

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


\_\_\_\_\_ 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: David A. Hulseberg, Village Manager

DATE: August 7, 2012 (BOT) Date: August 23, 2012

TITLE: PC 12-14: 1150 S. Main Street (Speedway)

SUBMITTED BY: Department of Community Development 

BACKGROUND/POLICY IMPLICATIONS:

Your Plan Commission transmits for your consideration its recommendation relative to the above-mentioned petition. This petition requests that the Village take the following actions on the subject property located in the B3 - Community Shopping District:

1. An amendment to Ordinance 4026, granting approval of conditional use for a gasoline service station and canopy on the subject property; and
2. A conditional use for outside display and sales of products the sale of which is a permitted or conditional use in this district; and
3. A variation from Section 155.415(F)(2) to reduce the required 30' corner side yard setback of an accessory structure (fuel canopy); and
4. A variation from Section 155.415(F)(4) to reduce the required 30' rear yard setback of the principal structure; and
5. A variation from Section 155.415(J) to reduce the required 40' transitional building setback; and
6. Variations from Sections 155.415(K) & 155.707(A)(4) to reduce the required 30' transitional landscape yard; and
7. A major plat of resubdivision; and
8. A variation from Section 153.505(B)(19)(a)(2)(a) of the Sign Ordinance to allow more than one wall sign per street exposure.

The Plan Commission recommended approval of this request with amended conditions.

Please place this item on the August 23, 2012 Board of Trustees agenda.

Fiscal Impact/Funding Source:

Review (as necessary):

Village Attorney X _____	Date _____
Finance Director X _____	Date _____
Village Manager X _____	Date _____

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



## MEMORANDUM

**TO:** David A. Hulseberg, Village Manager

**FROM:** William Heniff, AICP  
Director of Community Development *WH*

**DATE:** August 23, 2012

**SUBJECT:** PC 12-14; 1150 S. Main Street (Speedway)

Attached please find the following items for Village Board consideration as part of the August 23, 2012 Village Board meeting:

1. Plan Commission referral letter;
2. IDRC report for PC 12-14;
3. Response to Standards;
4. An ordinance granting approval of an amendment to Ordinance 4026, granting approval of conditional use for a gasoline service station and canopy on the subject property; a conditional use for outside display and sales of products the sale of which is a permitted or conditional use in this district; a variation from Section 155.415(F)(2) to reduce the required 30' corner side yard setback of an accessory structure (fuel canopy); a variation from Section 155.415(F)(4) to reduce the required 30' rear yard setback of the principal structure; a variation from Section 155.415(J) to reduce the required 40' transitional building setback; variations from Sections 155.415(K) & 155.707(A)(4) to reduce the required 30' transitional landscape yard; a major plat of resubdivision; and a variation from Section 153.505(B)(19)(a)(2)(a) of the Sign Ordinance to allow more than one wall sign per street exposure; and
5. Plans associated with the petition.

The Plan Commission recommended approval of the zoning actions associated with the petition, subject to conditions.



## VILLAGE OF LOMBARD

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Lombard, Illinois 60148-3926  
(630) 620-5700 Fax (630) 620-8222  
www.villageoflombard.org

August 23, 2012

**Village President**  
William J. Mueller

**Village Clerk**  
Brigitte O'Brien

**Trustees**

Greg Alan Gron, Dist. 1  
Keith T. Giagnorio, Dist. 2  
Zachary C. Wilson, Dist. 3  
Peter Breen, Dist. 4  
Laura A. Fitzpatrick, Dist. 5  
William "Bill" Ware, Dist. 6

**Village Manager**  
David A. Hulseberg

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

**Subject: PC 12-14; 1150 S. Main (Speedway)**

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 in the B3 – Community Shopping District:

1. An amendment to Ordinance 4026, granting approval of conditional use for a gasoline service station and canopy on the subject property; and
2. A conditional use for outside display and sales of products the sale of which is a permitted or conditional use in this district; and
3. A variation from Section 155.415(F)(2) to reduce the required 30' corner side yard setback of an accessory structure (fuel canopy); and
4. A variation from Section 155.415(F)(4) to reduce the required 30' rear yard setback of the principal structure; and
5. A variation from Section 155.415(J) to reduce the required 40' transitional building setback; and
6. Variations from Sections 155.415(K) & 155.707(A)(4) to reduce the required 30' transitional landscape yard; and
7. A major plat of resubdivision; and
8. A variation from Section 153.505(B)(19)(a)(2)(a) of the Sign Ordinance to allow more than one wall sign per street exposure.

After due notice and as required by law, the Plan Commission conducted a public hearing for this petition on July 16, 2012.

Troy Triphahn with Corporate Design & Development Group and Project Manager for Speedway, 2675 Pratum Ave., Hoffman Estates, presented the petition. He introduced Tony James who is with Speedway and Todd Abrams,

Civil Engineer with W-T Engineering. He stated that about 1-1/2 years ago they started to look at different concepts with the Village. We have been working hard and since worked out issues associated with the Comprehensive Plan, being sensitive with the neighborhood and bringing a proposal forward for the Commissioners' support.

Mr. Triphahn referred to an aerial and indicated that the site was located at 1150 S. Main Street which is the southwest corner of Main Street and Morris Avenue. It is currently zoned B3 and he explained the surrounding zoning. The overall site is 1.217 acres and currently has two full access points off Main Street and one off Morris Avenue.

Showing a survey of the site he indicated what currently exists on the site today. There is a 1,700 square foot convenience store with four gas pumps which are oriented to the north and are in line running in an east to west direction with the pumps fronting Morris Avenue. One of the issues with the site is that there are only 7 parking stalls which are not located in front of the store so it is difficult for pedestrians to maneuver the site.

They are proposing to reorient the site and have turned it so the busy area of the fuel station canopy faces Main St. which takes it away from the residential side. There are 6 pumps under the canopy which run in a north south direction. The convenience store is proposed to be 3,900 square feet and will have 17 storefront parking stalls for pedestrians to safely and efficiently access the store. The reoriented canopy is now actually 53' further east than what currently exists. Parking is 26' further than the existing ones, so pulls them away from the residential area. If you look to the west of Speedway or the north portion of the site, it is a residential yard that is in Speedway's control. This is the reason why they need a buffer yard and is the reason for the setback variances. So while they encroach on the line that divides the two lots, if this petition is approved, they will actually have a 120+ foot buffer yard between the back of Speedway and the next resident. This will then be reflected on the major plat of resubdivision.

They have provided ample screening around the whole site to meet code but especially on the western and northwestern edge of the site. The majority of the 31 shade trees, 7 evergreen, 67 shrubs and 111 evergreen shrubs are provided within this area to ensure the intent the buffer yard is met.

He showed an elevation and indicating they are requesting a signage variation for additional wall signs. The reason for the request is that they need the canopy and site to be easily identifiable to both northbound and southbound traffic. They are requesting two 2 Speedway signs one on the north and one on the south elevation, a running "S" canopy sign and a 40 square foot reader board on the building which will show the daily specials. Village code allows for a 50 square foot main sign. Their total site signage is 194 square feet where 383 square feet is allowed by Code. They are sacrificing 50% of the signage in order to get the canopy signage and have the site easily identifiable.

Todd Abrams, 2675 Pratum Avenue, Hoffman Estates, was present to talk about existing site drainage for both lots and the proposed drainage on site for the overall development. The existing site is currently 2 lots, a vacant residential lot owned by Speedway and the other lot

contains the Speedway gas station. The existing lot that has a driveway on it but mostly grass is on the west side of the property while the existing Speedway gas station is located on the east side of the property.

The existing Speedway site drains to a detention pond on the south side of the property which ultimately drains to the far west end of Morris Ave. The existing vacant lot drains overland to the existing residential lot to the west. Mr. Abrhams then showed their Proposed Grading Plan and stated that the proposed detention pond is on the west side of the property. The design will route all onsite stormwater to this proposed detention pond which will have a 1" restrictor compared to the 4" restrictor that currently exists in the current detention pond, so it will stop the water that runs off site and reduce the offsite drainage. Mr. Triphahn emphasized that they will be reducing their stormwater runoff from the existing conditions.

Mr. Triphahn then showed the elevation board. He described the convenience store which will be a simple one story masonry building. The base of the building will be brick red and the top portion will be a mocha brown. It will be made of a high quality masonry textured product. The building will have a residential shingle roof so parapet height and rooftops will not be a consideration and will have a natural screening element built in and will fit well into the residential area.

Photometrics were addressed next. Speedway is now using LED lighting. It has a lower luminaire output, lights are more directed and will look cleaner, they have less glare and the light source is recessed into the canopy. It is more energy efficient and a high quality product. They kept the lighting on the east side of the site so there is less impact to the west side. They believe it is a reasonable plan which includes state of the art lighting and minimal spillage.

Mr. Triphahn then addressed the KLOA traffic report and their access. Their proposed access will be restricted compared to what currently exists. They will have full access on Morris which will remain and the 2 access points on Main Street will be removed and replaced with only one right in right out access. This new access point on Main Street will be larger than what Code requires to accommodate truck transport to the site. This proposed plan will reduce the amount of traffic movements and be safer and more efficient.

The conditional use request is for the fuel station and canopy and outside display and sales of products, which currently exist on site. Speedway is a top gas station operator and are reinvesting into the site.

The variations being requested are for the redevelopment of the site and to meet minimum Speedway's corporate standards. This would not be possible without the variations. This situation is unique in that Speedway has control over the site that the variations are impacting. We are encroaching on our own property that will be the buffer yard. Our goal is to redevelop and provide a high quality, more safe and efficient site with new tanks and lighting, and be less obtrusive to the area.

Lastly, he referred to a letter they submitted from the EPA dated November 29, 2004 , which is known as “a no further action letter”. At that time when it went to remediation it was deemed clean which is over 8 years ago.

Chairperson Ryan asked if anyone was present to speak in favor or against the petition.

Larry Maas, 25 W. Morris, Lombard stated he lives directly west of the vacant lot and is not totally opposed to the redevelopment but this is the first time he has seen the plans even though the petitioner stated they have been working with the Village for over one year. Being this is the first he has heard about this, he believes it could affect his property values and his house. He has talked with staff about the water issues and is pleased to see the proposed building has residential rooflines. He was concerned about the HVAC facing his house. He would like to look over the plans to see how it affects him. Lastly, he is not sure he is in favor or against the petition.

Dave Sartore, 26 W. Morris, Lombard stated he is on the same block as Larry Maas but lives across the street from the empty lot. As the existing building is being moving further back into the empty lot, visually he is concerned about his point of view as he will be staring at the gas station. He is also wondered if the proposed screening will be mature enough to cover the gas station due to the pitch in the street. He also had concerns with the maintenance of the vacant lot. He mentioned previous calls to the Village about high grass and how it is currently not being maintained and wondered who will maintain it once the development is finished. Lastly, he is concerned about the negative impact on his property values as his house will now be facing a gas station and wasn't when he bought it. He is not opposed to the look or to the aesthetics of the lot but concerned about those aspects.

Mr. Triphahn rebutted. Relative to the HVAC units being visible, he explained how the residential shingles wrap around the 4 sides of the building and they will add 4 panels so the mechanicals will be fully screened.

Relative to the screening of the site to the west and northwest – he stated there is a steep slope up to the site. They have spent a lot of time and have proposed more evergreen than required by code to meet the integrity of the screening. The installed height of the evergreens will be 6-8 feet so there will be an immediate benefit. The north side of the building will have approximately 15-20 evergreen shrubs, 3-4' high with 9 other deciduous and evergreen trees in the area. The combination should provide year round screening.

Tony James, Construction Project Manager with Speedway 8200 185<sup>th</sup> Street, Tinley Park spoke to the comment about maintenance of the vacant lot. He stated they just started to handle regular maintenance of the lot and that vacant area will be added to the maintenance plan.

Christopher Stilling, Assistant Director of Community Development, added that should this project be approved, annual maintenance of the stormwater detention pond will be required by the Village as it is not only Village Code but also County Code.

Chairperson Ryan then requested the staff report

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

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

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

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

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

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

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

- Outbound movements from both access drives should be under stop sign control.
- Consideration should be given to provide a mountable curb and gutter on the southern curb of the right-in/right-out access drive.

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

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

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

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

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

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

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

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



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

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

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

It should also be noted that the B3 zoning to the south encroaches further west than the existing Speedway B3 zoning. Although the new building will be setback 8' from the west lot line (30' required), if you were to hold the line from the lot to the south and extend it north, the proposed building would meet the setback requirement.

**Compatibility with the Sign Ordinance**

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

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

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

(north elevation)		
<b>Total</b>	<b>144 sq. ft.</b>	

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

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

**Compliance with the Subdivision and Development Ordinance**

**A major plat of resubdivision**

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

**Other Items**

**Parking**

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

**Elevations**

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

Staff recommends approval subject to the conditions noted in the staff report.

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

Commissioner Mrofcza asked if the tanks will be relocated during the demolition and prior to reconstruction, will the property be subject to an environmental analysis and approval. Mr. Triphahn answered that the tanks will be relocated and replaced. According to state law if there is any sign of contamination, they will need to conduct remediation and any dirty soil would need to be removed off site and be properly disposed.

Referring to the Helmer and Charlene Johnson letter that was included in their packets, Commissioner Sweetser asked if Village ordinance requires a stop sign be placed at the exit onto Morris Avenue or if some consideration could be given to emphasize that it is a dead end street

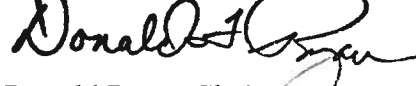
and they should not pull onto Morris Avenue without stopping or looking. Mr. Stilling asked the petitioner if they would add a stop sign or as an alternative, the Commissioners could add it as a condition of approval. Mr. Triphahn answered that their current engineering plans call for a stop sign there and the KLOA report addresses it also.

After due consideration of the petition and the testimony presented, the Plan Commission found that the proposed ordinance amendment does **comply** with the standards required by the Lombard Zoning Ordinance, Sign Ordinance, Subdivision and Development Ordinance; and, therefore, moved that the Plan Commission does accept the findings included as part of the Inter-departmental Review Report be the findings of the Plan Commission and therefore, by a roll call vote of 4 to 0, recommend to the Corporate Authorities **approval** of PC 12-14 subject to the following amended conditions:

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

Respectfully,

VILLAGE OF LOMBARD



Donald Ryan, Chairperson  
Lombard Plan Commission



### **PROPERTY INFORMATION**

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

#### **Surrounding Zoning and Land Use:**

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

### **ANALYSIS**

#### **SUBMITTALS**

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

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

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

### **DESCRIPTION**

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

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

#### **PUBLIC WORKS**

The Building Division has no comments.

#### **ENGINEERING**

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

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

## **FIRE DEPARTMENT**

The Fire Department has no issues or concerns.

## **BUILDING DIVISION**

The Building Division has no comments.

## **PLANNING**

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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



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

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

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

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

**Compatibility with the Sign Ordinance**

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

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

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

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

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

**Compliance with the Subdivision and Development Ordinance**

A major plat of resubdivision

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

**Other Items**

Parking

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

Elevations

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

**FINDINGS AND RECOMMENDATIONS**


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

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

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

Plan Commission  
Re: PC 12-14  
Page 9

Inter-Departmental Review Group Report Approved By:



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William J. Heniff, AICP  
Director of Community Development

WJH/MT:

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

FROM: Javier Millan  
Senior Consultant

DATE: July 11, 2012

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

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

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

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

The sections of this memorandum present the following.

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

## **Existing Conditions**

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

### **Site Location**

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

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

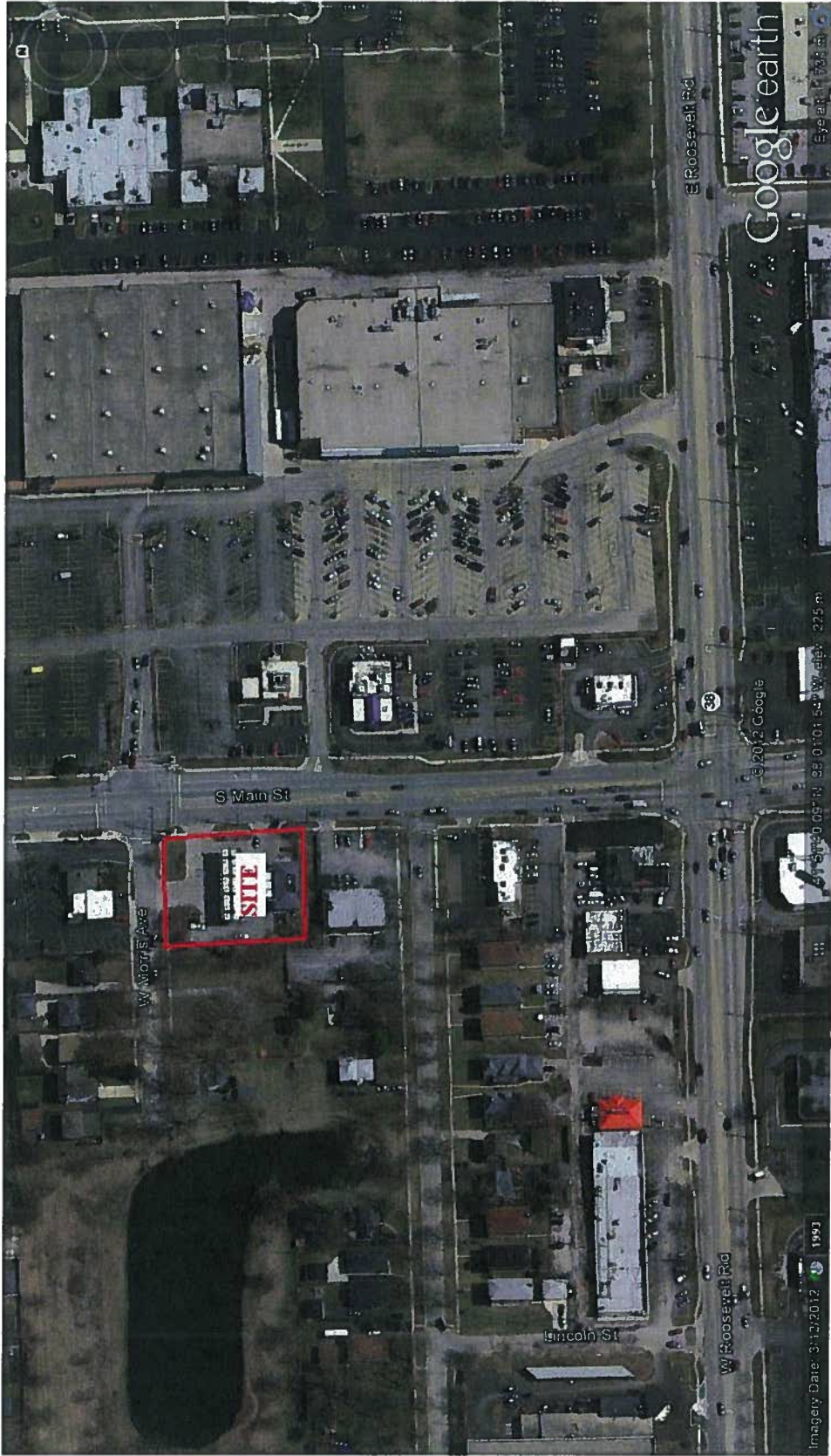
Morris Avenue is an east-west local road that extends from Main Street west for approximately 370 feet serving the Speedway gas station, J.W. Reedy and approximately six single family homes. East of Main Street, Morris Avenue is the main access drive into the Lombard Pines Plaza shopping Center. Morris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

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

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

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

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



Aerial View of Site

Figure 1

## **Site Access**

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

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

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

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

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

## **Estimated Site Traffic Generation**

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



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

Table 1  
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

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

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

### Internal Circulation Evaluation

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

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

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

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

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

## **Conclusion**

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

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

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

# **Appendix**





1700 West Lincoln Road, Suite 400  
 F. Mt. Prospect, IL 60056  
 PROJECT # 12-088

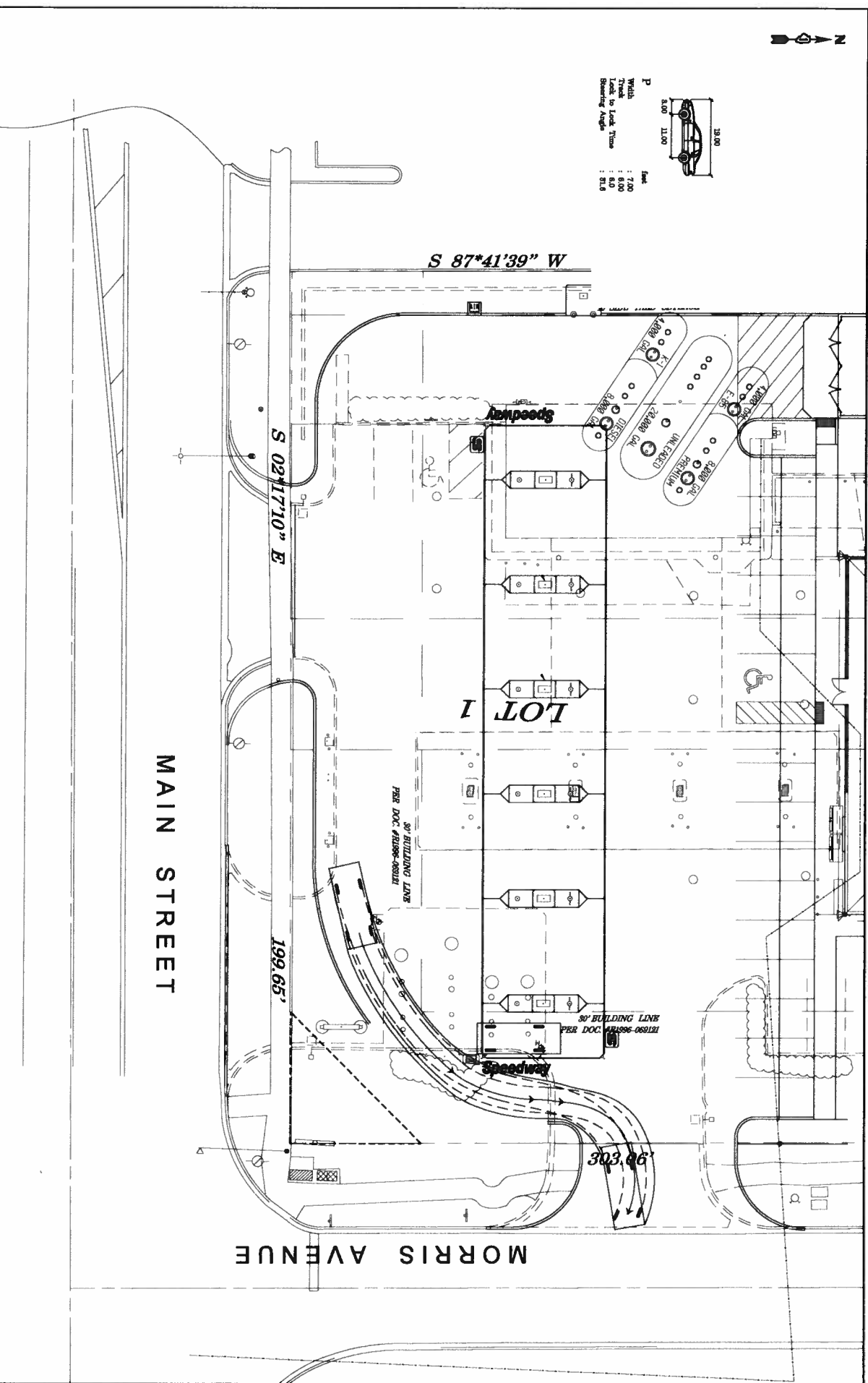
DESIGNED	GJC
DRAWN	GJC
CHECKED	AM
DATE	7/11/2012

SCALE:  
 1" = 20'  
 1/4" = 10'

SPEEDWAY  
 LOMBARD, ILLINOIS

PASSENGER VEHICLE TURN MANEUVER

FIGURE NO.  
 3



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





**CORPORATE  
DESIGN + DEVELOPMENT  
GROUP, LLC**

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

**STANDARDS FOR VARIATIONS**

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



**May 18, 2012**

**Page 2**

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

CDG-LLC



**CORPORATE  
DESIGN + DEVELOPMENT  
GROUP, LLC**

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

**STANDARDS FOR CONDITIONAL USES**

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

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

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

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

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

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

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

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

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

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

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

**May 18, 2012**  
**Page 3**

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

July 9, 2012

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



To whom it may concern:

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

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

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

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

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

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

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

Respectfully submitted,

*Helmer & Charlene Johnson*  
Helmer & Charlene Johnson

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

**AN ORDINANCE GRANTING APPROVAL OF AN AMENDMENT TO ORDINANCE 4026, GRANTING APPROVAL OF CONDITIONAL USE FOR A GASOLINE SERVICE STATION; A CONDITIONAL USE FOR OUTSIDE DISPLAY AND SALES OF PRODUCTS; A VARIATION TO REDUCE THE REQUIRED 30' CORNER SIDE YARD SETBACK; A VARIATION TO REDUCE THE REAR YARD SETBACK; A VARIATION TO REDUCE TRANSITIONAL BUILDING SETBACK; VARIATIONS TO REDUCE THE TRANSITIONAL LANDSCAPE YARD; A MAJOR PLAT OF RESUBDIVISION; AND A VARIATION ALLOW MORE THAN ONE WALL SIGN PER STREET EXPOSURE.**

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

WHEREAS, the President and Board of Trustees of the Village of Lombard have heretofore adopted the Lombard Sign Ordinance, otherwise known as Title 15, Chapter 153 of the Code of Lombard, Illinois; the Lombard Zoning Ordinance, otherwise known as Title 15, Chapter 155 of the Code of Lombard, Illinois; and,

WHEREAS, the Subject Property as defined below is zoned B3 – Community Shopping District; and,

WHEREAS, an application has been filed requesting approval of an amendment to Ordinance 4026, granting approval of conditional use for a gasoline service station and canopy on the subject property; a conditional use for outside display and sales of products the sale of which is a permitted or conditional use in this district; a variation from Section 155.415(F)(2) to reduce the required 30' corner side yard setback of an accessory structure (fuel canopy); a variation from Section 155.415(F)(4) to reduce the required 30' rear yard setback of the principal structure; a variation from Section 155.415(J) to reduce the required 40' transitional building setback; variations from Sections 155.415(K) & 155.707(A)(4) to reduce the required 30' transitional landscape yard; a major plat of resubdivision; and a variation from Section 153.505(B)(19)(a)(2)(a) of the Sign Ordinance to allow more than one wall sign per street exposure.

WHEREAS, a public hearing on the forgoing application was conducted by the Village of Lombard Plan Commission on July 16, 2012 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 conditional uses and subsequent variations described herein, subject to conditions; and,

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

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 an amendment to conditional use Ordinance 4026 is hereby granted for the property described in Section 9 below to allow for the reconstruction of a gasoline service station; and,

SECTION 2: That a conditional use is hereby granted for the property described in Section 9 below pursuant to Title 15, Chapter 155, Section 415 (C)(19) of the Lombard Village Code to allow for outside display and sales of products the sale of which is a permitted or conditional use in this district; and,

SECTION 3: That a variation is hereby granted for the property described in Section 9 below pursuant to Title 15, Section 155.415(F)(2) to reduce the required 30' corner side yard setback of an accessory structure (fuel canopy); and,

SECTION 4: That a variation is hereby granted for the property described in Section 9 below pursuant to Title 15, Section 155.415(F)(4) to reduce the required 30' rear yard setback of the principal structure; and,

SECTION 5: That a variation is hereby granted for the property described in Section 9 below pursuant to Title 15, Section 155.415(J) to reduce the required 40' transitional building setback; and,

SECTION 6: That a variation is hereby granted for the property described in Section 9 below pursuant to Title 15, Sections 155.415(K) & 155.707(A)(4) to reduce the required 30' transitional landscape yard; and,

SECTION 7: That a variation is hereby granted for the property described in Section 9 below pursuant to Title 15, Section 153.505(B)(19)(a)(2)(a) to increase the permitted number of wall signs; and,

SECTION 8: That a major plat of subdivision is hereby granted for the Subject Property, as described in Section 9 below.

SECTION 9: That this Ordinance is limited and restricted to the property located at 1150 S. Main St., Lombard, Illinois and legally described as follows:

LOTS 1 AND 2 IN EMRO RESUBDIVISION, BEING A RESUBDIVISION OF PART OF ROOSEVELT CREST SUBDIVISION IN SECTION 18, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 26, 1996 AS DOCUMENT NUMBER R96-069121, IN DUPAGE COUNTY, ILLINOIS.

Parcel Number: 06-18-417-040, -041; (the "Subject Property").

SECTION 8: The conditional use, as provided for in Section 1 of this Ordinance shall be granted subject to compliance with the following conditions:

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

SECTION 10: This ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.



Ordinance No. \_\_\_\_\_  
Re: PC 12-14  
Page 4

Passed on first reading this \_\_\_\_ day of \_\_\_\_\_, 2012.

First reading waived by action of the Board of Trustees this \_\_\_\_ day of \_\_\_\_\_, 2012.

Passed on second reading this \_\_\_\_ day of \_\_\_\_\_, 2012, pursuant to a roll call vote as follows:

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

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

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

Approved this \_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
William J. Mueller, Village President

ATTEST:

\_\_\_\_\_  
Brigitte O'Brien, Village Clerk

Published by me in pamphlet from this \_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Brigitte O'Brien, Village Clerk