

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
 Prepared By: Katherine E. Lockerby, Development Planner
 Meeting Date: September 25, 2013
 Date Prepared: September 20, 2013

Project Title: 2020 E. Northwest Highway Waterman Driveway
 Address: 2020 E. Northwest Highway

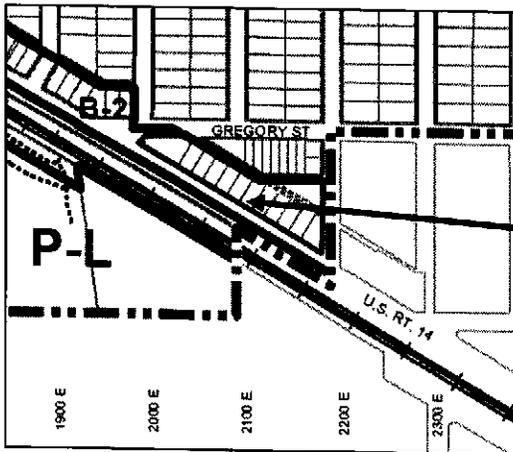
BACKGROUND INFORMATION

Petitioner: George D. Demarakis
 Address: Arcon Associates Inc.
 2050 S. Finley Road, Suite 40
 Lombard, IL 60148

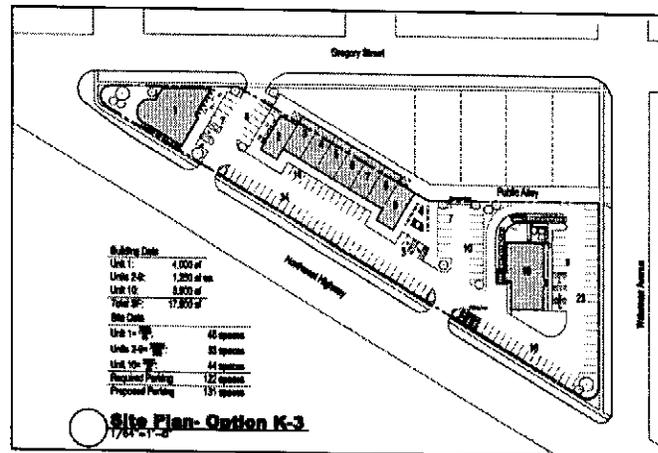
Existing Zoning: B-2, General Business District

Requested Action:

1. Amendment to Planned Unit Development Ordinance #11-027 to allow an access driveway onto Waterman Avenue.



SUBJECT
PROPERTY



Surrounding Land Uses:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3, One Family Residential	Residential	Single Family Detached and Moderate Density MF
South	P-L, Public Lands & Village of Mount Prospect	Village of Arlington Heights, Public Works Facility, Rail Road Tracks, & Melas Park	Government
East		Village of Mount Prospect (Office and Parks)	
West	B-2, General Business District	Commercial	Single Family Detached

Site History

The subject site, which is currently zoned B-2, General Business District, is 2.05 acres (89,089 square feet) and is bounded by Gregory Street and a 20 foot wide public alley to the north, Northwest Highway to the south, and Waterman Avenue to the east. The developer / owner redeveloped the site with three commercial buildings that have a combined floor area of 17,900 square feet. The featured component of this development is a 3,900 square foot drive-through restaurant that is located along the east property line occupied by Culvers, which has one drive-through lane and one by-pass lane that are located along the north and west building elevations and circulates in a counterclockwise manner.

The other two buildings consists of a multi-tenant commercial building that is 10,650 square feet and located towards the center of the site, as well as a 3,340 square foot commercial building that is located along the west property line. Tenants include Chicago Swim School, Sherwin Williams Paint, and Bellevue Pharmacy.

When this project was originally reviewed and approved by the Village, concerns were raised regarding traffic from the site filtering into the neighborhood. The project was approved without a curbcut at that time, as the Village did not want additional traffic in the residential neighborhood to the north. Keeping this in mind, any new driveway must be analyzed property.

Proposal Summary

The property owner is requesting to construct a new driveway to provide access to Waterman Avenue. Attached is a letter dated August 12, 2013 from George Demarakis regarding why the Petitioner believes the driveway is necessary. The Petitioner has concerns with safety on site and was hoping to proceed with the driveway construction prior to the winter weather. However, the plans call for concrete, which does not have any weather restrictions like asphalt.

Plat and Subdivision Committee Meeting Summary of August 28, 2013

The Plat and Subdivision Committee reviewed the proposal and encouraged the Petitioner to move forward to the Plan Commission on September 25, 2013. The Committee stated that if feasible, the counts should be obtained prior to the Plan Commission public hearing. However it was stated that the Plan Commission would evaluate the status at the time of the Public Hearing.

Zoning and Comprehensive Plan

An amendment to PUD Ordinance 11-027 is required as no driveways accessing Waterman Avenue were included in the approved PUD plans.

Traffic & Parking

The Staff Development Committee has concerns with a new Waterman Ave. driveway and the potential impact on traffic patterns on adjacent residential streets.

The petitioner has submitted a traffic study that was conducted July 19th (Friday) and July 20 (Saturday), 2013. Several months prior to the proposal appearing before the Plat and Subdivision Committee in August, the Staff Development Committee had informed the petitioner that their request for this driveway should be made after the Northwest Highway roadway project was completed and school back in session. The reason being is that any traffic study conducted during the significant construction work on Northwest Highway would not accurately depict conditions for the surrounding roadways. School should be in session to more accurately reflect conditions nine months out of the year. The traffic study provided as part of the formal Plan Commission application was the same study that had previously been provided to Staff. There are still a number of concerns with the information provided, namely that the study was conducted during the construction project and when school was not in session. In addition, the Northwest Highway improvements were modified when this development was proposed. Improvements when completed will provide a new dedicated left turn lane into the site at the eastern driveway near the Culver's. Currently there is no left turn lane into the site. Staff cannot complete an accurate review of the needs of the site access points without understanding the actual site traffic generation under normalized conditions. Therefore it is premature to approve any site access modifications without these requested counts.

Furthermore, as part of the formal Plan Commission review, Staff requested peak parking counts on the site to justify the loss of 4 parking stalls along Waterman to the driveway. The Petitioner did not provide the requested information, citing that the total provided parking counts for the site still exceeds the amounts required by Code. (See Table 1 below)

Table 1: Parking Analysis

	Square Footage (Seating Area)	Parking Ratio	Intended Use	Required Parking
East Building (Unit 1)	3,340	1:300 sf of floor area	Sherwin Williams Paint	11
Center Building (Units 2-5)	4,600	1:300 sf of floor area	Bellevue Pharmacy	15
Center Building (Units 6-10)	6,050	Based on Employees and Students	Chicago Swim School	20
West Building (Unit 11)	3,950 (1,880)	1:45 sf of seating area	Drive-through restaurant (Culver's)	42
Total	17,940			88
Total Parking Proposed				113
Surplus/Deficit				25

As part of the PUD approval for the center, Manhard Consulting conducted a parking assessment based on the standards established by the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI), as shown in Table 2 below.

Table 2: ITE and ULI Parking Analysis

Use	Square Footage (# of seats)	ITE Standard	Parking Required	ULI Standard	Parking Required
Retail	13,550	4 spaces / 1,000 SF	54	4 spaces / 1000 SF	54
Restaurant	3,950 (127 seats)	15 spaces / 1,000 SF	59	0.4 spaces / seat	51
Total			113		105
Total Provided			113		113
Surplus / (Deficit)			0		8

Therefore, it appears that the parking will meet the requirements of the site. However, Staff still maintains that actual parking counts should be provided.

Site Related Issues

There were a number of issues raised as part of the formal Plan Commission review that have not been adequately addressed. The first issue is related to the way in which the new access onto Waterman impacts the site circulation and efficacy of the drive through stacking. The Traffic Study indicated that the "queuing from Culver's drive-thru will not back up and block the new driveway" based on field observations. However, when Culver's was built, information was provided that indicated a demand of 3-4 vehicle stacking behind the ordering speaker would be necessary during peak hours. Again, Staff would argue that, since the traffic in the vicinity has not normalized due to the adjacent construction and therefore it is difficult to rely on field observations at this time. Given the close proximity of the proposed driveway to the drive-thru lane, there is potential for the queuing to back-up into the driveway or to back-up, blocking motorists from entering the site. Staff noted that the distance from the pavement on Waterman to the parking lot drive aisle is about 40 feet, which would allow two vehicles in the driveway approach without backing up onto Waterman.

Another concern raised was regarding the site distance of exiting traffic onto Waterman, as well as pedestrian traffic, as it is blocked by the trash enclosure. The Petitioner has provided a sight line exhibit indicating the visibility of vehicles exiting the alley and the Culver's site and argues that the traffic exiting the alley is minimal. It appears that sight lines may be acceptable.

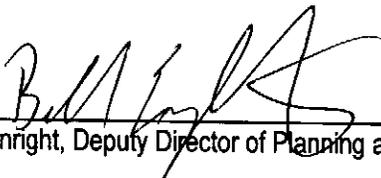
Furthermore, the cross-section of Waterman needs to be fully evaluated, with the on-site parking that is allowed, to ascertain whether it left turns into the site would impede thru traffic on northbound Waterman. It appears that the street cross-section is 31 feet in width. Taking the allowed parking on the east side of Waterman into consideration, any left turns into the site may block northbound traffic.

General Comment

The Staff Development Committee cannot support the request at this time as the study is not reflective of normal traffic conditions. As a result of construction on Northwest Highway, many motorists have likely revised their trips based upon the detour signage established to usher drivers away from this project construction area. Until the Arthur Avenue railroad crossing is back open and all lanes on Northwest Highway are fully operational, accurate representation of the traffic needs in the area will not be provided since many trips are potentially rerouting to the railroad underpass or to Arlington Heights Road. This will likely not be until the end of October, subject to agreeable weather.

RECOMMENDATION

On August 12, 2013, the Staff Development Committee reviewed the Petitioner's request and is **not supportive of the request at this time**. Staff recommends that once the Northwest Highway roadway improvements are completed, the traffic study counts should be revised to reflect normal traffic conditions and that actual parking counts at peak demand are provided.



September 20, 2013
Bill Enright, Deputy Director of Planning and Community Development

C: William C. Dixon, Village Manager
All Department Heads