

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: _____ **Applicant** _____ **DATE:** February 17, 2004
(Name)

RECOMMENDATION FROM: Plan Commission **FILE REF:** 2008
(Board or Department)

NATURE OF ACTION:

- Ordinance
- Resolution
- Motion
- Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE AUTHORIZING SPECIAL USE AT DISCOUNT TIRE, 1201 BUTTERFIELD ROAD, TO PERMIT AN AUTOMOBILE REPAIR FACILITY IN CONJUNCTION WITH RETAIL TIRE SALES", as presented.



SUMMARY OF ITEM:

At their meeting of December 2, 2003 the Plan Commission unanimously recommended that a Special Use be granted for the property located at 1201 Butterfield Road, for an automobile repair and service shop.

RECORD OF ACTION TAKEN:

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING SPECIAL
USE AT DISCOUNT TIRE, 1201 BUTTERFIELD ROAD,
TO PERMIT AN AUTOMOBILE REPAIR FACILITY
IN CONJUNCTION WITH RETAIL TIRE SALES**

WHEREAS, the following described property, to wit:

Part of Lot 1 in Home Depot Subdivision, being a subdivision of part of the Southwest Quarter of Section 30, Township 39 North, Range 11 East of the Third Principal Meridian, according to the plat thereof recorded January 30, 1997, as Document Number R97-14912, in DuPage County, Illinois, said part being described as follows:

Commencing at the southeastern corner of said Lot 1; thence south 80 degrees 24 minutes 48 seconds west (plat bearing) along the southern line of said Lot 1, a distance of 50.44 feet to a point lying 50 feet westerly of and perpendicular to the eastern line of said Lot 1, said point also being the Point of Beginning of this description; thence North 02 degrees 02 minutes 31 seconds West parallel with and 50 feet westerly of the eastern line of said Lot 1, a distance of 285.00 feet; thence South 90 degrees 00 minutes 00 seconds West 116.00 feet; thence South 00 degrees 00 minutes 00 seconds West 46.00 feet; thence South 90 degrees 00 minutes 00 second West 65.00 feet; thence South 00 degrees 00 minutes 00 seconds West 225.47 feet to a point lying 45 feet northerly of and perpendicular to the southern line of said Lot 1; thence North 80 degrees 24 minutes 48 seconds East parallel with and 45 feet northerly of the southern line of said Lot 1, a distance of 98.00 feet; thence South 00 degrees 00 minutes 00 seconds West 45.64 feet to the southern line of said Lot 1; thence North 80 degrees 24 minutes 48 seconds East along the southern line of said Lot 1, a distance of 95.86 feet to the Point of Beginning, containing 1.118 acres, more or less, commonly known as 1201 Butterfield Road, Downers Grove, Illinois (PIN 06-30-300-013).

(hereinafter referred to as the "Property") is presently zoned in the "B-3, General Services & Highway 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 be granted for the Property to allow an automobile repair and service shop; 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 said petition 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; 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. The proposed use at that particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.
2. The proposed use will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or injurious to property values or improvements in the vicinity.
3. The proposed use will comply with the regulations specified in this Zoning Ordinance for the district in which the proposed use is to be located.
4. The proposed use is one of the special uses specifically listed for the district in which it is to be located and, if approved with restrictions as set forth in this ordinance, will comply with the provisions of the Downers Grove Zoning Ordinance regulating this Special Use.

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

SECTION 1. That a Special Use of the Property is hereby granted to permit an automobile repair and service shop.

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

1. Compliance with the conditions and approval of the final plat of resubdivision entitled "Resubdivision No. 1 of Home Depot Subdivision", dated September 15, 2003, reduced copy attached and incorporated herein by reference as Exhibit A.
2. Substantial compliance with the site plans under Special Use/Plan Commission File #2008 dated January 15, 2004, reduced copy attached and incorporated herein by reference as Exhibit B.
2. The conditions and recommendations as outlined by Plan Commission in their December 2, 2003 meeting minutes, a copy of which is attached hereto and incorporated herein by reference as Exhibit C.
3. Substantial compliance with the Staff report dated November 18, 2003, a copy of which is attached hereto and incorporated herein by reference as Exhibit D.
4. Compliance with the recommended conditions of the Public Works/Engineering requirements as set forth in their memorandum dated November 19, 2003, including all

conditions of approval from the Traffic Division and recommendations, attached hereto and incorporated herein by reference as Exhibit E.

5. Substantial compliance with the applicant's (revised) consultant analysis dated January 21, 2004, attached hereto and incorporated herein by reference as Exhibit F.
6. Executed perpetual and reciprocal easement/access agreements between all property owners in the subdivision to be recorded with the Plat of Subdivision.
7. Compliance with all applicable Federal, State and Village laws, ordinances, regulations and policies.

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.

SECTION 5. 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

RESUBDIVISION NO. 1 OF HOME DEPOT SUBDIVISION

Part of P.L.N. 06-30-300-013

REGISTRATION OF INSTRUMENTS

The purpose of this act is to provide a public record of all instruments affecting real property in this State, and to provide a means by which the public may ascertain the status of such instruments. It is the policy of this State to encourage the recording of instruments affecting real property, and to provide a means by which the public may ascertain the status of such instruments. It is the policy of this State to encourage the recording of instruments affecting real property, and to provide a means by which the public may ascertain the status of such instruments.

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STATE OF ALABAMA }
COUNTY OF [] }
I, _____, Clerk of the County of [] Alabama, do hereby certify that the foregoing is a true and correct copy of the original instrument recorded in my office on this _____ day of _____, 2001.

STATE OF ALABAMA }
COUNTY OF [] }
I, _____, Clerk of the County of [] Alabama, do hereby certify that the foregoing is a true and correct copy of the original instrument recorded in my office on this _____ day of _____, 2001.

STATE OF ALABAMA }
COUNTY OF [] }
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STATE OF ALABAMA }
COUNTY OF [] }
I, _____, Clerk of the County of [] Alabama, do hereby certify that the foregoing is a true and correct copy of the original instrument recorded in my office on this _____ day of _____, 2001.



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| Notary Public | 0138 |
| Commission Expires | 12/31/2002 |
| Notary Public | 0138 |
| Commission Expires | 12/31/2002 |



GREENBERG FARROW
ARCHITECTS, INC.
 ARCHITECTURE
 INTERIOR DESIGN
 PLANNING
 LANDSCAPE ARCHITECTURE
 VOICE 847/298-1000
 FAX 847/298-1001

PROFESSIONAL SEAL
 ARCHITECT
 STATE OF ILLINOIS
 NO. 0202317

PROFESSIONAL SEAL
 CIVIL ENGINEER
 STATE OF ILLINOIS
 NO. 0202317

PROFESSIONAL SEAL
 LANDSCAPE ARCHITECT
 STATE OF ILLINOIS
 NO. 0202317

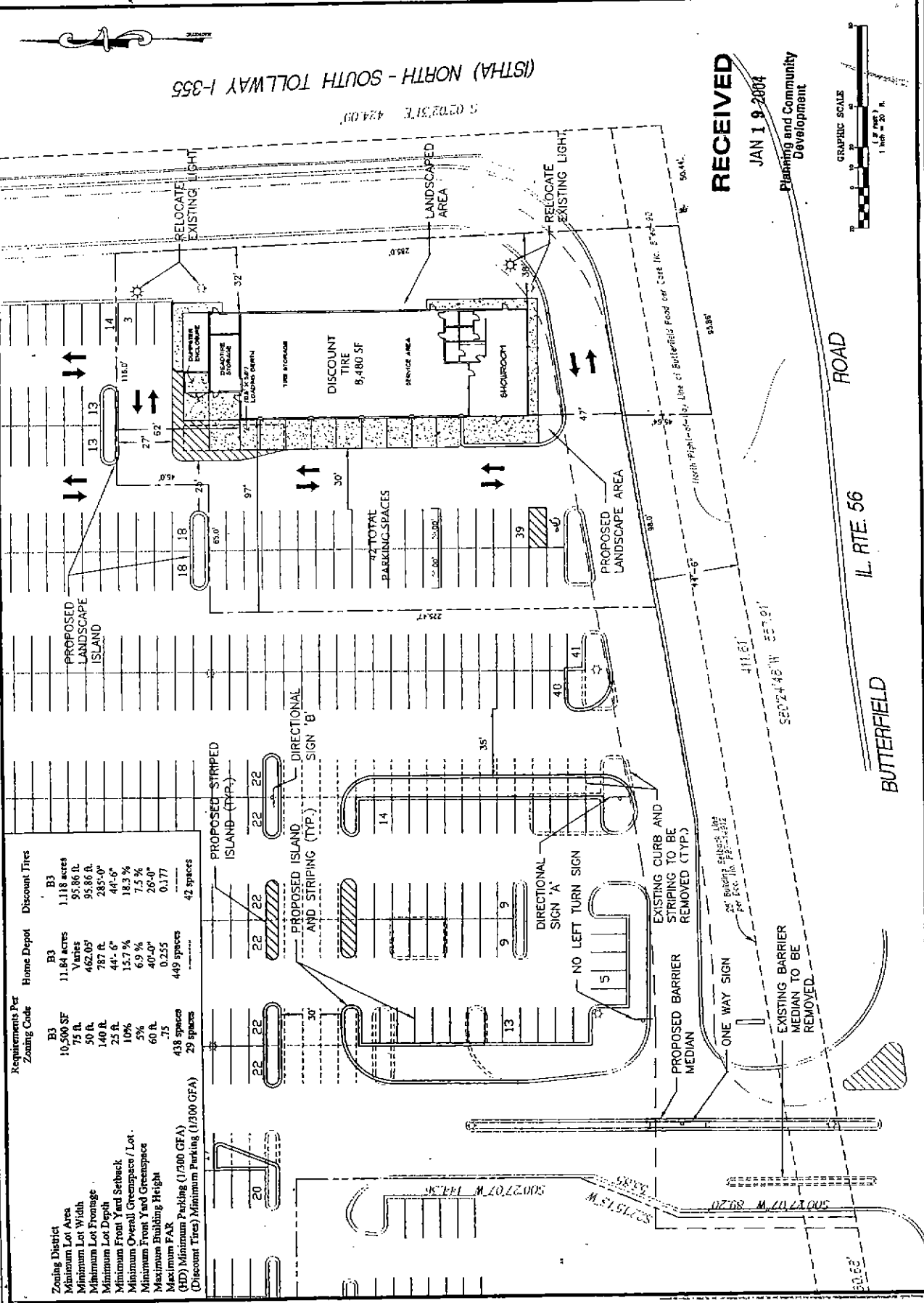
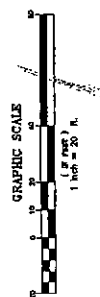
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 PLANNING AND COMMUNITY DEVELOPMENT
 STATE OF ILLINOIS
 NO. 0202317

PROFESSIONAL SEAL
 DISCOUNT TIRE COMPANY
 STATE OF ILLINOIS
 NO. 0202317

PROFESSIONAL SEAL
 DOWNERS GROVE L.
 BUTTERFIELD RD.
 AND 356 TOLL WAY

(S)THA) NORTH - SOUTH TOLLWAY I-355
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 Planning and Community
 Development



| Requirements Per | Home Depot | Discount Tires |
|---|------------|----------------|
| Zoning Code | B3 | B3 |
| Minimum Lot Area | 10,500 SF | 1,118 acres |
| Minimum Lot Width | 75 ft. | 95.86 ft. |
| Minimum Lot Frontage | 50 ft. | 95.86 ft. |
| Minimum Lot Depth | 140 ft. | 285'-0" |
| Minimum Front Yard Setback | 25 ft. | 44'-6" |
| Minimum Overall Greenspace / Lot | 10% | 18.3 % |
| Minimum Front Yard Greenspace | 5% | 6.9 % |
| Maximum Building Height | 60 ft. | 40'-0" |
| Maximum PAK | 75 | 0.255 |
| (HD) Minimum Parking (1/1000 GFA) | 438 spaces | 42 spaces |
| (Discount Tires) Minimum Parking (1/1000 GFA) | 29 spaces | |



GREENBERG PARROW
ARCHITECTURE
ENGINEERING
DEVELOPMENT

1000 N. LAKE STREET, SUITE 100
 CHICAGO, ILLINOIS 60610
 TEL: 312.427.1000
 FAX: 312.427.1001
 WWW.GREENBERGPARROW.COM

DESIGNER'S SEAL AND SIGNATURE

PROFESSIONAL SEAL

PROFESSIONAL SEAL

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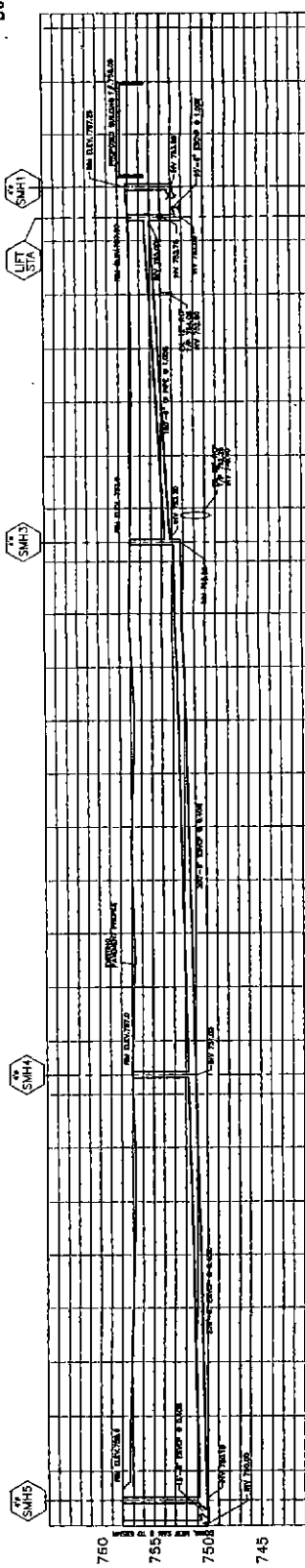
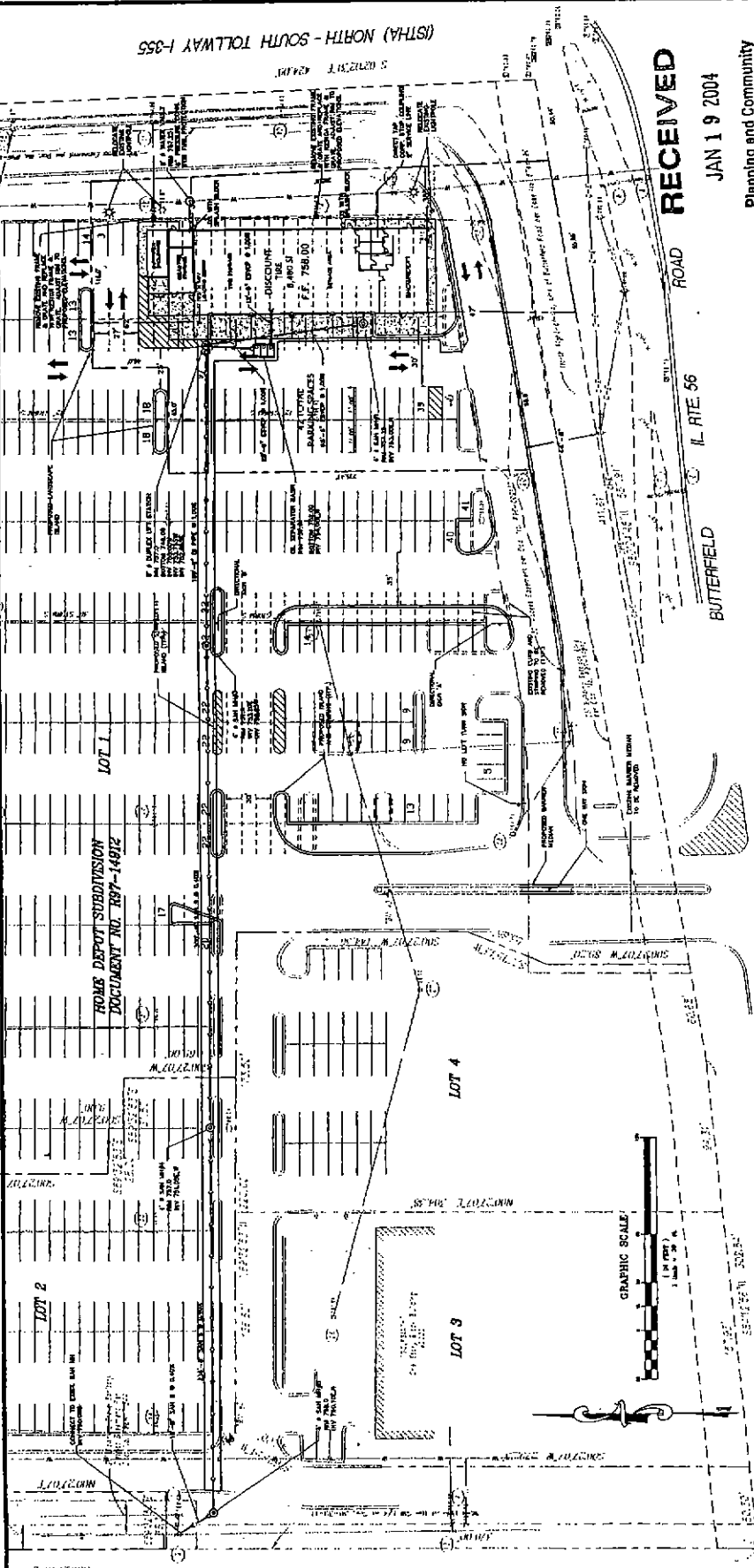
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Planning and Community
 Development

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SANITARY SEWER PROFILE
 1" = 1' 0"



GREENBERG FARROW
 ARCHITECTURE
 ENGINEERING
 DEVELOPMENT

400 HUNTERS CREEK BLVD. SUITE 100
 WILSONVILLE, OREGON 97158
 TEL: 503.535.1100
 FAX: 503.535.1101

DISCOUNT TIRE COMPANY
 PROJECT NO. 2004-0045
 PROJECT NAME
 LANDSCAPE PLAN
 SHEET NO. 4

PROFESSIONAL SEAL
 REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
 STATE OF OREGON
 NO. 10000

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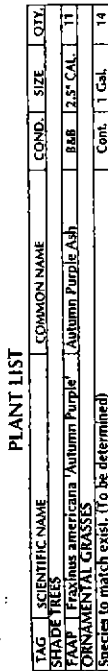
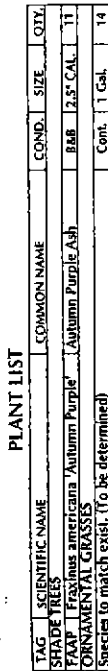
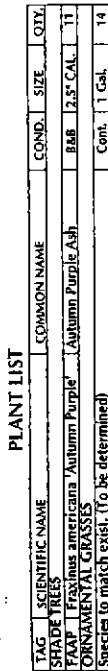
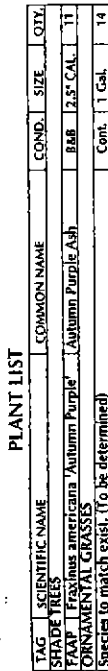
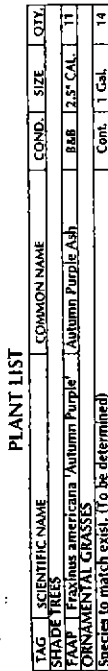
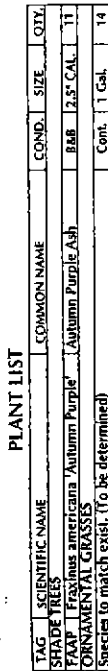
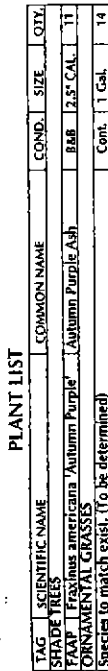
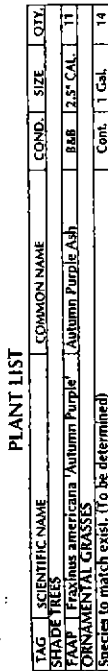
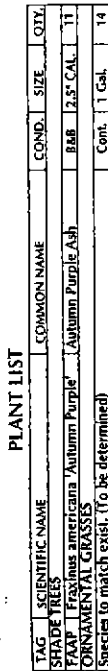
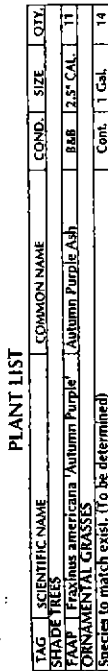
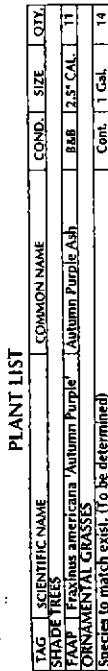
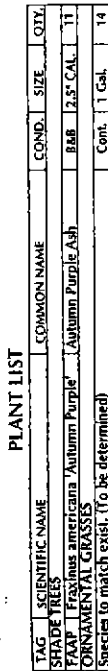
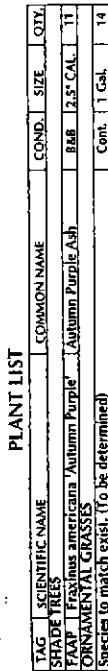
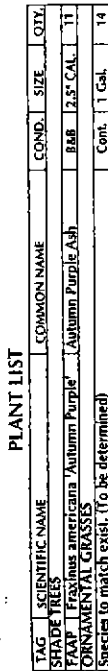
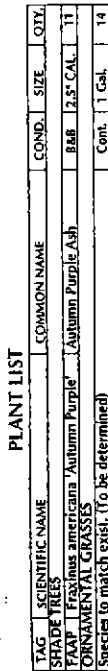
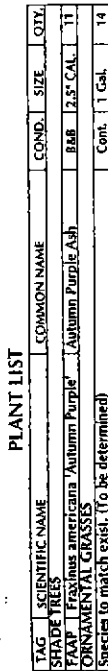
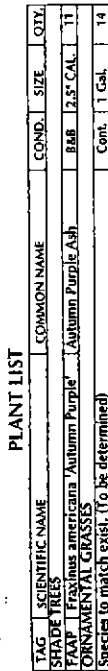
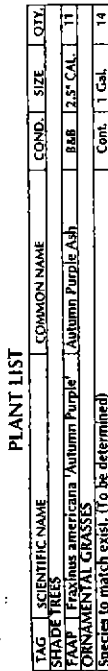
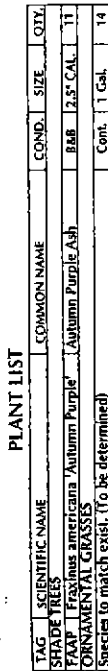
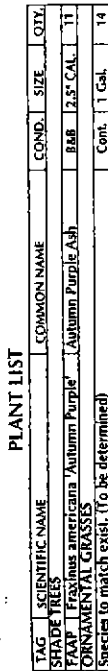
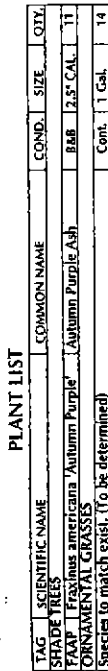
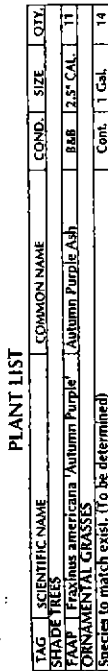
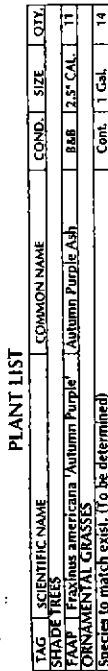
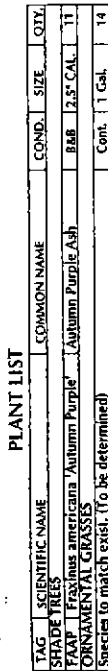
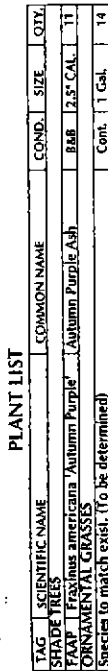
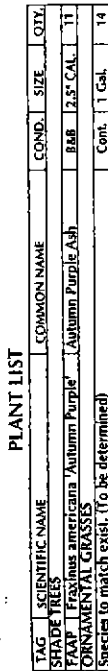
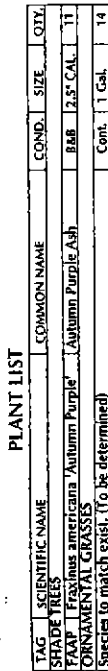
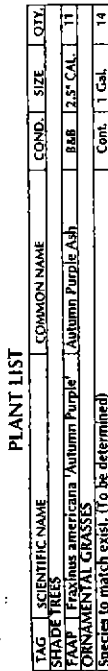
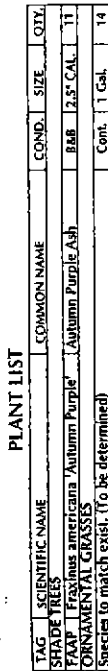
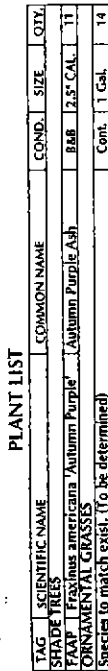
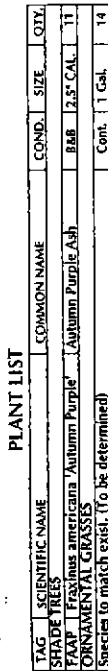
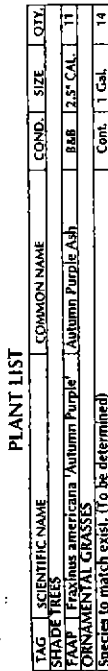
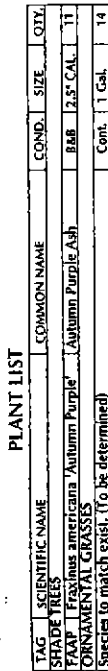
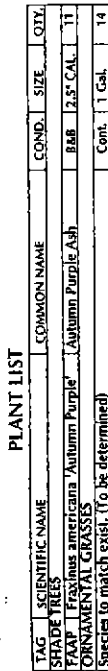
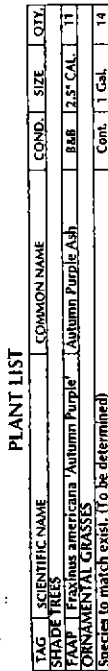
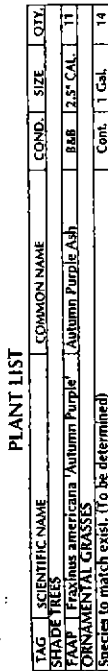
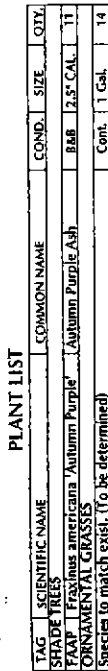
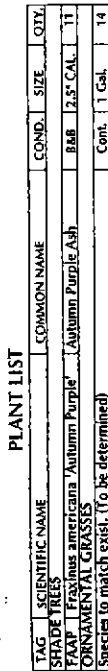
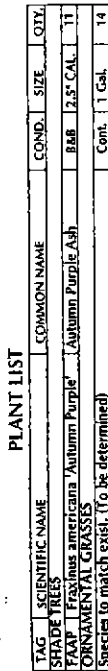
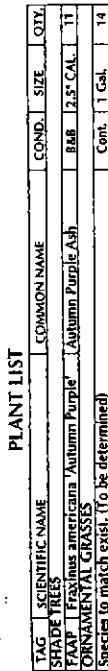
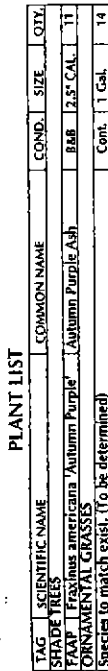
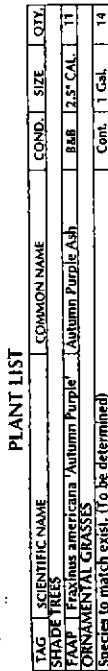
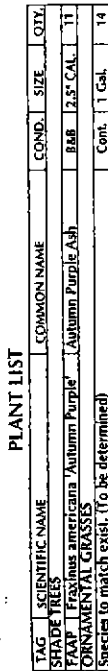
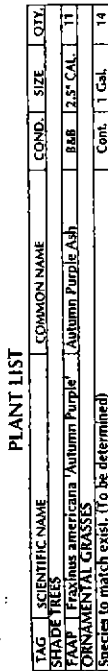
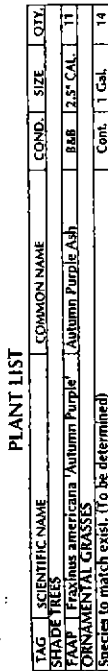
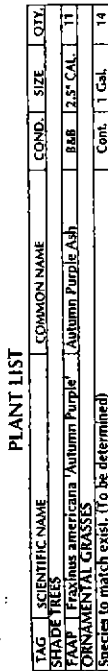
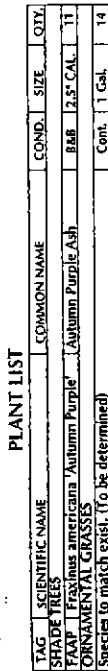
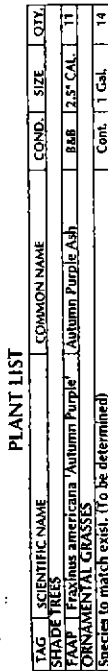
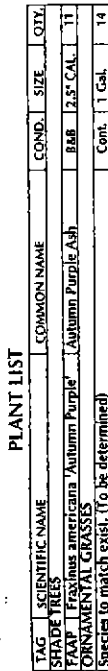
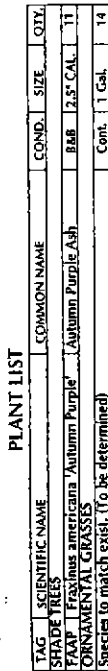
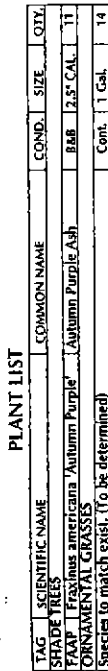
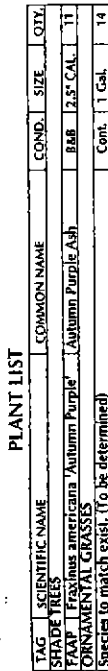
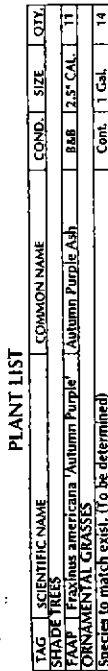
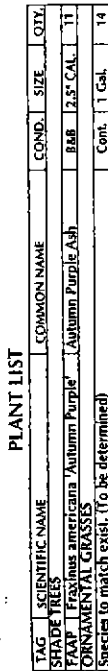
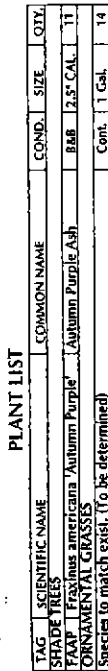
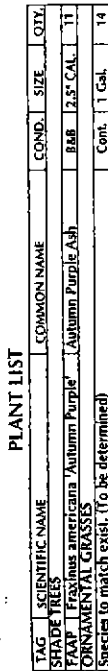
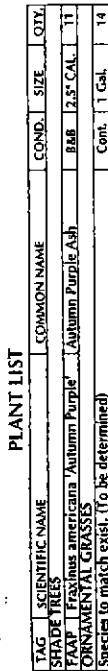
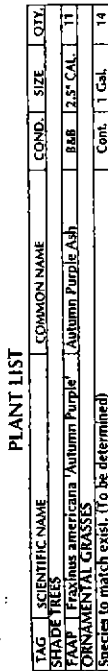
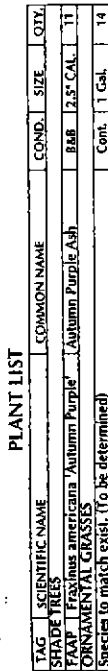
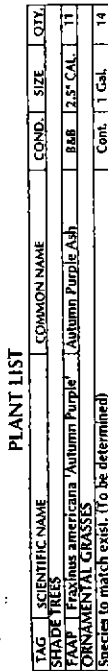
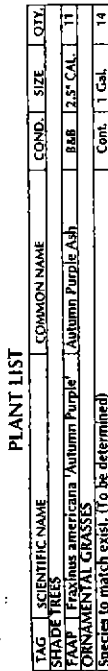
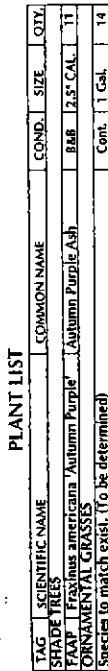
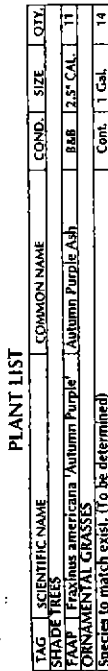
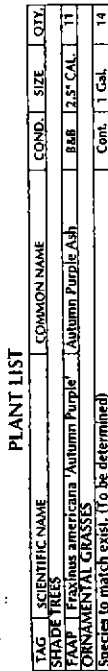
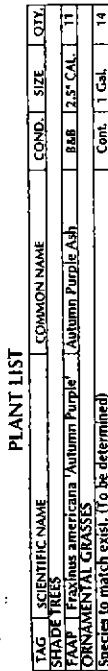
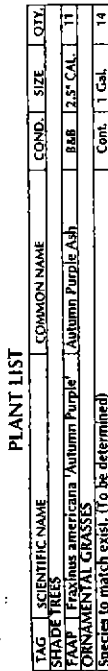
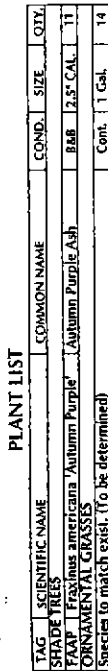
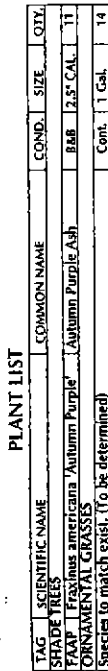
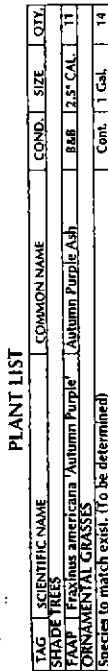
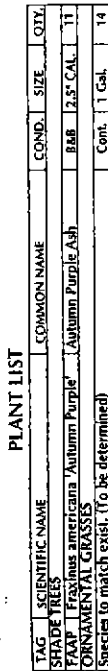
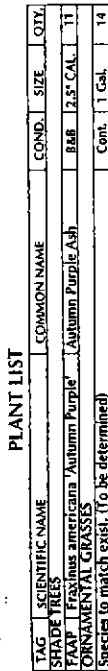
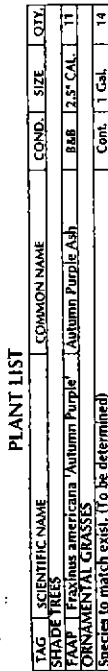
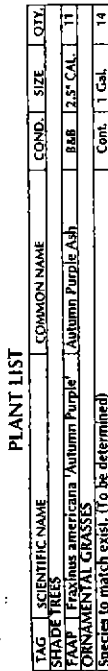
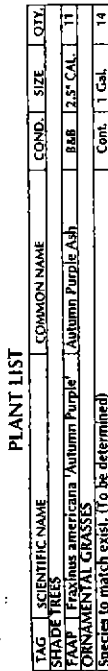
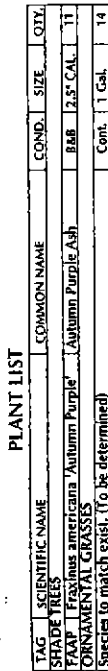
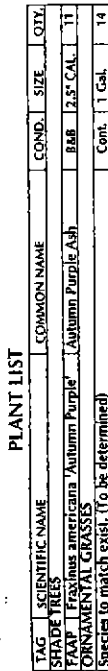
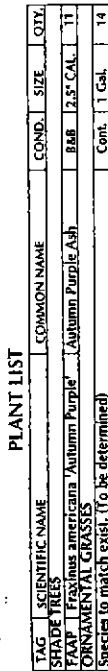
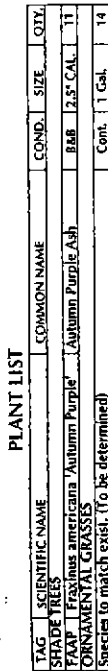
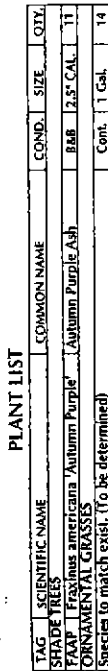
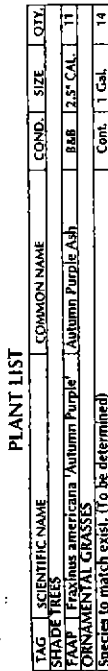
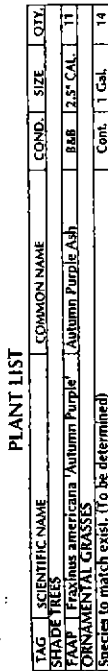
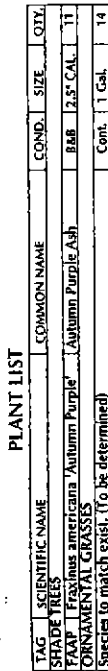
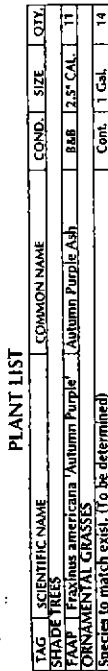
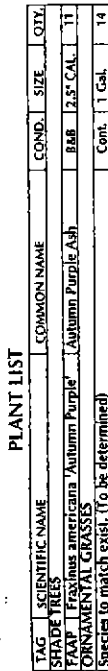
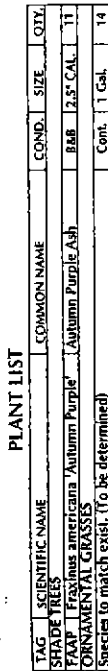
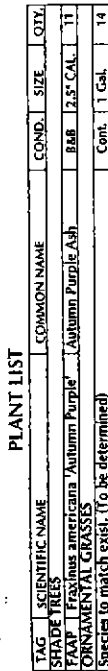
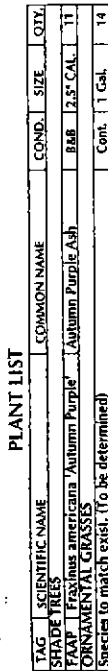
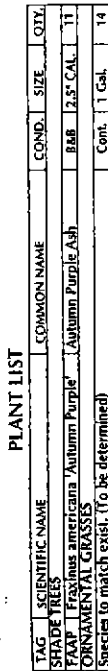
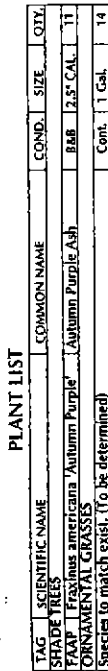
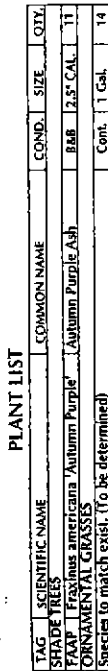
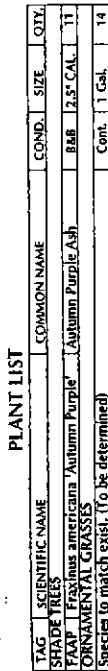
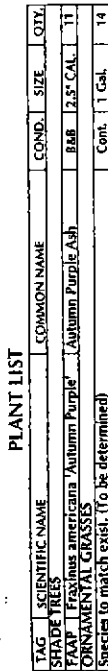
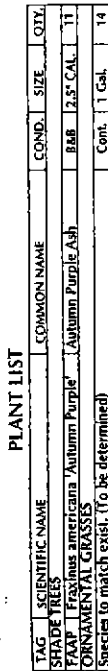
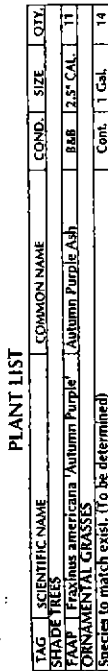
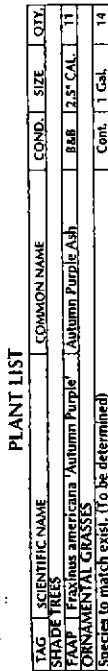
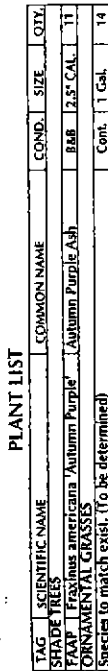
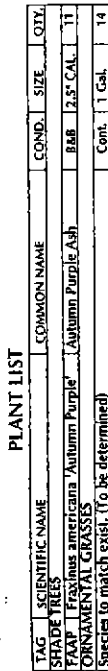
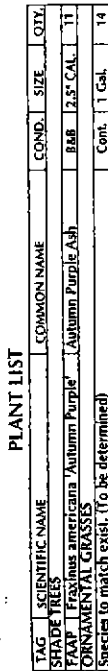
PLANT LIST

| TAG | SCIENTIFIC NAME | COMMON NAME | COND. | SIZE | QTY. |
|-------------|---------------------------|-------------------|-------|------------|------|
| SHADE TREES | | | | | |
| 1-FAP | <i>Fraxinus americana</i> | Autumn Purple Ash | B&B | 12.5" CAL. | 11 |
| 2-FAP | ORNAMENTAL GRASSES | | Cont. | 1' Gsh. | 14 |
| 3 | | | | | |

Proposed tree

Exist. tree to be removed

Exist. tree to remain



The motion passed unanimously.

Chairman Jirik advised that beginning in January, the Plan Commission would conduct its meetings on the third Monday in the Village Hall Council Chambers.

For the record, Ms. Browne stated normally when hearings are continued from one month to the next, a sign is not posted, but because of the change in day and location a new public hearing sign will be posted on the property.

PUBLIC HEARING: FILE NO. 2009 A petition seeking Final Plat Approval of Banchory Woods Subdivision including certain exceptions from Code. The property is located at the northeast corner of Lee and Chicago Avenues, Downers Grove, IL (PIN 09-06-312-021 & 09-06-312-016); Joel Andersen Homes Ltd. By James F. Russ, Jr., Attorney/Petitioner

Chairman Jirik called the public hearing to order and stated this petitioner has also requested a continuation to the January 19, 2004 Plan Commission meeting.

MOTION: MR. MCCORMICK MOVED WITH RESPECT TO FILE NO. 2009 THAT THE PLAN COMMISSION GRANT THE PETITIONER'S REQUEST TO CONTINUE THE PETITION TO THE JANUARY 19, 2004 PLAN COMMISSION MEETING TO BE HELD IN THE VILLAGE HALL COUNCIL CHAMBERS. MR. KAHLKE SECONDED THE MOTION.

Chairman Jirik asked if there were any questions or comments regarding the motion. Hearing none, he called for the vote.

ROLL CALL:

AYE: Mr. McCormick, Mr. Kahlke, Mr. Matejczyk, Mr. Nicholaou, Mrs. Reynolds, Mr. Stark, Chairman Jirik

NAY: None

The Motion passed unanimously.

Ms. Browne noted that a new sign would be posted on this property as well.

PUBLIC HEARING: FILE NO. 2008 A petition seeking the following:
1) Final Plat Approval of Resubdivision No. 1 of The Home Depot Subdivision and 2) A Special Use for an automobile repair facility (tire installation and repair) operated in conjunction with retail tire sales. The property is located on the north side of Butterfield Road immediately west of Interstate 355 (North-South Tollway); commonly known as 1201 Butterfield Road, Downers Grove IL (PIN 06-30-300-013); The Home Depot, Owner; Greenburg Farrow Architecture, Petitioner



Chairman Jirik called the public hearing to order and asked if there was a representative of the petitioner present.

Todd Mosher, Greenberg Farrow Architecture, 3455 Salt Creek Lane, Suite 100, Arlington Heights, Illinois stated he represents Discount Tire Company, the petitioner on the application. Mr. Mosher advised Discount Tire Company has entered into an agreement to purchase 1.1 acres of land in the extreme southeast corner of The Home Depot parking lot. One of the conditions of the purchase agreement was the subdivision of the lot. This petition is asking for a proposed Lot 5 of The Home Depot Subdivision. Mr. Mosher indicated the second part of the petition is the special use for the automotive repair shop in the B-3, General Services and Highway Business District. He pointed out that a statement of support for the special use permit has been submitted and is included in the Plan Commission packet.

With respect to the special use, Mr. Mosher stated there would be no repair or maintenance of vehicles. There will be no oil changes, radiator flushing, car washing, etc. The only thing done at this site will be the sale of tires and the installation of tires and wheels.

In conclusion, Mr. Mosher stated that Rick Bertone from Discount Tire was also present this evening to answer any questions regarding the operation at this site.

Chairman Jirik asked Staff for its presentation.

Mr. Keith Sbiral stated the application was filed in conformance with applicable procedural and public notice requirements.

Mr. Sbiral explained the petitioner is requesting approval of a proposed Final Plat of Subdivision and approval of a proposed Special Use to authorize an Automobile Repair and Service Shop for the installation of tires and wheels operated in conjunction with a retail sales facility.

With regard to the site, Mr. Sbiral stated the site of the proposed development is an existing retail center, the Home Depot Subdivision, which received final plat approval in January 1997. The original approval of the retail center included four (4) lots. The Home Depot home improvement center is the primary retail outlet and occupies Lot 1, Lot 2 was formerly occupied by a PetsMart store but is currently vacant, and Lots 3 and 4 were combined to form the Golfsmith store, which is on the southwest corner of the development.

Mr. Sbiral stated the subdivision proposes to create one additional lot (Lot 5) at the southeast corner opposite of the Golfsmith store. Proposed Lot 5 will be 48,684 square feet (1.12 acre).

Mr. Sbiral stated that Staff has certain concerns regarding the proposed lot configuration and its potential resulting impact on site circulation locally and overall in the subdivision. These concerns have been discussed with the petitioner, and correspondence regarding these concerns was included in the Plan Commission packet.

Mr. Sbiral noted, based on the proposed lot lines, the addition of new elements such as parking landscape islands are indicated either completely or partially on adjoining property, particularly The Home Depot lot. He stressed, in Staff's opinion, the ownership and maintenance of the petitioner's property must be clearly defined before final approval so those landscape islands can maintain some conformity as a whole. The Center property owners should continue to recognize that although these retail parcels are under separate ownership, the whole subdivision needs to operate as a unified whole.

With respect to lot area, lot width, depth and frontage, Mr. Sbiral stated both the modified Home Depot lot and the proposed Discount Tire lot conform to Code requirements.

With regard to the Special Use approval, Mr. Sbiral indicated the retail sales use is permitted by right in the B-3, General Services and Highway Business district which is what the entire subdivision is zoned. The petitioner is requesting approval of a Special Use only for the automobile repair and service component of the 8,480 square foot building which will include a showroom, new and used tire storage, and eight service bays. Mr. Sbiral emphasized there would not be any heavy mechanical work such as brake repair, engine or transmission work. Mr. Sbiral confirmed that the petitioner submitted a Statement of Support for the Special Use according to the Ordinance standards.

With regard to the current Future Land Use Plan, Mr. Sbiral stated the entire Home Depot Subdivision property is classified as *Office Research and Manufacturing*. In this area, as well as others, the Village has employed B-3 zoning in conjunction with the ORM land use designation. The subject property has been firmly established as a commercial retail center since 1997 and is consistent with the Future Land Use Plan. Traditional commercial retail use of the property is appropriate and should be encouraged and continued.

With regard to site characteristics, Mr. Sbiral stated the overall shopping center site is approximately 18.16 acres. A privately and separately owned parcel to the north of the Center provides storm water detention for the Center by access easement agreements, which will continue with the development of the new parcel. The shopping center site also contains a perimeter road that provides for access to all of the site's stores. The petitioner is proposing to amend existing access agreements between the property owners to ensure continued access to the perimeter road by all users of the retail center.

Mr. Sbiral noted Staff has some concerns relative to site circulation. As part of the original subdivision approval pursued by Home Depot, the intent was that even if separate owners own the different lots, the center must operate in a safe, efficient, and

consistent manner as a whole development. There are some traffic circulation issues, and additional impacts that may need to be monitored as the development is pursued.

With regard to bulk characteristics, Mr. Sbiral stated the proposed structure meets bulk requirements. If the proposed subdivision is approved, both the existing Home Depot lot as well as the new Discount Tire lot will maintain conformity with Code relative to floor area ratio and building height.

With regard to yards and setbacks, Mr. Sbiral advised the proposed Lot 5 would be surrounded by The Home Depot lot, which is zoned B-3, and, therefore, side or rear yards are not required. The existing front, rear, and side yard setback requirements will remain unchanged for The Home Depot lot (Lot 1). The new Discount Tire lot also complies with the front yard requirements.

With regard to green space, Mr. Sbiral stated the petitioner is proposing to exceed the minimum green space requirements per Code with roughly 18% proposed instead of 10%. It also complies with the front yard requirement for green space; 3,651 square feet is proposed to be located in front of the principal structure along Butterfield Road. The petitioner is also proposing to construct two new landscape islands on the north end of the new lot to include the addition of four American Purple Ash trees. Mr. Sbiral noted these are shown on the Home Depot property (Lot 1). He explained ownership and responsibility for the newly proposed islands and plantings needs to be defined, and the property owners should work to ensure a consistency of visual quality and maintenance of the center as a whole.

With regard to parking, Mr. Sbiral explained the Code requires parking for commercial uses to be calculated at one parking space for every 300 square feet of gross floor area. The proposed 8,480 gross square foot building requires 29 spaces. The plan proposes a total of 43 parking spaces. Even though the Home Depot parcel will be losing parking as a result of the proposed Lot 5, it will still conform to the Ordinance with 485 spaces.

With regard to loading and site lighting, Mr. Sbiral stated both meet the standards of the Ordinance. The building design should provide an overall positive situation for the retail center.

With regard to Public Works and Engineering, Mr. Sbiral indicated no wetlands are impacted, and no Special Flood Hazard Areas or Localized Poor Drainage Areas exist on the proposed site. The site will be connected to the existing stormwater management facilities located on a lot north of the subdivision with an easement specifically dedicated for this use.

With regard to traffic, Mr. Sbiral stated the access to the property is via the existing 25-foot wide main access road currently shared by Home Depot (however, with the subdivision a portion will be owned by Discount Tire). Other uses in the center also utilize this primary access point. No additional curb cuts are proposed or required along Butterfield road at this site.

Mr. Sbiral noted the Traffic Division recommends certain conditions be addressed prior to Council consideration including adjusting drive aisle alignment in front of the new facility and more clearly defined vehicular circulation to the north of the new facility. The northbound lane along the new building terminates in a landscape island. Striping and physical separation should be provided to clarify traffic lanes as well as loading and refuse pickup areas.

Mr. Sbiral stated certain other conditions should be addressed prior to certificate of occupancy including installation of a stop sign for westbound traffic on the east-west drive in conjunction with "Do Not Block Intersection" signage to control congestion and lane blockage. Also, the barrier median should be removed from between the outbound left turn and right turn lanes consistent with the petitioner's traffic consultant's recommendation.

Mr. Sbiral advised Staff maintains some site circulation concerns which may negatively impact existing areas primarily associated with the main, high-volume entry-exit point and its intersection with the perimeter road. In addition, the overall site circulation pattern may need to be revisited in the future to help ensure its safe and efficient operation for all users of the center.

With regard to the landscape plan, Mr. Sbiral stated the Village Forester reviewed the proposed landscape plan and indicated the proposed species and design is acceptable; however, serious consideration should be given to additional plantings to help screen the utilitarian back (east and north) sides of the facility as well as to enhance the site and Center overall.

Mr. Sbiral concluded the Staff Development Team has reviewed the petitioner's request and concurs to recommend the Plan Commission consider forwarding a positive recommendation to the Village Council in response to the petitioner's request subject to the conditions listed in the Staff Report.

Chairman Jirik asked if there was anyone who wished to speak for or against this petition. There was no response, and Chairman Jirik declared the public participation portion of the meeting closed.

Chairman Jirik asked if there were any questions from the Plan Commission members. Mr. Nicholaou asked if Discount Tire had a store in Lombard on Roosevelt Road. Mr. Bertone stated there is a Discount Tire store in Lombard.

Mr. McCormick asked Staff if they concurred with the reasons the petitioner enumerated in its Statement of Support. Mr. Sbiral responded noting the only exceptions are the ones shown in the Staff report. Mr. McCormick asked for clarification that there are two issues as part of this petition; one is the approval of the Special Use and the second is Final Plat of Subdivision approval. Mr. McCormick asked if the traffic concerns fall under the Special Use recommendation or the Final Plat recommendation.

Chairman Jirik stated there is a request to create a new lot and then in consideration of that the Special Use would be applicable to that new lot. Chairman Jirik pointed out an existing lot is being diminished so in essence two properties are being affected. Chairman Jirik complimented Staff on its thorough report and expressed appreciation for the circulation, site and traffic issues that were raised. He raised several questions with regard to policy, enforceability and responsibility. Chairman Jirik noted that if the subdivision is approved, the existing parcel would be reduced in size, and a new parcel created. Chairman Jirik questioned how a future proceeding would be convened should something be needed in terms of the traffic. He wondered if a stronger motion with a one-year timeframe to revisit the traffic issues might be appropriate.

Mr. Nicholaou commented the proposed lot is in a dead zone corner. For those people who use that center and leave Home Depot heading directly towards Golfsmith, it is very difficult to exit because cars come streaming around the corner. Mr. Nicholaou noted he has used the Discount Tire store in Lombard several times, and his experience there was that it is not a high traffic volume generator. They do a lot of business, but there are only a small number of cars there at any given time. It is not like Home Depot, which has a large volume of cars entering and exiting. Mr. Nicholaou agreed any motion should state that the traffic issue should be looked at one year from now because of the Golfsmith corner and what the petitioner's traffic volume might add to the overall center.

Chairman Jirik asked Staff if the gravity of the situation would merit an additional concern included in the motion with regard to a specific time frame to have a site circulation study completed. He further asked if something more formalized would be appropriate in light of the concerns.

Mrs. Reynolds asked if this needed to be addressed within the motion. She felt the issue could be revisited at a later date upon completion of the Discount Tire facility and after an appropriate time has passed to see whether or not the traffic situation has worsened.

Mr. Matejczyk asked Staff to expand on what the concerns are. Mr. Skach indicated the Traffic Manager's report dated November 24, 2003 outlined his concerns, and those concerns were included in the Staff Development Team Report. There is a very narrow throat depth at the entrance of the shopping center. Mr. Skach commented anyone who has visited the site knows there is a potential during peak times for collision risk.

With respect to the request for subdivision, Mr. Skach advised the petitioner meets the standards for approval for final subdivision. With respect to the special use, Mr. Skach noted Staff is recommending that the Plan Commission consider forwarding a positive recommendation. Staff fundamentally believes the special use requirements have been met with the conditions as outlined in the Staff report to be included as part of the Plan Commission's recommendation.

With respect to the traffic concerns, Mr. Skach stated he was not sure that Staff could elaborate any more on what has been clearly articulated in the Staff Report. The Traffic Engineer has indicated he will continue to monitor the traffic situation at this site. Mr.

Skach advised the Village would be looking for the petitioner to acknowledge the traffic situation and if the petition goes forward and gets approved, then over the course of time the Village will need to see how the site traffic operates. Mr. Skach pointed out Staff wanted to reserve the right as part of these discussions and for the record to come back and revisit traffic and re-circulation issues with the property ownership. Staff is looking for the petitioner to say that they want to do the right thing here. Mr. Skach noted the petitioner's traffic consultant made some recommendations regarding the medians. Mr. Skach stated there is a clear indication that the petitioner is willing to work with the Village on this. Whether or not the Plan Commission wants to put an additional condition in the motion is at its discretion. Mr. Skach indicated Staff does not object to that.

Mr. McCormick quoted Section 28-1903 "The Village Council may impose such conditions and safeguards upon the premises benefited by a special use as may be necessary to prevent injurious effects there from upon other property in the neighborhood..."

Mr. Stark stated, when the Plan Commission makes a recommendation to the Village Council, it is not just a thumbs up or a thumbs down. It is thumbs up with these caveats. If the petitioner can maintain what Staff is telling us, then this meets our approval. Mr. Stark commented he was not so concerned about the petitioner's property but rather what we are losing from the Home Depot property. Mr. Stark indicated his experience with the Home Depot lot is that in the spring, Home Depot puts a lot of the garden supplies and plants, etc. in the parking lot. They have in excess of 100 parking spaces over what is required, but he wanted to know how many parking spaces are used for garden display. Mr. Stark asked if this new lot were to be approved, would Home Depot still maintain the Code required number of parking spaces. He also wanted to know if the garden material placed in the parking lot in the spring is counted as extra retail space. Mr. Stark questioned if they make their store larger by bringing garden merchandise outside, do they need to have more parking because the square footage of their retail space has increased.

Mr. Skach commented the current Code does not provide for expansion of that particular use. The key aspect is that there are perpetual and reciprocal access parking agreements required. Someone going to Home Depot can park in the Discount Tire lot and vice versa.

Mr. Stark again asked for clarification as to whether the square footage under roof is what the parking requirements are based upon or is it the square footage including the display yard next to it, the outdoor retail garden center.

Ms. Browne responded, in theory, they should be applying for a temporary use permit to conduct their retail sales outside. Ms. Browne stated the Code Enforcement Department is the Department that issues such permits. Home Depot should be submitting a site plan that shows the required parking spaces and their proposed outdoor sales area as part of the temporary use permit application to prove they are not using their required parking

spaces per Code for outdoor sales. Ms. Browne noted there is a time limit imposed on temporary use permits.

Mr. Stark indicated he sees a problem that when Home Depot knocks on the door for a temporary use permit, they will by placing garden materials outside have used up all of their required parking spaces and will have changed the traffic patterns. The plat presented does not reflect what in fact happens when the seasons change.

Mr. Stark next asked the petitioner where snow would be placed as part of the plowing operation. He noted if there is a lot of snow, they might run out of parking spaces because the snow is usually pushed somewhere on the parking lot causing a loss of parking spaces.

With regard to snow removal, Mr. Mosher responded there is quite a lot of room in the green space between Butterfield Road and the parking lot for the snow from a two to three inch snowfall. If there is a snowfall of two feet, any commercial parking lot will run out of room to stockpile the plowed snow. Many commercial snowplowing services will pick up the snow and deposit in a detention pond. Mr. Moser pointed out there is a detention pond at the back of the Home Depot lot. Mr. Moser commented all the business owners in a shopping center share in the cost of snow removal.

To clarify the parking space issue on the Home Depot lot, Mr. Mosher advised after the subdivision there would still be 47 additional spaces over and above what the Code requires. As background information, Mr. Mosher stated this was one of the first Home Depot stores in the Chicago-land area so the Downers Grove Home Depot was built with a gigantic parking lot. There are probably 50 stores in the Chicago area now, and the parking demand at the Downers Grove store has diminished. Home Depot now has excess property, and Discount Tire is looking for a site in this area. Mr. Mosher stated Home Depot has 47 spaces they can utilize for their garden center and still retain the required number of parking spaces per Code.

Mr. Stark noted for the record that no representative from Home Depot is present at this hearing.

Chairman Jirik noted Home Depot and Discount Tire have cooperatively reached agreement. Chairman Jirik read draft language for the concern to be added to the motion. "Within 18 months of the opening of Discount Tire, that the Village may request that the two lot owners cooperatively contract an independent traffic consultant to conduct a traffic study."

Mr. Skach noted the Parking and Traffic Commission, which is staffed by the Village's Traffic Engineer Dorin Fera, could review the traffic situation on this site. Mr. Skach advised all the property owners would have to work cooperatively on the traffic issue. Mr. Nicholaou suggested changing the words "may request" to "reserves the right".

Chairman Jirik explained his proposed language would grant the ability to pursue but would not mandate that it be done. Chairman Jirik expressed the opinion that the Village should have the ability to pursue this matter if necessary.

Mr. Mosher pointed out for the record that the use and the amount of traffic generated by Discount Tire is very minimal in comparison to the other uses within the shopping center. A conservative estimate of the on-site traffic was an additional six percent of the trips coming in and out of the site on an average basis. Mr. Mosher stated that assumes people are coming to the site specifically to buy a set of tires or get a tire changed rather than coming to Home Depot. Mr. Mosher asked, if 18 months from now it were deemed necessary to have a traffic study and implement any proposed changes, how would the costs be handled? Chairman Jirik pointed out if a representative of Home Depot had been present this evening, perhaps some of these details could have been worked out.

Chairman Jirik explained currently we do not have a dysfunctional traffic situation, but we do have a potentially challenged traffic situation. The lot owner today has that situation, and the lot owner today will benefit by selling off some additional land. Chairman Jirik expressed the opinion that the act of creating a diminished lot, which benefits that lot owner, gives the Village some jurisdiction to have that lot owner look at the traffic. The Village does not want to add marginally to an increasingly dysfunctional situation. Chairman Jirik noted as both lots are in play, let's not move so far past this that 18 months from now when we have a problem, there is disagreement as to who pays for what. If the minutes do not reflect a definite future course of action, there would not be any enforceability. Chairman Jirik asked if this were granted and the Discount Tire Store built, what authority does the Village have to ask that the traffic situation be studied to determine if changes need to be made. At that point, the Village would have lost control, and the traffic may be marginally degraded. Chairman Jirik suggested because the lot is being changed, this is a good time for the owners to address the traffic concerns.

Mr. Mosher asked the Chairman if he was suggesting that the improvements that were recommended in the traffic analysis and are listed as part of Staff's Condition No. 2 be deferred for 18 months. Chairman Jirik said no. Mr. Mosher asked for further clarification. He asked if the Chairman were suggesting that, in addition to those improvements, the Village would want to take a further look at the traffic situation. Chairman Jirik responded his understanding is that with those improvements listed in Condition No. 2, there were still circulation concerns and potential issues down the road. There are items to be addressed now, and with the new configuration and stability of the new business, there may still be some concerns that need to be studied. Chairman Jirik stated he and the Plan Commission members want to have a process by which the Village does not lose control and can go back at a later date and address any concerns if necessary.

Chairman Jirik asked Staff if there were any alternative mechanisms that could be utilized. Mr. Skach responded as the Village's Traffic Engineer points out in his memo attached to the Staff Report with regard to conditions of approval; correction of the aisle arrangement, clarification of the circulation on the north side of the Discount Tire

building and modifications including signage and the intersection with Butterfield Road. The Traffic Engineer also articulated longer-term concerns, which Staff does not object to, and there is a mechanism to look at them through the Parking and Traffic Commission. Mr. Skach noted there is a Staff member particularly suited to handle those issues.

Chairman Jirik suggested the Plan Commission could recommend that the Council consider adding a provision that would firmly clarify how this could be addressed. He indicated that may be a way to move this forward. Without all the parties present this evening and with a limited amount of time to work these issues out, this alternative would allow time to work this out. The Village Council and the Mayor would be aware of the issue. If they felt it merited firm language, hopefully, all the parties would be present, and the details could be worked out.

Mr. Mosher asked would there be time limits imposed such as 12 months after the store is fully operational, the petitioner would report back to the Parking and Traffic Commission. Chairman Jirik noted there would have to be some sidebar discussions between the parties. Mr. Mosher suggested such sidebar discussions be held prior to Village Council approval.

Chairman Jirik asked if there were any further comments or questions. Mr. McCormick asked if there would be two recommended approvals; one for the final plat of subdivision and one for the special use. Mr. Skach advised any motion to approve the petitioner's request would consist of the final plat of subdivision and the special use.

As there were no further comments or questions, Chairman Jirik called for a motion.

MOTION: WITH RESPECT TO FILE NO. 2008, A PETITION SEEKING ONE, FINAL PLAT APPROVAL FOR THE RESUBDIVISION OF THE HOME DEPOT SUBDIVISION AND TWO, A SPECIAL USE FOR AN AUTOMOBILE REPAIR FACILITY (TIRE INSTALLATION AND REPAIRS OPERATED IN CONJUNCTION WITH RETAIL TIRE SALES), MR. MCCORMICK MOVED THAT THE PLAN COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. ALL PLANS SHOULD BE COORDINATED AND BE CONSISTENT WITH RESPECT TO THE PROPOSED DESIGN PRIOR TO VILLAGE COUNCIL CONSIDERATION.**
- 2. COMPLIANCE WITH ALL PUBLIC WORKS/ENGINEERING REQUIREMENTS/CONDITIONS OUTLINED IN THEIR MEMORANDUM DATED NOVEMBER 19, 2003, INCLUDING BUT NOT LIMITED TO ALL CONDITIONS OF APPROVAL FROM THE TRAFFIC DIVISION AND RECOMMENDATIONS IN THE PETITIONER'S TRAFFIC CONSULTANT ANALYSIS DATED NOVEMBER 11, 2003, PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.**

3. EXECUTED, PERPETUAL AND RECIPROCAL EASEMENT/ACCESS AGREEMENTS BETWEEN ALL PROPERTY OWNERS IN THE CENTER MUST BE OBTAINED AND RECORDED WITH THE PLAT OF SUBDIVISION.
4. LOADING/UNLOADING OPERATIONS, INCLUDING REFUSE, SHALL OCCUR ON SITE AND SHALL NOT OBSTRUCT OR HINDER SAFE PARKING AND SITE CIRCULATION FOR VEHICLES AND PEDESTRIANS WITHIN THE CENTER.
5. ALL STORAGE OF TIRES, REFUSE, OR OTHER MATERIALS SHALL OCCUR INSIDE THE FACILITY IN APPROPRIATE ENCLOSURES AT ALL TIMES.
6. SUBSTANTIAL COMPLIANCE WITH THE APPROVED PLANS FOR THIS PETITION AND COMPLIANCE WITH ALL APPLICABLE CONDITIONS AND RECOMMENDATIONS AS PART OF THE ORIGINALLY APPROVED PRELIMINARY AND FINAL SUBDIVISION PER PC 987, RES. NO. 96-71 AND PC 992, RES. NO. 97-4.
7. THE PETITION FOR A SPECIAL USE MEETS THE STANDARDS SET FORTH IN SECTION 28-1902, STANDARDS OF APPROVAL UNDER THE ZONING ORDINANCE AS THE EVIDENCE ESTABLISHES THE FOLLOWING:
 - (a) THAT THE PROPOSED USE AT THAT PARTICULAR LOCATION REQUESTED IS NECESSARY OR DESIRABLE TO PROVIDE A SERVICE OR A FACILITY WHICH IS IN THE INTEREST OF PUBLIC CONVENIENCE AND WILL CONTRIBUTE TO THE GENERAL WELFARE OF THE NEIGHBORHOOD OR COMMUNITY.
 - (b) THAT SUCH USE WILL NOT, UNDER THE CIRCUMSTANCES OF THE PARTICULAR CASE, BE DETERMINAL TO THE HEALTH, SAFETY, MORALS, OR GENERAL WELFARE OF PERSONS RESIDING OR WORKING IN THE VICINITY OR INJURIOUS TO PROPERTY VALUES OR IMPROVEMENTS IN THE VICINITY.
 - (c) THAT THE PROPOSED USE WILL COMPLY WITH THE REGULATIONS SPECIFIED IN THIS ZONING ORDINANCE FOR THE DISTRICT IN WHICH THE PROPOSED USE IS TO BE LOCATED OR WILL COMPLY WITH ANY VARIATION(S) AUTHORIZED PURSUANT TO SECTION 28-1802 OF THE ZONING ORDINANCE.
 - (d) THIS IS ONE OF THE SPECIAL USES SPECIFICALLY LISTED FOR THE DISTRICT IN WHICH IT IS TO BE LOCATED.
8. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE LAWS, ORDINANCES, REGULATIONS AND POLICIES.
9. THE PLAN COMMISSION ALSO RECOMMENDS THAT THE VILLAGE COUNCIL CONSIDER SUCH FURTHER ACTION AS THEY

**MAY DEEM NECESSARY OR APPROPRIATE PERTAINING TO
STAFF'S CONCERNS WITH REGARD TO TRAFFIC.**

MR. STARK SECONDED THE MOTION.

Chairman Jirik suggested the following language for No. 9 "that the Mayor and Council consider the need and appropriateness of establishing a formal means to go about requiring a future traffic study as necessary and appropriate implementation of remedial traffic measures if so necessary and indicated appropriately allocated between the various lot owners". Chairman Jirik commented the Plan Commission is advising the Mayor and Council that they should consider the need to establish such a condition as part of the granting of the Special Use.

Mr. Skach suggested what might be beneficial is that a little more specificity be included in this supplemental condition, something along the lines of "The Plan Commission recommends that the Mayor and Council consider this condition to have Staff revisit the traffic issue 12 months after the facility opens". He explained Staff has a concern that an open-ended suggestion to consider the traffic issues does not give the Mayor and Council a basis to act as a de facto Plan Commission.

Mr. Nicholaou suggested that the condition read "The Plan Commission recommends that the Village Council implement the mechanism to review parking and traffic flow of the center one year from the opening of the Discount Tire store".

Chairman Jirik suggested another variation. "In recognition of the information presented to the Plan Commission regarding traffic and circulation issues, the Plan Commission recommends that the Mayor and Council consider establishing an executable or enforceable approach to assure, should it be needed, that studies to address these issues can be paid for and conducted, and if necessary and appropriate, with measures indicated from those studies, implemented at the cost of the property owners."

Mr. Nicholaou pointed out we now have four different versions of Condition No. 9.

Mr. Stark suggested the Commission could accomplish this by general comments in the record rather than have this part of the actual recommendation. Mr. Stark opined that the Plan Commission can either say thumbs up or thumbs down to the petition as written. Adding amendments to the petition is outside the Commission's purview. Mr. Stark stated the Plan Commission can make comments, and the Village Council can read those comments and then legislate any action.

Chairman Jirik emphasized that the Plan Commission can amend a motion, and Mr. Stark agreed. Chairman Jirik stated if the Plan Commission felt strongly enough to recommend that a study be done and paid for by the property owners, a condition of granting the subdivision and special use could state "within 18 months the petitioner shall come back with a new traffic study". Chairman Jirik pointed out he did not have strong feelings that it would be necessary to put such language into the motion; however, it might be

beneficial to reserve the right should it be necessary. Mr. Stark commented it sounds as though the Plan Commission members are on the same page.

Mr. Nicholaou advised the petitioner the Plan Commission does not have a problem with a Discount Tire store on this site, but the Commission wants to make sure the Village is protected if a year from now there is a traffic issue. He pointed out the Village Council has the right to take a look at the traffic issue.

Chairman Jirik asked Mr. Skach if the Village has authority to come onto private property and tell the property owners to correct a traffic situation because of the increase number of accidents in the parking lot of the shopping center. Mr. Skach responded the Village Attorney would have to provide an opinion on the legality of that. The Village certainly has the authority to exercise its discretion to intervene indicating that the Village is aware of a traffic problem and at minimum would strongly urge some actions be taken to correct the traffic problem. Mr. Skach commented the main opportunity to facilitate a correction would be as a part of a pending petition. Mr. Skach again noted there is a formal mechanism to have such issues heard through the Parking and Traffic Commission.

Chairman Jirik also emphasized a pending petition is the opportunity to at least reserve the right to address such issues.

For clarification, Chairman Jirik asked if it was the intent of the Plan Commission for the motion to include the advisory language to the Council. The Plan Commission members agreed.

With no further questions regarding the motion or its intent, Chairman Jirik called for the vote.

ROLL CALL:

AYE: Mr. McCormick, Mr. Stark, Mr. Kahlke, Mr. Matejczyk, Mr. Nicholaou, Mrs. Reynolds, Chairman Jirik

NAY: None

The motion passed unanimously.

Chairman Jirik explained the Plan Commission's recommendation would be forwarded to the Village Council. Staff will advise the petitioner as to when this matter will be placed on a Council Workshop agenda.

Because of the change in Plan Commission meeting day and location, Chairman Jirik asked the Recording Secretary to call the Plan Commission members on Monday, January 19, 2004 to remind them of the meeting that evening.

Mr. Skach advised a notice about the change of meeting day and location would also appear in the Village Corner in The Sun newspaper.

Mr. Nicholaou recalled the November 4, 2003 minutes reflected that the Chairman wanted to discuss some procedural matters at this meeting. Chairman Jirik commented, because initially there were three items on this evening's agenda, he did not include procedural matters on the agenda.

As there was no further business, Chairman Jirik called for a motion to adjourn. **MR. MCCORMICK MOVED TO ADJOURN THE MEETING, AND MR. NICHOLAOU SECONDED THE MOTION. THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 8:45 p.m.

C: M. Millette, Assistant Director Public Works-Engineering
J. Hall, Development Engineering Manager

PLANNING & COMMUNITY DEVELOPMENT / STAFF DEVELOPMENT TEAM REPORT

To: Plan Commission
Prepared By: Keith R. Sbiral, Current Development Planner
Meeting Date: December 2, 2003
Date Prepared: November 18, 2003

Project Title: Discount Tire Company; New Retail Facility
Petitioner: Discount Tire Company (Greenberg Farrow Architects, Petitioner's Representative)
Petitioner Address: 3455 Salt Creek Lane, Ste. 200, Arlington Heights, IL 60004

BACKGROUND INFORMATION

Property Address: 1201 Butterfield Road, Downers Grove, IL
Existing Zoning: B-3, General Services and Highway Business
Application/Notice: The application has been filed in conformance with applicable procedural and public notice requirements.

Requested Action

1. Approval of a proposed Final Plat of Subdivision per Chapter 20, Section 20-504, *Final Plat - Petition*.
2. Approval of a proposed Special Use to authorize an Automobile Repair and Service Shop for the installation of tires and wheels operated in conjunction with retail sales facility per Chapter 28, Article XIX, *Special Uses*.

BACKGROUND

The site of the proposed development is an existing retail center, the Home Depot Subdivision, located at the northwest corner of Butterfield Road and Interstate 355. The Home Depot Subdivision was originally approved January 1997 (PC 987, Res. No. 96-7 and PC 992, Res. No. 97-4). The original approval of the retail center included four (4) lots. The Home Depot home improvement center is the primary retail outlet and occupies Lot 1, Lot 2 was occupied by a PetsMart store but is currently vacant, and Lots 3 and 4 currently contain a Golfsmith store. The proposed development of the Discount Tire Company is at the southeast corner of the retail center opposite the Golfsmith store.

ANALYSIS**Requested Action***Final Plat of Subdivision Approval*

The proposed subdivision proposes to create one additional lot at the southeast corner of the retail center out of Lot 1. The petitioner is requesting final plat approval per Section 20-504 of the Subdivision Ordinance in order to create the additional out lot. The petitioner is proposing to create a new 48,684 square foot lot (1.12 acre; Lot 5).

The proposed subdivision would allow the proposed lot 5 to be created in technical conformance with Code and still allow Lot 1 to remain in technical conformance with Code; however, certain concerns regarding the proposed lot configuration and its potential resulting impact on site circulation locally and overall have been discussed with the petitioner and will be discussed further below.

Also, based on the indicated proposed lot lines, the addition of new elements such as parking landscape islands are indicated either completely or partially on adjoining property. Adjustments should be made to ensure that clear distinction is made in terms of ownership and maintenance of the petitioner's property versus that of adjacent properties as discussions during the original subdivision made note of ensuring that the center is consistently maintained. This will be an issue that should continue to be monitored by the Center as a consistency of landscaping, lighting quality and quantity, parking, and safe traffic access and circulation, as well as provisions to screen adjacent residential uses are important concerns. Center property owners should continue to recognize that, although separate ownership of parcels, the entire Center must operate as a unified whole.



**Lot Characteristics with Proposed Subdivision
(Existing Lots 2, 3, and 4 are unaffected)**

| | Required | Home Depot (Lot 1) | Discount Tire (Lot 5) | Difference (%): Home Depot; Discount Tire |
|---------------------------|-----------------|-------------------------------|----------------------------------|--|
| Lot Area (s.f.) | 10,500 | 515,750 | 48,684 | +4811; +363 |
| Lot Width (ft.) | 75 | 444 | 96 | +492; +28 |
| Lot Depth (ft.) | 140 | 800 | 285 | +471; +103 |
| Lot Frontage (ft.) | 50 | 444 | 95.86 | +788; +92 |

Special Use Approval

The retail sales use is permitted by right in the B-3 zoning district; however, the petitioner is requesting approval of a Special Use for the Automobile Repair and Service Shop component of a new 8,480 square foot retail sales facility that includes a showroom, new and used tire storage, and eight (8) service bays. The petitioner has stated that the proposed business will consist primarily and substantially of the retail sales of tires and wheels and incidental work required to mount, service, repair and maintain these and related items. The petitioner has also indicated that no heavy mechanical work such as brake repair, engine or transmission work, etc. will be performed at this location. The hours of operation will be Monday through Friday, 8:30 A.M. to 6:00 P.M., and Saturday, 8:30 A.M. to 5:00 P.M. The business will be closed on Sunday.

Chapter 28, Section 28-1902 outlines the Standards for Approval of a Special Use. The petitioner has responded to the standards in the attached document entitled, "Statement of Support for a Special Use Permit for Discount Tire Company," and will address these issues to the Plan Commission as well as an overview of the project and proposed operations at the Plan Commission hearing for consideration.

Zoning and Future Land Use Plan

Zoning

The subject property is zoned B-3 *General Services and Highway Business District*. The proposed retail sales use is allowed by-right and the automobile repair component is specifically listed in the B-3 district as a Special Use.

Future Land Use Plan

The current Future Land Use Plan classifies the subject property as *Office Research and Manufacturing* (ORM; Purple). In this area, as well as others, the Village has employed B-3 zoning in conjunction with the ORM land use designation. The subject property has been firmly established as a commercial retail center and is consistent with the Future Land Use Plan. Also, discussions of this area as part of the Strategic Land Use Planning Workshops acknowledged that traditional commercial retail use of the property is appropriate and should be encouraged and continued with a subsequent recommendation for staff to pursue redesignation of this area to the Commercial (red) land use designation (see attached minutes excerpt) as part of Future Land Use Plan administration.

| | Existing Zoning | Existing Use | Future Land Use Plan |
|--------------|------------------------|-------------------------|--|
| North | B-3 | Commercial Uses | Office Research and Manufacturing (Purple) |
| South | O-R-M | Office/Hotel Commercial | Office Research (Light Blue) |
| East | B-3 | Commercial Uses | Commercial (Red) |
| West | B-3 | Commercial Uses | Commercial (Red) |

Site

Site Characteristics

The overall shopping center site is approximately 18.16 acres and remains in the configuration in which it was approved in 1997 with its primary access from a single access off of Butterfield Road. A privately and separately owned parcel to the north of the Center provides storm water detention for the Center by agreement, which will continue. The shopping

center site also contains a perimeter road that provides for utilitarian access to all areas of the site and stores. The newly proposed lot will incorporate a portion of this perimeter site access road. The petitioner is proposing to amend existing access agreements between the property owners to ensure continued access to the perimeter road by all users of the retail center.

The introduction of the new use warrants some Staff concern with respect to the additional trip generation and increased numbers of vehicles traversing the site entry and its intersection with the perimeter road and increased potential for vehicular conflict as the entry throat distance is relatively short during higher volume peak periods, for example, during Saturday a.m. periods. As part of the original subdivision approval pursued by Home Depot, the spirit and intent was established that even if separate owners own the different lots, the center must operate in a safe, efficient, and consistent manner as a whole. Traffic circulation and impacts may need to be monitored should the petition be approved, and future refinements or modifications to site circulation and traffic patterns may be needed. These issues are further elaborated upon in the discussion on site engineering issues.

Bulk Characteristics

The proposed structure meets bulk requirements. The maximum Floor Area Ratio (FAR) in the B-3 District is 0.75, which would yield a maximum building floor area of 36,513 square feet. The proposed FAR for this subject property is approximately 0.18, or 76 percent below the maximum permitted. The building is proposed to be a maximum of 26 feet tall as measured to the top of the façade, which is 57 percent below the maximum allowable height of 60 feet.

It should be noted that, if the proposed subdivision is approved, the existing/remaining Home Depot lot (Lot 1) will maintain conformity with Code.

| Bulk Characteristics with Proposed Subdivision | | | | Difference (%): |
|---|-----------------|-------------------------------|----------------------------------|--------------------------------------|
| | Required | Home Depot (Lot 1) | Discount Tire (Lot 5) | Home Depot; Discount Tire |
| Floor Area Ratio (GSF/Lot Area) | 0.75 | 0.26 | 0.18 | -65; -76 |
| Height (Ft.) | 60 | 40 | 26 | -33; -57 |

Yards and Setbacks

The proposed Lot 5 is surrounded by B-3 zoning and, therefore, does not require side or rear yards. Also, as the proposed lot is not adjacent to residential uses, it does not require transitional yards. The existing front, rear, and side yard setback requirements will remain unchanged for the Home Depot lot (Lot 1). The front yard and setback requirements are met for the proposed Lot 5 as follows (please note that petitioner calculations on the site plan are not accurate and will be adjusted prior to approval):

| Discount Tire Setbacks (Lot 5) | | | Difference (%) |
|---------------------------------------|-----------------|-----------------|-----------------------|
| | Required | Proposed | |
| Front Setback (Building) | 28 | 47 | +68 |
| Front Setback (Parking) | 25 | 36 | +44 |

Green space

The petitioner is proposing to exceed the minimum green space requirements per Code. Parcels in the B-3 District require 10% of the lot area, in this case 4,868 square feet, with 50% of that requirement (2,334 square feet) to be located in front of the principal structure. The total proposed green space percentage is 18.3% or 8,909 square feet, 83% above the minimum requirement. Of the total green space, 3,651 square feet is proposed to be located in front of the principal structure along Butterfield Road.

The petitioner has provided green space areas predominantly along the east perimeter of the subject property as well as

along the Butterfield Road frontage. The petitioner is also proposing to construct two new landscape islands on the north end of the new lot to include the addition of four American Purple Ash trees; however, these are indicated on the Home Depot property (Lot 1). Ownership and responsibility for the newly proposed islands and plantings should be defined and the property owners should work to ensure a consistency of visual quality and maintenance as the center is perceived and works as a whole.

Required Greenspace with Proposed Subdivision

| | Required (Home Depot; Discount Tire) | Proposed Home Depot (Lot 1) | Discount Tire (Lot 5) | Difference (%): Home Depot; Discount Tire |
|--|---|-----------------------------------|--------------------------|--|
| Total Green space (s.f.) | 51,575; 4,868 | 79,941 | 8,909 | +55; +83 |
| Front Yard Green space (s.f.) | 25,788; 2,434 | 35,587 | 3,651 | +38; +50 |

Parking

Per Code, required parking for commercial uses is calculated at one parking space for every 300 square feet of gross floor area. The proposed building of 8,480 gross square feet requires 29 spaces. The plan proposes a total of 43 parking spaces. The remaining Home Depot Parcel is required to have 438 spaces and following the proposed subdivision of Lot 5 would still provide 485 spaces. The petitioner has also submitted a Traffic Impact Analysis as part of the petition, which has been reviewed by the Village's Traffic Engineer and is further discussed below.

Required Parking with Proposed Subdivision Difference

| | Required | Proposed | (%) |
|----------------------------------|----------|----------|-----|
| Home Depot (Lot 1) | 438 | 485 | +11 |
| Discount Tire (Lot 5) | 29 | 43 | +48 |

Loading

A dedicated loading/unloading area for structures under 10,000 square feet is not required; however, all loading and unloading operations should occur on-site. Loading and unloading operations should also be conducted so as not to negatively impact safe and efficient operation of the site overall.

Site Lighting

The proposed parcel is not adjacent to residentially zoned property; and it is not expected site lighting will add any impact to the residential properties to the east of the Center as the proposed new parcel is approximately 670 feet to the east of these areas. Nevertheless, the lighting of the new lot should be consistent and compatible with the existing overall lighting of the commercial Center. Owners of the individual parcels of the center should coordinate to ensure a consistent and safe level of site lighting quality and quantity throughout the Center that does not negatively impact residential areas to the east per the original subdivision approval.

Buildings and Design

The petitioner is proposing a building design consisting primarily of split faced brick masonry with aluminum and glass storefront walls for the retail/showroom area. Architecturally compatible rooftop screening of large mechanical equipment should be provided. Color renderings of the proposed facility, as well as dimensioned elevations, are attached. Overall the building employs classical architectural elements. The design and materials are consistent with retail centers and buildings in the area and should pose an overall positive visual/aesthetic addition to the center.

Public Works / Engineering

Engineering and Stormwater Management

Public Works Staff and the Village's engineering consultant have reviewed the proposed plans and detail their conclusions in the attached memorandum dated November 19, 2003. No wetlands are impacted by the development and no Special Flood Hazard Areas or Localized Poor Drainage Areas exist on the proposed site. The site will be connected to the existing stormwater management facilities located on a lot north of the subdivision with an easement specifically dedicated for this use. Remaining issues entail satisfaction of procedural requirements that can be satisfied prior to issuance of stormwater permits.

Traffic

The access to the property is via the existing 25-foot wide main access road owned by and shared with Home Depot. Other uses in the center also use this primary access point. No additional curb cuts are proposed or required along Butterfield road at this site.

The Traffic Division has reviewed the petitioner's Traffic Impact Analysis from the petitioner's traffic consultant and generally concurs with its conclusion that the proposed development may not adversely impact area intersections and roadways.

The Traffic Division does, however, recommend certain conditions be addressed prior to Council consideration including adjusting drive aisle alignment in front of the new facility and more clearly defined vehicular circulation to the north of the new facility. The northbound lane along the new building terminates in a landscape island. Striping and physical separation should be provided to clarify traffic lanes as well as loading and refuse pickup areas.

Certain other conditions should be addressed prior to certificate of occupancy; these conditions include installation of a stop sign for westbound traffic on the east-west drive in conjunction with "Do Not Block Intersection" signage to control congestion and lane blockage. Also, the barrier median should be removed from between the outbound left turn and right turn lanes consistent with the petitioner's traffic consultant recommendation.

Staff maintains some site circulation concerns that may negatively impact existing areas of concern primarily associated with the main, high-volume entry-exit point and its intersection with the perimeter road. In addition the overall site circulation pattern may need to be revisited in the future to help ensure its safe and efficient operation for all users of the center.

Landscape Plan

The proposed landscape plan has been reviewed by the Village Forester who has indicated that the proposed species and design is acceptable; however, serious consideration should be given to additional plantings to help screen the utilitarian back (east and north) sides of the facility as well as to enhance the site and Center overall. These should be indicated on the rendered site plan. A comprehensive site/Center landscape plan should be considered by Center owners in the future.

RECOMMENDATION:

The Staff Development Team has reviewed the petitioner's request and concurs to recommend that the Plan Commission consider forwarding a positive recommendation to the Village Council in response to the petitioner's request subject to the following conditions:

1. All plans should be coordinated and be consistent with respect to the proposed design prior to Village Council consideration.
2. Compliance with all Public Works/Engineering requirements/conditions outlined in their memorandum dated November 19, 2003, including all conditions of approval from the Traffic Division and recommendations in the petitioner's traffic consultant analysis dated November 11, 2003, prior to issuance of Certificate of Occupancy.
3. Executed, perpetual and reciprocal easement/access agreements between all property owners in the Center must be obtained and recorded with the Plat of Subdivision.
4. Loading/unloading operations, including refuse, shall occur on site and not obstruct or hinder safe parking and site circulation for the center for vehicles and pedestrians.

5. All storage of tires, refuse, or other materials shall occur in the facility in appropriate enclosures at all times.
6. Substantial compliance with the approved plans for this petition and compliance with all applicable conditions and recommendations as part of the originally approved preliminary and final subdivision per PC 987, Res. No. 96-71 and PC 992, Res. No. 97-4.
7. Compliance with all applicable Federal, State, and Village laws, ordinances, regulations and policies.

_____: Joseph Skach, AIA, AICP, NCARB
Director, Planning and Community Development

- c: Rick Ginex, Village Manager
David Van Vooren, Deputy Village Manager (Acting Director, Public Works)
Don Rosenthal, Director, Code Services
Michael Millette, Assistant Director, Public Works, Engineering
Jonathan Hall, Development Engineering Manager
Dorin Fera, Traffic Engineering Manager
Howard Hoffman, Chief, Fire Prevention Bureau
File

**INTEROFFICE CORRESPONDENCE
DEPARTMENT OF PUBLIC WORKS**

TO: Joseph P. Skach, AIA, AICP, Director of Planning and Community Development
FROM: David Van Vooren, Acting Director of Public Works
BY: Michael D. Millette, P.E., Asst. Director of Public Works – Engineering *MDM*
 Jonathan C. Hall, P.E., Development Engineering Manager II
DATE: November 18, 2003
RE: Planning / Zoning Petition for Special Use Amendment
 Discount Tire - Butterfield Road
 Public Works Department Review

Documents Reviewed:

- ALTA / ACSM Land Title Survey revised 9/15/03
- Preliminary Engineering Plan dated 9/15/03
- Plat of Subdivision dated 9/15/03

Attachments:

- Review memo from Christopher B. Burke Engineering, Ltd. dated 10/8/03.
- Review memo from Christopher B. Burke Engineering, Ltd. dated 11/03/03.

Public Works Review Summary:

| Division | Representative | Date | Recommendation | Comments included |
|-------------|------------------|----------|--------------------|-------------------|
| Engineering | M. Millette | 11/18/03 | Place on PC Agenda | X |
| Stormwater | J. Hall | 11/18/03 | Place on PC Agenda | X |
| Water | D. Bird | 11/18/03 | No comments | |
| Traffic | D. Fera | 11/18/03 | Place on PC Agenda | X |
| Forestry | K. Von der Heide | | Place on PC Agenda | |
| Pavement | R. Ebel | | No comments | |

Recommendation:

The Public Works Department finds that the proposed development substantially meets Village design standards and therefore concurs with placement on the Plan Commission Agenda.



Public Works Department Review:

Engineering Review Comments:

The Engineering Division recommends approval.

Stormwater Review Comments:

The Stormwater Division concurs with placement on the Plan Commission Agenda. Following is a summary of key issues reviewed:

- ✓ No wetlands will be impacted by the development.
- ✓ The development is not located in a Special Flood Hazard Area (FEMA).
- ✓ The development is not located in a Localized Poor Drainage Area (LPDA).
- ✓ Stormwater detention is already provided in the existing basin north of Home Depot. This site will connect to existing storm sewers which drain to this basin.

Outstanding issues include the following:

1. A Plat of Easement will be required granting easements over all new storm sewers.
2. Provide an erosion control plan.
3. Provide a copy of the Notice of Intent application form submitted to IEPA.
4. Per normal procedures, the stormwater permit would be issued simultaneously with the building permit, requiring receipt of distribution plan copies, fees, and performance securities at that time.

All remaining stormwater issues may be resolved after formal approval of the subject Plan Commission petition but prior to issuance of any permits to begin construction.

Traffic Review Comments:

The Traffic Division concurs with placement on the Plan Commission agenda.

Forestry Review Comments:

No comments.

Pavement Review Comments:

No comments.

Water Review Comments:

No comments at this time.

P.W. Division Managers
Director of Code Services
Stormwater Management Engineer
C. Chalberg, Administrative Technician
L. Sup, CBBEL (via fax only: 847-823-0520)



CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road • Suite 600 • Rosemont, Illinois 60018-4920 • TEL (847) 823-0500 • FAX (847) 823-0520

October 8, 2003

Village of Downers Grove
Public Works Department - Engineering
5101 Walnut Ave.
Downers Grove, IL 60515

Attention: Jon Hall, PE

Subject: Stormwater Management Review for Home Depot – Discount Tire
(CBBEL Project No. 01-528B212)

Dear Mr. Hall:

Christopher B. Burke Engineering, Ltd. (CBBEL) has reviewed the following documents:

1. Preliminary Engineering Plan, prepared by Greenberg Farrow, dated September 15, 2003.
2. Site Plan for Discount Tire, prepared by Greenburg Farrow Architecture, dated September 12, 2003.
3. Proposed Resubdivision of Home Depot, prepared by Unknown, dated unknown.

Project Description

The proposed site is approximately 1.12 acres. The proposed development includes the construction of a commercial site on a parcel that is an existing parking lot.

CBBEL has reviewed the plans and offers the following comment that needs to be addressed to make the stormwater permit application in conformance with the Downers Grove Stormwater and Flood Plain Ordinance (Ordinance #4271). This review did not include the review of utility installations or connections. The site does not contain floodplain, localized poor drainage area or wetlands.

CBBEL Comments

1. The commercial property is greater than one acre, therefore detention is required. Please submit calculations for detention, or show calculations that detention and a release rate of 0.1 cfs/acre was provided for this area within the Home Depot detention pond.
2. A drainage plan must be submitted and existing and proposed topography shown on the site plan for a complete drainage review.

3. The plans and calculations must be signed and sealed by a professional engineer.

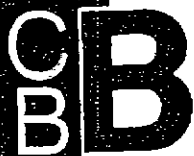
After these comments are addressed, a grading plan should be delivered to Thomas Burke at CBBEL and another plan to Jon Hall at the Village of Downers Grove. If you have any questions, please call.

Sincerely,



Thomas T. Burke, PhD, PE
Head, Water Resources Section III

Cc: Sam Kagswast – Greenberg Farrow
Esmail Ghadrhan – Greenberg Farrow
Alicia Hightower – Village of Downers Grove – Public Works
June Gornik - Village of Downers Grove – Code Services

**CHRISTOPHER B. BURKE ENGINEERING, LTD.**

9575 West Higgins Road • Suite 600 • Rosemont, Illinois 60018-4920 • TEL (847) 823-0520 • FAX (847) 823-0520

November 3, 2003

Village of Downers Grove
Public Works Department - Engineering
5101 Walnut Ave.
Downers Grove, IL 60515

Attention: Jon Hall, PE

Subject: 2nd Stormwater Management Review for Home Depot - Discount Tire
(CBBEL Project No. 01-528B212)

Dear Mr. Hall:

Christopher B. Burke Engineering, Ltd. (CBBEL) has reviewed the following documents:

1. Grading and Utility Plan for Home Depot, prepared by Manhard Consulting, Ltd, dated July 28, 1995.
2. Grading Plan for Discount Tire Company, prepared by Greenberg Farrow Architecture, Inc., dated October 21, 2003.
3. Utility Plan and Profile for Discount Tire Company, prepared by Greenberg Farrow Architecture, Inc., dated October 21, 2003.
4. ALTA/ACSM Land Title Survey for Discount Tire Company, prepared by Greenberg Farrow Architecture, Inc., dated July 15, 2003, revised September 15, 2003.
5. Preliminary Engineering Plan, prepared by Greenberg Farrow Architecture, Inc., dated September 15, 2003.
6. Site Plan for Discount Tire, prepared by Greenburg Farrow Architecture, Inc., dated September 12, 2003.
7. Proposed Resubdivision of Home Depot, prepared by Unknown, dated unknown.

Project Description

The proposed site is approximately 1.12 acres. The proposed development includes the construction of a commercial site on a parcel that is an existing parking lot.

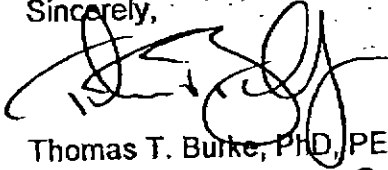
CBBEL has reviewed the plans and offers the following comment that needs to be addressed to make the stormwater permit application in conformance with the Downers Grove Stormwater and Flood Plain Ordinance (Ordinance #4271). This review did not include the review of utility installations or connections. The site does not contain floodplain, localized poor drainage area or wetlands.

CBBEL Comments

1. Please submit a sediment and erosion control plan that incorporates the attached comments as relevant.

After this comment is addressed, the sediment and erosion control plan should be delivered to Thomas Burke at CBBEL and another plan to Jon Hall at the Village of Downers Grove. If you have any questions, please call.

Sincerely,



Thomas T. Burke, PhD, PE
Head, Water Resources Section III

Cc: Sam Kagswast – Greenberg Farrow Architecture, Inc.
Todd Mosher – Greenberg Farrow Architecture, Inc.
Tom Ebels – Greenberg Farrow Architecture, Inc.
Joe Skach – Village of Downers Grove - Planning
Alicia Hightower – Village of Downers Grove – Public Works
June Gornik - Village of Downers Grove – Code Services

1. The sediment and erosion control devices shall be functional before any land is disturbed on the site.
2. Stockpiles of soil shall not be located within special management areas.
3. Sediment and erosion control shall be provided for any soil stockpile if it is to remain in place for more than three days.
4. Properties and special management areas downstream from the site shall be protected from erosion if the volume, velocity, sediment load, or peak flow rates of stormwater runoff are temporarily increased during construction.
5. Storm sewer inlets shall be protected with sediment trapping or filter control devices during construction.
6. The surface of stripped areas shall be permanently or temporarily protected from soil erosion within fifteen days after final grade is reached. Stripped areas that will remain undisturbed for more than fifteen days after initial disturbance shall be protected from erosion.
7. Water pumped or otherwise discharged from the site during construction dewatering shall be filtered.
8. A stabilized construction entrance shall be provided to prevent the deposition of soil onto public or private roadways. Any soil reaching a public or private roadway shall be removed before the end of each workday.
9. All temporary erosion control measures necessary to meet the requirements of Village Ordinance 4271 shall be kept operational and maintained continuously throughout the period of land disturbance until permanent sediment and erosion control measures are operational.

REC 11/13/03

MEMORANDUM TO: Todd Mosher
Greenberg Farrow Architecture

FROM: Luay R. Aboona, PE
Javier Millan

DATE: November 11, 2003

SUBJECT: Summary Traffic Evaluation
Proposed Discount Tire Store
Downers Grove, Illinois

This memorandum presents the results of a summary traffic evaluation study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed development of a 8,480 square feet Discount Tire in Downers Grove, Illinois. The store is to be located on an outlet parcel in the southeast corner of the existing Home Depot (2000 Butterfield Road) parking lot. Access will be provided via the existing signalized access drive onto Butterfield Road. This evaluation was conducted to evaluate the impact the development will have on the access streets and on the site circulation patterns.

Existing Conditions

The proposed development will be located on an outlet parcel in the southeast corner of the Home Depot parking lot. The site also contains a Golfsmith store (28,400±square feet) and a vacant 25,416 square-foot storefront adjacent to the Home Depot store. Major land uses in the site vicinity include office/hotel buildings south of the site, single-family residential to the west, and commercial to the east. The site is served via a signalized access drive off Butterfield Road (IL 56) which is an east-west major arterial that is under the jurisdiction of the Illinois Department of Transportation (IDOT). The roadway has three through lanes in each direction. At its signalized intersection with the access drive, the roadway provides dual left-turn lanes on the west approach and an exclusive right-turn lane on the east approach. The Home Depot access drive provides two inbound lane and dual left-turn lanes and an exclusive right-turn lane for outbound movements. The outbound right-turn lane is separated from the dual left-turn lane by a raised median. KLOA, Inc. reviewed a 2001 Annual Average Daily Traffic Map (AADT) for the area prepared by IDOT to determine the amount of traffic traveling through Butterfield Road. Based on the historical data, Butterfield Road carries an average of 42,000 daily trips (two-way).

KLOA, Inc. Transportation and Parking Planning Consultants

Site Circulation

There have been some concerns regarding the circulation patterns of the existing site and how the proposed development will interact with the existing circulation patterns. KLOA visited the site on Saturday October 25, 2003 during the peak hour and observed the following:

- The outbound dual left-turn lane queues often block the first east-west drive. However, it should be noted that these queues cleared every cycle.
- When exiting the site while crossing the two inbound lanes to enter the dual left-turn lanes or the right-turn lane, vehicles traveling westbound on the first east-west drive sometimes block the inbound lanes as they wait for the queues of exiting vehicles to clear or for a courtesy gap in the queue.
- The provision of a median separating the outbound dual left-turn lanes from the outbound right-turn lane is sometimes confusing to motorists as some drives enter the outside left-turn lane thinking they can turn right onto Butterfield Road.

In order to rectify these deficiencies, we offer the following recommendations:

- Provide a "Do Not Block Intersection" sign at the first drive for westbound traffic.
- Provide better signage to clearly direct traffic towards their desired path (dual left-turn lane or right-turn lane). The removal or the reduction of the length of the barrier median separating the dual left-turn lanes from the right-turn lane will help ease the confusion.

Parking Requirements

The existing retail center provides a total of 652 parking spaces. Based on the Village of Downers Grove ordinance, the required parking is one parking space per 300 s.f. of retail area. As such, the following is a breakdown of the required parking spaces per land use.

| | |
|---|------------------------------------|
| 1. Home Depot (including garden center) -- 131,522 s.f. | 438 parking spaces |
| 2. Petsmart -- 25,416 s.f. | 85 parking spaces |
| 3. Proposed Discount Tire -- 8,480 s.f. | 29 parking spaces |
| Total | 552 required parking spaces |

VILLAGE OF DOWNERS GROVE
INTEROFFICE MEMORANDUM

TO: Joe Skach, Director of Planning & Community Development
Amanda Browne, Village Planner

FROM: Dorin Fera, Manager Traffic Division

DATE: November 24, 2003

RE: **Traffic Evaluation Study - Update**
New Discount Tire
Butterfield Road at Esplanade Drive

The proposed traffic evaluation study prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the subject development has been reviewed. The Traffic Division's comments are:

Current Proposed Improvement:

- The Traffic Division has no objection to the petitioner submitting this proposal as presented to the Plan Commission; however, certain issues should be addressed. The following items should be addressed prior to Council consideration:
 - Correct the aisle alignment in front of the proposed Discount Tire Store. The drawing shows the northbound lane heading into a concrete landscaped island.
 - Provide better vehicular guidance at the north side of the Discount Tire building by the dumpster enclosure. More physical separation and guidance is needed for both refuse and delivery vehicles since it appears that a formal loading zone is not provided.
- The following items should be addressed prior to issuance of certificate of occupancy:
 - The site ring road intersecting with the Center Aisle Driveway should have a STOP sign installed for westbound traffic. This action, in conjunction with the KLOA-proposed "Do Not Block Intersection" sign there, should provide improved motorist guidance.
 - Staff concurs with the KLOA-proposed recommendation of removing the barrier median in the Center Aisle Driveway exit lanes at Butterfield Road, between the dual left and the exclusive right turn lanes.

Short Term Future Concerns:

This proposed Discount Tire development has triggered several site traffic issues that staff is concerned about and should be addressed in the near future, as follows:

- Staff still has concerns about the site ring road intersecting with the Center Aisle Driveway, and will be monitoring it for a time to observe operating characteristics, congestion, and to determine its effectiveness.
 - 1.) The Center Aisle Driveway into the site leading toward Home Depot currently terminates within parked vehicles, does not reach the main doors or connect to another access drive. The present design causes confusion, and potential for vehicular conflicts, and may need to be revised.

- 2.) With no current development in the southeast quadrant of the site, the site ring road carries few vehicles, such as for periodic deliveries to Home Depot. However, with the development of the Discount Tire facility, there will be increased traffic activity on this ring road, especially at the Center Aisle Driveway intersection exiting the site. The performance at the Center Aisle Driveway may need to be improved through revisions to the median, and through physical or operational changes to the ring road.
- 3.) The island opening on the east side of the Center Aisle Driveway, located about 120 feet north of the east-west drive, is poorly designed. The present design requires zig-zag maneuvers to enter or exit the parking stalls. This type of driving is neither useful nor desirable in the parking layout of this site. With increased traffic activity, physical modification of this island may be needed to improve traffic flow and reduce the accident potential.

KENIG, LINDGREN, O'HARA, ABOONA, INC.

9575 W Higgins Road • Suite 400
Rosemont, Illinois 60018

(847) 518-9990 • Fax (847) 518-9987
email kloa@kloainc.com

MEMORANDUM TO: Todd Mosher
Greenberg Farrow Architecture

FROM: Luay R. Aboona, PE
Javier Millan

DATE: January 21, 2004

SUBJECT: Summary Traffic Evaluation
Proposed Discount Tire Store
Downers Grove, Illinois

This memorandum presents the results of a summary traffic evaluation study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed development of a 8,480 square foot Discount Tire in Downers Grove, Illinois. The store is to be located on an outlot parcel in the southeast corner of the existing Home Depot (2000 Butterfield Road) parking lot. Access will be provided via the existing signalized access drive onto Butterfield Road. This evaluation was conducted to evaluate the impact the development will have on the access streets and on the site circulation patterns.

Existing Conditions

The proposed development will be located on an outlot parcel in the southeast corner of the Home Depot parking lot. The site also contains a Golfsmith store (28,400±square feet) and a vacant 25,416 square-foot storefront adjacent to the Home Depot store. Major land uses in the site vicinity include office/hotel buildings south of the site, single-family residential to the west, and commercial to the east. The site is served via a signalized access drive off Butterfield Road (IL 56) which is an east-west major arterial that is under the jurisdiction of the Illinois Department of Transportation (IDOT). The roadway has three through lanes in each direction. At its signalized intersection with the access drive, the roadway provides dual left-turn lanes on the west approach and an exclusive right-turn lane on the east approach. The Home Depot access drive provides two inbound lane and dual left-turn lanes and an exclusive right-turn lane for outbound movements. The outbound right-turn lane is separated from the dual left-turn lane by a raised median. KLOA, Inc. reviewed a 2001 Annual Average Daily Traffic Map (AADT) for the area prepared by IDOT to determine the amount of traffic traveling through Butterfield Road. Based on the historical data, Butterfield Road carries an average of 42,000 daily trips (two-way).



Future Conditions

As mentioned previously the plans call for the development of a 8,480 s.f. Discount Tire Store to be located in the southwest corner of the Home Depot parking lot. The proposed development will be open from 8:30 A.M. to 6:00 P.M. Monday through Friday, 8:30 A.M. to 5:00 P.M. on Saturday and closed on Sundays.

The estimate of traffic volumes that will be generated by the proposed Discount Tire Store was based on rates obtained from the Trip Generation Manual, 6th Edition, published by the Institute of Transportation Engineers (ITE). Surveys conducted by ITE have shown that many trips made to commercial developments are diverted from existing traffic on the roadway system. Furthermore, interaction will typically occur between the different uses on site (Home Depot, Golfsmith and Discount Tire) thus reducing the amount of traffic entering and exiting the site. However, to provide a conservative evaluation, the traffic estimated to be generated by the proposed Discount Tire store was assumed to be new traffic to the roadway system and no trip reductions were applied. Table 1 presents a comparison of the trips generated by the Home Depot, the vacant store front, the Golfsmith store, the proposed Discount Tire store, and the existing Average Daily Traffic (ADT) on Butterfield Road.

Table 1
SITE-GENERATED AND EXISTING ADT TRAFFIC VOLUME COMPARISON

| Land Use | Size | A.M. Peak Hour | | P.M. Peak Hour | | Weekday Two-Way Traffic |
|--|---------------|----------------|-----|----------------|-----|-------------------------|
| | | In | Out | In | Out | |
| Home Depot | 131,522± s.f. | 105 | 90 | 175 | 200 | 4,680 |
| Vacant Retail | 25,416± s.f. | 15 | 10 | 40 | 45 | 520 |
| Golfsmith | 28,400± s.f. | 20 | 10 | 50 | 50 | 630 |
| Discount Tire | 8,480± s.f. | 15 | 10 | 15 | 20 | 210 |
| Existing Average Daily Traffic on Butterfield Road | | | | | | 42,000 |

As can be seen from Table 1, the traffic to be generated by the proposed Discount Tire store is very minimal amounting to approximately six percent of what the total site generates during the P.M. peak hour while its estimated weekday two-way traffic is only one-half percent of the existing daily traffic on Butterfield Road.

Site Circulation

There have been some concerns regarding the circulation patterns of the existing site and how the proposed development will interact with the existing circulation patterns. KLOA visited the site on Saturday October 25, 2003 during the peak hour and observed the following:

- The outbound dual left-turn lane queues often block the first east-west drive. However, it should be noted that these queues cleared every cycle. When exiting the site via the first east-west drive while crossing the two inbound lanes to enter the dual left-turn lanes or the right-turn lane, vehicles sometimes block the inbound lanes as they wait for the queues of exiting vehicles to clear or for a courtesy gap in the queue.
- The provision of a median separating the outbound dual left-turn lanes from the outbound right-turn lane is sometimes confusing to motorists as some drives enter the outside left-turn lane thinking they can turn right onto Butterfield Road.

In order to rectify these deficiencies, the site plan has been revised to include the following:

- The existing barrier median separating the inbound traffic from outbound traffic at the main access drive will be extended thus closing the opening that allows vehicles traveling west on the first east-west drive to cross the inbound lanes and enter the outbound lanes. This will completely eliminate the potential for a vehicle traveling west on the first east-west drive to block the inbound lanes while attempting to get to the outbound lanes at the main access. With this improvement the first east-west drive would then become a right-in/right-out only access drive.
- Due to the extension of the median, the parking area east of the main access drive immediately north of the first east-west drive will be redesigned. Inbound Home Depot delivery trucks will continue to access the loading area as it operates today. Outbound trucks will continue exiting via the east-west drive but due to the extension of the barrier median, trucks will turn right on the third parking aisle from Discount Tire and travel north to the second east-west drive and turn right traveling west and then turning left onto the main access drive. Based on a review of the new parking layout and the turning templates for a WB-50 semi-truck prepared by the American Association of State Highway and Transportation Officials (AASHTO), the maneuvers can be performed without encroaching on parked vehicles. It should be noted that approximately 80 percent of all truck deliveries to Home Depot occur at night when the store is closed to the public. As such the amount of truck traffic that will perform this maneuver during normal shopping hours will be very minimal and will not create a conflict with customer traffic.

- Provide better signage to clearly direct traffic towards their desired path (dual left-turn lane or right-turn lane). The removal or the reduction of the length of the barrier median separating the dual left-turn lanes from the right-turn lane will help ease the confusion.
- Provide internal directional signage for the new driveways to direct truck and customer traffic to Butterfield Road.

Parking Requirements

The existing retail center provides a total of 652 parking spaces. Based on the Village of Downers Grove ordinance, the required parking is one parking space per 300 s.f. of retail area. As such, the following is a breakdown of the required parking spaces per land use.

| | |
|--|------------------------------------|
| 1. Home Depot (including garden center) – 131,522 s.f. | 438 parking spaces |
| 2. Petsmart – 25,416 s.f. | 85 parking spaces |
| 3. Proposed Discount Tire – 8,480 s.f. | 29 parking spaces |
| Total | 552 required parking spaces |

Under the new reconfigured parking lot, the center will provide 615 parking spaces which is 63 spaces more than what is required by code. Based on a review of the site plan, the following is a summary of the proposed number of parking spaces per land use.

| | |
|--|---------------------------|
| 1. Home Depot (including garden center) – 131,522 s.f. | 449 parking spaces |
| 2. Petsmart – 25,416 s.f. | 124 parking spaces |
| 3. Proposed Discount Tire – 8,480 s.f. | 42 parking spaces |
| Total | 615 parking spaces |

Furthermore, we have reviewed the number of parking spaces that will be required and whether the amount of parking provided is sufficient to meet the demand of the center. Based on discussions with the Village of Downers Grove and their observations, the parking area is not more than $\pm 60\%$ occupied due to cross parking easements between the various users on the site. As such the addition of Discount Tires and the modifications to the site circulation and parking area will not be detrimental and sufficient parking will be available to meet the observed demand of the stores within the site. Even when the Home Depot operates the seasonal garden expansion which occupies 50 parking spaces, there is still more parking than what is required as well as more parking than what the observed demand is. In addition, it should be noted that due to the opening of a new Home Depot store in Oakbrook Terrace (approximately 3 miles east of the Downers Grove store) and the opening in mid February of another Home Depot store in Carol Stream, the parking demand the Downers Grove Home Depot has experience will most likely be less due to the fact that now Home Depot customers have the opportunity of visiting other stores within the area that are potentially more convenient to them.

Conclusion

It is our professional opinion, based on our observations, a review of the AADT map, and our experience with similar type projects, that the additional traffic resulting from the Discount Tire store will have negligible impact on the access system of the site and the adjacent roadway system. The number of parking spaces provided is more than what is required by code and will be adequate to meet the peak parking demand. With the recommendations outlined in this evaluation, the site circulation and the access system as proposed will be an improvement over the existing system and will be adequate to accommodate the proposed development's traffic. Due to the minimal amount of traffic to be generated by the proposed development, no external street improvements and/or modifications to the access system will be required.