report

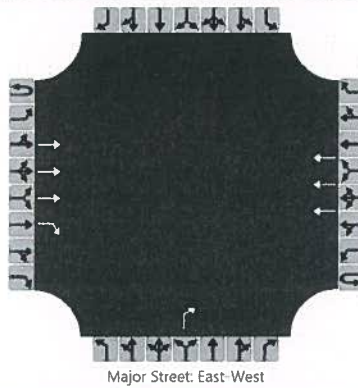
## General Information

Analyst	SDH
Agency/Co.	Kimley-Horn
Date Performed	12/17/2015
Analysis Year	2021 Build
Time Analyzed	SAT Peak Hour
Intersection Orientation	East-West
Project Description	168359000 Bluestone Lombard

## Site Information

Intersection	North/RIRO
Jurisdiction	IDOT
East/West Street	North Avenue (IL 64)
North/South Street	Right-In/Right-Out Access
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	1	0	0	3	0		0	0	1		0	0	0
Configuration			T	R			T					R				
Volume (veh/h)			1510	90			1540					20				
Percent Heavy Vehicles												2				
Proportion Time Blocked																
Right Turn Channelized	No				No				Yes				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

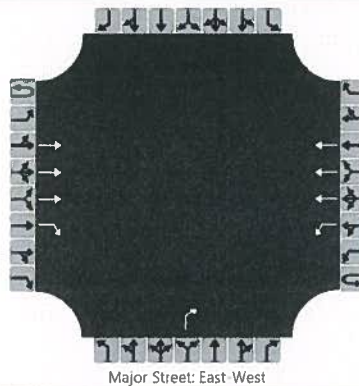
Flow Rate (veh/h)												21				
Capacity												284				
v/c Ratio												0.07				
95% Queue Length												0.2				
Control Delay (s/veh)												18.7				
Level of Service (LOS)												C				
Approach Delay (s/veh)									18.7							
Approach LOS									C							



# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SDH	Intersection	North & Broadview
Agency/Co.	Kimley-Horn	Jurisdiction	IDOT
Date Performed	12/17/2015	East/West Street	North Avenue (IL 64)
Analysis Year	2021 Build	North/South Street	Broadview Avenue
Time Analyzed	SAT Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	168359000 Bluestone Lombard		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	3	1	0	1	3	0		0	0	1		0	0	0
Configuration			T	R		L	T					R				
Volume (veh/h)			1530	1	25	35	1540					20				
Percent Heavy Vehicles					5	3						5				
Proportion Time Blocked																
Right Turn Channelized	No				No				Yes				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						63							21			
Capacity						231							274			
v/c Ratio						0.27							0.08			
95% Queue Length						1.1							0.2			
Control Delay (s/veh)						26.4							19.2			
Level of Service (LOS)						D							C			
Approach Delay (s/veh)					1.0				19.2							
Approach LOS					A				C							



## Memorandum

**DATE:** December 21, 2015

**TO:** Jennifer Ganser, Assistant Director of Community Development

**FROM:** Jana Bryant, Private Development Engineer *JB*

**SUBJECT:** Forest Preserve District of DuPage County December 18, 2015 letter

In regards to the Forest Preserve District's comment about the reduced setback concern for the parking lot, the area where this would occur adjacent to the Forest Preserve District's property is less than 30-ft of curb. The rest of the curb nearest to the Forest Preserve District's property varies from the required 10-ft to around 50-ft that should more than make up for the 30-ft of the 3-ft less distance than is required by Village code.

In regards to the Forest Preserve District's comment in regards to the grading and the berm, the current plans that have been submitted are preliminary engineering plans. Final grading design will not occur until Final Engineering Plans are prepared and submitted. The Preliminary Engineering Plans were requested by the Village to a greater detail than normal, due to special management concerns on the property during our preliminary discussions with the petitioner. Final engineering plans will include the detailed information in regards to the detailed elevations of the underground stormwater detention facility and will be reviewed at that time. The stormwater release from the site will be reviewed during Final Engineering Review and will need to comply with the DuPage County Stormwater Ordinance, which includes BMPs requirements for the site. Based on existing 2-ft contours, the majority of this site currently drains toward the Broadview Slough by sheet drain or through the eastern Route 53 ditch line. As this property also contains special management areas, and the Village is a partial waiver community, DuPage County will be reviewing the plans for compliance with the special management areas of the County Stormwater Ordinance. As Village staff was concerned with the effects of the wetlands on the site plan, there have already been meetings with County staff, the petitioner, their engineer, and Village staff in regards to the wetland and buffer impacts to the site plan.



Forest Preserve District  
of DuPage County

*Connecting People to Nature for 100 Years*

35580 Naperville Road  
P.O. Box 5000  
Wheaton, IL 60189

630.933.7200  
Fax 630.933.7204  
TTY 800.526.0857

[dupageforest.org](http://dupageforest.org)

Sent VIA e-mail: [ganserj@villageoflombard.org](mailto:ganserj@villageoflombard.org)

December 18, 2015

Donald Ryan  
Chairperson, Lombard Plan Commission  
Village of Lombard  
255 E. Wilson Avenue  
Lombard, IL 60148

Re: Public Hearing on Property at 505-537 W. North Ave. and 715-733 N. Columbine Ave. (Rte. 53)

PINs: 06-06-100-004 through -015, and 06-06-100-48  
Lombard Case No. PC 15-23

Dear Mr. Ryan:

The Forest Preserve District of DuPage County recently received a Notice of Public Hearing regarding a petition for a conditional use, four deviations, and a variance as it relates to 505-537 W. North Avenue and 715-733 N. Columbine Avenue (Rte. 53). We appreciate receiving timely notification of such requests that may have an impact on our adjacent property, and thank you for the opportunity to comment.

The Forest Preserve District owns the property known as Broadview Slough Forest Preserve, which is adjacent to the subject property (to the south and the east). Forest Preserve District staff has reviewed the public hearing notice and the proposed project and has the following comments at this time.

The Forest Preserve District objects to allowing a reduced setback from 10' to 7' for the parking lot. Upholding the required setback would provide additional buffer between the proposed development and the existing natural resources presently adjacent to the site in the Preserve. A larger setback would more provide permeable surface, which allows more rain water infiltration into the ground, filtering capabilities for pollutants, and reduction of sediment transfer into adjacent natural habitat.

According to the developer's topographic survey, the ground elevation on the subject property that is west of the Preserve is currently lower than the Preserve ground elevation. However, the developer's grading plan shows that the subject property will be built up with a berm. It is requested that the subject property continue to provide a ground elevation that is lower than the Preserve so as to not impact the Preserve. Also, it was noted that stormwater on part of the proposed parking lot and all of Broadview Avenue will sheet drain unrestricted and uncontrolled to the south towards the Preserve; presently, the stormwater from the street is drained into turf swales along the street and then goes into the Preserve to the south. These two changes will increase drainage that will flow into the Preserve. To reduce adverse effects due to these changes, we recommend installing a dissipation device and encourage the use of BMPs to mitigate the impacts to the natural resources in the Preserve.

On the plans that were provided to us, there is no detail for the underground stormwater detention indicating depth, storage capacity, materials utilized, and whether it is permanently sealed or not. The corners of the underground stormwater detention are within 10' of the Preserve, and water could potentially discharge onto District property if not through a pipe network.

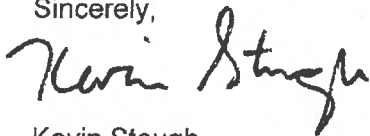
District staff has reviewed the landscaping planting plan, and would like to suggest a few revisions. To help prevent the blowing of trash onto the Preserve (given the close proximity of the garbage dumpsters), the District requests that a continuous zig-zag hedgerow of shrubs be located across the entire boundary with the Preserve. As an alternative, a wooden privacy fence could be installed across the entire boundary with the Preserve. It is also recommended that American Cranberrybush (*Viburnum trilobum*) be replaced with Nannyberry *Viburnum* (*Viburnum lentago*) or Rusty Blackhaw *Viburnum* (*Viburnum prunifolium*) and the removal of *V. dentatum*. The District also requests that prior to any work along the south property line, the developer perform root pruning to limit the potential damage to District trees.

The District is committed to protecting water quality and recommends that the owner refrain from using asphalt sealants that contain coal tar products. These sealants contain Polycyclic Aromatic Hydrocarbons (PAHs) which pose adverse threats to aquatic organisms, plants, and humans when subjected to long-term exposure. At a DuPage County Environmental Committee meeting in 2014, Chairman Peter DiCianni urged committee members to agree to legislation to prevent the use of coal tar asphalt sealants in our communities. Suitable alternatives to coal tar pavement sealants exist.

The lighting plan allows lighting to exceed 0.2FC at the property line, maximums reaching 0.9FC. This will be extremely bright and will have a negative impact to the wildlife in the preserve. The District recommends that the lights be "dark sky compliant" with limited light encroaching on the Preserve.

We hope you will allow us the opportunity to review and comment on any revisions to plans as this project moves forward. Please consider this as the Forest Preserve District's request that this letter be read and entered into the public record at the hearing on December 21<sup>st</sup>, 2015. If you have any questions, please contact me at (630) 933-7235.

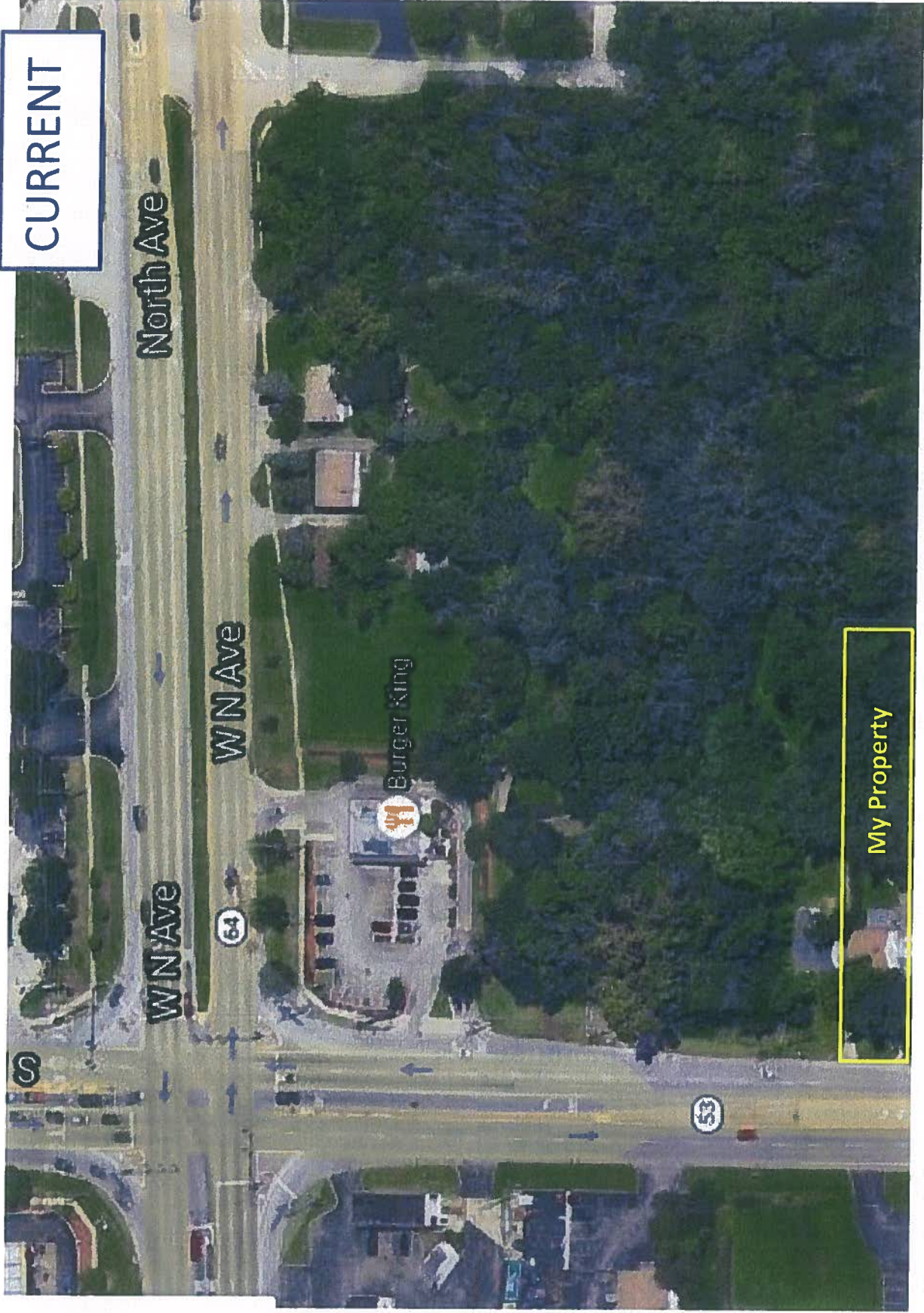
Sincerely,



Kevin Stough  
Land Preservation Manager

cc: Joseph Cantore, Forest Preserve District President  
Jeff Redick, Forest Preserve District Commissioner District 2  
Mike Hullihan, Executive Director  
Dan Zinnen, Director of Natural Resource Management and Development  
William Heniff, Community Development Director, Lombard  
Jennifer Ganser, Assistant Community Development Director, Lombard

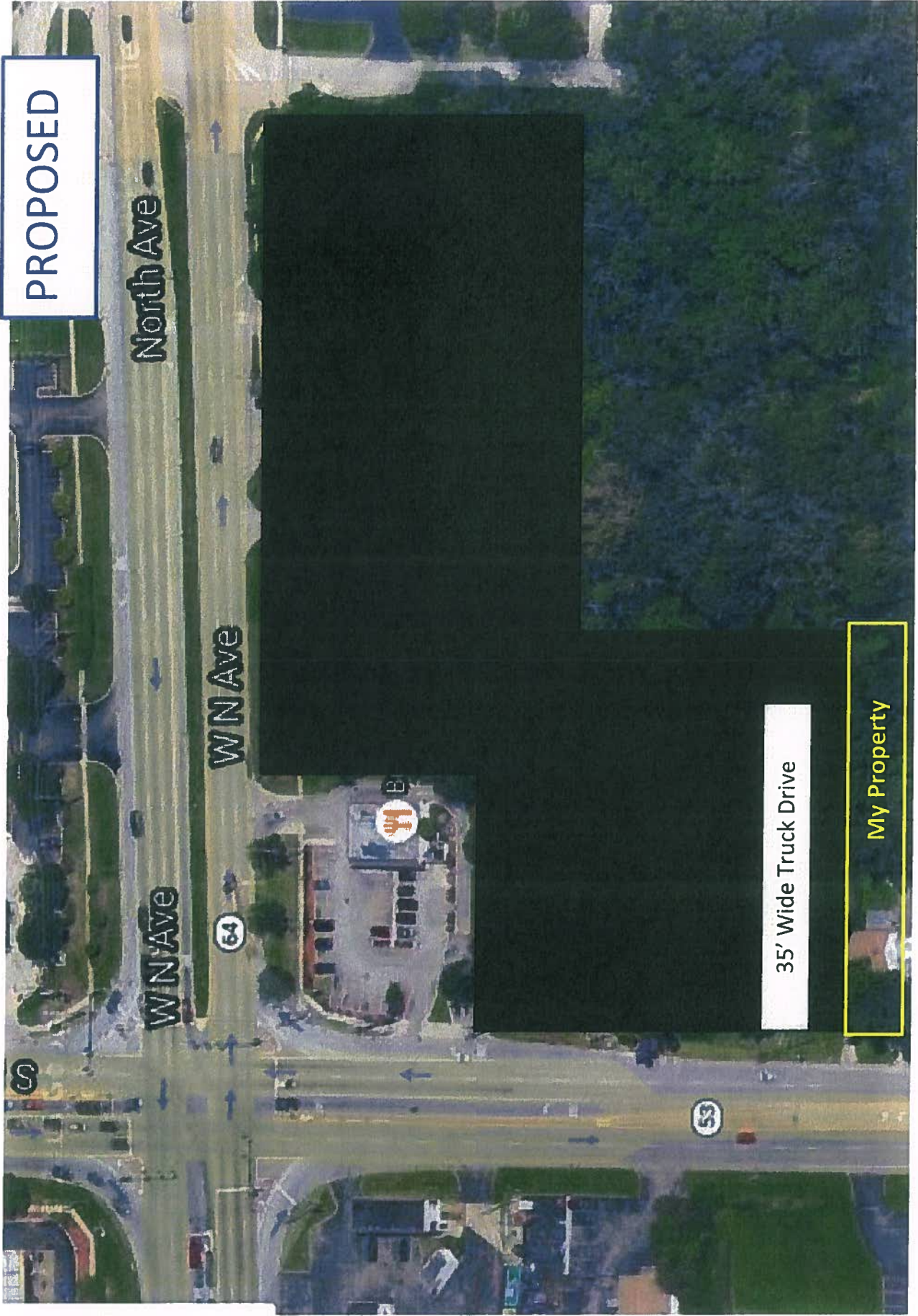




CURRENT

My Property





PROPOSED

North Ave

W N Ave

W N Ave

35' Wide Truck Drive

My Property

**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE APPROVING A MAP AMENDMENT (REZONING)  
TO THE LOMBARD ZONING ORDINANCE  
TITLE 15, CHAPTER 155 OF THE CODE OF LOMBARD, ILLINOIS**

**(PC 15-23; 505-537 W. North Avenue and 715-733 N. Columbine Avenue)**

(See also Ordinance No(s).\_\_\_\_\_)

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, an application has heretofore been filed requesting a map amendment for the purpose of rezoning the property described in Section 2 hereto from R2 Single Family Residential District to B2 Neighborhood Shopping District; and,

WHEREAS, a public hearing thereon has been conducted by the Village of Lombard Plan Commission on December 21, 2015, 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 rezoning described herein; 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;

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 Title 15, Chapter 155 of the Code of Lombard, Illinois, otherwise known as the Lombard Zoning Ordinance, be and is hereby amended so as to rezone the property described in Section 2 hereof to B2 Neighborhood Shopping District.

SECTION 2: This ordinance is limited and restricted to the property generally located at 505-537 W. North Avenue and 715-733 N. Columbine Avenue, Lombard, Illinois, and legally described as follows:

LOTS 4 THROUGH 11 AND LOTS 33 THROUGH 35 IN BLOCK G IN  
LOMBARD TERRACE SUBDIVISION, BEING A RESUBDIVISION OF PART  
OF ELMORE'S NORTHVIEW, BEING A SUBDIVISION IN THE NORTH

Ordinance No. \_\_\_\_\_  
Re: PC 15-23  
Page 2

HALF OF SECTION 6, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER R1993,341767 AND ALSO LOT 2 IN JAMES D. RAINE'S RESUBDIVISION OF LOTS 1, 2, AND 3 IN BLOCK G IN LOMBARD TERRACE, BEING A RESUBDIVISION OF PART OF ELMORE'S NORTHVIEW, BEING A SUBDIVISION IN THE NORTH HALF OF SECTION 6, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER R1970-027995, IN DUPAGE COUNTY, IL.

Parcel Identification Number(s): 06-06-100-011, -010, -009, -008, -007, -006, -005, -004, -048, -012, -013, -014, and -015; (the "Subject Property")

SECTION 3: That the official zoning map of the Village of Lombard be changed in conformance with the provisions of this ordinance.

SECTION 4: 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 \_\_\_\_\_, 2016.

First reading waived by action of the Board of Trustees this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

Passed on second reading this \_\_\_\_\_ day of \_\_\_\_\_, 2016, pursuant to a roll call vote as follows:

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

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

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

Approved by me this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Keith T. Giagnorio, Village President

ATTEST:

Ordinance No. \_\_\_\_\_

Re: PC 15-23

Page 3

---

Sharon Kuderna, Village Clerk

Published in pamphlet from this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

---

Sharon Kuderna, Village Clerk

**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE APPROVING A CONDITIONAL USE FOR A PLANNED  
DEVELOPMENT WITH COMPANION CONDITIONAL USES AND  
DEVIATIONS TO THE LOMBARD ZONING ORDINANCE  
TITLE 15, CHAPTER 155 OF THE CODE OF LOMBARD, ILLINOIS**

**(PC 15-23; 505-537 W. North Avenue and 715-733 N. Columbine Avenue)**

(See also Ordinance No(s). \_\_\_\_\_)

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, 505-537 W. North Avenue and 715-733 N. Columbine Avenue, the Subject Property, is zoned B2 General Neighborhood Shopping District; and,

WHEREAS, an application has heretofore been filed requesting a conditional use for a planned development with companion conditional uses and deviations for the property described in Section 2; and,

WHEREAS, a public hearing thereon has been conducted by the Village of Lombard Plan Commission on December 21, 2015, 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 petition as described herein; 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;

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 the following relief is hereby granted for the Subject Property, as described in Section 2 below:

Approve a conditional use for a planned development with the following companion conditional uses and deviations as follows:

- a. a conditional use pursuant to Section 155.414 (C)(8) of the Lombard Zoning Ordinance for gasoline sales;



Ordinance No. \_\_\_\_\_

Re: PC 15-23

Page 2

- b. deviation pursuant to Section 153.504 (B)(5)(d) to allow for two (2) freestanding signs on one parcel of property, where one (1) is allowed;
- c. deviation pursuant to Section 153.504 (B)(5)(b) to allow for the sign surface area to be forty-nine (49) square feet, where thirty (30) square feet is allowed, for each freestanding sign;
- d. deviation pursuant to Section 153.223 (E) to allow for a motor fuel reader board at twenty-four (24) square feet, where nine (9) square feet in area, is allowed, for each freestanding sign;
- e. a deviation pursuant to Section 155.414 (J) for the transitional yard setback to be seven feet (7'), where ten feet (10') is required;
- f. a variation pursuant to Section 154.306 (D)(3)(b) to omit the sidewalk requirement on Broadview Avenue, where it is otherwise required for a Major Development.

SECTION 2: This ordinance is limited and restricted to the property generally located at 505-537 W. North Avenue and 715-733 N. Columbine Avenue, Lombard, Illinois, and legally described as follows:

LOTS 4 THROUGH 11 AND LOTS 33 THROUGH 35 IN BLOCK G IN LOMBARD TERRACE SUBDIVISION, BEING A RESUBDIVISION OF PART OF ELMORE'S NORTHVIEW, BEING A SUBDIVISION IN THE NORTH HALF OF SECTION 6, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER R1993,341767 AND ALSO LOT 2 IN JAMES D. RAINE'S RESUBDIVISION OF LOTS 1, 2, AND 3 IN BLOCK G IN LOMBARD TERRACE, BEING A RESUBDIVISION OF PART OF ELMORE'S NORTHVIEW, BEING A SUBDIVISION IN THE NORTH HALF OF SECTION 6, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT RECORDED AS DOCUMENT NUMBER R1970-027995, IN DUPAGE COUNTY, IL.

Parcel Identification Number(s): 06-06-100-011, -010, -009, -008, -007, -006, -005, -004, -048, -012, -013, -014, and -015; (the "Subject Property")

SECTION 3: The relief, as provided for in Section 1 of this Ordinance shall be granted subject to compliance with the following conditions:

1. The petitioner shall develop the site in accordance with the plans prepared by Kimley Horn and Associates, Inc. dated September 14, 2015 and submitted as part of this request;
2. The petitioner shall satisfactorily address all comments noted within the Inter-Departmental Review Committee Report;

Ordinance No. \_\_\_\_\_

Re: PC 15-23

Page 3

3. A plat of consolidation shall be submitted to the Community Development Department and recorded at DuPage County;
4. Bluestone shall respond to the KLOA memo, dated December 10, 2015, and comments shall be reviewed by Village staff and KLOA to ensure that they are addressed;
5. The petitioner shall be required to apply for and receive building permits for any improvements to the site;
6. Pursuant to the Zoning Ordinance, project construction shall commence within one (1) year from the date of approval of the ordinance, unless a time extension been granted by the Village Board. This conditional use approval shall become null and void eighteen (18) months from the date of approval if the proposed site improvements are not completed or an extension has been granted; and
7. Staff will review the traffic flow on Route 53 after six months to determine if a left turn exit is viable during peak periods.

SECTION 4: 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 \_\_\_\_\_, 2016.

First reading waived by action of the Board of Trustees this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

Passed on second reading this \_\_\_\_\_ day of \_\_\_\_\_, 2016, pursuant to a roll call vote as follows:

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

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

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

Approved by me this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Keith T. Giagnorio, Village President

ATTEST:

Ordinance No. \_\_\_\_\_

Re: PC 15-23

Page 4

---

Sharon Kuderna, Village Clerk

Published in pamphlet from this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

---

Sharon Kuderna, Village Clerk