ITEM ORD 2015-6227

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
6/2/2015

SUBJECT:	SUBMITTED BY:
Planned Development Amendment and a Special Use for 1200 75th Street	Stanley J. Popovich, AICP Planning Manager

SYNOPSIS

Ordinances have been prepared for an amendment to Planned Development #9 and for a Special Use to construct a drive-through at 1200 75th Street.

STRATEGIC PLAN ALIGNMENT

The goals for 2011-2018 include *Strong and Diverse Local Economy*.

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION
This item was discussed at the May 19, 2015 Village Council meeting.

BACKGROUND

The petitioner is requesting a Planned Development Amendment to Planned Development #9 with a deviation and a Special Use approval to add a drive-through window and an eight vehicle stacking lane to the existing building located at 1200 75th Street. The 32,000 square foot property is located at the northwest corner of Lemont Road and 75th Street and is zoned B-2, General Retail Business. The subject property was approved for a fueling station and a car wash facility in 2009. However, the property was constructed in 2012 with a smaller convenience store then what was previously approved and the car wash facility was not built.

A Dunkin Donuts restaurant leases part of the subject building and is proposing to add a drive-through facility. The petitioner also requests deviation from the 25' required setback from the edge of the drive-through stacking lane to the adjacent property lines. The proposed drive-through creates an internal traffic circulation pattern that results in multiple conflicts between vehicles and pedestrians and vehicles and vehicles. The proposed design bisects the existing parking and sidewalk in front of the building and creates numerous conflicts with vehicles utilizing other elements found on the site. The conflicts are highlighted in the table below:

Potential Conflicts for Personal Vehicles Utilizing the drive-through stacking lane	
Personal vehicles *entering* the stacking lane may conflict with…	Vehicles entering/exiting adjacent off-street parking spaces
	Vehicles trying to access the proposed vacuum and air pump machines
	Garbage trucks trying to access the trash enclosure
	Vehicles traveling on the access aisle between the subject building and the pump islands
	Vehicles entering and exiting the nearby pump islands
Personal vehicles *exiting* the stacking lane may conflict with…	Pedestrians walking on the abutting cross-walk
	Vehicles trying to enter and exit adjacent off-street parking spaces
	Vehicles traveling on the access aisle between the subject building and the pump islands
	Vehicles entering and exiting the nearby pump islands

Compliance with the Zoning Ordinance

A drive-through facility is listed as a Special Use in the B-2 zoning district. However, Section 7.130 of the Zoning Ordinance requires that drive-through designs provide adequate on-site maneuvering and circulation for both vehicles and pedestrians. Staff finds the proposed design does not meet this requirement. Staff identified the following inadequacies with the proposed design are as follows:

- The drive-through exit lane bisects the existing parking lot and sidewalk.
- The pedestrians would cross directly in front of vehicles exiting the drive-through lane.
- The vehicles occupying the two parking spaces adjacent to the drive-through exit may create a 'tunnel-vision' effect for the vehicles existing the drive through. This scenario will reduce the site lines for the vehicles exiting the drive-through lane.
- There are numerous conflicts between vehicles exiting the drive-through lane and other vehicles using the site that inhibit good site circulation.

Staff finds the petition does not meet the approval criteria noted in Section 12.040.C.6 and 12.050.H, as such the petition is not in compliance with the Zoning Ordinance. The proposed improvements will not offer public benefits greater than what is currently allowed. Additionally, the proposal does not protect the general public as noted by the numerous pedestrian and vehicle conflicts. The petition does not meet the standards for approval for a Special Use in 12.050.H. of this Zoning Ordinance. This petition will not contribute to the welfare of the community and may be detrimental to the safety of persons accessing this site. As noted above, the design creates numerous safety hazards and circulation conflicts.

Compliance with the Comprehensive Plan

The property is designated as corridor commercial in the Comprehensive Plan. These land uses cater to vehicles and automobile uses. However, the Comprehensive Plan also calls for safe parking areas that consider both the vehicle and pedestrians. The drive-through is being proposed after the recent redevelopment of the subject property and does not consider both the vehicles and pedestrians that will utilize this site. A restaurant drive-through was not part of the original 2009 redevelopment proposal. Staff finds the proposed drive-through design will create numerous safety concerns and could set a negative precedent to permit drive-throughs that create safety concerns. Additionally, this design will create a precedent within the Village by allowing a restaurant drive-through to bisect off-street parking spaces while forcing pedestrians to cross directly in front of the vehicles exiting the drive-through lane. Staff finds that the proposed design is not in compliance with the Comprehensive Plan.

Public Comment
There was no public comment.

ATTACHMENTS

Ordinance
Aerial Map
Staff Report with attachments dated May 4, 2015
Draft Minutes of the Plan Commission Hearing dated May 4, 2015

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Applicant (Name) **DATE:** June 2, 2015

RECOMMENDATION FROM: _____ (Board or Department) **FILE REF:** 15-PLC-0009

NATURE OF ACTION:

X Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE AUTHORIZING A SPECIAL USE FOR 1200 75th STREET TO PERMIT CONSTRUCTION OF A DRIVE-THROUGH", as presented.

SUMMARY OF ITEM:

Adoption of the attached ordinance will authorize a special use for 1200 75th Street to permit construction of a drive through.

RECORD OF ACTION TAKEN:

_____

_____

_____

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ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING A SPECIAL USE FOR 1200 75th STREET TO PERMIT CONSTRUCTION OF A DRIVE-THROUGH

WHEREAS, the following described property, to wit:

That part of the Southeast Quarter of the Northeast Quarter of Section 30, Township 38 North, Range 11, East of the Third Principal Meridian, bounded and described as follows: Beginning at the intersection of the northerly line of 75th Street as improved and occupied (said northerly line being 100.00 feet North of and parallel with the South line of said Northeast Quarter) with the westerly line of Lemont Road as improved and occupied (said westerly line being 66.00 feet West of and parallel with the East line of said Northeast Quarter); thence westerly along said northerly line of 75th Street 200.00 feet; thence northerly and parallel with said westerly line of Lemont Road, 160.00 feet; thence easterly and parallel with said northerly line of 75th Street 200.00 feet, to said westerly line of Lemont Road; thence southerly along said westerly line 160.00 feet to the place of beginning, in DuPage County, Illinois.

Commonly known as 1200 75th Street, Downers Grove, IL (PIN 09-30-201-002)

(hereinafter referred to as the "Property") is presently zoned in the *"B-2, General Retail Business District"* under the Comprehensive Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.5.010 of the Zoning Ordinance be granted to allow construction of a drive-through; and,

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing respecting for the petition on May 4, 2015 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Plan Commission has recommended approval of the Special Use, subject to certain conditions; and,

WHEREAS, the Village Council finds that the evidence presented in support of said petition, as stated in the aforesaid findings and recommendations of the Plan Commission, is such as to establish the following:

1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;

2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

3. That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. That Special Use of the Property is hereby granted to allow construction of a drive-through.

SECTION 2. This approval is subject to the following conditions:

1. The proposed amendment to Planned Development #9 and Special Use request for a drive-through shall substantially conform to the Staff Report, the Architectural drawings prepared by ECA Architects dated March 18, 2015, the Engineering Plans prepared by Pearson, Brown & Associates, Inc. dated March 18, 2015 and the Landscape Plan prepared by IBD dated March 18, 2015, except as such plans may be modified to conform to the Village codes and ordinances.

2. The handicap parking space and adjacent access aisle shall be relocated and amended on all Site Plans to comply with the Illinois Accessibility Code.

3. The ice machine and the propane cabinet shall be relocated from the main entrance elevation to elsewhere on the property in order to maintain adequate access width on the sidewalk.

4. The proposed crosswalk shall be constructed of a different pavement material than the adjacent drive-through lane and drive aisle.

SECTION 3. The above conditions are hereby made part of the terms under which the Special Use is granted. Violation of any or all of such conditions shall be deemed a violation of the Village of Downers Grove Zoning Ordinance, the penalty for which may include, but is not limited to, a fine and/or revocation of the Special Use granted herein.

SECTION 4. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

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VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Applicant (Name) **DATE:** June 2, 2015

RECOMMENDATION FROM: _____ (Board or Department) **FILE REF:** 15-PLC-0009

NATURE OF ACTION:

X Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE APPROVING AN AMENDMENT TO PLANNED UNIT DEVELOPMENT #9 WITH DEVIATIONS TO ALLOW CONSTRUCTION OF A DRIVE-THROUGH AT 1200 75TH STREET", as presented.

SUMMARY OF ITEM:

Adoption of the attached ordinance shall approve a planned unit development amendment to Planned Development #9 with deviations to allow construction of a drive-through at 1200 75th Street.

RECORD OF ACTION TAKEN:

_____

_____

_____

ORDINANCE NO. _____

AN ORDINANCE APPROVING AN AMENDMENT TO PLANNED UNIT DEVELOPMENT #9 WITH DEVIATIONS TO ALLOW CONSTRUCTION OF A DRIVE-THROUGH AT 1200 75TH STREET

WHEREAS, the Village Council has previously adopted Ordinance No. 5047, on March 3, 2009, designating the property described therein as Planned Development #9 and subsequent amendments thereto; and,

WHEREAS, the Owners have filed a written petition with the Village conforming to the requirements of the Comprehensive Zoning Ordinance and requesting an amendment to Planned Development #9 to allow construction of a drive-through on the 75th & Lemont Road Shopping Center property located at 1200 75th Street and,

WHEREAS, such request was referred to the Plan Commission of the Village of Downers Grove, and the Plan Commission has given the required public notice, conducted a public hearing for the petition on May 4, 2015, and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Plan Commission has recommended approval of the requested petition, subject to certain conditions; and,

WHEREAS, the owner of the Property has filed with the Plan Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a deviation per section 28.12.040 of the Zoning Ordinance be granted to allow construction of drive-through including the following deviations:

1. Deviation per Section 28.7.130; *Stacking Lanes,* to reduce the required setback for drive-through stacking lane on the north property line to 1.75 feet from the minimum 25 foot required setback in the B-2 Zoning District.

2. Deviation per Section 28.7.130; *Stacking Lanes,* to reduce the required setback for drive-through stacking lane on the west property line to 13.8 feet from the minimum 25 foot required setback in the B-2 Zoning District.

WHEREAS, the Village Council has considered the record before the Plan Commission, as well as the recommendations of Plan Commission.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, DuPage County, Illinois, as follows:

SECTION 1. That the provisions of the preamble are incorporated into and made a part of this ordinance as if fully set forth herein.

SECTION 2. That a Planned Unit Development Amendment is hereby authorized to approve construction of a drive-through at 1200 75th Street.

SECTION 3. That approval set forth in Section 2 of this ordinance is subject to the findings and recommendations of the Downers Grove Plan Commission regarding File 15-PLC-0009 as set forth in the minutes of their May 4, 2015 meeting.

SECTION 4. The approval set forth in Section 2 of this ordinance is subject to the following conditions:

1. The proposed amendment to Planned Development #9 and Special Use request for the construction of a drive-through shall substantially conform to the Staff Report, the Architectural drawings prepared by ECA Architects dated March 18, 2015, the Engineering Plans prepared by Pearson, Brown & Associates, Inc. dated March 18, 2015 and the Landscape Plan prepared by IBD dated March 18, 2015, except as such plans may be modified to conform to the Village codes and ordinances.

2. The handicap parking space and adjacent access aisle shall be relocated and amended on all Site Plans to comply with the Illinois Accessibility Code.

3. The ice machine and the propane cabinet shall be relocated from the main entrance elevation to elsewhere on the property in order to maintain adequate access width on the sidewalk.

4. The proposed crosswalk shall be constructed of a different pavement material than the adjacent drive-through lane and drive aisle.

SECTION 5. That the drive-through is consistent with and complimentary to the overall planned unit development site plan and with the requirements of the A*B-2, General Retail Business@* zoning district.

SECTION 6. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 7. That this ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

_____
Mayor

Passed:
Published:
Attest: _____
Village Clerk

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1200 75th Street Location Map

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
MAY 4, 2015 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
15-PLC-0009 1200 75th Street	Planned Development Amendment with a deviation and a Special Use	Patrick Ainsworth, AICP Planner

REQUEST
The petitioner is requesting approval of an amendment to Planned Development #9 with a deviation and a Special Use to permit a drive-through facility at 1200 75th Street, The Grove Shopping Center.

NOTICE
The application has been filed in conformance with applicable procedural and public notice requirements.

GENERAL INFORMATION

OWNER: Hemant Patel
1519 Bourbon Parkway
Streamwood, IL 60107

APPLICANT: Eric Carlson
ECA Architects and Planners
24 N Bennett Street
Geneva, IL 60134

PROPERTY INFORMATION

EXISTING ZONING: B-2, General Retail Business
EXISTING LAND USE: Gas Station, Convenience Store and Coffee Shop
PROPERTY SIZE: 0.85 acres (32,000 square feet)
PINS: 09-30-201-002

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-2, General Retail Business	Corridor Commercial
SOUTH:	B2, Community Shopping District (Woodridge) B3, Highway and Service Business District (Woodridge)	N/A
EAST:	B-2, General Retail Business	Corridor Commercial
WEST:	B-2, General Retail Business	Corridor Commercial

ANALYSIS

SUBMITTALS

This report is based on the following documents, which are on file with the Department of Community Development:

1. Application/Petition for Public Hearing
2. Plat of Survey
3. Proposal Narrative (Exhibit A)
4. Color Rendering (Exhibit B)
5. Proposed Site Plan/Lighting Plan/Elevations/Floor Plan (Exhibits C – F)
6. Proposed Turning Exhibits (Exhibits G-I)
7. Proposed Landscape Plan (Exhibit J)
8. Traffic Impact Study (Exhibit K)

PROJECT DESCRIPTION

The petitioner is requesting a Planned Development Amendment with a deviation and a Special Use to construct a drive-through facility immediately west of the existing building at 1200 75th Street. The 0.85 acre property, which is zoned B-2, General Retail Business, is located at the northwest corner of Lemont Road and 75th Street and is part of Planned Development #9. This property underwent a comprehensive redevelopment in 2012 which included Special Use approval for a fueling station and a car wash (PC-02-09). However, the car wash facility was never constructed and the location of the main building was altered to its current location. Currently, the site contains five pump islands with an overhead canopy, 12 off-street parking spaces and a 2,400 square foot masonry building that houses a BP Convenience Store and a Dunkin Donuts coffee shop with no seating.

The petitioner is proposing to add a drive-through window with an eight vehicle stacking lane immediately adjacent to the west elevation of the subject building (Exhibits A-F). The building's west elevation will be improved with a pick-up window. The proposed stacking lane is proposed with a setback of 1.75 feet from the north property line and 13.8 feet from the west property line. Per Section 7.130 of the Zoning Ordinance, any new drive-through stacking lane must be setback 25 feet from the property lines abutting non-residential properties. As such, the petitioner is requesting a deviation with the Planned Development Amendment. The requested deviation is identified below:

1200 75th Street	**Required Setback for Drive-Through Stacking Lane**	**Proposed Setback for Drive-Through Stacking Lane**
North Property Line	25 feet	**1.75 feet**
West Property Line	25 feet	**13.8 feet**

The proposed drive-through will relocate several existing accessory elements on the property including: the trash enclosure, the air pump, the vacuum machine, outdoor light fixtures and part of the required off-street parking spaces. This proposed drive-through facility design will create a new internal traffic pattern which creates multiple potential interactions between personal vehicles, pedestrians and garbage pick-up services (Exhibits G through I). Moreover, this design bisects the required off-street parking spaces with the drive-through exit which creates unusual and potentially unsafe vehicle and pedestrian circulation patterns. The potential conflicts between vehicle-to-vehicle and vehicle-to-pedestrian interactions are summarized in the tables below:

Potential Conflicts for Personal Vehicles Utilizing the drive-through stacking lane	
Personal vehicles *entering* the stacking lane may conflict with…	Vehicles entering/exiting adjacent off-street parking spaces
	Vehicles trying to access the proposed vacuum and air pump machines
	Garbage trucks trying to access the trash enclosure
	Vehicles traveling on the access aisle between the subject building and the pump islands
	Vehicles entering and exit the nearby pump islands
Personal vehicles *exiting* the stacking lane may conflict with…	Pedestrians walking on the abutting cross-walk
	Vehicles trying to enter/exit adjacent off-street parking spaces
	Vehicles traveling on the access aisle between the subject building and the pump islands
	Vehicles entering and exit the nearby pump islands

Based on the numerous conflicts and concerns as stated above, staff is not supporting the petitioner's request to construct a drive-through facility at the subject property.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The subject property is designated as Corridor Commercial in the Comprehensive Plan. Corridor Commercial uses include a blend of neighborhood oriented commercial retail, offices, smaller regional commercial retail and service uses. The Comprehensive Plan states that Corridor Commercial uses cater to the automobile. The proposed drive-through use is consistent with the Corridor Commercial designation.

However, the Plan also promotes high quality commercial development and the Comprehensive Plan states that parking areas that are safe and consider both the automobile and the pedestrian. Staff does not find that the proposed design achieves this goal. The proposed design creates multiple circulation concerns and potential vehicular and pedestrian conflicts that are unavoidable if the proposed drive-through facility is approved. As such, the proposed site improvements are not consistent with the Comprehensive Plan.

COMPLIANCE WITH THE ZONING ORDINANCE

The property is in a planned development, is zoned B-2, General Retail Business and currently meets all Zoning Ordinance regulations. A drive-through facility is an allowable special use in the B-2 zoning district. While no alterations to the building setbacks are proposed there are other site improvements that have to be compared to the Zoning Ordinance.

This property is required to contain 10% of the lot area as landscaped open-space with at least 5% of the required landscaped open-space must be located in the street yard. The proposed Landscape Plan shows 19.4% of the land area as landscaped open space and 14.3% of the landscaped open space is located in the street yards (Exhibit J).

The proposed drive-through facility must meet the drive-through zoning regulations found in Section 7.130. A comparative analysis is provide below:

1200 75th Street	Required	Proposed
Minimum Number of Stacking Spaces Needed	8	8
Minimum Number of Spaces Between Ordering Menu and Pick-Up Window	3	4
Minimum Stacking Lane Width	10 feet	12 feet
Minimum Stacking Setback Lane from Non-Residential Property Lines	25 feet	1.75 feet (to the north) 13.8 feet (to the west)

While the proposed drive-through facility meets the majority of the regulations; the petitioner is requesting a deviation from Section 7.130.E. for the required 25' stacking lane setback. The existing site does not provide adequate space to meet this standard.

There are no other drive-through facility designs that exist in the Village which is similar to the proposed layout. The Zoning Ordinance Drive-Through Facility Section contains three purpose statements for all drive-through facilities to meet when going through the approval process. Those statements are listed below:

1. [That] there is adequate on-site maneuvering and circulation area for vehicles and pedestrians.
2. [That] vehicles awaiting service do not impede traffic on abutting streets.
3. [That] impacts on surrounding uses are minimized.

Staff finds that the purpose statements are not fully satisfied when compared to the proposed drive-through improvements. Specifically, there are significant maneuvering and circulation conflicts for pedestrians, personal vehicles and garbage trucks. Permitting this proposed drive-through layout may impact the surrounding land uses by allowing similar drive-through layouts to be constructed on other auto-oriented parcels which are not adequately suited for drive-through facilities. Additionally, Section 7.130.D.1 of the Zoning Ordinance states that stacking lanes must be designed to not interfere with parking movements or safe pedestrian circulation. The proposed design will interfere with parking movements and safe pedestrian circulation by bisecting the existing parking and re-route the pedestrian sidewalk in front of the drive-through exit.

In summary, the proposed improvements meet some of the minimum requirements of the Zoning Ordinance, but staff finds that the proposed drive-through facility is not consistent with the Zoning Ordinance due to not satisfying the purpose statements of the ordinance regulating drive-through designs.

FIRE PREVENTION

The Fire Prevention Bureau found that Fire Department access may be affected due to the potential backup from the proposed drive-through facility into the adjacent drive aisle. The potential circulation conflicts within the site may have the potential to inhibit emergency circulation within the site.

PUBLIC WORKS –TRAFFIC SAFETY

Public Works Staff analyzed the petitioner's Traffic Planning Study (Exhibit K) and the proposed drive-through facility design. Staff had several concerns with both the study and the proposed drive-through facility design which included:

- The three study sites contain different circulation patterns than the subject property. This is the only layout within the Village that directly bisects required off-street parking spaces.

- The potential conflicts with the vehicle traffic patterns leaving the proposed drive-through exit area in relationship to other vehicle traffic patterns utilizing other portions of the property.
- Sight lines for the vehicles exiting the drive-through lane with a three-foot tall fence immediately adjacent to the proposed drive-through exit and with vehicles parking in the parking spaces adjacent to the exit.
- Vehicles exceeding the proposed queue and impacting other areas of the property.
- Garbage trucks stopping short of accessing the relocated trash enclosure area and blocking access to the drive-through lane and inhibiting circulation throughout the site.

NEIGHBORHOOD COMMENT

Notice was provided to all adjacent property owners in addition to posting the public hearing notice sign and publishing the legal notice in *Downers Grove Suburban Life*. No inquiries have been received to date.

FINDINGS OF FACT

Section 12.040.C.6 Review and Approval Criteria of Planned Unit Developments
The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

a. The zoning map amendment review and approval criteria of Sec. 12.030.I.
Staff has determined that amendments of a limited scope for existing planned developments where there are no changes to the building footprints do not require a rezoning. Therefore, this standard does not apply.

b. Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.
The proposed amendment to Planned Development #9 is not consistent with the Comprehensive Plan. While the Plan encourages reinvestment and upgrades of commercial properties, the Plan also identifies the needs to have safe, high quality developments that consider both the vehicle and pedestrian. The property was redeveloped in 2012, but did not contain a drive-through facility at that time. The proposed drive-through facility is an after-thought to the existing layout which may impair the safety of both personal vehicles and pedestrians accessing the subject property. This standard has not been met.

c. Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.
The proposed Planned Development Amendment does not comply with the provisions found in Section 4.030 of the Zoning Ordinance. The Planned Development provisions state that the purposes and objectives of a Planned Development should advance planning goals. Staff finds that there are no goals or objectives that will be advanced with the petitioner's request. The proposed Planned Development Amendment will not enhance this development as this drive-through design will set a poor precedent in Planned Development #9 as well as for other non-residential properties throughout the Village. Further, the petitioner is requesting a deviation with the Planned Development Amendment because the proposed design does not meet the drive-through stacking lane setbacks as found in Section 7.130.E of the Zoning Ordinance. The current property layout does not allow for a drive-through to be installed on the subject property without impeding the safety of the pedestrians and personal vehicles on this property. This standard has not been met.

d. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.

The proposed development will not result in public benefits greater than or at least equal to a development as proposed under conventional zoning. A comprehensive redevelopment for this property was approved in 2009; however, a drive-through facility for a restaurant was not part of that petition. The petitioner is now requesting permission to construct a drive-through lane that will create multiple circulation conflicts. The proposed design does not achieve a balance between providing a convenience to the patrons of the Dunkin Donuts and minimizing the potential conflicts and interactions between personal vehicles and pedestrians. Moreover, the proposed design does not meet all the zoning regulations. The proposed setbacks from the edge of the drive-through stacking lane to the adjacent property lines are 13.8 feet from the west property line and 1.75 feet from the north property line where 25 feet is required per Section 7.130.E. of the Zoning Ordinance. This standard has not been met.

e. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

There are no appropriate conditions and terms that can be added to the petitioner's request that will protect the general public from the potential hazards of the drive-through facility. The site does not lend itself to be redesigned to eliminate the significant circulation conflicts. This standard has not been met.

Section 28.12.050.H Approval Criteria

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

1*. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;*

The property is located in the B-2, General Retail Business zoning district. Under Section 5.010 of the Zoning Ordinance, a drive-through facility is listed as an allowable Special Use in the B-2 zoning district. This standard has been met.

2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*

While the proposed facility will add to the convenience of personal vehicle users, it will not contribute to the general welfare of the neighborhood or community. The petitioner's proposed drive-through will create several circulation conflicts between the vehicles utilizing the drive-through facility and all other uses on the subject property. In addition, the proposed design is not found in the Village which can create a precedent in drive-through facility design resulting in more potential conflicts between personal vehicles and pedestrians. This standard has not been met.

3*. That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

The proposed drive-through facility can potentially be detrimental to the health, safety or general welfare to those in the vicinity and the patrons on the property. The proposed design creates numerous circulation hazards for both personal vehicles and pedestrians on this property. The proposed design can be injurious to the public by creating a series of potential circulation conflicts all initiated by the drive-through facility. This standard has not been met.

RECOMMENDATION

The proposed Planned Development Amendment with a deviation and Special Use for a drive-through facility is not compatible with the Comprehensive Plan and the Zoning Ordinance. Based on the findings listed above, staff recommends that the Plan Commission deny the petitioner's request and forward a recommendation of denial to the Village Council.

If the Plan Commission finds that the proposed Planned Development Amendment with a deviation and a Special Use for a drive-through is compatible with the Comprehensive Plan and the Zoning Ordinances, they may forward a positive recommendation to the Village Council. The following conditions should be added to the recommendation:

1. The Planned Development Amendment and Special Use shall substantially conform to the Staff Report, the Architectural drawings prepared by ECA Architects dated March 18, 2015, the Engineering Plans prepared by Pearson, Brown & Associates, Inc. dated March 18, 2015 and the Landscape Plan prepared IBD dated March 18, 2015, except as such plans may be modified to conform to the Village codes and ordinances.
2. The handicap parking space and adjacent access aisle shall be relocated and amended on all Site Plans to comply with the Illinois Accessibility Code.
3. The ice machine and the propane cabinet shall be relocated from the main entrance elevation to elsewhere on the property in order to maintain adequate access width on the sidewalk.
4. The proposed crosswalk shall be constructed of a different pavement material than the adjacent drive-through lane and drive aisle.

Staff Report Approved By:

Stanley J. Popovich, AICP
Planning Manager

SP:pa
-att

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1200 75th Street Location Map

ALTA/ACSM LAND TITLE SURVEY

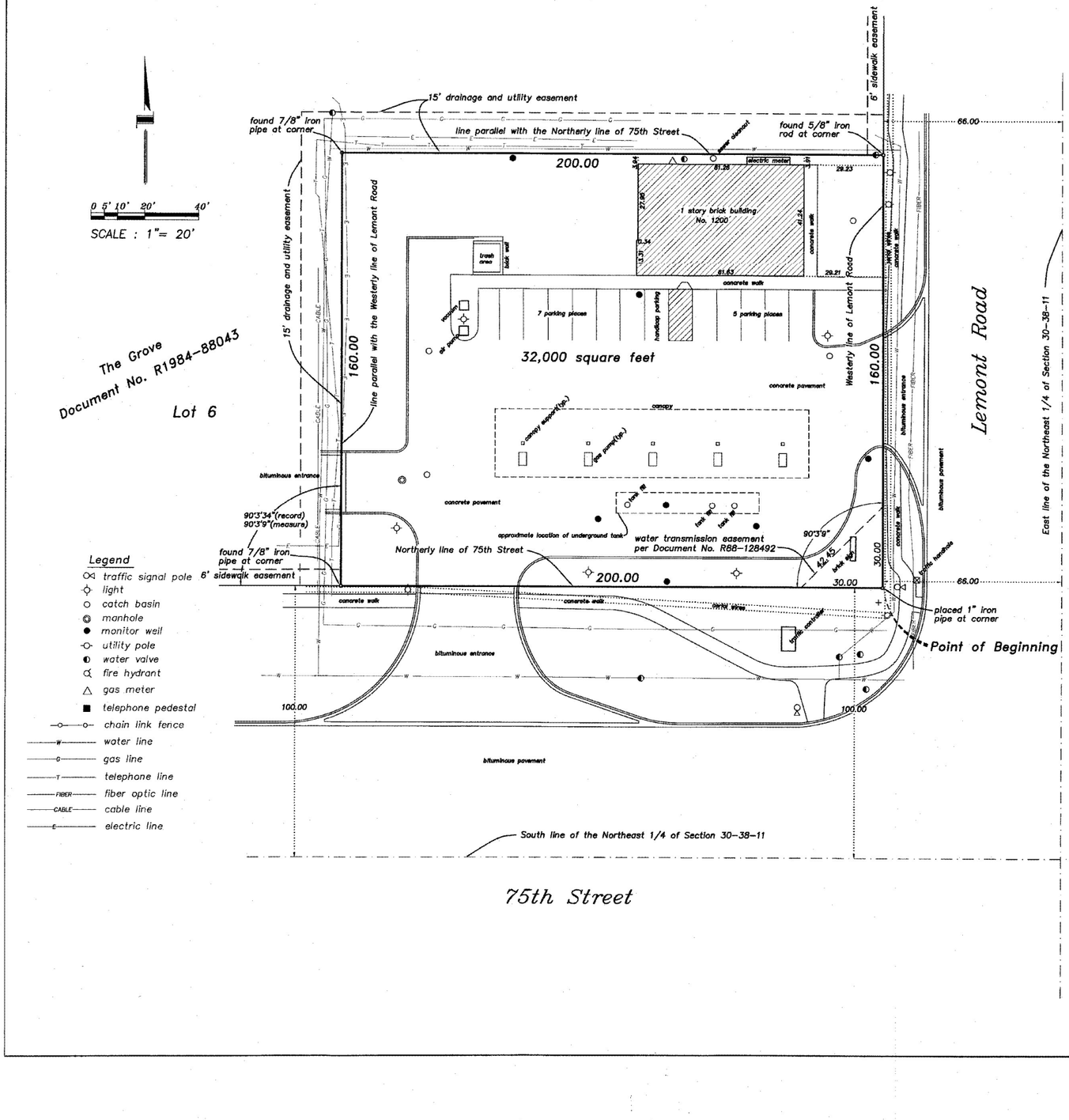
of

THAT PART OF THE SOUTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 30, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE 3RD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF 75TH STREET AS IMPROVED AND OCCUPIED (SAID NORTHERLY LINE BEING 100.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST ¼) WITH THE WESTERLY LINE OF LEMONT ROAD AS IMPROVED AND OCCUPIED (SAID WESTERLY LINE BEING 66.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID NORTHEAST ¼); THENCE WESTERLY ALONG SAID NORTHERLY LINE OF 75TH STREET 200.00 FEET; THENCE NORTHERLY AND PARALLEL WITH SAID WESTERLY LINE OF LEMONT ROAD 160.00 FEET; THENCE EASTERLY AND PARALLEL WITH SAID NORTHERLY LINE OF 75TH STREET 200 FEET, TO SAID WESTERLY LINE OF LEMONT ROAD; THENCE SOUTHERLY ALONG SAID WESTERLY LINE 160.00 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 1200 75TH STREET, DOWNERS GROVE, ILLINOIS.

P.I.N. 09-30-201-002



certified to:

State of Illinois } SS.
County of Cook }

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 4, 7(a)(c), 8, 9, 11(a), 16, 18 of Table A thereof. Field work completed May 6, 2013.

dated at Arlington Heights, Illinois, this 29th day of August, 2013

by _____
as Illinois Professional Land Surveyor No. 2846

PROFESSIONAL LAND SURVEYOR
2846
DAVID R. BYCROFT
ARLINGTON HEIGHTS
STATE OF ILLINOIS
EXPIRES 11-30-2014

This professional service conforms to the current Illinois minimum standards for a boundary survey.
Field work was completed August 28, 2013.
Current title committment was not provided to Surveyor.

FILE NO. 12-6047

for:
HP Petroleum Management
1519 Bourbon Parkway
Streamwood, Illinois

from the office of:
Norman J. Toberman and Associates
115 South Wilke Road
Suite 301
Arlington Heights, Illinois
847-439-8225

Design Firm #184-005910
Expires April 30, 2015.

ECA
ARCHITECTS
AND
PLANNERS

March 18, 2015

Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

Attn: Department of Community Development

Re: Special Use Request – Drive-Thru
Dunkin Donuts Drive-Thru
75th and Lemont

On behalf of our client, Dunkin Donuts HD Management, Hemant Patel, enclosed please find the following documents in response to the staff review comments dated March 11th, 2015 for the referenced project:

- **Engineering Plans, Dated March 18th, 2015**
- **Architectural Site Plan drawings, Dated March 18th, 2015**
- **Landscape Plans, Dated March 18th, 2015**
- **Site Photometric Plan, Dated March 18th, 2015**
- **Site lighting cut sheets**
- **Color Rendering**

Project Narrative

The current development contains the BP Gas / Dunkin. Our client is requesting a Special Use to add a drive-thru to the existing Dunkin Donuts. The current Dunking Donuts hours are 5:30 a.m. to 8:00 p.m. The hours of the drive-through are proposed to be 6:00 a.m. to 8:00 p.m. The submittal includes drawings showing the scope of work proposed to add the drive-thru to the existing facility. In general, the work will include relocating the existing trash enclosure, modifications of the front parking spaces to allow for a single drive-through lane entrance and exit, and adding a service window and awning to the west side of the building. The drive-through lane will be located on the northwest quadrant of the site. Safety elements, such as, railings, stop sign, speed bump, and designated cross walk will be added at the drive-through exit lane to provide multiple methods of protecting the patrons. With these protective elements in place, the site circulation will function as a standard gas station site.

A deviation from the Zoning Ordinance in regards to the drive-through setback of 25' from the adjacent property lines per Section 7.130.E is requested. The size, configuration, and location of the drive-through lane is a result of the stacking requirement and the existing building location. The deviation requested is for a setback of 13.3' (13.8' f/curb - .5' curb) along the west property line and 1.75' (2.25' f/curb - .5' curb) along the north property line. The impact on the neighboring properties is minimized by the 15' drainage and utility easement beyond the limits of the subject lot lines, as well as the property abutting the back side of the retail strip center along both the north and west property limits. The retail center is approximately 40' to 45' from the drive-through curb.

The following summarizes our position as to why the proposed Special Use meets the standards for approval by the Village.

Section 12.050 H. Special Uses Approval Criteria. (Village Municipal Code)

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is consistent with and in substantial compliance with all village council policies and plans and that the applicant has presented evidence to support each of the following conclusions:

1) *that the proposed use is expressly authorized as a special use in the district in which it is to be located;*
   - **The subject property is zoned as B-2 General Retail Business District and the special use (drive-through) being requested will comply with all regulations specified for this district.**

2) *that the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community;*
   - **The proposed drive-thru is desirable as a public convenience for "on the go" customers to access the business. It will also contribute to the success of the business which contributes to the general welfare of the community.**

3) *that the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*
   - **The drive-thru special use being requested in specifically allowed within the zoning district and we believe such use would not be detrimental to persons residing or working within the vicinity or injurious to property value.**

Section 12.040 C.6. PUD Review and Approval Criteria. (Village Municipal Code)

The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

a) *the zoning map amendment review and approval criteria of Sec. 12.030I;*
   - **Not applicable.**

b) *whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area;*
   - **The subject property is within the "Corridor Commercial" land use. Corridor Commercial land uses are defined as a blend of neighborhood oriented commercial uses with a regional draw without significantly contributing to traffic along the corridor. The proposed drive-through and site caters perfectly to this described use. The drive-through attracts local customers currently using 75th St. and Lemont Rd. Gas, convenience store items, coffee, and donuts are would be categorized as a blend of neighborhood oriented commercial uses. Since the majority of the users are already traveling the local streets, there would be insignificant increase to the volume of traffic along the adjoining streets.**

- **As stated in the Comprehensive Plan "The primary goal of the Commercial Areas Plan is to retain, attract and expand high-quality commercial retailers" and "Stabilize, diversify and expand the tax base. The addition of the drive-through will do both. The walk-in Dunkin Donuts business is suffering financially as it is missing out on a large customer base that insists on the convenience of a drive-through. The gas station alone is not creating enough volume keep the Dunkin Donuts open. Customers are opting for other locations, one of which is less than a mile away in Darien. Dunkin Donuts is a highly expanding national franchise and has been rated one of the top franchises to own. With the increased volume a drive-through would generate, it would expand the Village's tax base and allow the Dunkin Donuts to generate reasonable profit and remain open, thus retaining a high-quality commercial retailer.**

c) *whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.*
   - **The proposed drive-through complies with the objectives as noted in Section 4.030.A.2 as stated below. Only the objectives pertaining to this project are noted.**

      a) *implementation of and consistency with the comprehensive plan and other relevant plans and policies;*
         - **The proposed drive-through is consistent with the current PUD as well consistent with comprehensive plan as previously stated.**

      b) *flexibility and creativity in responding to changing social, economic and market conditions allowing greater public benefits than could be achieved using conventional zoning and development regulations;*
         - **The drive-through request is both matter of public demand and economics. The existing walk-in Dunkin Donuts location has been open for over 2 years and business is suffering due to the lack of drive-through. The addition of the drive-through will provide a stated desire from customers who have regularly made comments that they do not frequent this facility because it does not meet the speed and convenience that a drive-through offers. It will not only help the business's profitability significantly as up to 60% of Dunkin's business is drive-through, it will add tax revenue to the Village.**

      c) *efficient and economical provision of public facilities and services;*
         - **The walk-in Dunkin Donuts business and gas station currently exist. There is minimal work to add the drive-through lane and window to the building. It is anticipated that there will be little to no closure of the existing business to implement the changes to the site and building. The main site and circulation will remain.**

d) *whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations;*
   - **The subject property is zoned as B-2 General Retail Business District and the special use (drive-through) being requested will comply with all regulations specified for this district. The site is part of the large "Grove" PUD. The PUD Plan Amendment is specifically related to the drive-through, and thus providing equal public benefit.**

e) *whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*
   - **The subject property is a small corner lot compared to the overall PUD. The improvements proposed would have no impact on the existing and future residences of the PUD.**

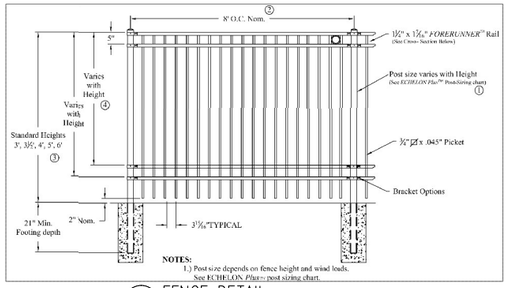
We hope that we have satisfactorily addressed all of your concerns. Please do not hesitate to contact me if you have any questions regarding this submission.

Sincerely,

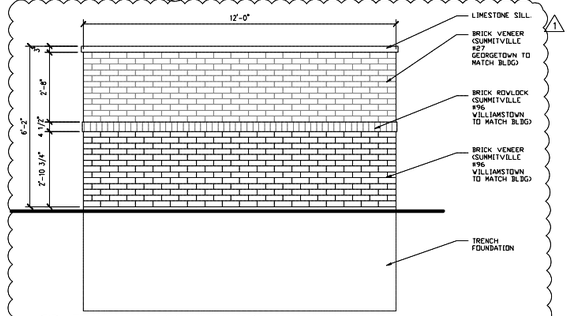
Eric Carlson, Architect

The drive-through, while exiting into the existing parking area is controlled by a stop sign and speed bump, which is significantly more than any retail establishment where turnin

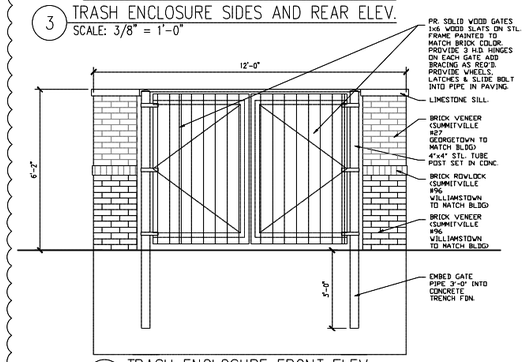
Exhibit B



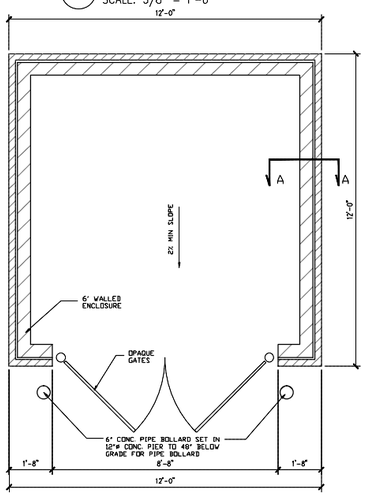
2 FENCE DETAIL
SCALE: N.T.S.



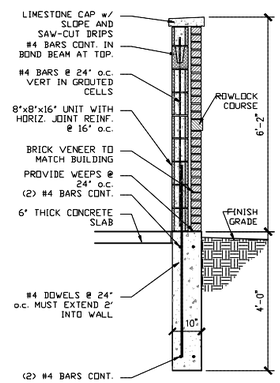
3 TRASH ENCLOSURE SIDES AND REAR ELEV.
SCALE: 3/8" = 1'-0"



4 TRASH ENCLOSURE FRONT ELEV.
SCALE: 3/8" = 1'-0"



5 TRASH ENCLOSURE PLAN
SCALE: 3/8" 1'-0"



6 SECTION A-A
SCALE: 1/2" = 1'-0"

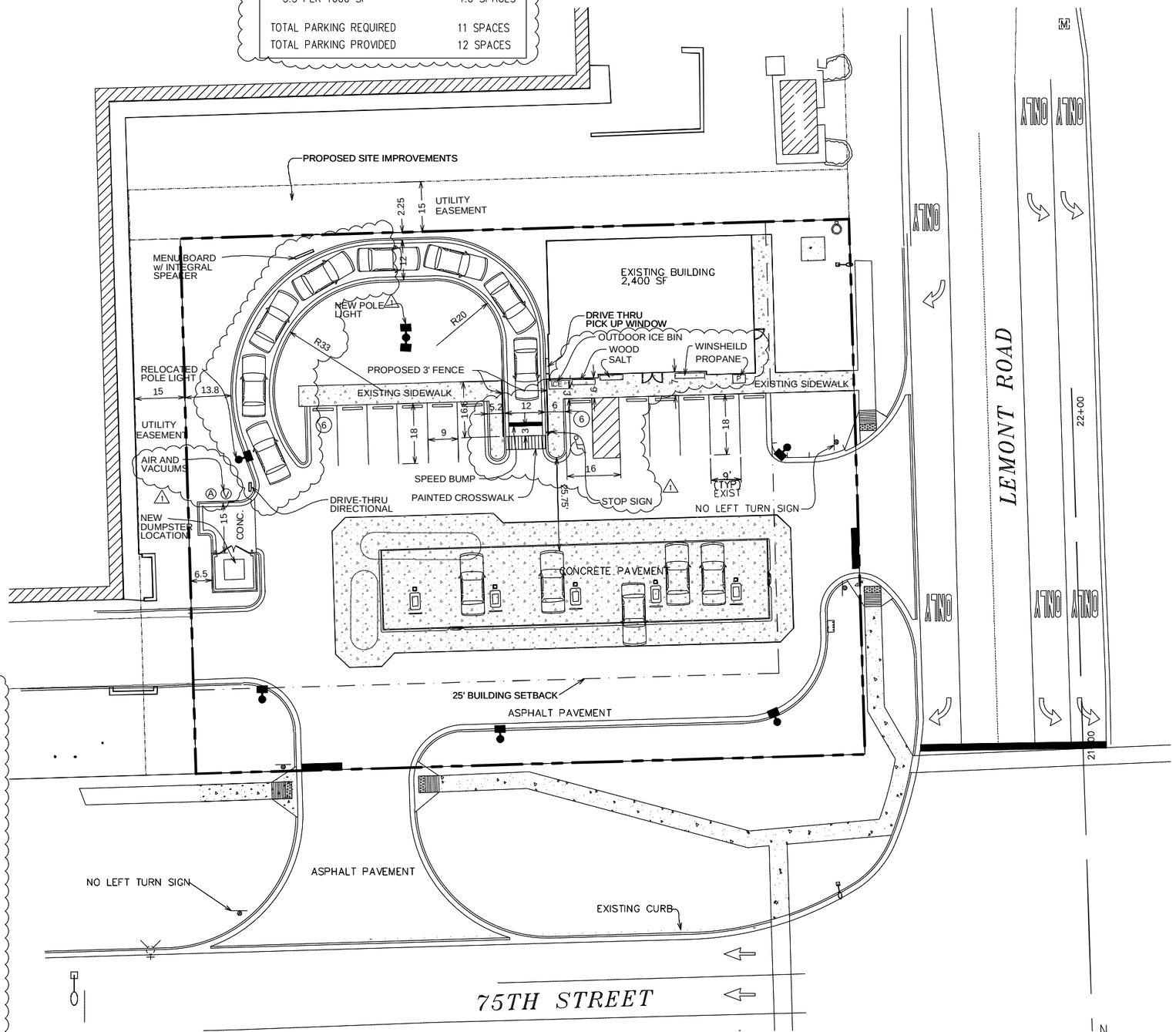
PARKING CALCULATION

FUELING STATION
1 PER PUMP ISLAND X 5 — 5 SPACES

RETAIL FOR FUELING STATION – 1,285 SF
3.3 PER 1000 SF — 4.3 SPACES

CARRY OUT RESTAURANT – 430 SF
3.5 PER 1000 SF — 1.6 SPACES

TOTAL PARKING REQUIRED — 11 SPACES
TOTAL PARKING PROVIDED — 12 SPACES



1 PROPOSED SITE PLAN
SCALE: 3/4" = 1'-0"

N

ERIC CARLSON ARCHITECTS
OSWEGO IL 60543
FAX 630 839 8875
455 BARNABY DRIVE
PHONE 630 608-0500
PROFESSIONAL DESIGN FIRM
NO. 184 005766

IF PRINTED TO SCALE, BOTH THESE BARS WILL MEASURE 1" 1 2 3 4 5 6 7 8 9 10

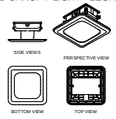
Interior Build-out for:
Dunkin Donuts
1200 West 75th St.
Downers Grove, IL

PROPOSED SITE PLAN

REVISIONS	
1 – STAFF REVIEW RESPONSE	03-18-15
DRAWN BY:	
FILE NAME:	

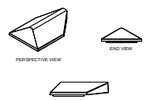
SHEET
SP1.2

CRUS-SC-LED
LED CANOPY LIGHT - LEGACY



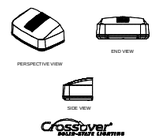
Label A

XASU
LED Crossover Area Light



Label B & D

PWM
LED Crossover Wall Mount Light



Label C

File: crus-datasheet.pdf
Missing or invalid reference

File: xasu-datasheet.pdf
Missing or invalid reference

File: pwm-datasheet.pdf
Missing or invalid reference

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CANOPY	Illuminance	Fc	18.91	28.6	13.2	1.43	2.17
PARKING/DRIVE SUMMARY	Illuminance	Fc	3.55	8.2	1.1	3.23	7.45

Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Lumens/Lamp	Arr. Lum. Lumens	Arr. Watts
	12	A	SINGLE	CRUS-SC-LED-VLW-CW	1.000	N.A.	8842	78.7
	5	B	SINGLE	XASU-3-LED-64-SS-CW SINGLE ON EXISTING POLE - 18' MH	1.000	N.A.	7026	68
	1	C	SINGLE	PWM-S-LED-LW-CW-UE - 10' MH	1.000	N.A.	1440	15.1
	1	D	D180	XASU-3-LED-64-SS-CW-D180 ON NEW 16' POLE + 2' BASE	1.000	N.A.	14052	136

Total Project Watts
Total Watts = 1435.5

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted.

Lighting Solutions™
Illuminating Innovation Through Technology
A RecordVision® Service Partner

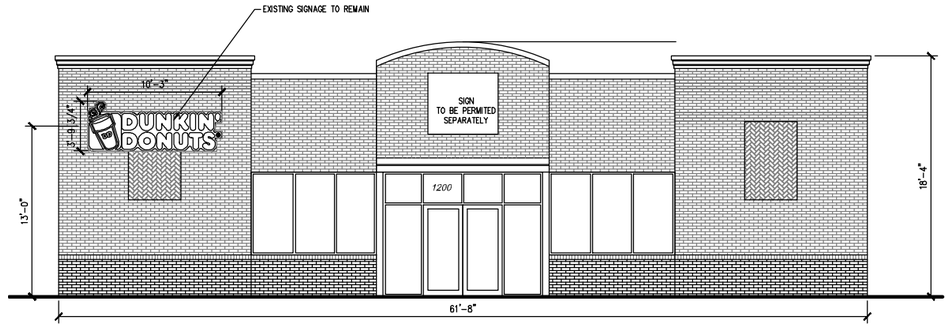
LIGHTING PROPOSAL LD-94467-6

BP
1200 75TH & LEMONT
DOWNERS GROVE, IL

BY:LLS	DATE:3/18/15	REV:	SHEET 1 OF 1

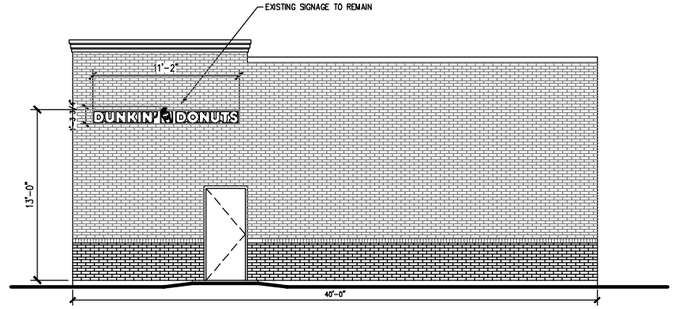
SCALE: 1"=20' 0 20

Exhibit E

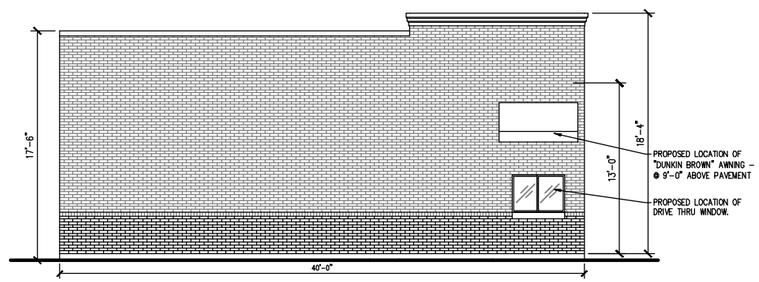


WALL SIGNS:
SIGN COMPANY TO SUBMIT FOR SEPARATE SIGN PERMIT.

1 EXISTING ELEVATION – NO CHANGE
SCALE: 3/16" = 1'-0"



2 EXISTING ELEVATION – NO CHANGE
SCALE: 3/16" = 1'-0"



3 WEST SIDE ELEVATION
SCALE: 3/16" = 1'-0"

ERIC CARLSON ARCHITECTS
455 BARNABY DRIVE OSWEGO IL 60543
PHONE 630 608-0500 FAX 630 839 9875
PROFESSIONAL DESIGN FIRM NO. 184 005766

IF PRINTED TO SCALE, BOTH THESE BARS WILL MEASURE 1"

Interior Build-out forr:
Dunkin Donuts
1200 West 75th St.
Downers Grove, IL

ELEVATIONS

REVISIONS	
INITIAL APPLICATION	02-23-15

DRAWN BY: ERC
FILE NAME: 14-175 Downers Grove

02-23-15

SHEET
A1.1

LIGHTING SCHEDULE

CODE	DESCRIPTION	MANUF.	PRODUCT #
	INTERIOR		
A1	2x4 REC. FLUOR. W/ACRYLIC LENSE & WM T8	MET	2GR8-332A-UNV-ADV-EEX
A1P	2x4 PARABOLIC W/ T8WM (NO OVERLAY)	MET	2EP3GX332S36I-UNV-ADV-EEX-OAC
A2P0	2x2 PARABOLIC W/ OVERLAY & T8WM	MET	2EP3GX332S36I-UNV-ADV-EEX-OAC
A1P0	2x4 PARABOLIC W/ OVERLAY & T8WM	MET	2EP3GX332S36I-UNV-ADV-EEX-OAC
K	42W COMPACT FLUOR. DOWNLIGHT W/ LENS	HALO	PD7/V142E/7VL1C
C16	MENU BOARD LIGHT T5HO - 16"	ELLIPTIPAR	F144-V16B S22-120-LXX w/ LENS
W-EBU	2-HEAD BATTERY PACK	EX	LL50
X	LED EXIT W/ BATTERY	EX	VEX-U-BP-WB-WH
COMBO EXIT	COMBO LED EXIT / (2)HEAD EBU	EX	VEX-U-BP-WB-WH-EL90

LIGHTING SCHEDULE NOTES

1. PROVIDE ALL FIXTURES COMPLETE WITH LAMPS. REFER TO NATIONAL ACCOUNT SOURCE INFO FOR LAMP SPECS & VILLA LIGHTING RE-LAMPING PROGRAM.
2. ALL INCANDESCENT LAMPS SHALL BE RATED 130 VOLTS.
3. ALL BALLASTS SHALL BE HIGH POWER FACTOR. FLUORESCENT BALLASTS FOR T8 LAMPS TO BE ADVANCED MANUFACTURED OPTANIUM WATT MISER, EXCEPT OUTDOOR FIXTURES TO BE ZERO-DEGREE MAGNETIC BALLASTS.
4. PROVIDE HOLD DOWN CLIPS FOR EACH CORNER OF FLUORESCENT GRID TROFFERS.
5. PROVIDE ALL REQUIRED MOUNTING OR HANGING HARDWARE.
6. COORDINATE AND VERIFY ALL FIXTURE INFORMATION, TYPES AND FINAL LOCATIONS WITH THE REFLECTED CEILING PLAN.
7. LAMPS SHALL BE AS MANUFACTURED BY SYLVANIA, WESTINGHOUSE, GENERAL ELECTRIC, OR APPROVED EQUAL.

CEILING LEGEND

A2P0	2x2 LAY-IN LIGHT FIXTURE W/ OVERLAY (TYP.)	S	SPEAKER (BY MUSIC VENDOR)
A1P	2x4 LAY-IN LIGHT FIXTURE (NO OVERLAY) (TYP.)	K	DOWN LIGHT
A1P0	2x4 LAY-IN LIGHT FIXTURE W/ OVERLAY (TYP.)	X	EXIT SIGN
A1	2x4 LAY-IN LIGHT FIXTURE W/ ACRYLIC LENS (TYP.)		RETURN
B	RECESSED CAN LIGHT		CEILING EXHAUST REGISTER
C	TRACK HEAD & LED LAMP		SUPPLY AIR DIFFUSER
C8,C12,C16,C24	SURFACE MTD. WALL-WASH LIGHT FIXTURE		GYPSUM BOARD CEILING
SP, SP1	PENDANT LIGHT FIXTURE	C	EXTERIOR WALL PACK LIGHT
WP	EXTERIOR DECORATIVE WALL PACK LIGHT		CEILING GRID
WSC-1	EXTERIOR UP / DOWN SCONCE LIGHT		FLUE
WSCX-1	EXTERIOR GOOSENECK LIGHT		
WSCX-2	EXTERIOR WALL MOUNT STEM LIGHT		

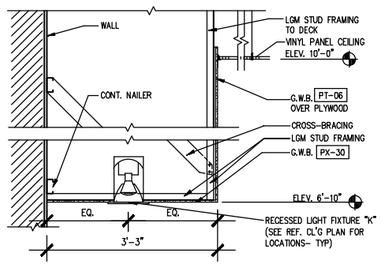
NOTE: SEE ELECTRICAL DWG'S FOR MORE INFORMATION ON LIGHT FIXTURES.

CEILING FINISH SCHEDULE

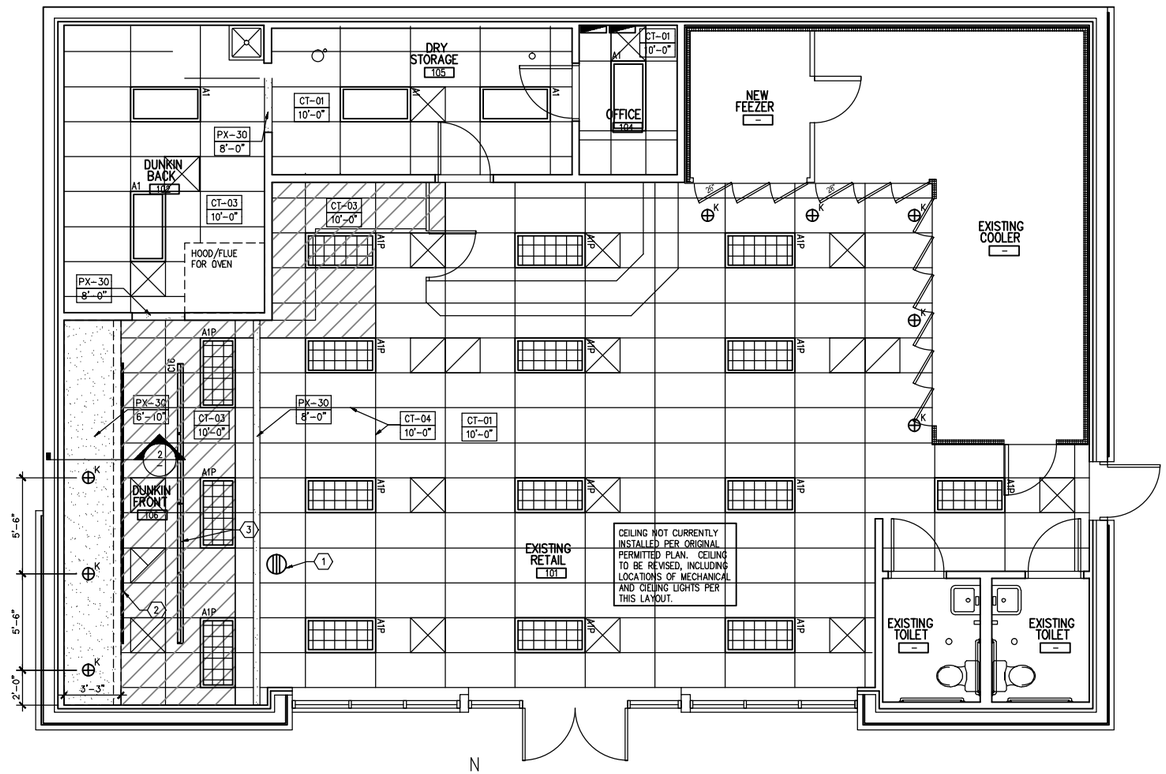
CODE	MATERIAL	MANUF.	PRODUCT #	DESCRIPTION/REMARKS
CT-01	GENERAL CEILING TILE	ARMSTRONG	1761 WH	2'x4' FINE FISSURED SECOND LOOK II "WHITE"
CT-02	NOT USED			
CT-03	KITCHEN CEILING TILE	ARMSTRONG	SHEETROCK LAY-IN 870	2'x4' VINYL CLAD CEILING TILES; WHITE
CT-04	CEILING GRID SYSTEM	ARMSTRONG	7300 WH	WHITE GRID; 15/16"
PX-30	PAINTED GYP. BD.	SHERWIN WILLIAMS	SW 7006 EXTRA WHITE	FLAT

SHEET NOTES:

1. SURFACE MOUNTED LIGHT FOR MENU BOARDS - CENTER LIGHTS ON MENU BOARDS SUPPLIED AND INSTALLED BY MILLWORK SUPPLIER
2. MENU BOARDS TO BE CENTERED ON POS STATION AT FRONT LINE
3. SURFACE MOUNTED LIGHT FOR MENU BOARDS - CENTER LIGHTS ON MENU BOARDS THIS LIGHT IS NOT TO BE INSTALLED IF A DIGITAL MENUBOARD SYSTEM IS TO BE UTILIZED-GC IS TO COORDINATE WITH DBI CM PRIOR TO ORDERING ANY MATERIALS.



1 RCP PLAN
SCALE: 1/4" = 1'-0"



1 EXISTING RCP PLAN - NO CHANGE
SCALE: 1/4" = 1'-0"

ERIC CARLSON ARCHITECTS
OSWEGO IL 60543
FAX 630 839 8875
PROFESSIONAL DESIGN FIRM NO. 184 005766
455 BARNABY DRIVE
PHONE 630 608-0500

IF PRINTED TO SCALE, BOTH THESE BARS WILL MEASURE 1"

Interior Build-out forr:
Dunkin Donuts
1200 West 75th St.
Downers Grove, IL

RCP PLAN

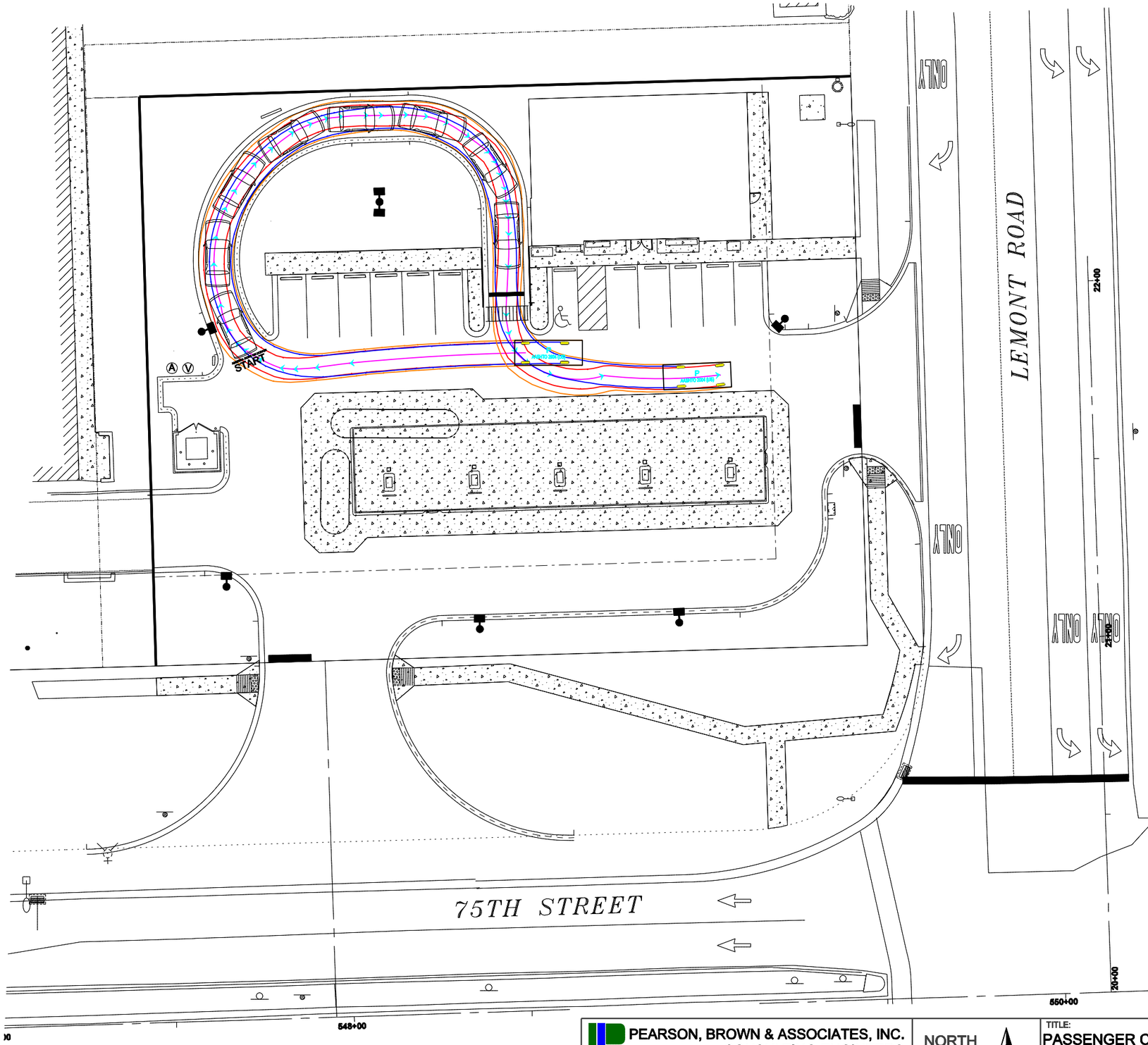
REVISIONS	
INITIAL APPLICATION	02-23-15

DRAWN BY: ERC
FILE NAME: 14-175 Downers Grove
02-23-15

SHEET
A1.2

LEGEND

- CENTERLINE OF TRUCK
- PATH OF FRONT WHEELS
- PATH OF REAR WHEELS
- PATH OF VEHICLE BODY



PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@pearsonbrown.com

NORTH

0 15' 30'

SCALE: 1" = 30'

TITLE:
PASSENGER CAR
AUTO - TURN EXHIBIT

PROJECT:
75TH AND LEMONT DUNKIN DONUT
DRIVE - THRU PROJECT

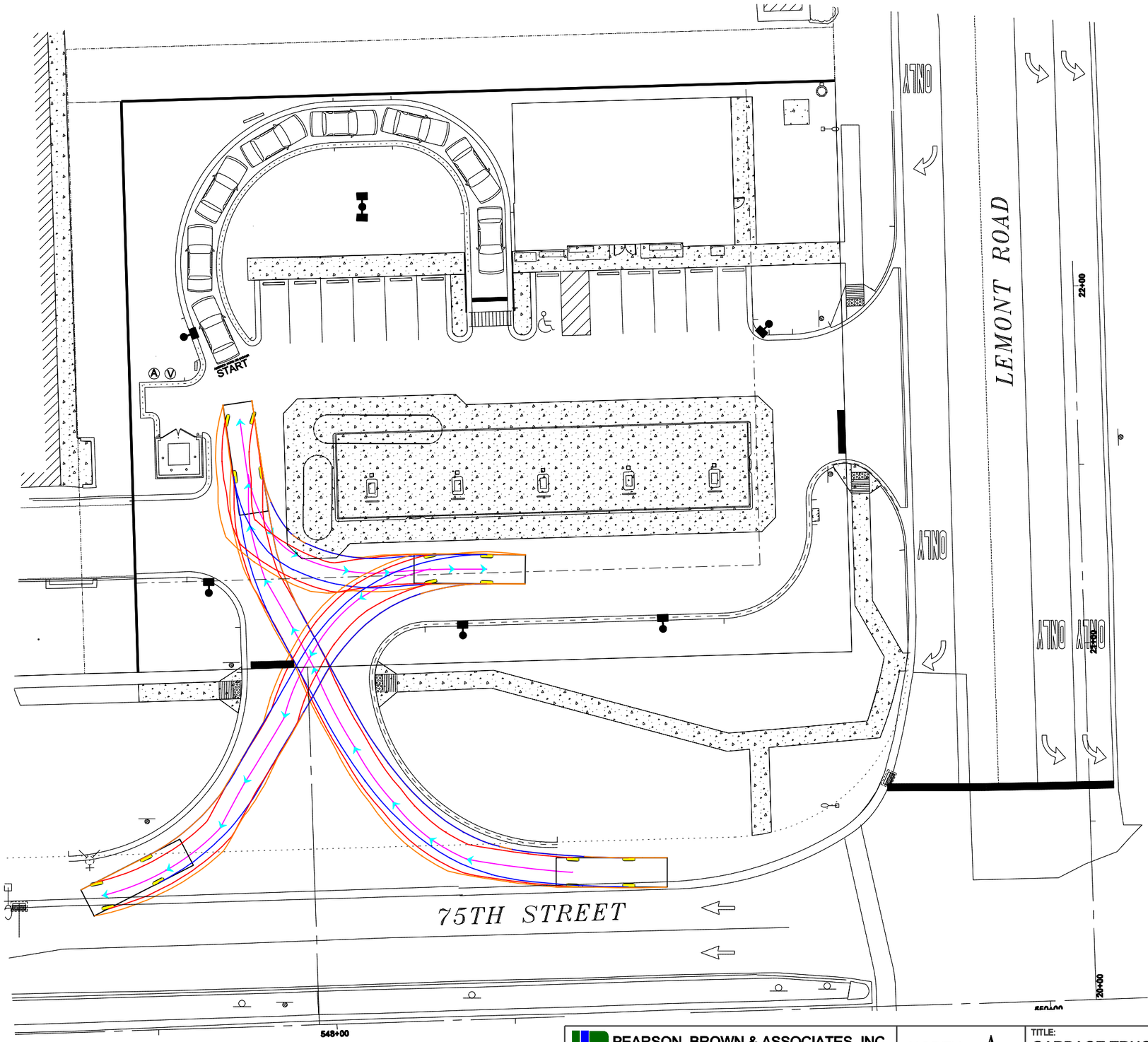
PROJECT NO.: 1164/1249

EXHIBIT
A

DATE: 03/18/15

LEGEND

- CENTERLINE OF TRUCK
- PATH OF FRONT WHEELS
- PATH OF REAR WHEELS
- PATH OF VEHICLE BODY



PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@pearsonbrown.com

NORTH

0 15' 30'

SCALE: 1" = 30'

TITLE:
GARBAGE TRUCK
AUTO - TURN EXHIBIT

PROJECT:
75TH AND LEMONT DUNKIN DONUT
DRIVE - THRU PROJECT

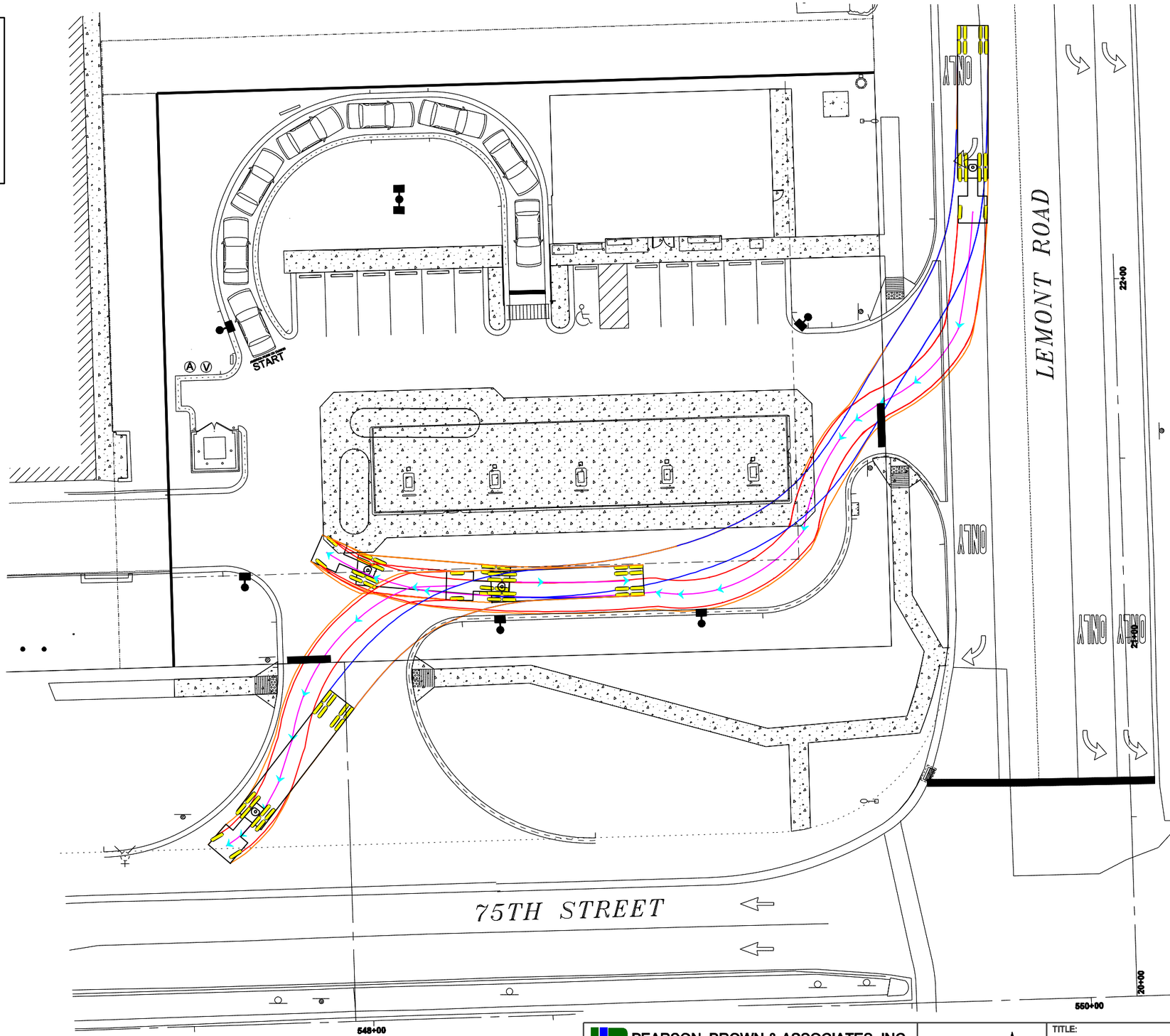
PROJECT NO.: 1164/1249

EXHIBIT
B

DATE: 03/18/15

LEGEND

- CENTERLINE OF TRUCK
- PATH OF FRONT WHEELS
- PATH OF REAR WHEELS
- PATH OF VEHICLE BODY



PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@pearsonbrown.com

NORTH

0 15' 30'

SCALE: 1" = 30'

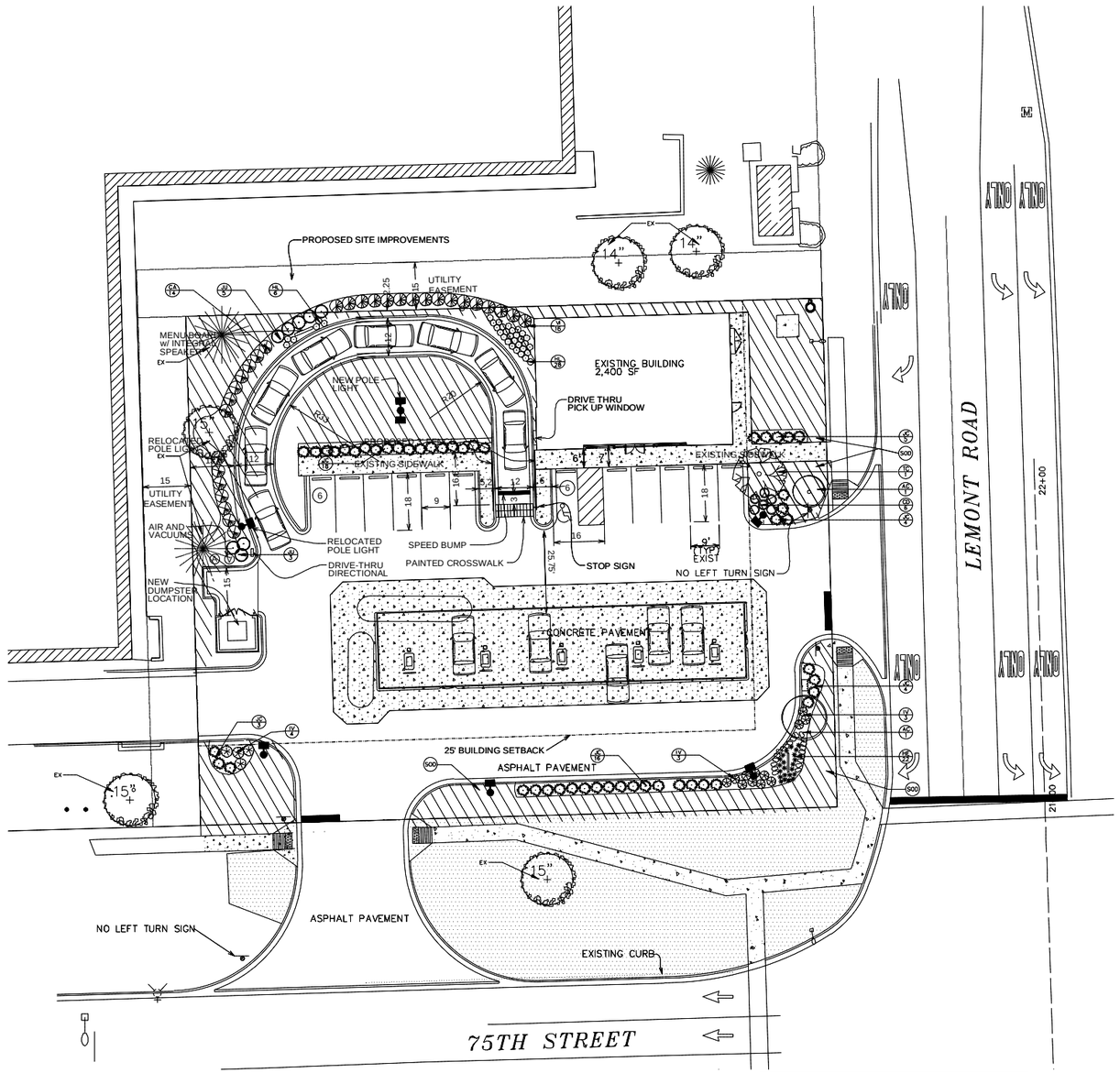
TITLE:
TANKER TRUCK
AUTO - TURN EXHIBIT

PROJECT:
75TH AND LEMONT DUNKIN DONUT
DRIVE - THRU PROJECT

PROJECT NO.: 1164/1249

EXHIBIT
C

DATE: 03/18/15



A PROPOSED LANDSCAPE PLAN

SCALE: 1" = 20'-0"

NOTES:

A. GENERAL CONTRACTOR SHALL PROVIDE TREE PROTECTION AROUND EXISTING TREES TO REMAINS WITHIN LIMITS OF PROPOSED CONSTRUCTION PRIOR TO BEGINNING DEMOLITION/GRADING ACTIVITY. SEE TREE PRESERVATION FENCING DETAILS.

B. GENERAL CONTRACTOR SHALL REMOVE STUMP AND NEARBY ROOTS TO A DEPTH OF 18" FOR EXISTING PLANT MATERIALS TO BE REMOVED

LEGEND -EXISTING	
TYPE OF EXISTING PLANT MATERIAL	EXISTING TO REMAIN
DECIDUOUS TREES	
EVERGREEN TREES	

LANDSCAPE CODE REQUIREMENTS

OPEN SPACE -LANDSCAPED GREEN SPACE
B-2 DISTRICT: A MINIMUM OF TEN PERCENT (10%) OF THE LOT AREA SHALL BE LANDSCAPED GREEN SPACE OF WHICH A MINIMUM OF FIFTY PERCENT (50%) SHALL BE LOCATED IN THE FRONT YARD. AL INTERIOR LANDSCAPED ISLANDS AND DIVIDERS MEASURING 500 SQUARE FEET AND MORE MAY BE CALCULATED AS CONTRIBUTING TO THE OPEN LANDSCAPED GREEN SPACE REQUIREMENT INTERIOR LANDSCAPING ISLANDS AND DIVIDERS MEASURING LESS THAN 500 SQUARE FEET MAY NOT BE CALCULATED AS CONTRIBUTING TO THE OPEN LANDSCAPED GREEN SPACE REQUIREMENTS.

32,000 S.F.LOT X10% = 3,200 S.F LANDSCAPED GREEN SPACE REQUIRED
6,224 S.F LANDSCAPED GREEN SPACE PROVIDED

3,200 S.F X 50% = 1,600 S.F FRONT YARD LANDSCAPED GREEN SPACE REQUIRED
4,587 S.F FRONT YARD LANDSCAPED GREEN SPACE REQUIRED

PERIMETER PARKING LOT LANDSCAPING AND SCREENING:
FRONT YARDS - WHERE A PARKING LOT IS LOCATED ACROSS A STREET FROM A NON-RESIDENTIALLY ZONED PROPERTY,LANDSCAPING AND SCREENING SHALL BE PROVIDED AS FOLLOWS:
(A) LANDSCAPING SHALL BE PROVIDED ALONG FIFTY PERCENT (50%) OF THE PARKING LOT PERIMETER, EXCLUSIVE OF DRIVEWAYS OR OTHER APPURTENANCES, TO A MINIMUM HEIGHT OF THIRTY INCHES (30") AT MATURITY. LANDSCAPING SHALL BE PROVIDED IN PLANT GROUPINGS OF NO LESS THAN THREE (3) LIVE PLANTS. LANDSCAPING MAY CONSIST OF DECIDUOUS AND EVERGREEN SHRUBS, ORNAMENTAL GRASSES AND TREES, AND PERENNIALS. SHRUBS, GRASSES AND PERENNIALS SHALL BE A MINIMUM TWELVE INCHES (12") IN HEIGHT AT TIME OF INSTALLATION. ORNAMENTAL TREES SHALL BE A MINIMUM OF FOUR FEET (4') IN HEIGHT AT TIME OF INSTALLATION

(B) SHADE OR ORNAMENTAL TREES SHALL BE PROVIDED WITHIN THE LANDSCAPED AREA AT A RATE OF NOT LESS THAN ONE (1) TREE PER FORTY FEET (40') OF FRONTAGE, ROUNDED TO THE NEAREST WHOLE NUMBER. SHADE TREES SHALL HAVE A MINIMUM OF TWO INCH (2") CALIPER AT TIME OF INSTALLATION. IF PARKWAY TREES EXIST OR ARE REQUIRED, SUCH PARKWAY TREES MAY BE COUNTED TOWARD COMPLIANCE WITH THE PERIMETER LANDSCAPING REQUIREMENTS.

LEMONT ROAD (99 L.F PARKING LOT -35 L.F. DRIVE =64 L.F)
32 L.F. LANDSCAPING AND SCREENING REQUIRED
32 L.F. LANDSCAPING AND SCREENING PROVIDED
2 TREES REQUIRED
2 TREES PROVIDED

75TH STREET (16 G.L.F. PARKING LOT -33 L.F. DRIVE =127 L.F)
64 L.F. LANDSCAPING AND SCREENING REQUIRED
64 L.F. LANDSCAPING AND SCREENING PROVIDED
3 TREES REQUIRED
3 TREES PROVIDED (EXISTING IN PARKWAY)

REAR AND SIDE YARDS - WHERE A PARKING LOT IS LOCATED ADJACENT TO A NON-RESIDENTIALLY ZONED PROPERTY, LANDSCAPING SHALL BE PROVIDED AS FOLLOWS:

(A) LANDSCAPING SHALL BE PROVIDED ALONG FIFTY PERCENT (50%) OF THE PARKING LOT PERIMETER TO A MINIMUM HEIGHT OF THREE FEET (3') AT MATURITY. LANDSCAPING SHALL BE PROVIDED IN PLANT GROUPINGS OF NO LESS THAN THREE (3) LIVE PLANTS. LANDSCAPING SHALL CONSIST OF ANY COMBINATION OF SHADE AND ORNAMENTAL TREES, DECIDUOUS AND EVERGREEN SHRUBS, AND OTHER LIVE PLANT MATERIALS. SHRUBS, GRASSES AND PERENNIALS SHALL BE A MINIMUM TWELVE INCHES (12") IN HEIGHT AT TIME OF INSTALLATION. ORNAMENTAL TREES SHALL BE A MINIMUM OF FOUR FEET (4') IN HEIGHT AT TIME OF INSTALLATION
NORTH (160 L.F. PARKING LOT - 80 L.F. BUILDING -13 L.F TRASH ENCLOSURE = 67 L.F
34 L.F. LANDSCAPING AND SCREENING REQUIRED
34 L.F. LANDSCAPING AND SCREENING PROVIDED
WEST 99 L.F. PARKING LOT - 23 L.F. BUILDING -45 L.F. CAR WASH = 31 L.F
16 L.F. LANDSCAPING AND SCREENING REQUIRED
16 L.F. LANDSCAPING AND SCREENING PROVIDED

INTERIOR PARKING LOT LANDSCAPING
(1) LANDSCAPE ISLANDS SHALL BE LOCATED AT THE END OF EACH PARKING ROW AND PROVIDED WITHIN THE PARKING LOT TO DIVIDE A PARKING ROW SO THAT NO MORE THAN TWENTY (20) ADJACENT PARKING SPACES ARE LOCATED IN ANY LENGTH OF A SINGLE ROW WITHOUT A LANDSCAPE ISLAND. ALL LANDSCAPED ISLANDS SHALL EITHER BE CROWNED TO PROVIDE POSITIVE DRAINAGE OR COMPLY WITH THE VILLAGE'S BEST MANAGEMENT PRACTICES FOR STORMWATER.

(2) LANDSCAPE ISLANDS SHALL BE A MINIMUM OF ONE HUNDRED TWENTY (120) SQUARE FEET IN AREA AND SHALL BE A MINIMUM OF SEVEN (7) FEET IN WIDTH, AS MEASURED FROM THE BACK OF CURB TO BACK OF CURB.

ONE SHADE TREE OF A MINIMUM TWO INCH (2") CALIPER SHALL BE PROVIDED FOR EACH ONE HUNDRED TWENTY.

292 S.F. LANDSCAPE ISLANDS/120 S.F = 2 SHADE TREES REQUIRED
= 2 SHADE TREES PROVIDED

PLANTING SCHEDULE

SYMBOL	KEY	QTY	BOTANICAL NAME COMMON NAME	SIZE CONDITION	COMMENTS
	TC	2	TILIA CORDATA 'CHANCELLOR' LITTLELEAF LIDEN	2" CAL B&B	6' CLEAR TRUNK
	AC	2	AMELANCHIER CANADENSIS DOWNY SERVICEBERRY	2" CAL B&B	MULTI TRUNK,3 TRUNKS MIN
	JC	50	JUNIPERUS CHINENSIS'SEA GREEN' SEA GREEN JUNIPER	2" CAL B&B	DENSE,FULL TO GROUND. 4'O.C
	HE	34	HEMEROCALLIS 'HAPPY RETURNS' HAPPY RETURNS DAYLILY	12" HT/SPR CONT	3 FANS MIN YELLOW BLOOMS
	IV	16	ITEA VIRGINICA 'HENRY'S GARNET HENRYS GARNET SWEETSPIRE	18" HT/SPR CONT	DENSE,FULL TO GROUND
	CD	16	COTONEASTER DAMMERI'CORALB' CORAL BEAUTY COTONEASTER	18" SPR CONT	DENSE,FULL TO GROUND
	CA	14	COTONEASTER ACUTIFOLIUS PEKING COTONEASTER	3' HT B/B	3' HT AT TIME OF PLANTING
	VJ	16	VIBURNUM DENTATUM 'BLUE MUFFIN' BLUE MUFFIN ARROWWOOD VIBURNUM	3' HT B/B	3' HT AT TIME OF PLANTING
	JU	8	JUNIPERUS CHINENSIS VAR. SARGENTII SARGENT JUNIPER	24" SPR B/B	DENSE,FULL TO GROUND
	HL	34	HEMEROCALLIS 'LITTLE GRAPETTE' LITTLE GRAPETTE DAYLILY	20" HT/SPR CONT	BURGUNDY/PURPLE BLOOMS
SOD	LOCALLY AVAILABLE BLUEGRASS/FESCUE BLEND				
SEED	LOCALLY AVAILABLE BLUEGRASS/FESCUE BLEND				
	PROPOSED FLAGSTONE STEPPING STONES,MIN 12"X18". SET TOP OF STONE FLUSH WITH FINISHED GRADE.				

LANDSCAPE CONTRACTOR TO VERIFY CONDITION OF LAWN IN ROW. IF THIS AREA IS IN AN UNACCEPTABLE CONDITION PER CLIENT REPRESENTATIVE,PROVIDE BID ALTERNATE FOR SEED OR SOD WITHIN THE ROW BID SHALL INCLUDE ALL AREAS BETWEEN THE PROPERTY LINE AND EDGE OF ROAD WAY PAVEMENT.
THIS REQUEST DOES NOT PROVIDE ANY APPROVAL FROM GOVERNING AGENCIES HAVING JURISDICTION OVER THIS AREA.IF REQUIRED,CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING PERMIT OR APPROVAL FOR THIS WORK

IRRIGATION SYSTEM NOTE
IRRIGATION SYSTEM TO BE BID AS DESIGN BUILD. THE CONTRACTOR IS RESPONSIBLE FOR BOTH THE DESIGN AND THE CONSTRUCTION OF THE IRRIGATION SYSTEM.

668 Wheeling Road
Wheeling IL, 60090
Phone: (847) 850-5510
Fax: (847) 850-5509

IBD

DRAWN BY	CHECKED BY	DATE	PROJECT No.
NP	NP	02.14.15	11001 CD

NO.	DESCRIPTION	DATE
1	STAFF REVIEW RESPONSE	03.18.15
	ISSUE DATES / REVISIONS	

BP PROJECT
75TH AND LEMONT ROAD
DOWNERS GROVE, IL

LANDSCAPING PLAN

SHEET
L1.2

Exhibit K

Traffic Planning Study

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ▪ FAX 847.478.9701
www.gha-engineers.com

To: **Eric Carlson**
ECA Architects

From: Bill Grieve and Amanda Larson

Date: February 20, 2015

Subject: ***Proposed Dunkin' Donuts***
75th Street @ Lemont Road – NW Corner
Downers Grove, Illinois

Part A. Project Context

BP recently redeveloped their gas station in the northwest corner of the Lemont Road / 75th Street intersection in Downers Grove, Illinois. Dunkin' Donuts proposes to add a drive-thru window on the west side of the building. To better understand how this Co-Brand arrangement functions, GEWALT HAMILTON ASSOCIATES, INC. (GHA) surveyed three Dunkin' Donuts during the morning peak period (7-9 AM), which generally represents the busiest combination of Dunkin' Donuts and gas station activity. Customers were tracked on whether they only got gas, only used the C-Store, only used the drive-thru, and/or used a combination of the facilities. The sites are at:

- 1300 Hicks Road in Rolling Meadows, Illinois - This site has a Marathon gas station with 8 fueling positions, a convenience store, and a Dunkin' Donuts drive-thru.
- 1137 Dundee Avenue in Elgin, Illinois – This site has a BP gas station with 10 fueling positions, a convenience store, and a Dunkin' Donuts drive-thru.
- 435 Milwaukee Avenue in Lincolnshire, Illinois – This site has a Marathon gas station with 16 fueling positions, a small convenience store, and a Dunkin' Donuts drive-thru.

Part B. Observations and Results

Exhibit 1 summarizes the observed traffic characteristics for the weekday morning peak period from 7-9 AM. Pertinent comments include:

- The morning peak hour traffic characteristics, which are summarized in *Exhibit 1* included:
  - 13-27% of the customers only got gas.
  - 9-19% of the other customers only went into the C-Store.
  - 19-22% of the other customers got gas and went into the C-Store, either to Dunkin' Donuts or make a different purchase.
  - 43-45% of the customers only used the Dunkin' Donuts drive-thru.
- The Dunkin' Donuts drive-thru generated about 40-50 trips on its own at the three gas stations surveyed. Virtually none of these trips were combined with any of the other on-site facilities. The average queue behind the pick-up window was generally 3-4 cars and the maximum observed was 7 cars.

- Dunkin' Donuts trip characteristics follow the "Rule of 65s". About 65% of their business is completed by 10 AM. At least 65% of their business comes from vehicles already traveling, perhaps as a stop for coffee on their way to work. And 65% or more of their customers use the drive-thru.

Part C. Project Traffic

Exhibit 2 illustrates the existing traffic using the gas station based on weekday morning peak period counts conducted by GHA in February 2015. It also shows traffic volumes and Average Daily Traffic (ADT) on Lemont Road and 75th Street which are from the DuPage County Division of Transportation. Based on the data collected from the three sites, it is anticipated that approximately 49 new trips will be added to the site with the addition of the drive-thru. These trips were added to the Existing Traffic which represents Total Traffic and is illustrated in *Exhibit 3*. Components of the site include:

- Based on DuPage County Division of Transportation data, there are currently about 27,500 vehicles per day (vpd) traveling on Lemont Road and about 35,600 vpd on 75th Street. Thus, the Average Daily Traffic (ADT) traveling through the Lemont Road / 75th Street intersection is about 63,100 vpd.

- Barrier medians are on both Lemont Road and 75th Street. Thus, access to the site is restricted to right turns in/out only on both routes. However, there is cross access at the southwest corner with the adjacent shopping center. This will help promote access flexibility for those customer trips that aren't impulse oriented, such as a morning stop for gas and coffee on the way to work. The cross access allows traffic to BP, but signage prohibits traffic from BP. However, as can be seen from *Exhibit 2*, there were some vehicles that used the cross access to exit from BP.

- It is anticipated that each drive will accommodate about 40% of the arriving site traffic, with the remaining 20% using the adjacent shopping center cross access drive. And that approximately 60% of the traffic will exit using the drive on 75th Street with the remainder using the Lemont Road driveway. Site users are prohibited to use the cross access heading westbound, although our observations show that some vehicles make that illegal movement today.

- The weekday morning peak hour would tend to occur from 7 AM to 9 AM and would generate 148 inbound and 159 outbound trips.

Key Finding. The drive-thru activity represents less than 1 trip per minute during the busiest hour, which is similar in volume to those vehicles at the gas pumps only filling up or also going into the C-Store. And any customer parked in the spaces west of the drive-thru exit would have clear visibility.

- The drive-thru stacking provided accommodates the maximum observed queue of 7 vehicles.

Part D. Conclusion

Based on our observations and the site traffic characteristics, we believe that the proposed Dunkin' Donuts drive-thru traffic can be successfully integrated within the site. There is also adequate drive-thru stacking provided, so as to not cause on-site congestion.

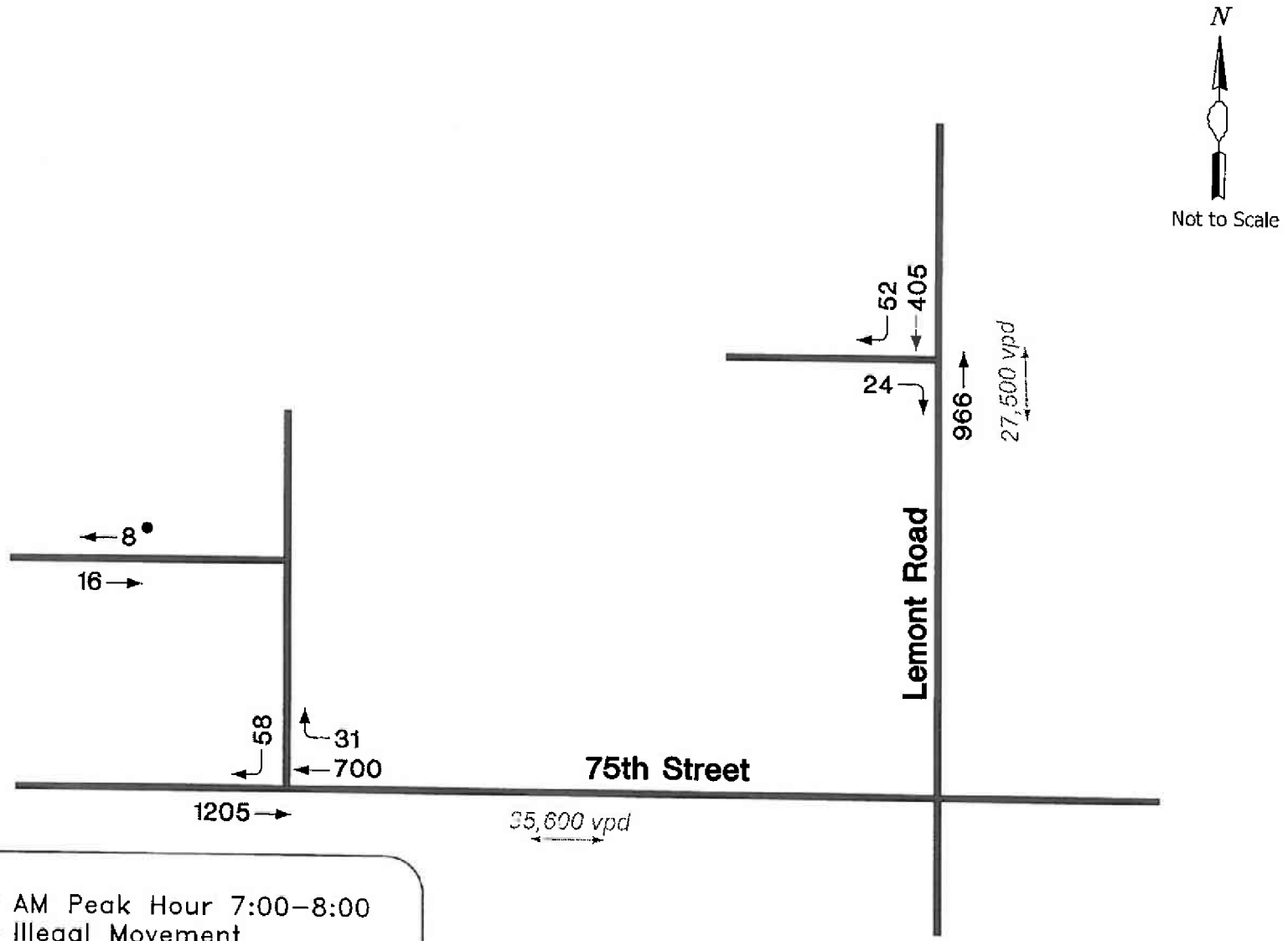
Exhibit 1 - Dunkin' Donuts Drive-Thru Surveys

1300 Hicks Road, Rolling Meadows IL. - Observed 07/05/2012						
Time	Gas Only	C-Store Only	Gas & C-Store	Drive Thru Only	Total	Vehicle Queues
7:00-7:15 AM	4	5	5	5	19	1,0,1,0,0
7:15-7:30 AM	2	4	5	11	22	2,3,1,4,1
7:30-7:45 AM	4	2	4	15	25	1,1,1,2,2
7:45-8:00 AM	2	6	6	9	23	1,0,0,1,4
8:00-8:15 AM	6	4	0	9	19	1,4,1,2,0
8:15-8:30 AM	4	2	4	5	15	1,0,0,0,0
8:30-8:45 AM	2	3	5	6	16	2,0,1,1,0
8:45-9:00 AM	4	3	8	15	30	1,1,2,6,3
2-Hour Totals =	**28**	**29**	**37**	**75**	**169**	**Max Queue = 6**
Peak Hour =	***12***	***17***	***20***	***40***	***89***	
% of Total =	***13%***	***19%***	***22%***	***45%***	***100%***	

1137 Dundee Avenue, Elgin, IL. - Observed 07/05/2012						
Time	Gas Only	C-Store Only	Gas & C-Store	Drive Thru Only	Total	Vehicle Queues
7:00-7:15 AM	7	5	8	12	32	4,3
7:15-7:30 AM	6	3	3	15	27	4,7
7:30-7:45 AM	6	5	7	13	31	5,4
7:45-8:00 AM	4	5	3	9	21	3,2
8:00-8:15 AM	3	4	3	11	21	4,3,4
8:15-8:30 AM	3	2	4	12	21	3,4
8:30-8:45 AM	3	5	3	11	22	3,2
8:45-9:00 AM	5	8	2	14	29	4,4
2-Hour Totals =	**37**	**37**	**33**	**97**	**204**	**Max Queue = 7**
Peak Hour =	***23***	***18***	***21***	***49***	***111***	
% of Total =	***21%***	***16%***	***19%***	***44%***	***100%***	

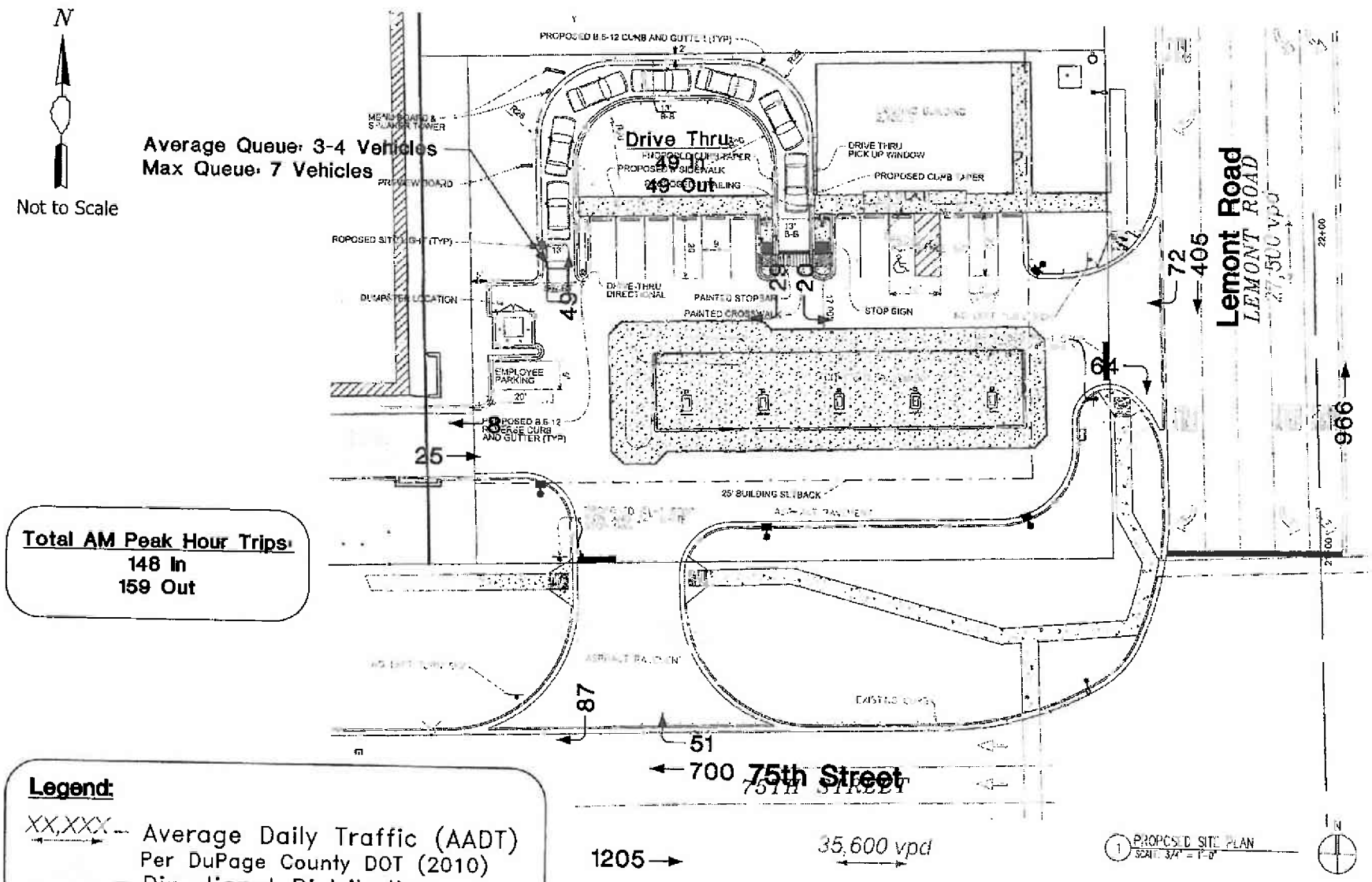
435 Milwaukee Avenue, Lincolnshire, IL. - Observed 01/20/2015						
Time	Gas Only	C-Store Only	Gas & C-Store	Drive Thru Only	Total	Vehicle Queues
7:00-7:15 AM	8	2	6	8	24	1,5,5
7:15-7:30 AM	4	3	4	14	25	6,2,3
7:30-7:45 AM	6	2	9	12	29	3,0,6
7:45-8:00 AM	8	1	4	15	28	6,5,6
8:00-8:15 AM	7	4	6	13	30	2,6,4
8:15-8:30 AM	10	3	5	10	28	4,2,3
8:30-8:45 AM	6	0	7	11	24	5,1,2
8:45-9:00 AM	11	6	5	8	30	4,2,3
2-Hour Totals =	**60**	**21**	**46**	**91**	**218**	**Max Queue = 6**
Peak Hour =	***31***	***10***	***24***	***50***	***115***	
% of Total =	***27%***	***9%***	***21%***	***43%***	***100%***	

GHA GEWALT HAMILTON ASSOCIATES, INC.



GHA GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 2
Existing Traffic
Source: GHA 2015
DuPage County DOT 2010



GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 3
Total Traffic

DRAFT

FILE 15-PLC-0009 (continued from last month): A petition seeking approval for a Planned Development Amendment and a Special Use for a drive-through facility. The subject property is zoned B-2, General Retail Business. The property is located at the northwest corner of Lemont Road and 75th Street, commonly known as 1200 75th Street, Downers Grove, IL (09-30-201-002). Eric Carlson, Petitioner, Hemant Patel, Owner.

Village planner Patrick Ainsworth explained where the location of the subject site was, noting the 2,400 sq. foot one-story structure included a gas station, a convenience store and a Dunkin Donuts. The petitioner was seeking to add a drive-through window and an 8-car stacking lane. Mr. Ainsworth pointed out the site's parking spaces and nearby sidewalk. In reviewing the drive-through, Mr. Ainsworth reported that the petitioner will be cutting through the existing sidewalk and creating new circulation patterns on the site that are not found with other drive-through designs within the Village. Details followed.

Mr. Ainsworth reviewed the minimum zoning standards for drive-throughs within the village's code. He stated the petitioner was seeking deviations from the new requirement of 25-foot setbacks from the adjacent non-residential property lines. The deviations included: a request for 1.75 foot setback from the northern-most point of the stacking lane to the north property line and a 13.8 feet setback from the western-most portion of the stacking lane to the western property line. Additional Zoning Ordinance requirements that the petitioner had meet included adequate on-site maneuvering circulation areas for vehicles and pedestrians and designed stacking lanes so as to not interfere with parking movements of safe pedestrian circulation.

After regular staff review and traffic manager review of the drive-through design, Mr. Ainsworth reported there were concerns raised which included the following: direct conflict with pedestrians and vehicles exiting the site; conflict with the two parking spaces adjacent to the exit lane; reduced visibility issues; and blocking the required off-street parking if overflow stacking beyond the 8-car stacking was necessary. Diagrams and a video followed for better explanation.

Due to the concerns raised regarding this petition, staff recommended sending a denial recommendation to the village council, pointing out that the request for a Planned Development amendment did not meet the village's standards for approval. While the improvements to the site did meet the requirements for the commercial corridor designation in the village's comprehensive plan, Mr. Ainsworth said the comprehensive plan also mentioned that parking areas must be safe for pedestrians and vehicles and not conflict with one another. Details followed. Regarding the three criteria for the special use request, while the use was an authorized use under Article 5 of the village's zoning ordinance, the request did not meet the last two criteria and staff found that the request would set a poor precedent for Planned Development No. 9.

Per questions from the commissioners, Mr. Ainsworth explained the circulation challenges with the new relocation of the refuse area -- it conflicted with the stacking lane. He explained the review and concerns found by staff on the submitted traffic study.

Petitioner and architect, Mr. Eric Carlson, with ECA Architects & Planners, Geneva, Illinois, respected staff's comments and hoped his presentation would ease some concerns, as there were challenges working through the petition with staff. Mr. Carlson stated he was the architect for the original gas station development. The Dunkin Donuts owner at that time wanted a drive-through but two other developers were interested in getting their project developed and did not investigate a

drive-through. He understood there was a prior Dunkin Donuts at the site which was profitable and had a drive-through. However, the franchisee at that time still went ahead and had the Dunkin Donuts developed without the drive-through. To date, the store is struggling financially and the franchisee understands that 60% of the business comes from the drive-through.

Mr. Patrick Romer, 2265 Thyme Road, Naperville, Illinois, the Dunkin Donuts owner, summarized that he wanted a fair hearing and while he respected the commission's concern about safety, he believed that all parties could have a win-win situation by considering his proposal and listening to his presentation.

Continuing, Mr. Carlson reviewed the site plan on the overhead in greater detail. He was aware and made staff aware of the blind corner at the sidewalk at the exit area of the site. To address that issue, a stop sign and pedestrian walkway were added so that the pedestrians would be forced to walk a fence line to be more clearly seen for the cars exiting the drive-through. A raised paver would also warn drivers of pedestrians. Mr. Carlson addressed the challenge for current employee parking on-site, noting it left little for pedestrian parking but the majority of patrons who pumped gas usually left their cars at the pump while they ran into the convenience store. Having the drive-through would eliminate those vehicles that currently parked to patronize the Dunkin Donuts store. The six parking spaces, he stated, would be adequate for the convenience store patrons.

Addressing staff's concerns in its report, Mr. Carlson believed his client had a site "he was stuck with" and in order for the site to work, some non-traditional designs would have to make it work to minimize potential conflicts. As to concerns about multiple conflicts with pedestrians, vehicles, trash removal service, and gas pump interaction, Mr. Carlson pointed out that no other drive-through facility similar in design existed in the village. He further pointed out that the a.m. peak hours for service at a Dunkin Donuts store and a.m. peak hours for pumping gas were somewhat similar.

Discussing the maximum stacking lines for three various suburban Dunkin Donuts, Mr. Carlson explained the number of vehicles were 6, 6, and 7 respectively, and the vehicle stacking proposed at this store was a conservative 8 vehicles. The average stacking across-the-board was 3 to 4 cars with a maximum of 6 to 7. Trash pickup was scheduled for M-W-F between the hours of 5:00-5:30 a.m. with the donut store serving peak hours starting between 6:00-7:00 a.m. Air pumps / vacuums has sporadic activity throughout the day and not during the peak a.m. hours.

Mr. Carlson reviewed the scenario of a driver going through the drive-through and the fact that the driver would not be speeding away from the drive-through window, given the extra warnings when he left the window. This was consistent with other drive-through facilities. Mr. Carlson reviewed the truck movement for the garbage pick-up, sight lines, the location of the handicap parking stall, and raised the fact that pedestrians have to walk across a more busier drive-through lane(s) when walking into a McDonalds restaurant. He shared various examples of drive-through designs that included bisected parking that appeared to create little issues but work well, noting patrons and drivers alike "figure it out." He believed the issues raised were traditional issues and steps were being taken to raise awareness to the pedestrians and drivers of the site. A drive-through was needed for the site.

Chairperson Urban opened up the public comment portion of the meeting. No comments followed.

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In closing, Mr. Carlson, referred to the site plan and believed the issues raised were "standard." He believed the eight vehicle stacking was suitable for the location with all of its uses. To have all activities on the site occurring at once, he felt was rare.

Mr. Pat Romer, owner, returned and stated eight vehicles in the line would be great because he would not have to be before this commission. However, he offered to have a probationary period, if the commission desired, and asked for the commission's support.

Hearing no further comments, Chairperson Urban closed the public hearing on this case.

Regarding the 25-foot setback and how many businesses currently met it or whether it was just for Planned Development #9, Mr. Popovich explained that the setback requirement was recently enacted with the new zoning ordinance adopted in June last year and this was the first new petition under the requirement. He added that staff does not have concerns with the setback requirement based on its location adjacent to the rear of adjacent commercial properties. Staff's primary concerns are the pedestrian-vehicle and vehicle-vehicle conflicts created by the drive-through exit.

Mr. Quirk did not believe this would function any different than any other drive-through in the Village. Mr. Popovich explained the differences in layouts, namely this site bisects the parking area where other drive-throughs do not. Mr. Popovich cited the Panera on Ogden Avenue as a location where the drive-through lane was moved to not bisect a parking area. Mr. Ainsworth noted the Comprehensive Plan and Zoning Ordinance call for the separation of vehicle and pedestrians.

Additional discussion occurred on the intensity of drive-throughs and whether there was a difference between the entry and exit points of the drive-through. Drive-throughs for car washes versus drive-throughs for fast food restaurants were discussed

Mr. Rickard voiced a concern with the drive aisle between the gas pumps and outbound drive-through traffic. He noted the narrow width of the exiting drive-aisle and it being gridlocked at some point if there are large vehicles or vehicles with trailers pumping gas. This could impact the drive-through, parking spaces, and access around the site. It just takes one driver to create potential gridlock during peak hours.

The Chairperson agreed with Mr. Rickard and noted that combined with the right-in right-out accesses restrict movements in and out of the site making it more complex. The Chairperson noted the restaurant users and gas users competing for the same space. She was concerned about traffic circulation and did not know if the property was large enough to fit a drive-through. Mr. Matejczyk shared the same concerns and noted coming out of the drive-through into the aisle there are issues with cross-traffic and gas pump users. It is a very tight space.

Mr. Webster acknowledged the difference of findings between the petitioner's traffic consultant and staff's report, and he disagreed with staff's opinion that the service or facility was not in the public's best interest. He agreed there was no similar design within the village and it was a unique parcel clearly meant for a car wash, but he did not agree that the standard was not met because a number of similar configurations existed throughout the suburbs and drivers did "figure it out." He believed the use fit the property dimensionally, it complied, except for the setbacks, and the setbacks variances being requested backed against commercial properties that had no bearing on the properties. Continuing, he stated the parcel was not a street; it may not comply strictly with the

comprehensive plan; and if people visited the site and did not like its configuration, they simply went somewhere else. Lastly, he stated the owner was willing to try the special use for a probationary period. Mr. Webster supported the proposal and did not agree with staff's interpretation nor the village's traffic manager's opinion. He reiterated it was the owner's risk to put the use at his facility, as shown, and make some concessions for public safety. Other supporting remarks followed.

Mr. Rickard recommended that the six parking spaces be reworked for better safety and clearance.

With respect to staff's conditions, Mr. Ainsworth noted a revision to the stop sign location, wherein Mr. Popovich stated the stop sign revision could be handled through the engineering department. Chairwoman Urban entertained a motion.

WITH RESPECT TO FILE 15-PLC-0009, MR. WEBSTER MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL, SUBJECT TO THE FOLLOWING STAFF CONDITIONS:

1. **THE PLANNED DEVELOPMENT AMENDMENT AND SPECIAL USE SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT, THE ARCHITECTURAL DRAWINGS PREPARED BY ECA ARCHITECTS, DATED MARCH 18, 2015, THE ENGINEERING PLANS PREPARED BY PEARSON, BROWN & ASSOCIATES, INC., DATED MARCH 18, 2015 AND THE LANDSCAPE PLAN PREPARED BY IBD, DATED MARCH 18, 2015, EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES;**
2. **THE HANDICAP PARKING SPACE AND ADJACENT ACCESS AISLE SHALL BE RELOCATED AND AMENDED ON ALL SITE PLANS TO COMPLY WITH THE ILLINOIS ACCESSIBILITY CODE;**
3. **THE ICE MACHINE AND THE PROPANE CABINET SHALL BE RELOCATED FROM THE MAIN ENTRANCE ELEVATION TO ELSEWHERE ON THE PROPERTY IN ORDER TO MAINTAIN ADEQUATE ACCESS WIDTH ON THE SIDEWALK;**
4. **THE PROPOSED CROSSWALK SHALL BE CONSTRUCTED OF A DIFFERENT PAVEMENT MATERIAL THAN THE ADJACENT DRIVE-THROUGH LANE AND DRIVE AISLE; AND**
5. **THE RELOCATION OF THE STOP SIGN BE ADDRESSED, AS PROPOSED BY STAFF.**

SECONDED BY MR. QUIRK. ROLL CALL:

AYE: MR. WEBSTER, MR. QUIRK, MR. BASSLER, MR. MATEJCZYK
NAY: MR. RICKARD, CHAIRPERSON URBAN

MOTION CARRIED. VOTE: 4-2