

Size of Property: 0.81 acres
Comprehensive Plan: Recommends Community Commercial
Existing Zoning: B4 Corridor Commercial District
Surrounding Zoning and Land Use:

North: B4 Corridor Commercial District; developed as a multi-tenant commercial strip center, known as The Overlook at North.
South: CR Conservation Recreation District; undeveloped land used as recreational open space, known as the Lombard Lagoon.
East: B4 Corridor Commercial District; developed with a restaurant, known as Casey's.
West: R2 Single Family Residence District; developed as Single-Family Residences.

ANALYSIS

SUBMITTALS

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

1. Petition for Public Hearing, received May 11, 2012.
2. Description of the Request, prepared by the petitioner.
3. Site Circulation and Access Evaluation, dated June 5, 2012 prepared by KLOA.
4. Response to Standards for Variations & Conditional Uses
5. Proposed Building Elevations, dated June 4, 2012, prepared by Gleason Architects, P.C.
6. Site Plan, dated June 4, 2012, prepared by Gleason Architects, P.C.
7. Landscape Plan, dated June 5, 2012, prepared by Gleason Architects, P.C.
8. Overview of Proposed Stormwater Management Program, dated May 10, 2012, prepared by RWG Engineering, LLC.

9. Proposed Dunkin Brands Floor Plan, dated April 23, 2012, prepared by Gleason Architects, P.C.
10. Proposed Directional Sign, prepared by Everbrite, LLC, dated December 2, 2009.
11. Proposed Menu Board, prepared by Everbrite, LLC, dated September 30, 2009.
12. Proposed Rotating Preview Board, prepared by Everbrite, LLC, dated September 9, 2009.
13. Proposed Awning Configuration, prepared by Everbrite, LLC, dated June 9, 2010.
14. Monument and Pole Sign Specifications, dated June 4, 2012, prepared by Gleason Architects, P.C.
15. Location Maps, prepared by Mallon and Associates, Inc.
16. Plat of Survey, dated March 27, 2012, prepared by JNT Land Surveying Services, Inc.
17. Preliminary Engineering Plan, dated May 10, 2012, prepared by RWG Engineering, LLC.
18. Proposed cross access plan to the property to the east dated June 26, 2012 by RWG Engineering, LLC.
19. Proposed Materials Samples Board prepared by Gleason Architects, P.C.

DESCRIPTION

The subject property is approximately 35,382 square feet and is currently vacant. The property was once developed with a gas station that had previously been razed. The petitioner is proposing to develop a 7,150 square foot multi-tenant commercial center. The new proposed development will include a drive-through facility and an outdoor dining area. As the drive-through and outdoor dining areas are conditional uses within the B4 – Corridor Commercial District, the petitioner is requesting conditional use approval for both items at this time. Additional requests for a minor plat, lot area variation and variation for perimeter landscaping are also being requested.

In conjunction with this request, the petitioner has also including a signage package, which consists of two freestanding signs, two informational signs, wall signage and incidental signs associated with the drive through. The petitioner is requesting a variation to display wall signs that are two times the lineal front footage of the tenant space, not to exceed thirty-five (35) feet

and a variation to allow the freestanding sign on the northwest corner of the property to be located in the clear line of sight area.

INTER-DEPARTMENTAL REVIEW COMMENTS

PUBLIC WORKS

Public Works Engineering has no comments.

ENGINEERING

The Private Engineering Services Division provides the following comments for the subject petition:

1. Separate services with individual valves are required for the domestic and fire suppression water services.
2. The grade change along the east property line will require a retaining wall since the slope will be steeper than 3H:1V.
3. Due to the steep grade along the east property line, a viable cross access will require extensive engineering on the neighboring property.
4. The proposed driveway apron on North Avenue exceeds the maximum width of 35 feet per Village Code Section 150.301.
5. The water main to the hydrant and the storm water facility must be contained in easements.
6. The Village is in the process of considering a local Code amendment to set a more stringent threshold for requiring storm water detention at 5,000 sf of additional total impervious area (TIA), in place of the new Countywide Ordinance threshold of 25,000 sf. The project is currently proposing to increase the TIA by 5,100 sf. Therefore, it is suggested that the site plan should be modified to reduce the TIA in order to be less than a 5,000 square foot increase in order to forego detention.

FIRE DEPARTMENT

The Fire Department has no issues or concerns with the proposed use of this property.

BUILDING DIVISION

The Building Division has no comments.

PLANNING

Proposed Improvements

As noted, the site is approximately 35,382 square feet in area and was formerly improved with a gas station. The petitioner is proposing to develop a 7,150 square foot multi-tenant commercial center with drive-through.

Parking

The Zoning Ordinance requires a minimum of 29 parking spaces (4 spaces/1000 square feet). The petitioner is providing 29 parking spaces and 2 accessible spaces for a total of 31 parking spaces.

Landscaping

As the subject property abuts property in the CR – Conservation/Recreation District, there are two separate provisions of the Zoning Ordinance that require a transitional landscape yard thirty (30) feet in width to be provided along the abutting lot line. The proposed drive through will be located along the southern portion of the building and encroaches into the required thirty (30) foot transitional landscape yard. The proposed plan attempts to minimize impacts of the building and drive through onto the neighboring CR property to the south by maintaining the existing dense vegetation along the southern portion of the property.

The landscape plan also indicates that landscaping will be provided around the perimeter of the parking lot with the exception of those areas to the east where future cross access will be provided. The petitioner's plan shows approximately 19% open space. Village Code requires a minimum of 10%.

Trash Enclosures

The petitioner has shown a dumpster at the southeast corner of the site. The materials would be consistent with the materials of the commercial building.

Traffic Analysis

The petitioner is proposing to utilize the existing curb cuts located on both Grace Street and North Avenue. Access to North Avenue is restricted and will include a right in/out only. This curb cut onto North Avenue does exceed our maximum width of 35 feet. Therefore staff recommends as a condition that the curb cut be reduced to 35' wide at the north lot line. This modification will increase open space and likely allow for an additional parking stall. Access to Grace Street will be located at the southwest corner of the site. This point of ingress/egress will have full access to Grace Street.

As part of the plan, the petitioner is proposing to include a Dunkin Donuts with drive-through in the easternmost tenant space. Vehicles using the drive-through will queue from the southwest corner of the building and will travel eastbound to the window along the southern building elevation. A one-way bypass lane will be located adjacent to the drive through lane. The pickup window is located on the eastern elevation of the building. Traffic can then proceed to the North Avenue or Grace Street exits. In conjunction with staff, the petitioner amended the original plan submittal to ensure optimal site circulation. The revised site plan included the addition of the 'throat' element that merges the bypass lane and drive-through lane after the drive-through

window. The plan was also revised to provide a notch out of the southeast corner of the building to allow for ease of turn radius.

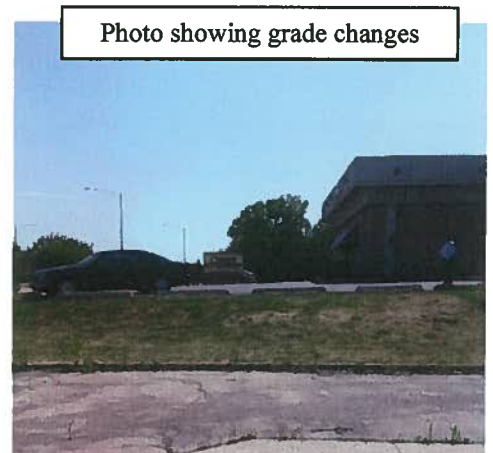
The Village's traffic consultant provided comments that can be found as an attachment to this report. KLOA reported that the proposed on-site circulation will be adequate in accommodating site traffic and the proposed stacking of the Dunkin Donuts drive-through facility will be adequate in accommodating the peak demand. KLOA did recommend that the radius on the southeast corner of the building should be increased to at least 13 feet in order to allow for smooth turns on the drive-through lane and a directional sign facing north should be placed at the North Avenue access drive directing entering traffic destined to the drive-through facility to turn right and drive around the building, in order to guide traffic more efficiently. Overall, staff believes that the petitioner's plan will adequately address internal drive-through circulation with the noted recommendations.

Cross Access

To the east of the subject property is the existing Casey's Restaurant. Throughout the initial planning process, staff has told the petitioner of its desire to include some type of shared access to the east for the benefit of both properties. Currently, Casey's Restaurant does not have direct access to a signalized intersection and their direct access to North Avenue is limited to a right in/out. In 2002, Casey's installed an access drive out to Joyce Avenue to the east. However, to get to the nearest signal at Grace Street (*see adjacent aerial*); customers have to circle back around the Lombard Lagoon on Marcus Drive.

Initially, staff directed the petitioner to explore cross access alternatives and that staff's preferred route would be at the southeast corner of their site. This would tie into the Casey's existing cross access out to Joyce Avenue. Given the existing grades between both properties, the impact to deliveries for Casey's and the proposed drive-through/one-way access drive behind the petitioner's building, it was determined that cross access should occur at the northeast corner, as shown in their current plan (see adjacent photo).

Originally, staff and the petitioner were talking about the need for only an easement to accommodate a future connection onto Casey's property. However after further review throughout the planning process, it was determined that the cross connection would require some significant engineering, given the



existing grades. As with other similar projects located directly to the northwest of the site (CVS and the Overlook) and other projects on Roosevelt Road, staff has requested that the petitioner be responsible for final engineering and construction of the cross access. The petitioner's engineer did develop a preliminary engineering plan showing how this connection could be constructed. Based on the Village's review of their cost estimate, the proposed connection would cost approximately \$66,300. As a condition of approval, staff is recommending that the petitioner be responsible for the installation of the cross access drive, upon the consent of the Casey's property owner. Staff feels that just providing an easement will not result in a connection anytime soon and that should this project be approved, it would be much easier to design and construct the cross access at the same time the project is being developed. As this improvement can be deemed as a transportation benefit for the public, staff would be willing to support a rebate agreement to assist with the cost of construction. This would ultimately be subject to Village Board approval. This is a similar approach the Village took with the Murray's/O'Reilly's Auto Parts on Roosevelt Road for a watermain extension and Lombard Toyota expansion.

Also, a future easement on the south side of the site with Casey's Restaurant should also be provided for future additional cross access connection, if the Casey's site would redevelop. This cross access, given the proposed one-way eastbound configuration of the Dunkin Donuts drive-through lane and bypass lane, should only allow one-way traffic eastbound. This future cross access would provide ingress accessibility to delivery and refuse vehicles with minimal interaction with passenger vehicles.

Stormwater Detention

The petitioner has submitted preliminary engineering plans showing how they plan to address stormwater on the site. Stormwater for the entire development will be handled by a detention basin located at the south side of the site. All necessary Best Management Practices (BMP's) required by the DuPage County Stormwater Ordinance are being provided. As noted in the IDRC comments, the some modifications to the petitioner's plans would be required to meet Code.

Building Materials

The petitioner has submitted elevation drawings for the proposed retail building. The petitioner's plan will also include additional awnings, recessed building elevations and brick banding to break up the building mass. The east and west elevations also include window to break up a portion of the side building mass and to give additional visibility to the corner tenants. The petitioner has provided a materials sample board.

Staff finds the elevations to be acceptable, but suggests amendments to south elevation of the building, consisting of the inclusion of the same banding elements that are proposed along the north building elevation. The dense vegetation currently located along the southern portion of the property is to remain; however, during the fall/winter months, the foliage will be absent which will leave the southern elevation of the building exposed during such time. Furthermore, the drive-through component will draw customers to the back of the building. The final design of these elements for the south elevation shall be subject to the Director of Community

Development. The proposed elevations also include gooseneck lighting over the Dunkin Donuts awning. As a condition of approval, the each tenant will be required to provide gooseneck lighting.

Environmental Issues

As previously noted, the site was formerly improved with a gas station. The gas station and associated tanks have since been removed from the property, and the Village does have a highway authority agreement with the former user (BP Amoco) to protect the Village from any environmental impact to our adjacent right-of-way. The property is still being monitored by the IEPA. As a condition of approval, staff would recommend that the existing highway authority agreement shall be reviewed by Village Counsel and any necessary amendments shall be approved by the Village Board prior to the issuance of a building permit.

Compliance with the Zoning Ordinance

Commercial retail uses are identified as permitted uses in the B4 Corridor Commercial District. Therefore, the commercial center is compatible with the Zoning Ordinance.

A conditional use for a drive-through establishment:

As part of the plan, the petitioner is proposing to include a Dunkin Donuts with drive-through in the easternmost tenant space. Vehicles using the drive-through will queue from the southwest corner of the building and will travel eastbound to the window along the southern building elevation. A one-way bypass lane will be located adjacent to the drive through lane. The pickup window is located on the eastern elevation of the building. Traffic can then proceed to the North Avenue or Grace Street exits. In conjunction with staff, the petitioner amended the original plan submittal to ensure optimal site circulation. The revised site plan included the addition of the 'throat' element that merges the bypass lane and drive-through lane after the drive-through window. The plan was also revised to provide a notch out of the southeast corner of the building to allow for ease of turn radius. Staff does not object to this request, provided that certain conditions are approved.

A conditional use for an outside service area:

One outdoor dining area is proposed for the site. The outdoor dining area will service the proposed coffee/donut establishment that will occupy the easternmost tenant space and will be located along the northern building elevation. Staff does not object to this request as it allows for an alternate area for patrons to eat if desired. As the proposed dining area is removed from any residences, impacts of the outdoor dining function are minimal. However, to ensure that the dining function does not extend into the parking lot and patrons do not enter the drive-through area, staff recommends that the perimeter of the dining area be fenced, with the design of the fence subject to the approval of the Director of Community Development. Staff would find a four-foot high decorative iron fence with an exit gate as an acceptable type of fence. This would be consistent with other recently approved outdoor dining petitions (i.e., The Overlook PC 05-08, Buffalo Wild Wings PC 06-13 and Wolfy's PC 12-10).

Variations from Sections 155.416(J) & 155.707(A)(4) to reduce the required 30' transitional landscape yard:

As the subject property abuts property in the CR – Conservation/Recreation District, there are two separate provisions of the Zoning Ordinance that require a transitional landscape yard thirty (30) feet in width to be provided along the abutting lot line. The proposed drive through will be located along the southern portion of the building and encroaches into the required thirty (30) foot transitional landscape yard. The proposed plan attempts to minimize impacts of the building and drive through onto the neighboring CR property to the south by maintaining the existing dense vegetation along the southern portion of the property.

A variation from Sections 155.706 (C) and 155.709 (B) of the Zoning Ordinance reducing the required perimeter parking lot and perimeter lot landscaping from five feet (5') to zero feet (0') to provide for shared cross-access and parking:

The landscape plan indicates that landscaping will be provided around the perimeter of the parking lot with the exception of those areas to the east where cross access easements will be provided. Those areas designated for landscaping meet the code requirements of five feet in width. Staff believes the cross access easements will allow sufficient traffic flow between lots in the event of future development and is therefore supportive of the requested relief.

Compatibility with the Sign Ordinance

A variation from Section 153.208(H) to allow signage within clear line of sight areas:

The petitioner submitted a signage plan with the site plan submittal and includes two freestanding signs and ancillary signage associated with Dunkin Donuts. According to the proposed site plan, the freestanding sign located at the corner of North Ave. and Grace St., along with the two directional signs, would be located in the clear line of sight areas. Aside from the clear line of sight variations, all of the freestanding signs meet the applicable signage provisions set forth in the Sign Ordinance. The clear line of sight triangles originate at the bisecting property lines adjacent to the respective rights of way, which in the case of the freestanding sign, would be North Avenue and Grace Street. Staff is supportive of clear line of the sight variation for the freestanding sign at the corner of North Avenue and Grace Street for a number of reasons. First, the additional parkway provided on this portion of North Avenue is greater than fifty (50) feet, which places the sign back a significant distance from the intersection. Second, the only portion of the sign that could be seen from eye-level would be the supportive pole, which is less than one foot in diameter. Lastly, at its signalized intersection with Grace Street, North Avenue provides a dual left-turn lane, three through lanes and an exclusive right-turn lane on the east approach. The west approach provides a single left-turn lane, three through lanes and an exclusive right-turn lane. As such, the sign would not be conflicting with traffic movements occurring in that intersection.

Staff is also supportive of the clear line of sight variations associated with the on-site informational signage. The signs are intended to provide direction to incoming and exiting traffic to/from the site. There are no other effective locations to place these signs as they are functionally beneficial only at major points of egress to/from the site. The submitted plans illustrate the informational sign located at the North Avenue entrance and is located at the southernmost portion of the landscape island to which it is located. This places the sign further away from North Avenue. However, the informational sign located at the Grace Street entrance is located closer towards Grace Street. As a condition of approval, the informational sign located at the Grace Street entrance shall be moved to the easternmost portion of the landscape island to which it is located. The final location of the sign shall be subject to the Director of Community Development. Staff is supportive of the clear line of sight variations. Under said conditions, the informational signs would be located at the furthest point from the respective right of way and adjacent to parking spaces which, if a vehicle were to be parked in the adjacent space, would create a greater line of sight obstruction than the actual signs.

A variation from Section 153.505(B)(19)(b)(1)(a) to allow a property with a multi-tenant building setback less than 120 feet from the property line to display wall signs that are two times the lineal front footage of the tenant space;

The proposed signage areas for the individual tenant spaces were not included; however, the property owner is requesting a variation to allow a property with a multi-tenant building setback less than 120 feet from the property line to display wall signs that are two times the lineal front footage of the tenant space. As the subject building will be oriented towards North Avenue, staff is supportive of the wall sign area variation. As previously mentioned, the additional parkway provided on this portion of North Avenue is greater than fifty (50) feet in width and the building itself is setback more than 120 feet from North Avenue. The setback provision pertaining to wall sign area is taken from the property line to the sign; however, staff believes that the additional parkway creates a situation where the allowable square footage could be deemed insufficient.

To ensure that the proposed signage and awnings present a favorable appearance to neighboring properties, staff recommends the following items be added as additional conditions of approval:

1. That channel lettering shall only be used for the wall signs.
2. That consistent with the Sign Ordinance, the awnings shall not include text in conjunction with the wall signage.
3. That any future awnings shall be of a compatible design and color around the building.

These standards are consistent with what was approved at the Overlook located directly northwest of the site.

Compatibility with the Comprehensive Plan

The Comprehensive Plan recommends Community Commercial uses on the subject property and the proposed commercial use is compatible with the Comprehensive Plan designation.

Compatibility with Surrounding Land Uses

The site is currently vacant. There are single family residences located on the north side of North Avenue and across Grace Street from the subject property. The neighboring property to the east is zoned for commercial use and is developed with a restaurant. The parcel to the south of the subject property contains the Lombard Lagoon Park. According to the submitted landscape plan, a heavy patch of existing vegetation will remain between the subject property and the park property to the south. The proposed commercial building meets the transitional building setback requirement and will be located exactly 40 feet from the southern property line.

As previously mentioned, the property east of the subject site is improved with a restaurant, known as Casey's. To ensure compatibility to the abutting property, a cross access easement between the subject property and the adjacent property to the east is also to be included as part of the proposed development. This coordination would include provisions for cross-access and shared drive aisles. The cross access area would connect the parking/drive aisles along the northern portion of the proposed building and Casey's Restaurant. Given these considerations, staff believes the proposed development is compatible with the adjacent properties.

Compliance with the Subdivision and Development Ordinance

A Minor Plat of Subdivision with a variation from Section 155.416 (D) to allow a lot area of 35,382 sq. ft. where a minimum of 40,000 sq. ft.;

The site consists of one lot. As the subject property is not a recognized lot of record, approval of a plat of subdivision is required in order to facilitate any development on the lot. The lot does not meet the minimum lot width and area requirements for the B4 Zoning District; therefore, a Minor Plat of Subdivision with a variation to allow a lot area of 35,382 sq. ft. where a minimum of 40,000 sq. ft. is required.

FINDINGS AND RECOMMENDATIONS

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

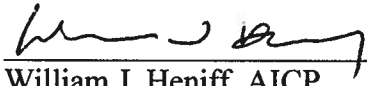
Based on the submitted petition and the testimony presented, the proposed ordinance amendment does comply with the standards required by the Lombard Zoning Ordinance, Sign Ordinance, Subdivision and Development Ordinance; and, therefore, I move that the Plan Commission adopt the findings included within the Inter-department Group Report

as the findings of the Lombard Plan Commission, and recommend to the Corporate Authorities **approval** of the PC 12-13, subject to the following conditions:

1. That the petitioner shall develop the site in accordance with the plans submitted as part of this petition and referenced in this IDRC report, except as they may be changed to conform to Village Codes and Ordinances.
2. That the petitioner's building improvements shall be designed and constructed consistent with Village Code and shall also address the comments included within the IDRC report.
3. That the petitioner shall modify the south building elevation to include the same banding elements to that of the north elevation. The final design of these elements for the north elevation shall be subject to the Director of Community Development.
4. Each tenant space shall include gooseneck lighting above each of the respective awnings.
5. The informational sign located at the Grace Street entrance shall be moved to the easternmost portion of the landscape island to which it is located. The final location of the sign shall be subject to the Director of Community Development.
6. All comments and recommendations noted in the KLOA report dated July 10, 2012, attached to this report, shall be satisfactorily addressed.
7. Cross access to the existing Casey's Restaurant to the east shall be constructed as part of this project, subject to the approval of Casey's Property Owner and in accordance with the preliminary engineering plan dated June 26, 2012 by RWG Engineering, LLC, except as it may be modified to meet Village Code.
8. A cross access easement shall be provided at the southeast corner of the site that would connect to the property to the east in a manner acceptable to the Director of Community Development.
9. Prior to the issuance of a building permit, the existing Highway Authority Agreement for the subject property shall be reviewed and amended as needed by Village Counsel, with the approval by the Village Board.
10. The curb cut onto North Avenue shall be reduced to no more than thirty-five feet (35') wide at the property line.

11. The outdoor dining area shall include a decorative black aluminum or wrought iron fence a minimum of four feet (4') high around the perimeter.
12. To ensure that the proposed signage and awnings present a favorable appearance to neighboring properties, staff recommends the following items be added as additional conditions of approval:
 - A. That channel lettering shall only be used for the wall signs.
 - B. That consistent with the Sign Ordinance, the awnings shall not include text in conjunction with the wall signage.
 - C. That any future awnings shall be of a compatible design and color around the building.

Inter-Departmental Review Group Report Approved By:



William J. Heniff, AICP
Director of Community Development

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

FROM: Javier Millan
Senior Consultant

DATE: July 11, 2012

SUBJECT: Site Circulation and Access Evaluation
Lombard Commerce Center
Lombard, Illinois

This memorandum summarizes the methodology and results of a site circulation and access evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) which reviewed the plans for the proposed Lombard Commerce Center development which will include a Dunkin Donuts with a drive-through lane and a retail center to be located on the southeast quadrant of the intersection of North Avenue (IL 64) and Grace Street in Lombard, Illinois.

The site is approximately 0.6 acres in size and is planned to be developed with 2,000 square foot Dunkin Donuts with a drive-through lane and approximately 5,000 square feet of specialty retail. Access to the site will be provided via the existing right-in/right-out access drive on North Avenue and the full ingress/egress access drive on Grace Street.

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

The sections of this memorandum present the following.

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

Existing Conditions

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

Site Location

The site is currently vacant and is located on the southeast quadrant of the intersection of North Avenue with Grace Street. **Figure 1** shows an aerial view of the site location. The characteristics of the existing roads that surround the site/development are described below.

North Avenue (IL 64) is an east-west major regional arterial roadway bordering the site to the north. It has six through lanes, three in each direction separated by a raised landscaped median with a posted speed limit of 45 mph. At its signalized intersection with Grace Street, North Avenue provides a dual left-turn lane, three through lanes and an exclusive right-turn lane on the east approach. The west approach provides a single left-turn lane, three through lanes and an exclusive right-turn lane. North Avenue carries an average daily traffic (ADT) of approximately 43,700 vehicles. North Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is designated as a strategic regional arterial (SRA).

Grace Street is a north-south collector roadway bordering the site to the west. In the vicinity of the site, it has two southbound lanes and three northbound lanes striped for an exclusive left-turn lane, a through lane and an exclusive right-turn lane at its signalized intersection with North Avenue. The north approach provides an exclusive left-turn lane, a through lane and a combined through/right-turn lane. Grace Street has a posted speed limit of 30 mph and is under the jurisdiction of the Village of Lombard.

Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As previously indicated, the site will be developed with a 2,000 square foot Dunkin Donuts with a drive-through lane and approximately 5,000 square feet of specialty retail. The site is currently vacant and used to be occupied by a gas station. Access will continue to be provided via the existing right-in/right-out access drive on North Avenue and the full ingress/egress access drive on Grace Street. In addition, cross access to the Casey's restaurant to the east is being contemplated.

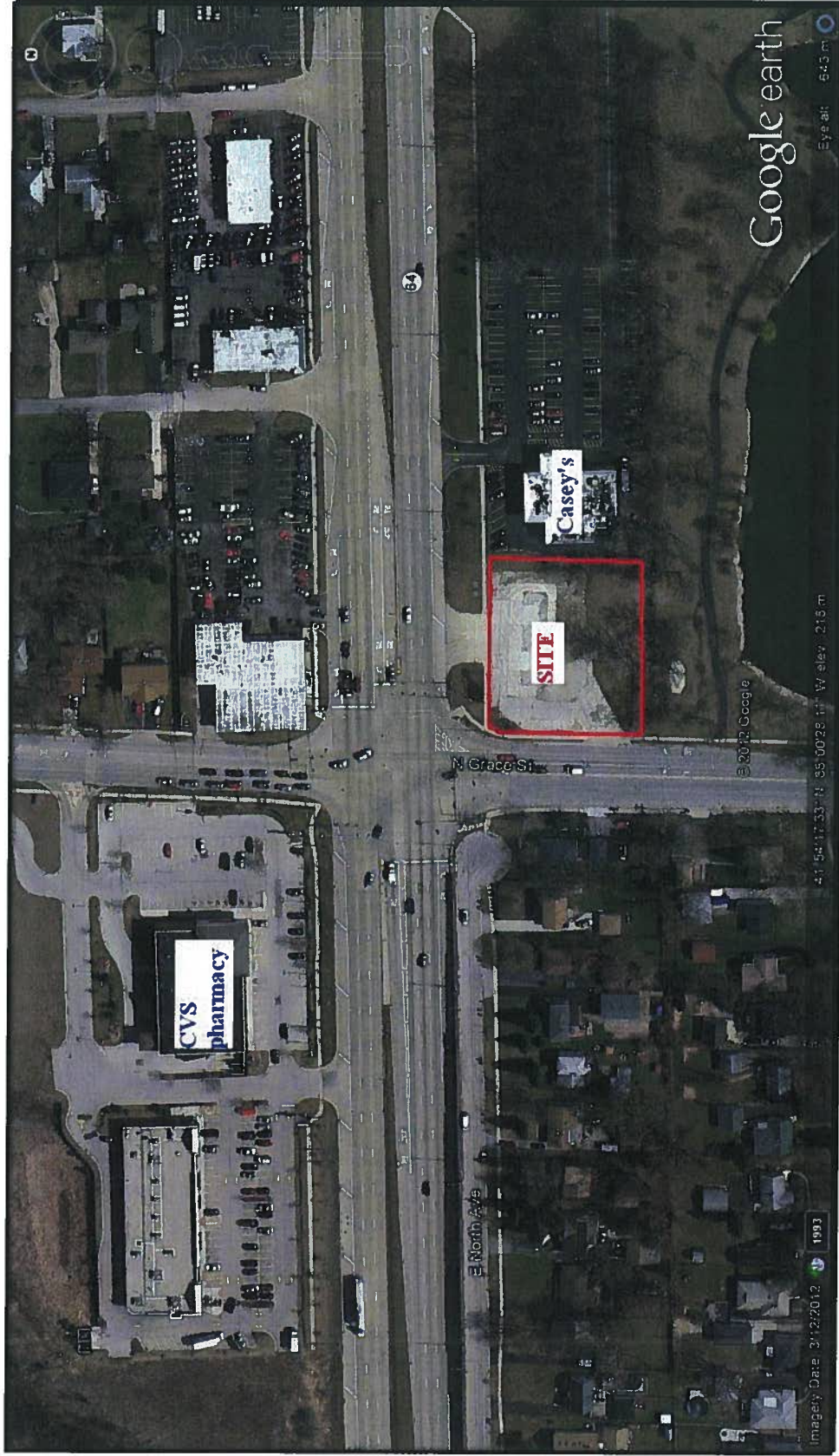


Figure 1

Aerial View of Site

Site Access

The full ingress/egress access drive on Grace Street is located approximately 250 feet south of North Avenue's centerline and as proposed will provide one inbound lane and one outbound lane. Outbound movements should be under stop sign control. Given that Grace Street has two southbound lanes, vehicles traveling southbound can bypass a stopped vehicle desiring to turn left onto the access drive therefore maintaining efficient southbound traffic flow.

The right-in/right-out access is located approximately 155 feet east of Grace Street's centerline. The access drive should continue providing one inbound lane and one outbound lane with outbound movements under stop sign control.

In order to provide good connectivity between adjacent land uses, it is recommended that cross-access between the site and the Casey's restaurant east of the site be provided. The Casey's restaurant provides one-way westbound traffic on the north side of the building and one-way eastbound traffic on the south side of the building. Also based on field inspection, Casey's loading and dumpster areas are located on the south side of the building. Based on the existing layout of the Casey's restaurant and a review of the proposed development site plan, the provision of two-way cross access on the north side of the site and Casey's seems to be the most appropriate location for the following reasons:

- Casey's customers will have the opportunity to exit onto Grace Street
- It will reduce the amount of traffic that currently exits Casey's restaurant and travels through Joyce Street to connect with Grace Street.
- It will require the least number of parking spaces (eight instead of approximately fourteen if cross access is provided on the south side).
- Internal traffic flow within the site and the Casey's restaurant will be simple and efficient.

It should be noted that although cross access is recommended to be provided on the north side of the site and easement should also be provided for future additional cross access connection on the south side of the site. This cross access, given the proposed one-way eastbound configuration of the Dunkin Donuts drive-through lane and bypass lane, should only allow one-way traffic eastbound. This future cross access would provide ingress accessibility to delivery and refuse vehicles with minimal interaction with passenger vehicles.

Estimated Site Traffic Generation

The traffic generation characteristics of any development are based on the magnitude and character of its land use. The proposed development will consist of a 2,000 square foot Dunkin Donuts drive-through store and approximately 5,000 square feet of specialty retail.

The estimates of the peak hour traffic that will be generated by the proposed development were based on trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation*, 8th Edition. **Table 1** shows the trip generation estimates for the two land uses. It should be noted that surveys conducted by ITE have shown that as many as 80 percent of trips made to coffee/donut shops are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning peak hour when traffic is diverted from the home-to-work trip. Such diverted trips are referred to as pass-by traffic. As a result, the number of new trips to be generated by the proposed development may be reduced.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land- UseCode	Land Use	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
		In	Out	In	Out
937	Dunkin Donuts (2,000 s.f.)	112	108	43	43
814	Specialty Retail (5,000 s.f.)	<u>3</u>	<u>1</u>	<u>14</u>	<u>19</u>
	Sub Total	115	109	57	62
	80% Pass-by	<u>-90</u>	<u>-86</u>	<u>-34</u>	<u>-34</u>
	Total New Trips	25	23	23	28

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

Internal Circulation and Drive-Through Evaluation

Under the proposed plan, the site will provide 24 foot wide two-way driving aisles on the north and west sides of the building. The south and east sides of the building will be converted to one-way eastbound and one-way northbound traffic only respectively thus providing a partial counterclockwise circulation. This change in circulation will accommodate the proposed drive-through facility and simplify internal site circulation. A “Do Not Enter” sign should be placed on the exiting throat of the drive-through lane facing north. In addition directional signs facing both driveways should be placed directing entering traffic to the drive-through facility.

The drive-through lane, as proposed, will serve the proposed Dunkin Donuts and will have a counterclockwise flow with vehicles traveling east to north on the south and east sides of the building. Based on a review of the site plan and an Auto Turn run, it is recommended that the radius on the southeast corner of the building be increased from 10 feet to at least 13 feet. This will smooth out the turning movement of the drive-through lane and allow a large vehicle to turn and be parallel with the pick-up window.

In order to ensure efficient emergency vehicle traffic flow within the site, an Auto Turn run of an emergency vehicle should be provided to determine if it can be accommodated. It is recommended that the radius on the south end island of the parking stalls facing Grace Street and the end island on the northwest corner of the building be increased to provide a two foot end nose and a 20 foot radius.

The current site plan shows that approximately nine vehicles can be stored within the drive-through lane without spilling into the drive aisle with a potential for an additional three vehicles before spilling into Grace Street. Based on KLOA, Inc's observations in the morning peak hour of the Starbucks coffee shop on the north side of North Avenue within the Overlook shopping center, the maximum observed queue was five vehicles and the average was three. Additional observations by KLOA, Inc. at other coffee shops, has indicated a maximum queue of eight vehicles with an average of six vehicles. As such, the stacking capacity provided for this facility will be sufficient to accommodate the drive-through peak demand and the vehicle queues at the drive-through facility.

In the unlikely event that queues at the drive-through facility are longer, the additional vehicles can queue internally within the site without impacting Grace Street. It should be noted that the peak demand of the drive-through facility will be early in the morning when most likely the other tenants will be either closed or generating very little traffic. During the afternoon peak when the other potential tenants generate higher amount of traffic, the proposed coffee shop traffic will be reduced thus allowing for good synergy between the land uses.

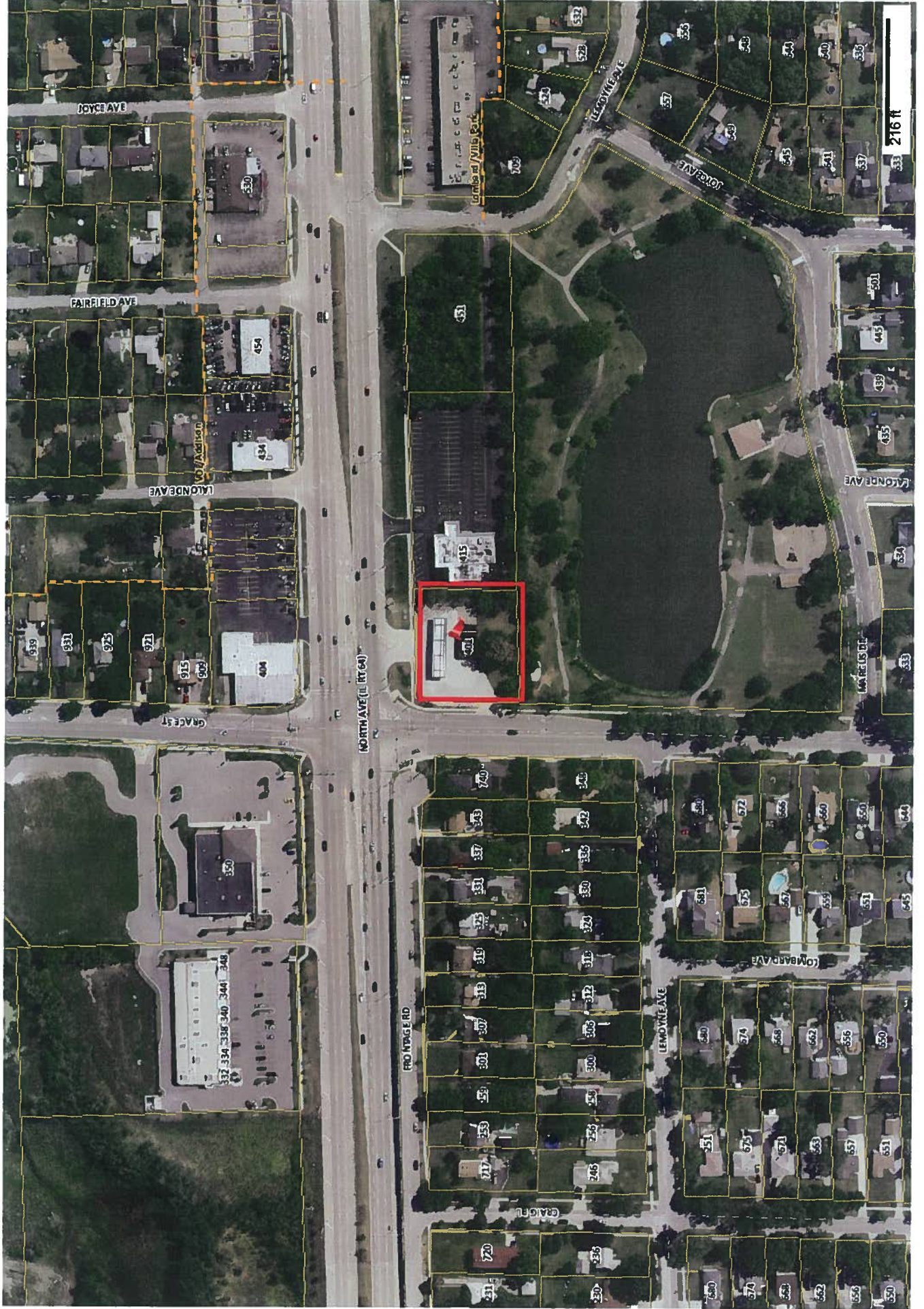
Conclusion

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

- The traffic to be generated by the proposed land uses will not have a significant impact on the surrounding roadway network.
- The access drives on North Avenue and Grace Street will remain as they currently are providing right-in/right-out movements on North Avenue and full ingress/egress movements on Grace Street.
- Outbound movements from both access drives should be under stop sign control.
- The proposed on-site circulation will be adequate in accommodating site traffic.
- The radius on the south end island of the parking stalls facing Grace Street and the end island on the northwest corner of the building should be increased to provide a two foot end nose and a 20 foot radius in order to ensure efficient emergency vehicle flow.

- The radius on the southeast corner of the building should be increased to at least 13 feet in order to allow for smooth turns on the drive-through lane.
- The proposed stacking of the coffee shop drive-through facility will be adequate in accommodating the peak demand.
- Traffic exiting the drive-through facility should be under stop sign control.
- Way finding signs should be provided on-site to ensure proper circulation and drive-through usage.
- In order to guide traffic more efficiently, a directional sign facing north should be placed at the North Avenue access drive directing entering traffic destined to the drive-through facility to turn right and drive around the building.
- Cross access connectivity with the Casey's restaurant should be provided on the north side of the parcel thus providing Casey's customers the opportunity to access Grace Street and the signalized intersection of Grace Street with North Avenue.
- A future easement on the south side of the site with Casey's restaurant should also be provided for future additional cross access connection. This cross access, given the proposed one-way eastbound configuration of the Dunkin Donuts drive-through lane and bypass lane, should only allow one-way traffic eastbound. This future cross access would provide ingress accessibility to delivery and refuse vehicles with minimal interaction with passenger vehicles.

PC 12-13: 401 E. North Ave.



DESCRIPTION OF REQUEST

Mallon and Associates, Inc. as developer for Mallon III, LLC plans to improve the southeast corner of North Avenue and Grace Street. The vacant parcel was previously occupied by a BP Service Station. The service station ceased operation in 2008 and has remained vacant since then. The property is undergoing an environmental cleanup which is explained in detail in the attached summary from the environmental consultant; VERTEX Environmental Services, Inc. Our proposal would be to redevelop the property and to construct a 7,150 square foot retail shopping center with parking for 30 cars (4.2 spaces per 1,000 sqft.). The retail building will be anchored by a Dunkin Donuts in approximately 2,000 sqft. and 3 – 4 other tenants. The tenants could include a variety of other retail/service uses including a dry cleaner, telephone store, and hair salon or office users.

The project would require a conditional use in the existing B4 Corridor Commercial District to allow a drive through for Dunkin Donuts and an outdoor seating area for customers. The drive through would be located on the east side of the building and would have eight (8) stacking spaces for the drive through window. A majority of Dunkin Donuts business is done through the drive through and it is essential for their business. The outdoor seating area will consist of two tables on an oversized sidewalk in front of the store to permit customers to sit outside weather permitting while enjoying their meal. The standards for the conditional use are addressed in the attached statement.

The site plan has been developed to provide for a safe and pleasant shopping center experience. The shopping center will access off of Grace Street (right in – right out) with a full access on Grace Street. Based on the existing developments in the area and the limited size of the property (35,382 sqft.) the project requires the following variations to the Lombard Zoning Ordinance:

	SECTION	REQUIREMENTS	REQUEST
Transitional Landscape Yard	155.416 J.	30'	Minimum 15.8'
Shopping Center Identification Sign	155.235 (F)	Setback not less than seventy-five feet (75') from the centerline of the adjacent road.	Proposed Grace Street Monument Sign will be setback approx. 55' from the centerline.
Wall Signs	153.505 (B) (19) b. (1) a)	Wall sign shall not exceed one times the lineal front footage of the tenant space, excepting that each tenant shall be entitled to a minimum of twenty-five (25) square feet of sign surface area.	Allow the tenants wall signs based on two times the lineal front footage of the tenant space not to exceed thirty five (35) square feet of sign surface area.

The standards for the variations are addressed in the attached statement.

STANDARDS FOR CONDITIONAL USES

Please find our detailed responses to all of these standards for our request for a Conditional Use.

SECTION 155.103 (F)(8) OF THE LOMBARD ZONING ORDINANCE

No conditional use shall be recommended by the Plan Commission unless it finds:

1. That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare;

The proposed request to allow a drive through and outdoor seating area for a restaurant will not be detrimental to, or endanger the public health, safety, morals, comfort or general welfare. The drive through and outdoor seating area have been designed to address these issues.

2. That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, not substantially diminish and impair property values within the neighborhood in which it is to be located;

The proposed project will not be injurious to the uses and enjoyment of other properties in the immediate vicinity, not substantially diminish and impair property values within the neighborhood. The existing property is vacant and the proposed project will be a significant improvement in the neighborhood which should help to increase property values. .

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

The establishment of the drive through and outdoor seating area will not impede the normal and orderly development and improvement of the surrounding properties. In fact the proposed redevelopment will have a positive impact on the area that could result in additional redevelopment and improvement in the area.

4. That the adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided;

The proposed project has adequate utilities, access roads, drainage and other necessary facilities will be provided.

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

The proposed project has been designed to provide for ingress and egress to minimize traffic congestion on the public street.

6. That the proposed conditional use is not contrary to the objectives of the current Comprehensive Plan for the Village of Lombard; and,

The proposed drive through and outdoor seating area are not contrary to the objectives of the current Comprehensive Plan for the Village of Lombard.

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

The proposed drive through and outdoor seating area will conform to the applicable regulations of the B4 Corridor Commercial District. The overall redevelopment will require minimal variations to the regulations based on unique circumstances that are addressed in the standards for variances.

STANDARDS FOR VARIATIONS

Please find our detailed responses to all of these standards for our request for a Variation.

SECTION 155.103 C.7 OF THE LOMBARD ZONING ORDINANCE

No variations to the regulations shall be recommended by the Plan Commission unless it finds:

1. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be applied.

The proposed redevelopment is limited by the size of the parcel (35,382 sqft.). The property abuts the Lombard Lagoon Park to the south. Given the existing vegetation and the park setting the typical transitional landscaped yard is not necessary. Increasing the monument sign setback along Grace Street to 75' from the centerline would place the sign thirty five feet (35') off the property line and given the existing vegetation the monument sign would not be visible. The proposed building will be setback over two hundred and seventy feet (270') from the centerline of North Avenue limiting the tenant's signs to one times the lineal foot frontage of the tenant space would provide a particular hardship to the tenant and the owner in leasing the shopping center.

2. The conditions upon which an application for a variation is based are unique to the property for which the variation is sought, and are not generally applicable to other property within the same zoning classification.

The conditions upon which the variations are based are unique to our corner property and are generally not applicable to other properties within the B4 Corridor Commercial District.

3. The purpose of the variation is not based primarily upon a desire to increase financial gain.

The reasons for the variations are not primarily upon a desire to increase financial gain, however are based on the hardships that would be experienced if we had to adhere to the strict letter of the regulations.

4. The alleged difficulty or hardship is caused by this ordinance and has not been created by any person presently having an interest in the property.

The hardship is caused by the strict letter of the regulations and has not been caused by any person having an interest in the property.

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

The granting of the variations and the conditional uses will not be detrimental to the public welfare or injurious to other properties or improvements in the neighborhood.

6. The granting of the variation will not alter the essential character of the neighborhood; and,

The granting of the variations and the conditional uses will not alter the essential character of the neighborhood.

7. The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public street, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

The proposed variations will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public street, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.