

March 4, 2004

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

**Subject: PC 04-06; 115 E. St. Charles Road (East St. Charles Road
Commuter Parking Lot)**

Dear President and Trustees:

Your Plan Commission transmits for your consideration its recommendation regarding the above-referenced petition.

The Village of Lombard is requesting the following actions be taken for the subject property located within the B5 Central Business District:

1. Approval of a conditional use for a parking lot;
2. Approval of a conditional use for an accessory building;
3. Approval of a conditional use for a Farmers (French) Market;
4. Pursuant to Section 155.502 (F)(1) and (3) of the Zoning Ordinance, approve a conditional use for a planned development with the following deviations:
 - a. Approval of a deviation from Section 155.210 (C) (2) (c) to allow an accessory use to be located within twenty (20) feet of the right-of-way of a public street; and
 - b. Approval of a deviation from Section 155.602 (B) to reduce the required number of accessible parking spaces from five (5) to zero (0).
5. Approval of a variation from Section 155.706 to reduce the required amount of parking lot landscaping.

After due notice and as required by law, the Plan Commission conducted a public hearing for this petition on February 16, 2004. Village staff members William Heniff, Senior Planner and Matthew Fisette, Private Development Engineer, presented the petition.

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Mr. Heniff opened the discussion by referencing the Elmhurst Memorial Hospital (EMH) project that was approved by the Village Board last year. He noted that a provision of the companion development agreement was that the petitioner provides for the loss of parking at the Maple Street lot as a condition of the Village approving their project and sale of the lot to EMH. He mentioned that staff has prepared a preliminary plan for consideration on the subject property, also known as the Hammerschmidt Property, to accommodate those spaces.

Mr. Fisette then described the proposed project. He referenced the site plan exhibits and noted that the plans show the construction of a 108-stall parking lot on the property. Referencing the plan, he noted the unique shape of the lot that limits what can be done with the property. He described the various components of the project, which includes two entrance and three exit points, an accessory building which will be used by the Village for storage purposes associated with Cruise Nights and the French Market. He noted the location of the proposed accessory structure which is situated at the east end of the site in order to allow the western portion of the site west of the parking lot to be developed in the future.

The parking lot would also be done in conjunction with improvements to be made along Charlotte Street in 2004. He noted that detention is not proposed for the site – the Village Board will have to grant a variation from this requirement and the required detention volume would be subtracted from the available capacity of the St. Charles/Crescent detention facility.

Mr. Heniff then discussed the zoning relief requested as part of the development proposal. He noted that in 2000, the Village Board granted approval for a planned development consisting of one large, five-story condominium building with commercial uses on the first floor and four residential townhome buildings. All previously granted relief has since expired on the property as the project was not started within one year of the date of approval. Therefore, any new actions would require new reviews and approvals accordingly.

The Village has also received a Congestion Mitigation Air Quality (CMAQ) grant to also facilitate the project. With all agreements and funding in place, the Village is now proceeding with the zoning steps required to facilitate the project as proposed.

He then described each of the items being requested within the zoning petition. Parking lots, when considered to be the principal use of the property, are listed as a conditional use within the B5 District. The proposed parking lot is proposed to have 108 spaces and will be reserved for commuter parking purposes during weekday, daytime hours. During nights and weekends, the lot can be used for general parking purposes. Access to the site will be achieved by two ingress points that line up with Charlotte and Garfield Streets. A third egress point will be located at the far eastern end of the property. Commuters using the lot would access the train via a sidewalk along St. Charles Road and then cross at the Main Street traffic signal.

Staff believes the site is appropriate for a commuter parking facility. Its proximity to the downtown and the train station would make the spaces desirable for both commuters as well as existing and future business uses and would be compatible with the adjacent land uses. He noted

that the proposed parking lot will be improved with parking lot lighting, consisting of light poles similar in nature to those already found in the downtown area as well as supplemental shoe-box poles to provide sufficient lighting to meet Code.

He then described the proposed accessory building. The Zoning Ordinance lists accessory structures as conditional uses within the B5 District. Staff considers the structure as an ancillary use as it is clearly subordinate to the principal use of the property (a commuter parking lot).

He referenced the elevation created by staff and the companion materials board. The elevations are intended to mimic early 20th Century railroad structures. Staff believes the design would be appropriate and would present an attractive appearance to the corridor.

He then noted that the Zoning Ordinance allows for a Farmer's Market as a conditional use in the B5 District. In 2002, the Village granted approval for a Farmers (French) Market at 105 West St. Charles Road (PC 02-10). At the time, it was envisioned that the Hammerschmidt property would be subject to a future development plan. However, in light of the Village proceeding with parking lot construction on the subject property at this time, staff believes that moving the market to the subject property is a desirable option. He noted that there are many benefits of this site over the existing site including better visibility to pass-by traffic on St. Charles Road, better visibility from riders on the Metra Union Pacific West Line, greater parking options and greater flexibility in site operations. He noted that as the site will not be shared with other land-uses, conflicts with garbage disposal and set-up operations will be diminished.

He stated that the site is being considered as a planned development as required by Code and is intended to address site-specific issues for the property. He referenced code provisions that restrict the location to allow accessory uses and structures within twenty (20) feet of the right-of-way of a public street. Given the uniqueness of the property dimensions, staff notes that this provision would require the structure to be located at the far western end of the property. However, in considering all issues associated with the site design, staff believes it is most important to maximize the parking spaces on the western end of the lot, as those spaces are closest to the train station. Additionally, placing the structure at the western end could have negative impacts on future development activity on the block. Staff believes that the proposed location makes the most sense and minimizes any impacts on the principal use of the property.

Regarding the handicapped parking requirement, staff points out that the parking lot is intended for commuters using the Metra station. The Illinois Accessibility Code notes that accessible spaces should be made available closest to the building in which the spaces are intended for. In this case, the accessible stalls should be placed in close proximity to the train station and not in a remote parking lot several blocks away from the station. Staff notes that there are a number of accessible spaces located near the train station now. If additional accessible spaces are needed, Village crews can add handicapped markings to the spaces along Michael McGuire Drive as needed to meet the demand. The Secretary of State's Office reviewed this issue and finds the parking plan and rationale acceptable. However, when the French Market is open, staff notes that the operator needs to provide temporary handicapped parking areas.

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Regarding landscaping, parking stalls must have a setback of five feet (5') and landscape islands are to be provided. The required setback is intended to provide landscaping around the perimeter of the parking lot. Staff is suggesting that a variation be granted based upon the unique lot dimensions and the intent of the proposed use. Along the south property line, the proposed parking lot will be up to 2.5 feet to the lot line. Staff notes that as the adjacent property is the railroad, there is little need to buffer the railroad property from the parking lot.

With respect to the north side of the property, the parking lot design does allow for three distinctive areas for additional landscaping (east of Charlotte, east of Garfield and east of the accessory building). Staff believes that these areas can provide substantial landscaping opportunities to enhance the overall corridor. Staff proposed that as part of this project that parkway trees be placed within these islands, consistent with what has been approved in the downtown area. For the two western islands, additional plant materials, consisting of prairie grasses and plantings similar to that which was planted along the Westmore-Meyers Road right-of-way could also be added to these areas as well. Additionally, as the property is also intended to serve as flexible space for both commuter parking as well as French Market activities, staff also believes that excluding the parking lot islands is desirable as well. While the property would be owned by the Village, the Village could enter into an agreement with a private organization to maintain and/or enhance this entryway site.

He noted that the Comprehensive Plan recommends that the Hammerschmidt property should be redeveloped for a mix of commercial and residential uses. It also states that a portion of the area might also be used for additional commuter rail parking in association with the Metra train station. This development does follow the recommendations of the Comprehensive Plan because it is proposed for commuter parking. The undeveloped area on the west side of the property is being reserved for future development activity at this time.

Regarding the Subdivision and Development Ordinance, the subject property consists of two separate lots of record. Should this project proceed, staff will have a plat of resubdivision prepared for the property combining the property into a single lot where the parking lot is located. Should the western portion of the property redevelop, that portion may be removed and consolidated with other adjacent lots. Staff will bring this plat back to the Plan Commission and Board for approval once the property is under Village control.

In closing, he noted the standards for conditional uses responses as noted in the IDRC memo.

Chairperson Ryan then opened the meeting for public comment. There was no one to speak for or against this petition. He then opened the meeting to the Plan Commissioners.

Commissioner Sweetser referenced the proposed accessory building and suggested that the proposed architecture should tie in more with the architecture currently found by the Lombard Train station and the 7-11.

Commissioner Olbrysh inquired about the availability for parking spaces during evening and weekend hours. Mr. Heniff noted that outside of commuter parking time, the parking would be available for general parking purposes. Mr. Heniff noted that although he did not have the specific parking numbers at hand, the intent of the parking lot was to replace those spaces lost from the Maple Avenue lot.

Commissioner Olbrysh then referenced the history of the French Market in downtown Lombard and noted that he always felt that this is a better site for the use. The 105 W. St. Charles Road site is not visible and has not lent itself well for such an activity.

After due consideration of the petition and the testimony presented, the Plan Commission found that the proposed conditional use and variations comply with the standards of the Zoning and Sign Ordinances. Therefore, the Plan Commission, by a roll call vote of 5 to 0, recommended to the Corporate Authorities, **approval** of the following relief associated with PC 04-06, subject to the following conditions:

1. That the requested relief shall only be valid upon the Village of Lombard acquiring the subject property.
2. That the property shall be developed in substantial compliance with the Site Plan Submittal, prepared by the Village, dated December 29, 2003 and the concept building elevations for the proposed accessory garage, prepared by the Village.
3. That the Farmer's/French Market shall be operated in accordance with a Market Operator's Agreement approved by the Village of Lombard Board of Trustees. The conditional use for the operation of a Farmer's/French Market shall be for on Saturdays between May 1 and October 31. Moreover, the operator shall designate four (4) spaces for temporary handicapped parking during the hours that the French Market is operating.
4. That associated with the proposed parking lot improvements, the Village shall prepare a final landscape plan for the subject property, consisting of the following elements:
 - a. That parkway trees shall be installed per code along the north property line, with the final species and location to be determined by the Director of Community Development.
 - b. That the open space areas north of the parking lot shall be improved with prairie plantings and shrubbery.

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- c. That a final landscape/garden plan be developed and installed for the areas east of the proposed accessory building on the subject property.

Respectfully,

VILLAGE OF LOMBARD

Stephen Flint, Vice Chairperson
Lombard Plan Commission

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c. Petitioner
Lombard Plan Commission

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