



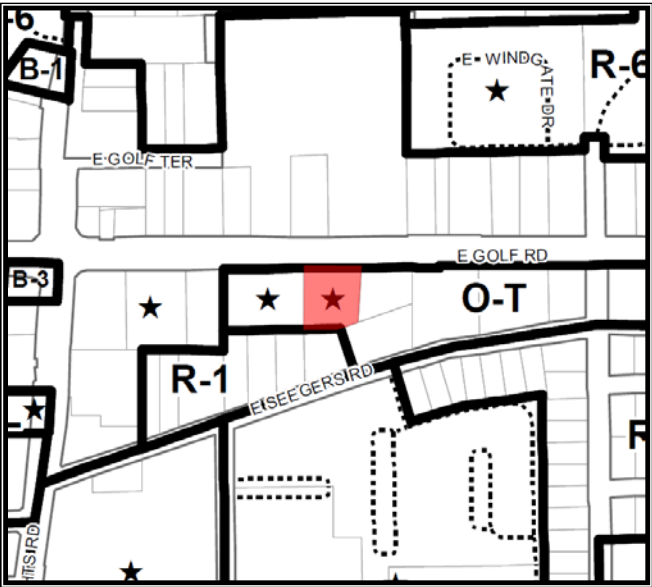
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC 19-010
Project Title: McDonalds Redevelopment
Address: 45 E. Golf Rd.
PIN: 08-15-100-011

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: August 28, 2019
Date Prepared: August 23, 2019

Petitioner: Chris Stepp
 McDonald's USA, LLC
Address: 110 N Carpenter St.
 Chicago, IL 60607

Existing Zoning: O-T: Office Transitional District
Comprehensive Plan: Commercial



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2: General Business District	Multi-tenant commercial development	Commercial
South	R-1: One-Family Dwelling District	Single-family home	Offices Only
East	O-T: Office Transitional District	Multi-tenant office development	Offices Only
West	O-T: Office Transitional District	Chase Bank	Commercial

Requested Action:
 1. Amendment to PUD and LUV Ordinance 96-037 to repeal condition #5 and modify the approved development plan to allow an additional drive through lane.

Variations Required:
 1. None.

Project Background:

The subject property is 41,054 square feet in size and currently improved with a 3,287 square foot McDonalds restaurant with a drive-through. Although the property is zoned O-T, Office Transitional District, in 1996 the site was approved for a PUD and Land Use Variation to allow construction of the existing restaurant with drive-through. Given that the site was developed over 20 years ago, McDonalds is proposing to update the building (interior and exterior) and site, which update includes the addition of a second drive-through lane. In order to create space for the second drive through lane, the existing dumpster enclosure (which is directly behind the building) would be relocated to the southeast corner of the site and there would be a net loss of seven parking spaces.

Access to the site comes from a private access drive that is shared with the Chase Bank located to the west of the subject property, which shared drive includes a full access signalized intersection with Golf Road. There are currently 37 parking spaces on the site, and hours of operation for McDonalds are 5:00am to 11:00pm every day.

Zoning and Comprehensive Plan

As mentioned above, the subject property is zoned O-T, Office Transitional District, and in order to make the proposed changes, an amendment to PUD and LUV Ordinance #96-037 must be approved. Condition #5 from the this ordinance placed a specific requirement on the color of bricks and roof on the building. Since the copper mansard style roof will be changed to a flat EFIS style gray roof, this condition of approval is no longer applicable and must be repealed. The site is compliant with all setback, bulk, and height restrictions, and as no change to the building footprint has been proposed, the site will remain in compliance with these regulations.

The Comprehensive Plan classifies this property as “Commercial” and the existing use is consistent with this designation.

Building and Site:

On May 8, 2019, the petitioner met with the Conceptual Plan Review Committee (CPRC) for preliminary review of their conceptual plans. The CPRC was generally supportive of the project and welcomed the rehabilitation of the building and site.

Building and Site:

The proposed building modifications were reviewed by the Design Commission on June 25, 2019, which recommended approval of the design as proposed. Given that the site is zoned O-T, the proposed changes to the signage will require a variation, which will be reviewed by the Design Commission and ultimately go to the Village Board for their consideration. The signage variation request will be heard by the Design Commission on August 27, 2019, however, during consideration of the building architecture on June 25, they expressed preliminary support for the signage modifications.

The petitioner has provided documentation from the MWRD that confirms an MWRD permit is not required given the scope of the proposed work. However, as part of the building permit process, the petitioner will need to provide calculations showing existing and proposed impervious surfaces on the site to determine compliance with Village stormwater control regulations. Should it be determined that the existing stormwater capacity on the site is insufficient to accommodate for the proposed conditions on the site, the petitioner would need to add additional stormwater capacity. However, given that any potential deficiency

would be minor, the Engineering Department is comfortable with a fee-in-lieu of additional onsite detention. A condition of approval has been incorporated to require such.

In order to update the site to current standards for handicap accessibility, the petitioner is proposing the replacement of the sidewalk at the northwest corner of the site with a ADA compliant sidewalk. A portion of this sidewalk overlaps into the public right-of-way. Since the site abuts Golf Road, which is under the jurisdiction of IDOT, the proposed improvements to the sidewalk at the northwest corner of the site require IDOT review and approval. The petitioner has indicated that they have already begun coordinating with IDOT regarding any necessary permits for the proposed work.

The petitioner will be updating and enhancing the site landscaping as part of the proposed site modifications, which has been reviewed by the Planning Department. The landscape modifications comply with current landscape regulations. Of note, additional screening will be added to the rear of the site to fill in a gap in landscaping at the rear of the property.

When the project was originally approved in 1996, a 6-foot tall privacy fence was required along the rear property line, which fence would include an additional 2' lattice extension at the top to provide additional screening for the single-family homes to the south. Currently, the fence is in a state of disrepair; portions of the fence are leaning, boards are deteriorating and many have broken or fallen off, and the lattice at the top of the fence is mostly gone. A condition of approval requiring this fence to be replaced in its entirety has been included in the recommendation below.

The petitioner is not proposing any changes to the parking lot lighting. The building lighting will be replaced as part of this project, and all the new lights on the sides and rear of the building will shine downward and/or be recessed within the canopy/roof.

Parking and Traffic:

Access to the site comes from a private access drive that is shared with the Chase Bank located to the west of the subject property, which shared drive includes a full access signalized intersection with Golf Road. A Reciprocal Easement Agreement recorded in 1993 establishes both properties rights for reasonable use of the shared access drive. As a courtesy, the petitioner has reached out to Chase to inform them of the proposed remodel. Staff is not aware of any significant concerns raised by Chase Bank relative to the projects effect on this shared access drive.

When the project was originally approved in 1996, significant discussion occurred relative to the drive-through. Ultimately, the approval required that all drive-through traffic be routed to wrap around the building in order to enter the drive-through so that cars could not queue for the drive-through directly as they entered the site (which would potentially block circulation into the site and along the shared access drive). The proposed second drive-through lane conforms to the required wrap-around configuration.

However, the current orientation of the drive-through results in stacking issues on the McDonalds property, and during peak times stacking can block drive aisles and access to parking spaces along the west side of the building. Over a period of two days of survey, peak stacking within the drive-through was observed to be 13 cars. The addition of the second drive through lane will help to ameliorate the stacking issue and will increase stacking capacity from 9 cars to 14 cars, which should be sufficient to handle the peak demand of 13 cars. Furthermore, with two order boards, employees will be able to process orders quicker. This will increase the effectiveness of the drive-through process and consequently decrease the time that cars spend waiting to

order and pick up their food, whereby reducing the stacking load within the drive-through. Staff believes that the site modifications to add a second drive-through lane will improve upon the existing stacking issues and will be large enough to accommodate for peak stacking demand. As noted above, the installation of the second drive-through lane will cause the elimination of certain parking stalls, resulting in the decrease from 37 total spaces to 30 spaces.

Per code, a total of 10 parking spaces are required for the restaurant use as based on the seating area size (see detailed parking calculations in **Appendix I**). As a result of the interior remodel, the interior seating area will decrease slightly in size as necessary to accommodate a new janitor closet and the future locations of electronic order kiosks. The petitioner surveyed the parking usage over a period of five days (with data on a sixth day to be received prior to the Plan Commission hearing on August 28th), including two weekend days and three weekdays. Based on this survey, peak demand was observed to occur between 12:00pm and 1:00pm during the week where 27 cars were parked on the site. Therefore, the 30 spaces proposed should be sufficient to accommodate peak parking demand.

Per code, two bicycle parking spaces would be required for a restaurant of this size. However, the incorporation of bicycle parking spaces is only required in the instance of a newly constructed building or when a change of use in an existing building results in the requirement of additional off-street vehicle parking spaces. Since the use will remain the same and the building is already constructed, no bicycle parking spaces are required.

RECOMMENDATION

The Staff Development Committee reviewed the amendment to PUD and LUV Ordinance 96-037 to repeal condition #5 and modify the approved development plan to allow an additional drive through lane, and recommends approval of the application subject to the following conditions:

1. IDOT review and approval of the proposed improvements within the Golf Road right-of-way shall be required.
2. Should detention calculations show that the proposed site conditions cause a deficiency in stormwater capacity, the petitioner must provide a fee in lieu of onsite detention at time of building permit issuance.
3. The 6' tall wooden privacy fence with 2' lattice extension located along the southern lot line shall be replaced in its entirety.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

August 23, 2019

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Appendix 1: Code Required Parking

TENANT	CODE USE	GROSS SQUARE FOOTAGE	SEATING AREA SIZE	PARKING REQUIREMENT	PARKING REQUIRED
McDonalds	Restaurant - Sit Down	3,287	456	1 space per 45 sq. ft.	10.1
				Total Required	10
				Total Provided	30
				Surplus / (Deficit)	20