CITY OF BATAVIA
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PLAN COMMISSION & ZONING BOARD OF APPEALS
AGENDA

Wednesday, January 20, 2016
7:00 PM
City Council Chambers - First Floor

1. Call To Order
2. Roll Call
3. Items Removed/Added/Changed
4. Approval Of Minutes
   January 6, 2016, Plan Commission Minutes

   Documents: 01-06-16 PC DRAFT.PDF
5. Proposed Dunkin Donuts Drive-Through At Shell Gas Station, 108 North Batavia Avenue

   - PUBLIC HEARING for Variances (ZBA Action)
   - PUBLIC HEARING for Conditional Use (Plan Commission Action)
   - Design Review for Site Alterations (Plan Commission Action)

   Jon P. Green, PE, CFM, Engineering Resources Associates Inc., applicant

   Documents: ZBA PC DUNKIN DONUTS.PDF
6. Other Business
7. Adjournment

Plan Commission
Tom Gosselin
Sara Harms
Joan Joseph
Tom LaLonde, Chair
Sue Peterson
Gene Schneider, Vice-Chair

MINUTES
January 6, 2016
Plan Commission
City of Batavia

PLEASE NOTE: These minutes are not a word-for-word transcription of the statements made at the meeting, nor intended to be a comprehensive review of all discussions. They are intended to make an official record of the actions taken by the Committee/City Council, and to include some description of discussion points as understood by the minute-taker. They may not reference some of the individual attendee's comments, nor the complete comments if referenced.

1. Meeting Called to Order for the Plan Commission
Chair LaLonde called the meeting to order at 7:00pm.

2. Roll Call:

Members Present: **Chair LaLonde; Vice-Chair Schneider; Commissioners Gosselin, Joseph, and Peterson**

Members Absent: **Commissioner Harms**

Also Present: **Scott Buening, Director of Community Development; Andrea Podrazza, Senior Civil Engineer; Joel Strassman, Planning and Zoning Officer; Jeff Albertson, Building Commissioner; Drew Rackow, Planner; and Jennifer Austin-Smith, Recording Secretary**

3. Items to be Removed, Added or Changed
There were no items to be removed, added or changed.

4. Approval of Minutes: November 18, 2015

Motion: To approve the minutes from November 18, 2015
Maker: Joseph
Second: Peterson
Voice Vote: 5 Ayes, 0 Nays, 1 Absent
Motion carried.

5. Subdivision Code: Amendment to the Subdivision Code Title 11, for As-Built Surveys, Grading Permits and Deposits – Ordinance 16-04: Proposed Revisions to Title 11 of the City of Batavia Municipal Code: Subdivision Regulations
City of Batavia, Applicant
Podraza reported that these changes came about due to issues with language in the code. There is no language in the code to address those who do not complete things in a timely fashion. The As-Built Survey and Grading Permits would be used to handle some of those situations. Staff feels that a year is a sufficient amount of time to complete the project and there is an option for renewal if there is an ongoing development. Staff has been trying to obtain information and track down people and that is not the best use of staff time. Podraza explained that staff felt six months after substantial completion (e.g. underground utilities completed) the City should receive an As-Built or Partial Surveys. Legal Counsel reviewed the language.

Podraza discussed the process with the Commission. She explained that right now there is a fee when we do an engineering review and have different schedules for them. Staff would like to have one percent of the total estimated cost of the project be placed in a deposit fee for the As-Built permits. Staff feels that if the developer has money tied down it would motivate them to complete these items and staff could get them in an expedited fashion. One of the changes that legal counsel suggested was when the City feels that we are in substantial completion the City should send a letter informing the developer that they have six months to get the As-Built approved. Staff could use the deposit to have the survey prepared if it is not.

Chair LaLonde asked if there were any questions or comments. The Commission discussed the fees, extension of deadlines, and the language revisions. Podraza discussed all the modifications with the Commission. LaLonde asked if the proposed minimum of one thousand dollars is enough money to pay for the drawings. Podraza stated that the minimum would be for the smaller sites and they do require electronic files as well to add to our GIS system. Podraza stated that the fee could be adjusted as necessary but staff felt that one percent would be sufficient; we hope not to use it. Albertson added that it would be one percent of the construction. Podraza continued that some of the projects are two hundred thousand to millions of dollars. Staff would just like to cover the cost of what they need and hope to not have to use it at all.

Motion: Recommend approval of amendments to Title 11 Chapters 2 and 5 of the Batavia Municipal Code: Subdivision Regulations and Ordinance 16-04
Maker: Joseph
Second: Peterson
Voice Vote: 5 Ayes, 0 Nays, 1 Absent
Motion carried.

6. Subdivision Code: Amendment to the Subdivision Code Chapter 11-5-9, Creating a Fee in Lieu for a Sidewalk Construction Waiver
City of Batavia, Applicant

Rackow reported that the City Council requested that staff take a look at the sidewalk requirements for new home construction. A concern was raised when a homeowner builds a home and builds a sidewalk that does not connect for a long period of time. Staff has proposed to City Council a limited fee in lieu program. Rackow showed a map of the park district and school sites. Staff is proposing in the draft changes to have it 1,000 feet from a park district site, school site or a Pace bus route. Rackow showed a map of the current Pace bus route. He noted there is a limited amount of area that would be affected by this and staff believes that this should remain a limited opportunity.

Rackow explained the Fee in Lieu for a Sidewalk Construction Waiver program. The full cost of what it would take to put a sidewalk in front of a home would be required to be paid in lieu of the installation. Podraza assured the Commission that staff would ensure that the proper cost is collected based on current costs for installation of concrete. The Commission discussed the program, prevailing wage, carriage walk portions of sidewalks, waivers, and where the funds would be stored. Rackow stated that the money collected would be stored in a separate fund to

pay for the construction of new sidewalks. Buening stated that the intent is to use the funds for new sidewalks within City limits and to connect sidewalks that are not currently connected.

Motion: Recommend approval of amendment to the Subdivision Code Chapter 11-5-9, creating a fee in lieu for a Sidewalk Construction Waiver
Maker: Joseph
Second: Schneider
Voice Vote: 5 Ayes, 0 Nays, 1 Absent
Motion carried.

7. Other Business

- Strassman announced that a public hearing is scheduled for the Zoning Board and the Plan Commission regarding a drive through to be added to the Shell station on Houston Street and Batavia Avenue on January 20, 2016.
- Joseph asked about the maneuverability of the drive through on the Walgreen's lot. Strassman reported that the drive through was designed to meet code.
- Peterson asked about the potential Blue Goose grocery store. Buening stated that there are no updates on this as of yet. There would have to be substantial tenant shifting for the grocery store to locate in that shopping center.
- Buening reported that Walgreens is looking at an April opening.
- Podraza reported that there is the first closing in Tanglewood Hills Five this month.
- Buening announced that Speedway is to open late February.
- Buening reported that a successful bid was made on the water tower site on Wilson and Spuhler. The Plan Commission would be asked for construction approval of a multi-tenant building.
- Podraza announced that the Deerpath Road Bridge should be under construction this spring.
- Buening stated that he anticipates a busy year for projects. He stated that he hopes that we would be able to move forward with the Siemens site this year. The owners plan to put the site on the market once they get EPA approval.
- Podraza reported that Deerpath and Main is being submitted for IDOT approval of a traffic light in that intersection and add some turn lanes.
- Rackow announced TIF 4 was approved by City Council on Monday night.

8. Adjournment

There being no other business to discuss, Chair LaLonde asked for a motion to adjourn the Plan Commission. Gosselin moved to adjourn the meeting, Schneider seconded. The meeting was adjourned at 7:42pm.

Minutes respectfully submitted by Jennifer Austin-Smith

CITY OF BATAVIA

DATE: January 14, 2016

TO: Zoning Board of Appeals and Plan Commission

FROM: Joel Strassman, Planning and Zoning Officer

SUBJECT: Proposed Dunkin Donuts Drive Through at Shell Gas Station, 108 North Batavia Avenue
- **PUBLIC HEARING** for Variances (ZBA Action)
- **PUBLIC HEARING** for Conditional Use (Plan Commission Action)
- **Design Review** for Site Alterations (Plan Commission Action)

Jon P. Green, PE, CFM, Engineering Resources Associates Inc., applicant

Background

Harry Mehta, operator of the Shell gas station at the corner of Batavia Avenue and Houston Street is seeking to add a Dunkin' Donuts franchise inside the approximately 3,360 square foot building along with the addition of a drive through service lane. The 0.54 acre property is zoned DMU Downtown Mixed Use that allows a drive through with conditional use approval. Several variances to the Zoning Code are requested to add the drive through, to accommodate proposed site improvements, and for signage.

The Plan Commission is scheduled to conduct the conditional use public hearing on January 20th, and make a recommendation for subsequent action by the City Council. Plan Commission design review is required to approve proposed site alterations; Commission action on design review is final. The Zoning Board of Appeals (ZBA) would conduct the public hearing for the variances concurrent with the conditional use hearing, and make recommendations for subsequent action by the City Council. Additionally, several proposed site conditions, building alterations, and signs will require Historic Preservation Commission (HPC) approval of a certificate of appropriateness (COA).

Properties to the immediate north and northwest are zoned residential (R1-H and R2) and have residential uses. All other adjacent properties and properties on the opposite sides of Batavia Avenue and Houston Street are zoned DMU.

Summary of Information Provided by the Applicant

To accommodate the proposed Dunkin' Donuts and drive through, the building would undergo a facelift providing brand identity and new signage. Site access would be unchanged, with drive through traffic routed on a proposed lane along the south wall of the building with an ordering station. An overhead bar for maximum height clearance is proposed. The existing retaining wall parallel to Houston Street would be extended to the west and east.

The drive through lane would extend along the building's east and north walls, with a retaining wall added along the outside edge of the lane. The drive through window would be located at the north end of the east building wall. Vehicles would exit the drive through along the building's north wall, going past a proposed refuse enclosure. The outside of the wall would be finished in a similar fashion to the masonry finish on the Wilson Street bridge..

Parking along the store front would be altered by providing a compliant (with relocated notice sign) accessible parking space, adding a south end island with a bicycle rack to separate parking from the drive through entrance. The paved area near the south property line would be expanded to add 3 parallel parking spaces. The existing 3 parking spaces near the north property line would be restriped for 2 spaces, with the 3rd being landbanked.

In addition to new building signage, the canopy and freestanding sign would change. The north, south, and west canopy edges would have replacement Shell branding treatment with a raised illuminated red bar that would also illuminate the proposed raised yellow accent. The existing Shell pecten signs would be reused. The freestanding sign would change by adding a Dunkin' Donuts illuminated sign below the existing illuminated sign faces.

The site plan generally indicates stormwater flow toward the new retaining wall, being directed to the existing trench drain at the end of the existing Houston Street retaining wall, connecting with the Houston Street storm sewer. A fenced-in patio would be added along the building's south wall near the drive through entrance area. A new 8' wide sidewalk along Batavia Avenue is proposed from beginning of the south entrance to the north property line as being "under discussion." The plan also shows a barrier curb for the gas pump area adjacent to the sidewalk and for the City to relocate the Batavia Avenue streetlight between the site accesses.

Landscaping improvements include ornamental trees and shrubs to soften the Houston Street frontage. Trees would be added along the east and north property lines where the drive through lane is proposed. A few shrubs are proposed along the north edge of the proposed landbanked parking space.

The submitted Traffic Impact Study (part of the applicant's submitted application package) concludes that here would be no negative effects to adjacent roads with the drive through operation, including through 10 am when 65% of the daily Dunkin' trips are completed. At least 65% of Dunkin's business comes from pass-by traffic already using the roads. Mr. Mehta wishes to retain ingress and egress at both access points to accommodate fuel traffic. Auto-turn exhibits show passenger vehicles negotiating the drive through, however, there are potential conflicts with fuel delivery trucks in the front area. Deliveries can be scheduled during lower parking demand times or by specifying employee parking in those areas for the average 2 per week delivery. Auto-turn also shows potential conflicts for fire trucks in the front area.

Several variances to the Zoning Code are requested and will be evaluated in the *Staff Analysis* section, below. These variances include Code relief needed to approve the conditional use as well as for site improvement conditions.

<u>Staff Analysis</u>

Variances

As a reminder, the ZBA has the responsibility of conducting the public hearing and determining if the findings for approval have been met. The ZBA must take a narrow view of the proposal – one that is limited to the findings for approval as stated in the Zoning Code. The City Council may take into consideration other factors.

To accomplish the proposed site plan, the applicant is requesting several variances to the requirements of the Zoning Code. Below is a list of the variances that would be needed and an analysis of how each fits with the required variance *Findings for Approval* that are:

A. **There are unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district; and**
B. **Such unique circumstances were not created by the current or previous owners or applicant; and**
C. **The property cannot yield a reasonable return or be reasonably used for the purpose intended by the Zoning Code under the regulations in the district in which it is located; and**
D. **The variance does not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is located; and**
E. **The variance will not be materially detrimental to persons residing or working in the vicinity, to adjacent property, to the neighborhood, or the public welfare in general.**

Requested Variances #2 – Distance From Residential. As numbered in the applicant's *Application Comments for Dunkin Donuts* (part of the applicant's submitted application package), the most crucial variances requested are addressed in the section labeled as "Variance Request #2 – DriveThrough Distance from Residence, and will be addressed first. Both of these variances must be approved to add a drive through at this or any DMU location.

Zoning Code Section 2.405.E requires drive through business properties to be at least 50 feet away from properties designated for residential use in the Comprehensive Plan. The adjacent property to the north has this residential

designation. Additionally, Section 4.506 requires drive through aisles to be at least 100 feet from away from residentially designated property.

In support of these variances, the applicant notes that the limited size of the property makes it impossible to add a drive through, and that the business now operates proximate to residences. Additionally, the former Hardee's/Burger King site directly across Batavia Avenue operated under similar conditions without many complaints. Drive through service is consistent with the DMU's commercial purpose and is common to convenience stores. Parking close to the residence would be essentially unchanged and the ordering station is on the opposite of the building. Adding the proposed tenant with drive through service is necessary for the Shell station operator's business to be viable and will result in additional sales tax revenue to the City.

Staff notes that except for altering the site for product rebranding, fuel/convenience-type retail has been continuous at this location for many years. While business may increase with an additional tenant and drive through service, it is not within the parameters of a variance to grant them solely for the purpose of survivability of a business. As the applicant points out, the former Hardee's/Burger King is nonconforming – the only right for drive through there is as a nonconforming use. One could not approved today on that property without variances. Staff further notes that this drive through aisle is approximately 125 feet from the residence to the west, 2.5 times further than the proposed Dunkin' drive through aisle would be (approximately 50 feet) from the residence to its north.

Applying the required *Findings for Approval*, staff feels that *Findings A and B can be met*, due to the site's slope. The current business operator acquired the business within the past year or two. Since then, no gas stations have opened in Batavia and one in downtown has ceased selling gas. Staff believes the property has the ability to house a viable a gas/convenience-type business, essentially as has been continuous for many years, therefore *Finding C cannot be met*. *Finding D may be met* considering the presence of a proximate, noncompliant drive through business. Finding E is difficult to meet due to the property being contiguous to residential and the drive through lane being only 50 feet away from the house. While the property-to-property condition is similar to the drive through situation across Batavia Avenue, the distance to the house (to the west) is much less, and there is a public alley located between the properties. Despite proposed landscaping to shield the drive through lane and even if a solid fence or wall would be erected, the lack of distance increases the possibility of the drive through negatively affecting the property to the north. Staff feels *Finding E cannot be met*.

Since staff believes all findings cannot be met, staff would recommend the ZBA ***not*** recommend approval of the variances to Zoning Code Sections 2.405.E and 4.506, effectively recommending denial. (For ease of procedure, ZBA motions for each Finding and variance are made in the affirmative – to recommend approval – and lack of support for the motion would result in the motion not being approved).

Requested Variance #1 – No Escape Lane. Zoning Code Section 4.209.A.1 requires drive through lanes to be at least 20 feet wide to provide by-pass capability. The Code does not specify a minimum width for lanes without bypass capability. However, parking lot standards require one-way aisles to be a minimum of 12 feet in width.

The applicant contends the slope of the site makes it cost-prohibitive to extend the drive through lane further east, and that the proposed aisle width is functional and safe. There is no opportunity to increase the size of the site. Other drive through businesses lack a by-pass lane. Competing gas stations on Randall Road challenge the viability of this site for gas sales.

Staff is concerned that vehicle length and driver ability factors will affect this site more than others. Minimal turning area is proposed, and drivers that lack ability or do not obey posted maximum vehicle length limits may get stuck in one of the required 90 degree turns. The 20 foot minimum is to provide by-pass capability, but also will make 90 degree turns easier for all drivers, especially for those of longer vehicles.

The property's slope address *Findings A and B that can be met.* For similar reasons as stated above, *Finding C cannot be met* and *Finding D may be met*. Staff feels an instance of a vehicle being stuck in the drive through lane would have minimal lasting impact on the general public (as opposed to all vehicles being stuck), therefore, *Finding E can be met.*

Since staff believes all findings cannot be met, staff would recommend the ZBA ***not*** recommend approval of the variance to Zoning Code Section 4.209.1.

Requested Variance #3 – Building Signage Increase In Area. The Zoning Code accommodates canopy edge signage, assigning it to the allowable wall sign area. Multi-colored canopy edges displaying brand identity is signage. Most or all of the allowed wall sign area is already taken by the existing canopy edge treatment that displays signage through the entirety of the canopy's edges. Proposed canopy edge treatment would be allowed (with HPC approval) as essentially a sign face change. Adding signs to this building's walls requires a variance to the allowed wall sign area (Zoning Code Section 4.407.B.1.e(2)).

Applicant opinion of staff's determining that the entire canopy edge treatment is signage unfairly restricts the business owner from locating signs to the building's walls. This determination differs from the staff determination applicable when the first canopy edge signage was installed. The results in a competitive disadvantage for this property compared to other multi-tenant locations. Allowing additional wall sign area would not be detrimental to the general public and would allow increase commerce.

With adoption of the 2010 Zoning Code, staff has consistently deemed multi-colored canopy edges displaying brand identity as signage. Requesting a variance to display building wall signage is reasonable, and the requested amount of square footage is also reasonable. The HPC would review the designs of proposed signs. The applicant informs staff that only the north, south, and west canopy edges would change by adding the red light bar, raised yellow detail, and an illuminated Shell pecten logo on the west edge. Staff is concerned with adding illumination to the north facing canopy edge as it would affect the residence to the north.

The Batavia Zoning Code's assigning canopy edge sign area to the allowable wall sign area effectively eliminates the opportunity for this site to display effective signage on the building's walls. For this reason, staff believes *Findings A and B can be met*. Building signage is an important factor in the success of a business and is generally available to all business locations, therefore, *Findings C and D can be met*. The proposed canopy edge changes visually will be minimal and would not affect others, except for the proposed illuminated bar on the north canopy edge. If this were non-illuminated, *Finding E could be met.*
With a ZBA condition of no added illuminated elements to the north canopy edge, all Findings can be met, and staff would recommend approval of the requested variance to Zoning Code Section 4.407.B.1.e(2).

Requested Variance #4 – Monument Sign Area Increase. Zoning Code Section 4.407.B.2a(2) and (3) limit monument signs to 6 feet in height and 32 square feet. The existing sign's height of approximately 26 feet and area of approximately 83 square feet are nonconforming. The variance request is to increase the sign area by approximately 26.5 square feet, by adding an illuminated Dunkin' Donuts panel below the existing sign panels.

The applicant states that the sign is necessary due to corporate requirements and would identify the additional tenant. Sign height would not increase. The applicant further states that the Code addressing sign area was changed after Mr. Mehta became the business owner. The sign would help the additional tenant and offset increased competition from the additional Randall Road gas stations. The additional sign area would not negatively impact others.

Staff recognizes the importance of providing tenant identification on freestanding signs.. Mr. Mehta became owner of this business after the current Zoning Code became effective and no gas or donut competition has opened since he became owner. Staff feels the existing sign is overly tall and out of place in downtown Batavia. While staff feels the added sign area would help the new business and allow the existing Shell messages to remain, the sign should be lowered in height to 8 feet, the allowed height for fuelling facility signs per Zoning Code Section 4.407.N. Lowering the sign to offset the impact of added sign area may be a better compromise than reducing the amount of Shell's sign area.

Despite staff supporting additional sign area, staff believes that *Findings A, B, C, and D cannot be met*. Additional sign area would not be result in a significant change, therefore *Finding E can be met*. Lowering the sign strengthens this opinion. Since staff believes all findings cannot be met, staff would recommend the ZBA ***not*** recommend approval of the variances to Zoning Code Sections 4.407.B.2a(2) and (3). Staff encourages the ZBA to consider

noting for the record that if the City Council feels adding sign area is appropriate, the City Council should require the sign to be lowered to not exceed 8 feet above grade, the allowed height for fueling facility signs.

Requested Variance #5 – Canopy Edge Treatment. Zoning Code Section 4.407.B.2.f(3) limits sign element projection to 2 inches from the canopy edge. The applicant states that the Dunkin's corporate requirements for signage would project by more that allowed. There would be no negative effect by the added projection. The City's 2 inch limit is arbitrary and projection by an additional 2 inches would be similar to signage other gas stations have.

Staff feels that the 2 inch projection can be limiting and feels [sb1]the requested projection is reasonable. Similar to the wall sign variance, staff feels the projection for the north canopy edge should not include any new illuminated sign elements.

Illuminated fuel canopy signage is regarded as a necessity. Given staff's questioning of keeping the 2 inch projection limit and with a ZBA condition of no added illuminated elements to the north canopy edge, all Findings can be met, and staff would recommend approval of the requested variance to Zoning Code Section 4.407.B.2.f(3).

Requested Variance #6 – Parking Stall Dimensions. Zoning Code Table 4.205.A requires 90 degree spaces to be 19 feet long and parallel spaces to be 10 feet wide. The proposed space dimensions replicate the existing dimensions and would be applied to the added parking along the south side of the site.

The applicant notes these dimensions have functioned for years without incident and addition of the drive through would not affect the parking spaces. Over time, visitors will adapt to the parking space sizes.

Staff feels there will be increased site traffic and vehicle maneuvering with a drive through added. Any decrease in parking area, coupled with the possibility of varying vehicle positioning at the gas pumps can affect site circulation. While parking exists along the north side, new parking would be added along the south side. The easterly spaces added parking may affect vehicles approaching the drive through ordering station, especially if there is a back-up for ordering. With limited area to park and vehicles positioned for gas, site circulation would be constrained. Staff is concerned about site maneuverability and reducing parking geometry exacerbates this concern. These spaces may be widened to the south, reducing potential conflicts. This would eliminate the need for a variance, but could trigger the need for an additional retaining wall.

Staff feels that the slope along Houston is a limiting factor to consider for reduced south parking stalls' widths. The other reduced geometry would simply match what exists (nonconforming conditions). *Findings A, B, C, and D may be met*. Staff is concerned with vehicles backed-up at ordering, however, to the extent that the "public welfare in general" excludes persons on this property, there would be no adverse impact elsewhere. *Finding E can be met*. Since staff believes all findings can be met, staff would recommend the ZBA recommend approval of the variances to Zoning Code Table 4.204, with the conditions that:

1. Additional landscaping be added adjacent to the north parking spaces;
2. A curb be added to the west end of the north parking area, extending west to meet the Batavia Avenue sidewalk, similar to what's proposed for the south parking and inside this area should be suitable landscaping, including a tree; and
3. That the area south and west of the west end curb for the new south parking spaces be suitably landscaped, including a tree.

Requested Variance #7 – Number of Parking Stalls. Zoning Code Table 4.204 requires 13 parking spaces for this site; the proposed addition of Dunkin' Donuts would be accessory to the retail use and not generate an additional parking requirement, similar to the eating areas in Target, Sam's Club, and BP Pride, and bank and eye care businesses in big-box retailers. Since parking areas would be reconfigured, 13 spaces need to be provided.

The applicant notes that 12 spaces would be provided with one space landbanked. Landbanking parking does not require a variance; it may be sought through administrative (staff only) use approval. Staff feels that since the area marked to be landbanked would remain paved and not landscaped, the space should simply be striped as shown. An

approved variance for parking stall dimensions would apply to this space. Staff may approve the landbanked parking if the area was landscaped.

The applicant notes that the required amount of parking is excessive. If the ZBA feels fewer parking spaces would be acceptable, this could allow for increased circulation area and reduce potential conflicts. The ZBA can continue consideration of this variance to allow a revised proposal to be submitted. Staff encourages exploration of solutions to this and other noted issues.

Staff feels unique circumstances have not yet been demonstrated applicable to the required Findings. Since staff believes all findings cannot be met with the information given, staff would recommend the ZBA ***not*** recommend approval of the variance to Zoning Code Table 4.204.

Requested Variance #8 – To Expand Parking Within 50 Feet of Batavia Avenue. Zoning Code Section 3.303.B requires landscaping within 50 feet of Batavia Avenue. The addition of south parking encroaches into this area.

The applicant notes the impossibility of providing additional parking elsewhere. Parking in this area is common in the vicinity. The presence of gas facilities precludes parking in the center. The location of these proposed spaces does not alter the function of the site.

Staff acknowledges the limited opportunities to locate additional parking. Reducing parking in front of the store forces the parking to go elsewhere and to add a space. Staff *Findings A, B, C, D, and E may be met*, with the curbing and landscaping as recommended for the parking stall dimension variances. Staff would recommend approval of the variance to Zoning Code Section 3.303.B, subject to the area south and west of the west end curb for the south parking spaces be suitably landscaped, including a tree.

Requested Variance #9 – Utilization of Wheel Stops Along the Store Front. The Zoning Code Section 4.203.Q prohibits wheel stops. Wheel stops are proposed for parking spaces along the storefront.

The applicant wishes to retain the existing walkway space along the storefront without vehicle overhang. Wheel stops can provide this and it is not a unique request. Pedestrian convenience and safety would be enhanced.

Staff encourages pedestrian safety. Vehicles overhanging the walkway can limit safe passage. Little space exists to lengthen parking or widen the existing walkway. Being an existing site with these existing conditions, the situation warrants consideration of code relief for pedestrian safety. Staff feels all *Findings A-E* can be met, therefore, staff would recommend approval of the variance to Zoning Code Section 4.203.Q.

Conditional Use for Drive Through

While drive through businesses generally are less desirable in downtown, this property is at the edge of the DMU District and is already designed as an automobile-oriented site. Staff concurs with the Traffic Impact Analysis regarding traffic generation, but feels the limited front area space for maneuverability among gas, convenience store, and drive through customers, coupled with parking essentially surrounding this area will challenge drivers to get to and from the various site facilities. At times of high demand, staff feels this difficulty may extend to vehicles trying to enter the site, thus affecting traffic on Batavia Avenue.

The Zoning Code requires drive through business properties to be at 50 feet away from properties designated for residential use in the Comprehensive Plan. The adjacent property to the north (0 feet away) has this residential designation. Additionally, the Code requires drive through aisles to be at least 100 feet from away from residentially designated property. Variances for these requirements are requested and evaluated above. Without City Council approval of these variances, the conditional use cannot be approved.

The Plan Commission must consider conditional uses in light of the *Findings Required for Approval*. These *Findings* are:

1. **The proposed use will not be detrimental to health, safety, or general welfare of persons living or working in the vicinity, to adjacent property, to the neighborhood, or to the public in general;**
2. **The proposed use, as conditioned, conforms with the purposes, intent, and policies of the Comprehensive Plan and any applicable area, neighborhood, or other plan adopted by the City Council;**
3. **The proposed use conforms with the conditions, requirements, or standards required by the Zoning Code and any other applicable local, State, or Federal requirements; and**
4. **The proposed use, as conditioned, would not unreasonably interfere with the use and enjoyment of nearby properties.**

Unlike how the ZBA must apply its *Findings*, the Commission does not need to find in the affirmative for any of the *Findings* in order to recommend approval; the Commission must simply reach conclusions of whether each *Finding* has been met.

For *Finding #1*, staff feels the residential property immediately to the north and its inhabitants may potentially be negatively affected by the increased traffic being brought closer to the residence. While proposed landscaping can provide some buffering, and adding a solid fence or wall can increase screening, neither would work as well as distance. The remainder of the vicinity, being primarily non-residential, would not be as sensitive to the added drive through. Staff believes *Finding #1 cannot be met.*

For *Finding #2*, staff believes the drive through business, with approved variances requiring added buffering features such as more landscaping and a wall along the north property line, is aligned with Comprehensive purposes of enhancing commerce in the downtown. The use would, however, be contrary to principles of providing transitions between non-residential and residential uses. In balance, staff believes *Finding #2 cannot be met.*

For *Finding #3*, with approved variances as conditioned, the use would conform generally with applicable codes and requirements. Staff believes *Finding #3 can be met.*

For *Finding #4*, as stated above most nearby properties would not be unreasonably affected, but the property immediately to the north, being single-family residential, could be. In balance, staff believes *Finding #4 cannot be met.*

Design Review

Due to the number of variances needed and staff's belief of the inability to meet the required *Findings* for variances, and staff's similar belief for the *Findings* for conditional use, overall, staff cannot support the design review. Staff notes several positives of the proposed design:

- Building elevations would be refreshed
- Wall signs area, per the requested variances, would be established and are reasonable
- A wider sidewalk along Batavia Avenue would be provided – plans would need to be revised showing the applicant providing appropriate transitions beyond the property lines to connect with existing sidewalks
- Additions of bicycle racks and outdoor dining areas are improvements to site amenities
- Landscaping would be added to a site that lacks acceptable quantities of plant material
- A refuse enclosure would be added
- The proposed curb between the gas area and the Batavia Avenue sidewalk would keep vehicles off the sidewalk

Additional details are needed. Refuse enclosures specifications comply with Code, but the site plan must include elevations. The enclosure walls should mimic the building's finishes. Design elevations for the proposed retaining walls need to be provided, along with the specified corrugated metal screening added to the top of the wall. The HPC would review the design of these too. The site plan notes the City of Batavia to relocate the Batavia Avenue streetlight; this specification must be removed from the plan.

Staff feels that if the drive through is approved, the outdoor dining area would be enhanced by a stair connection to the Houston Street sidewalk. The Commission may consider the merits of this feature. Other revisions to the site and landscape plans would be needed to reflect conditions of variance and conditional use approval. The Fire Department has reviewed the plan and auto-turn, and feels what is proposed would be adequate. Specific turning radii would need to be provided with the final site plan/engineering.

Design Review consideration involves the Commission determining the following *Findings for Approval*:

A. The project is consistent with applicable design guidelines.
B. The project conforms to the Comprehensive Plan, and specifically to the Land Use, Urban Design, and Environment Elements.
C. The project is consistent with all applicable provisions of the Zoning Code.
D. The project is compatible with adjacent and nearby development.
E. The project design provides for safe and efficient provision of public services.

Staff Recommendations

Staff recommends the Commission and ZBA simultaneously conduct the open meeting for the design review and the public hearing for the variances and conditional use. If the Commission and/or ZBA feel that it would like to continue the hearing to allow for revisions to be made to any part of the proposal, the Commission and ZBA should continue the hearing for variances and conditional use, and continue the design review to a date specific. Only after all information has been offered and speakers have spoken, the Commission and ZBA should close the hearing.

ZBA Action

The ZBA must act on the requested variances before Plan Commission action. The ZBA must first reach its findings for each variance. If the ZBA can find in the affirmative for each variance, the ZBA can recommend City Council approval of those variances. If the ZBA cannot find in the affirmative for each of the *Findings*, the ZBA must recommend denial of those variances. As an alternative to taking action now, the ZBA may continue the public hearing for one or all of the variances to a specific date and provide direction to staff and the applicant for design modifications.

Below is the staff recommendation for each variance, in the order in which the staff analysis was provided. **Recommendations are based on staff's determination of whether *Findings* can be made in the affirmative.**

1. Section 4.205.E – to allow a drive through business less than 50 from property designated for residential use in the Comprehensive Plan. **Staff Recommends Denial**
2. Section 4.506 – to allow a drive through aisle to be at least 100 feet from away from residentially designated property. **Staff Recommends Denial**
3. Section 4.209.A.1 – to allow a drive through lane less than 20 feet wide. **Staff Recommends Denial**
4. Section 4.407.B.1.e(2) – to allow an increase in wall sign area up to an additional 41 square feet on the south wall and up to 46 square feet on the west wall. **Staff Recommends Approval with the condition of no added illuminated elements to the north canopy edge**
5. Section 4.407.B.2a(3) – to allow a monument sign area in excess of the allowed 32 square feet by adding approximately 27 square feet to the existing sign (based on the dimensions of the proposed sign on the pylon sign color drawing) – **Staff Recommends Denial**
6. Section 4.407.B.2.f(3) – to allow canopy sign elements to project more than 2 inches from the canopy edge. **Staff Recommends Approval with the condition of no added illuminated elements to the north canopy edge**
7. Table 4.205.A – to allow parallel parking stalls to be 9 feet wide and perpendicular spaces to be 18 feet long. **Staff Recommends Approval, with the following conditions:**
    - Additional landscaping be added adjacent to the north parking spaces, with design review approval

- A curb be added to the west end of the north parking area, extending west to meet the Batavia Avenue sidewalk, similar to what's proposed for the south parking and inside this area should be suitable landscaping, including a tree, with design review approval; and
- That the area south and west of the west end curb for the new south parking spaces be suitably landscaped, including a tree, with design review approval.

8. Table 4.204 – to allow 12 parking spaces where 13 are required. **Staff Recommends Denial**
9. Zoning Code Section 3.303.B – to omit landscaping within 50 feet of Batavia Avenue – **Staff Recommends Approval subject to the area south and west of the west end curb for the new south parking spaces be suitably landscaped, including a tree, with design review approval**
10. Section 4.203.Q to allow wheel stops – **Staff Recommends Approval**

Plan Commission Action

Conditional Use: The Commission must open and conduct the public hearing the same as the ZBA hearing for variances, and reach conclusions for each *Finding*. As with the variances, the Commission may continue the hearing. Since staff recommends denial of the 2 variances needed for the distance separating residential from the drive through, **staff recommends denial of the conditional use**

Design Review: The Commission should consider and discuss the design review. If the Commission wishes to take action, it must first reach conclusions for each *Finding*. Due to the number of design items yet to be addressed and needed revisions, many due to potential changes with variance and/or conditional use approval, **staff recommends a continuance.**

Attachment: Application Submittal Package

c Mayor and City Council
Department Heads
Applicant
Media

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January 11, 2016

APPLICATION FOR A ZONING VARIANCE
APPLICATION COMMENTS FOR DUNKIN DONUTS

Shell of Batavia
108 North Batavia Avenue, Batavia, IL-60510

Introduction:
This project involves the addition of a new tenant, Dunkin Donuts, and their subsequent need for a drive-thru, building signage, and monument signage. The building façade will undergo a much-needed facelift. Parking is being added and reconfigured to accommodate the new tenant. In response to a staff suggestion, the submitted plans show 'land-banking' of a couple required stalls in order to allow the owner, tenant, and city to monitor the true parking needs for this site. The striping can be added at a later date if deemed necessary.

In response to staff review, comments, and requirements, the number of requested variances has increased from earlier submittals.

VARIANCE REQUEST #1 – NO ESCAPE LANE

• Evidence showing why, due to unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

The site is severely sloped, to both the east and south. The engineering required to create the retaining walls is extensive and expensive. The further out the retaining walls are placed, the larger they become. Adding enough width for a drive-thru escape lane would be prohibitively expensive to the east. And there simply is not enough room on either the north or south to add an escape lane. The proposed solution provides a functional and safe drive-thru.

• Evidence showing that the requested variance will not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and district in which the property is located.

Documentation has been submitted which shows several other properties which do not contain escape lanes for their drive-thru windows. We ask for the same consideration. Additionally, the proposed minimum width of 10' is adequate for the areas where it is being utilized. This is not unlike the width designed for the recently approved Walgreens drive-thru.

• Evidence that the unique circumstances applicable to the property were or are not self-imposed by the current or previous property owners.

The property size and topography are existing conditions which cannot be varied, nor were created by either the current or previous property owner. Additionally, this gas station used to pump more than twice the current volume of gasoline. The addition of gas stations along Randall Road drastically changed the financial viability of this location, which is why it has changed ownership several times over the last decade or so. This precipitous drop in business was

not caused by either the current or previous owners. In order to remain a viable business, it is necessary to augment its income by adding this Dunkin Donuts drive-thru.

• Evidence showing why granting the variance:

A. Substantially meets the intent and purpose of the zoning district in which the property is located;

The addition of a drive-thru is consistent with the district's commercial purpose. It's consistent with the notion of a convenience store which typically provides various fast-food offerings. Providing signage as required is consistent with other multi-tenant offerings, and is necessary to ensure the success of both tenants. Omitting the escape lane is no different from how several other similar businesses are designed and successfully operated for years. Nor does it adversely affect the intent or purpose of the district.

B. Will not be detrimental to the health, safety, and general welfare of persons living or working in the neighborhood;

The submitted traffic study shows that the addition of the drive-thru will not impair traffic along Rt. 31. Gasoline delivery is being scheduled for off-hours (see letter). The owner has also included usage statistics for both gasoline and convenient store visits. These clearly show that the number of people using the pumps or parking at any one time has not, nor will, cause congestion. The fire department has stated they would not drive a fire truck onto the site.

C. Will not be detrimental to the general welfare of the City;

This project will be a *contributor* to the general welfare of the city. It will generate sales tax revenue, bring more people downtown, and most of all help to maintain the viability of a long-time local business. The drive-thru is critical to this success. Recognizing that Batavia is a pedestrian- and bike-friendly community, and that the bike path is being extended along Houston Street to Rt. 31 we are also providing a bike rack and an outdoor patio/rest area.

D. Is the least amount of relief necessary to permit use of the property similar to other properties in the district;

It is impossible to provide the escape lane on this property. The submitted design is functional and designed with the minimum expansion in order to provide the drive-thru service that is enjoyed by other similar businesses.

VARIANCE REQUEST #2 – DRIVE-THRU DISTANCE FROM RESIDENCE

• Evidence showing why, due to unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

It is impossible to comply with the required 100' setback from the adjacent residential property: the site is only 135' deep in a north-south direction, thus depriving the owner the opportunity to earn a viable income at this site. Also, the drive-thru at the former Burger King/Hardee's appears to be within 100' of the residence to its west. We ask for the same consideration.

• Evidence showing that the requested variance will not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and district in which the property is located.

The request is not for the granting of a special privilege, it is only to be allowed the same opportunity as other commercial properties within the community. For example, the former Burger King/Hardee's drive-thru (whose operation was grandfathered, having been created before the 100' setback requirement) has operated for years with a residence immediately to its west. To the best of my knowledge the city has never received any complaints about

the operation of that drive-thru. Please also note that that drive-thru points directly at the residence, while the proposed Dunkin Donuts drive-thru does not.

• Evidence that the unique circumstances applicable to the property were or are not self-imposed by the current or previous property owners.

The property size, topography, and location adjacent to a residence are existing conditions which cannot be varied, nor were created by either the current or previous property owner. I believe the commercial/residential relationship was established prior to the current separation requirements. As previously described, in order to remain a viable business operation it is necessary to augment its income by adding this Dunkin Donuts drive-thru.

• Evidence showing why granting the variance:

A. Substantially meets the intent and purpose of the zoning district in which the property is located;

The addition of a drive-thru is consistent with the district's commercial purpose. It's consistent with the notion of a convenience store which typically provides various fast-food offerings. Its proximity to the residence is unavoidable.

B. Will not be detrimental to the health, safety, and general welfare of persons living or working in the neighborhood;

The existing parking lot is immediately adjacent to the residence. The parking lot is essentially unchanged. The drive-thru is located well behind the residence. The menu board is on the south side of the building, while the pickup window faces east… both well away from the home. Automobiles will not be stopping or stacking along the north elevation. We will provide additional landscaping along to north property line to ensure that there is adequate sight screening.

C. Will not be detrimental to the general welfare of the City;

This project will be a *contributor* to the general welfare of the city. It will generate sales tax revenue, bring more people downtown, and most of all help to maintain the viability of a long-time local business. The drive-thru is critical to this success.

D. Is the least amount of relief necessary to permit use of the property similar to other properties in the district;

It is impossible to provide the required residential setback, nor can this property and tenant be financially viable without the drive-thru.

VARIANCE REQUEST #3 – BUILDING SIGNAGE INCREASE IN AREA

• Evidence showing why, due to unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

Staff has determined that the raised-edge canopy faces, in their entirety, are to be counted as signage. In our opinion this differs from how the zoning ordinance clearly separates canopies from canopy signage (refer to 4.407.B.2.f(1)). Further, the existing canopy *predates* the adoption of the ordinance. It is my opinion that this incorrectly and unfairly restricts the owner from being able to place signage on both the west and south faces of the building.

Currently there is no signage on the building. Staff's determination that the raised-edge canopy in its entirety constitutes signage requires us to seek a variance to allow the proposed signage. We are requesting the placement of 41sf of building signage on the south wall and 89sf of west-facing signage as follows:

Location	Allowable Area	Canopy Edge Area	Avail. Sign Area	Proposed Signage
South Wall	74sf	135sf	0sf	41sf (41sf variance)
West Wall	138sf	85sf	53sf	89sf (46sf variance)

• Evidence showing that the requested variance will not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and district in which the property is located.

Allowing signage increases to identify two tenants is consistent with other multi-tenant offerings within the district. If the existing canopy (which predates the ordinance) was not considered signage then we would be easily within the allowable signage area.

• Evidence that the unique circumstances applicable to the property were or are not self-imposed by the current or previous property owners.

To allow for a second tenant to successfully exist in the premises will require the signage area to be increased accordingly. Current signage is for a single tenant only which has always been the condition at the site. With an accurate and reasonable interpretation of signage area and an acknowledgement that the existing canopy predates the current ordinance, we would be within the prescribed signage areas.

• Evidence showing why granting the variance:

A. Substantially meets the intent and purpose of the zoning district in which the property is located;

Providing signage as required is consistent with other multi-tenant offerings, and is necessary to ensure the success of both tenants. The variance request is only necessitated by what we believe is an inaccurate and unrealistic definition of building signage.

B. Will not be detrimental to the health, safety, and general welfare of persons living or working in the neighborhood;

The building signage changes will have no adverse impact on those living or working in the neighborhood.

C. Will not be detrimental to the general welfare of the City;

This project will be a *contributor* to the general welfare of the city. It will generate sales tax revenue, bring more people downtown, and most of all help to maintain the viability of a long-time local business. Adequate building signage is critical to this success. The exterior facelift will enhance the appearance of this building and nicely augment the Houston Street streetscape and its prominence as a gateway to Depot Pond and City Hall.

D. Is the least amount of relief necessary to permit use of the property similar to other properties in the district;

The necessary signage request to identify two tenants in the building is similar to other multi-tenant concerns within the district and is only increasing in size as needed to identify the tenants.

VARIANCE REQUEST #4 – MONUMENT SIGN INCREASE IN AREA

• Evidence showing why, due to unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

> The existing monument sign *predates* the adoption of the zoning ordinance that establishes three categories of monument signs. The existing sign exceeds the allowable sign height and area restrictions of all three categories. We believe it unfair to apply the current standards without a "grandfather" clause allowing reasonable modifications such as contained in this application.

To allow for two tenants at this site, additional signage is necessary and required by corporate standards for the Dunkin Donuts. The existing pylon will carry signage for two tenants, and signage will be added to the building to identify two tenants. Except for the addition of the Dunkin Donuts portion, the proposed signage is identical to the signage previously approved by the city in 2012. The overall sign height is not increasing; the only increase is in the surface area to accommodate Dunkin Donuts.

• Evidence showing that the requested variance will not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and district in which the property is located.

Asking for a determination that accommodates a sign that predated the ordinance is a reasonable request, not a granting of a special privilege. Additionally, allowing signage increases to identify two tenants is consistent with other multi-tenant offerings within the district.

• Evidence that the unique circumstances applicable to the property were or are not self-imposed by the current or previous property owners.

To allow for a second tenant to successfully exist in the premises will require the signage area to be increased accordingly. The existing sign was properly permitted at the time of its construction. It is not the fault of the owner that ordinances were subsequently enacted which cause the sign to not comply with any of the three types of monument signs described in the zoning ordinance. We believe the only variance request should be for the accommodation of Dunkin Donuts. Accommodating a second tenant is crucial to the long-term viability of this site. This is a result of economic development along Randall Road in the form of additional gas stations, not self-imposed by the current or previous owners.

• Evidence showing why granting the variance:

A. Substantially meets the intent and purpose of the zoning district in which the property is located;

Providing signage as required is consistent with other multi-tenant offerings, and is necessary to ensure the success of both tenants. The variance request is only necessitated by our desire to update a monument sign that predates the ordinance.

B. Will not be detrimental to the health, safety, and general welfare of persons living or working in the neighborhood;

The monument signage changes will have no adverse impact on those living or working in the neighborhood.

C. Will not be detrimental to the general welfare of the City;

This project will be a *contributor* to the general welfare of the city. It will generate sales tax revenue, bring more people downtown, and most of all help to maintain the viability of a long-time local business. Adequate monument signage is critical to this success.

D. Is the least amount of relief necessary to permit use of the property similar to other properties in the district;

The necessary signage request to identify two tenants in the building is similar to other multi-tenant concerns within the district and is only increasing in size as needed to identify the tenants and fuel prices.

VARIANCE REQUEST #5 – CANOPY EDGE TREATMENT

• Evidence showing why, due to unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

The canopy 'red bar' edge detail is a Shell corporate detail. It is not possible to deviate from or change this design.

• Evidence showing that the requested variance will not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and district in which the property is located.

The same 'red bar' design is incorporated on other Shell stations within the city.

• Evidence that the unique circumstances applicable to the property were or are not self-imposed by the current or previous property owners.

This item is only applicable if the city considers corporate signage requirements a self-imposed item.

• Evidence showing why granting the variance:

A. Substantially meets the intent and purpose of the zoning district in which the property is located;

The canopy edge treatment is entirely consistent with the usage of this and other gas stations.

B. Will not be detrimental to the health, safety, and general welfare of persons living or working in the neighborhood;

There will be no impact on people living or working within the neighborhood.

C. Will not be detrimental to the general welfare of the City;

There will be no adverse or detrimental effects to the general welfare of the City.

D. Is the least amount of relief necessary to permit use of the property similar to other properties in the district;

The city's 2" maximum is arbitrary; the protrusion of the 'red bar' is only a matter of an additional inch or two and is a required corporate detail similar to those allowed for every other service station.

VARIANCE REQUEST #6 – PARKING STALL DIMENSIONS

• Evidence showing why, due to unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

This site has functioned with the proposed parking stall dimensions for years without incident. Increasing these dimension would adversely result in tighter turning radii and restricted driving aisles.

• Evidence showing that the requested variance will not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and district in which the property is located.

The request allows the site to operate with the same dimensions as has been successfully utilized for years.

• Evidence that the unique circumstances applicable to the property were or are not self-imposed by the current or previous property owners.

The proposed drive-thru does not affect the park stall dimensions; they are independent issues. The request allows the site to operate with the same parking dimensions as has been successfully utilized for years.

• Evidence showing why granting the variance:

A. Substantially meets the intent and purpose of the zoning district in which the property is located;

The request allows the site to operate with the same dimensions as has been successfully utilized for years.

B. Will not be detrimental to the health, safety, and general welfare of persons living or working in the neighborhood;

The site has safely operated with these parking dimensions for years without incident. The Dunkin Donuts tenant has proffered that other sites have a brief 'learning curve' for patrons to become familiar and comfortable with the site circulation changes. As most customers are repeat customers, they quickly learn and adapt.

C. Will not be detrimental to the general welfare of the City;

There will be no adverse effect to the general welfare of the City.

D. Is the least amount of relief necessary to permit use of the property similar to other properties in the district;

The request allows the site to operate with the same dimensions as has been successfully utilized for years. Stalls and driving aisles are respectively as large as the site permits.

VARIANCE REQUEST #7 – NUMBER OF PARKING STALLS

• Evidence showing why, due to unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

As designed, the number of parking stalls complies with the city's zoning ordinances. The proposed land-banking would defer the striping of a couple stalls in order to allow the owner, tenant, and city to observe the parking needs. The striping can be added at any time. 65% of Dunkin Donuts patrons will utilize the drive-thru, the balance will either utilize the parking stalls or will leave their vehicle at the pump and go inside. The cars parked at the pumps will not adversely affect gasoline services as clearly shown by the pump usage studies submitted under separate cover.

• Evidence showing that the requested variance will not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and district in which the property is located.

The number of stalls shown complies with the required number of stalls: no special privileges are being requested.

• Evidence that the unique circumstances applicable to the property were or are not self-imposed by the current or previous property owners.

The number of designed stalls complies with the required number of stalls: this item is not applicable.

• Evidence showing why granting the variance:

A. Substantially meets the intent and purpose of the zoning district in which the property is located;

It is the owner's and tenant's belief that the number of stalls is excessive for the reasons previously described. The stalls can be striped and put into service if ever deemed necessary.

B. Will not be detrimental to the health, safety, and general welfare of persons living or working in the neighborhood;

There are no detrimental effects to persons living or working in the neighborhood. If anything, having fewer parking stalls will make navigating the site easier.

C. Will not be detrimental to the general welfare of the City;

The land-banking was suggested by city staff. There are no detrimental effects on the general welfare of the City.

D. Is the least amount of relief necessary to permit use of the property similar to other properties in the district;

The land-banking was suggested by city staff in order to improve site circulation, helping ensure the success of a business that occupies a prominent corner at one of the gateway access points to city hall and Depot Pond.

VARIANCE REQUEST #8 – TO "EXPAND" PARKING WITHING 50 FEET OF A STRATEGIC REGIONAL ARTERIAL STREET

• Evidence showing why, due to unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

It is impossible to provide the required number of parking stalls while maintaining a 50' distance from a strategic arterial street (as required by Zoning Code Chapter 3.2). With the entire North-South property depth being only

around 135', it is impossible to provide the required parking while maintaining a service station/convenience store operation.

• Evidence showing that the requested variance will not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and district in which the property is located.

It appears that both the Mobile Station and the former Hardees both have parking within 50' of Houston Street. It is then reasonable to conclude that granting this variance will not constitute a granting of special privileges unique to the applicant's property.

• Evidence that the unique circumstances applicable to the property were or are not self-imposed by the current or previous property owners.

The nature of a service station/convenience store operation requires considerable space in the center of the site for pumping stations and perimeter driving aisles. This leaves little space to provide the required parking, and a 50' setback from Houston Street makes it impossible.

• Evidence showing why granting the variance:

A. Substantially meets the intent and purpose of the zoning district in which the property is located;

The parking is designed to provide the minimum number of required stalls to satisfy the zoning ordinance.

B. Will not be detrimental to the health, safety, and general welfare of persons living or working in the neighborhood;

The location of these parking stalls do not change the site function, nor create any detrimental effects to persons living or working in the neighborhood.

C. Will not be detrimental to the general welfare of the City;

The parking is designed to provide the minimum number of required stalls to satisfy the zoning ordinance. There are no detrimental effects on the general welfare of the City.

D. Is the least amount of relief necessary to permit use of the property similar to other properties in the district;

The parking is designed to provide the minimum number of required stalls to satisfy the zoning ordinance and is optimally situated for this site.

VARIANCE REQUEST #9 – UTILIZATION OF WHEEL STOPS FOR PARKING STALLS ALONG THE STOREFRONT

• Evidence showing why, due to unique circumstances applicable to the property, including its size, shape, topography, location or surroundings, strict application of the Zoning Code would create a hardship or other practical difficulty, as distinguished from a mere inconvenience, and deprive the property owner of property rights enjoyed by other property owners in the same zoning district.

Providing wheel stops allows the owner to maintain the existing sidewalk clearance. The site does not have adequate size (when considering the existing pump locations and driving aisle clearances) to provide otherwise.

• Evidence showing that the requested variance will not constitute a grant of special privileges inconsistent with limitations upon other properties in the vicinity and district in which the property is located.

There are numerous other properties that incorporate wheel stops to provide safety and separation from sidewalks. This is not a unique or special request for this site.

• Evidence that the unique circumstances applicable to the property were or are not self-imposed by the current or previous property owners.

The circumstances have been created by city ordinances that originally allowed wheel stops, then discouraged them, and once again now allow them. They are a reasonable and viable solution to preserve the sidewalk width.

• Evidence showing why granting the variance:

A. Substantially meets the intent and purpose of the zoning district in which the property is located;

The intent of the ordinances is to provide a) adequate parking dimensions, b) adequate sidewalk widths, and c) adequate separation between the two. This solution successfully accommodates these goals.

B. Will not be detrimental to the health, safety, and general welfare of persons living or working in the neighborhood;

To the contrary, the wheel stops will contribute to the safety of pedestrians perambulating the sidewalk.

C. Will not be detrimental to the general welfare of the City;

The city will be a safer and happier place with these wheel stops.

D. Is the least amount of relief necessary to permit use of the property similar to other properties in the district;

The installation of the wheel stops is the least relief necessary to provide for vehicles and pedestrians alike. This application will not be unlike numerous other locations in the downtown and immediate vicinity.

END OF VARIANCE REQUESTS

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TRAFFIC IMPACT STUDY

To: **Harry Mehta**
Shell of Batavia

From: Bill Grieve, P.E., PTOE BG
Senior Transportation Engineer

Date: May 18, 2015

Subject: ***Proposed Dunkin' Donuts Drive-Thru @ Shell of Batavia***

PART I. PROJECT CONTEXT AND SUMMARY STATEMENT

GEWALT HAMILTON ASSOCIATES, INC. (GHA) has conducted a Traffic Impact Study (TIS) for the above captioned project. As proposed, Dunkin' Donuts would add a drive-thru at the Shell gas station located in the northeast corner of the IL 31 / Houston Street intersection in Batavia, Illinois (see *Exhibit 1*).

The following summarizes our TPS findings and provides various recommendations for your consideration. *Exhibits* and *Appendix* referenced are centrally located at the end of this document. Briefly summarizing, we believe that the adjacent roadways and the site access drives can accommodate the Dunkin' Donuts drive-thru traffic activity. Reasons include:

- The increase in new site traffic, as at least 65% of Dunkin' Donuts drive-thru trips will be made by vehicles already traveling the area streets.
- Ample drive-thru stacking is provided, so as to not detrimentally impact on-site circulation.
- It is our understanding that the parking supply provided meets Village code requirements.

PART II. BACKGROUND INFORMATION

Site Location Map and Roadway Inventory

Exhibit 1 provides an aerial photo of the site location and *Exhibit 2* provides photos of the existing site. Pertinent comments to the adjacent roadways include:

- Batavia Avenue (IL 31) is a major north-south route that is under the jurisdiction of the Illinois Department of Transportation (IDOT), but is not classified as a Strategic Regional Arterial (SRA). IL 31 has two through lanes in each direction along the site. The posted speed limit on IL 31 is 30-mph at the site, then becomes 35-mph about a block to the north. There are currently two full access drives into the site.
- Houston Street is a local east-west route that has one travel lane in each direction. A separate westbound right turn lane is provided at IL 31. Houston traffic has Stop control at IL 31.

Existing Traffic

GHA conducted traffic counts at the Shell gas station drives on IL 31 on April 28, 2015 during the morning peak period (6-9 AM), when site traffic and in particular Dunkin' Donuts drive-thru traffic is expected to be busiest. The peak hour counts were augmented by available IDOT traffic count data from 2013.

No emergency vehicle activity or inclement weather occurred during the counts that would be expected to impact traffic volumes or travel patterns in the vicinity. *Exhibit 3* summarizes the existing Weekday Morning Peak Hour traffic which occurred from 7-8 AM and the Average Daily Traffic (ADT) volumes.

PART III. TRAFFIC EVALUATION

Gas Station & Dunkin' Donuts Traffic Characteristics

Site Plan
Per the site plan prepared by Gleason Architects, P.C.(see *Exhibit 4*), the Dunkin' Donuts drive-thru would be located on the east side of the building and would operate one-way counterclockwise.

Gas Station & Dunkin' Donuts Survey Results

- GHA conducted surveys at three other suburban gas stations with Dunkin' Donuts drive-thrus during the morning peak period (7-9 AM), which generally represents the busiest combination of Dunkin' Donuts and gas station activity. Customers were tracked on whether they only got gas, only used the C-Store, only used the drive-thru, and/or used a combination of the facilities.

- The morning peak hour traffic characteristics, which are summarized in *Exhibit 5* included:
  - 13-27% of the customers only got gas.
  - 9-18% of the other customers only went into the C-Store.
  - 19-22% of the other customers got gas and went into the C-Store, either to Dunkin' Donuts or make a different purchase.
  - 40-44% of the customers only used the Dunkin' Donuts drive-thru.

- The Dunkin' Donuts drive-thru generated about 40-50 trips on its own at the three gas stations surveyed. Virtually none of these trips were combined with any of the other on-site facilities. The average queue behind the pick-up window was generally 3-4 cars and the maximum observed was 7 cars.

Site and Total Traffic Assignments

Exhibit 6 illustrates the weekday morning peak hour traffic generations, trip distribution, and site traffic assignment, which is based on the traffic characteristics summarized in *Exhibit 5* and the site access drives. Site traffic and the existing traffic volumes (see *Exhibit 3*) were combined to produce the Total Traffic assignment, which is illustrated in *Exhibit 7*.

Discussion Point. The total traffic volumes are probably too high, because the ITE allowed discount for "pass-by" trips was not taken.

Intersection Capacity Analyses

Intersection capacity analyses were conducted using the Highway Capacity Software (HCS) and results are shown in *Exhibit 8*. The analysis parameters are listed in Part A, as published in the Transportation research Board's (TRB) 2010 Highway Capacity Manual (HCM).

At signalized intersections, Level of Service (LOS) "reports" traffic operations using the letter designations "A" (best) through "F" (worst) and measures the "control delay" per vehicle in seconds. LOS C is often referred to as intersection "design" guideline and LOS D is usually considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered "unacceptable". At signalized intersections, LOS reports operations based on the average control delay per vehicle in seconds. At unsignalized intersections where the minor approaches have stop control, the HCS measurement is approach delay in seconds. The Highway Capacity Software (HCS) summary printouts are provided in the *Appendix* for reference.

> *Key Finding.* The results of the capacity analyses (see *Exhibit 7*) indicate that all movements at the site access intersections on IL 31 currently and will continue to operate at LOS B, which is better than the "design" LOS C during the weekday morning peak hour.

Traffic Impact Discussion

As can be seen from *Exhibit 5*, the Dunkin' Donuts drive-thru can expect to generate about 50 inbound and 50 outbound trips during the morning peak hour. Assuming that at a minimum, 65% of these trips are "not new", but rather are pass-by from vehicles already traveling the adjacent roads, that results in only 35 new trips being added to IL 31 (both directions combined) during the weekday morning peak hour or less than 1 vehicle every 2 minutes.

> *Key Finding.* Based on the above, the site impacts on traffic volumes and operations along IL 31 are very small. Thus, our recommendations focus on the access operations and site plan elements.

PART IV. RECOMMENDATIONS

Access Operations

The two existing drives are to remain. It is important to maintain two-way operation at both drives, because vehicles are positioned at the pump islands in both north and south directions, as gas caps are located on either the driver or passenger side, depending on the vehicle make and model. Forcing a one-way operation would require many vehicles to unnecessarily "double back" and mix with other vehicles circulating on-site.

Parking and Internal Circulation

On-site planning elements include:

- The drive-thru around the building would operate one-way counterclockwise. On-site signage is to be provided to direct traffic properly to avoid wrong-way turns / maneuvers.
- 11-12 vehicle parking spaces are proposed, which we understand meets Village code requirements.

Drive-Thru Operations

Dunkin' Donuts drive-thru characteristics include:

- The drive-thru window will be located on the east side of the building and will provide stacking for 7 vehicles from the beverage and food pick-up window prior to reaching the site circulation aisle (see *Exhibit 4*).

- Dunkin' Donuts trip characteristics follow the "Rule of 65s".
  - About 65% of their business is completed by 10 AM.
  - 65% or more of their customers use the drive-thru.
  - At least 65% of their business comes from vehicles already traveling the adjacent roads, known as "pass-by trips", perhaps as a stop for coffee on their way to work.
  - About 65% of their business is made by the convenience of right turn in and out movements.

- The targeted transaction time from when the Dunkin' Donuts customer orders to when they pick up their beverage and/or food is 90 seconds. This quick timeframe can be accomplished, because Dunkin' Donuts has a much more limited menu and there are fewer special order options available than other coffee shops and drive-thru restaurants.

- The site civil engineer should run AutoTurn to ensure that vehicles of all sizes can navigate the drive-thru around the building.

PART V. TECHNICAL ADDENDUM

The following *Exhibits* and *Appendix* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

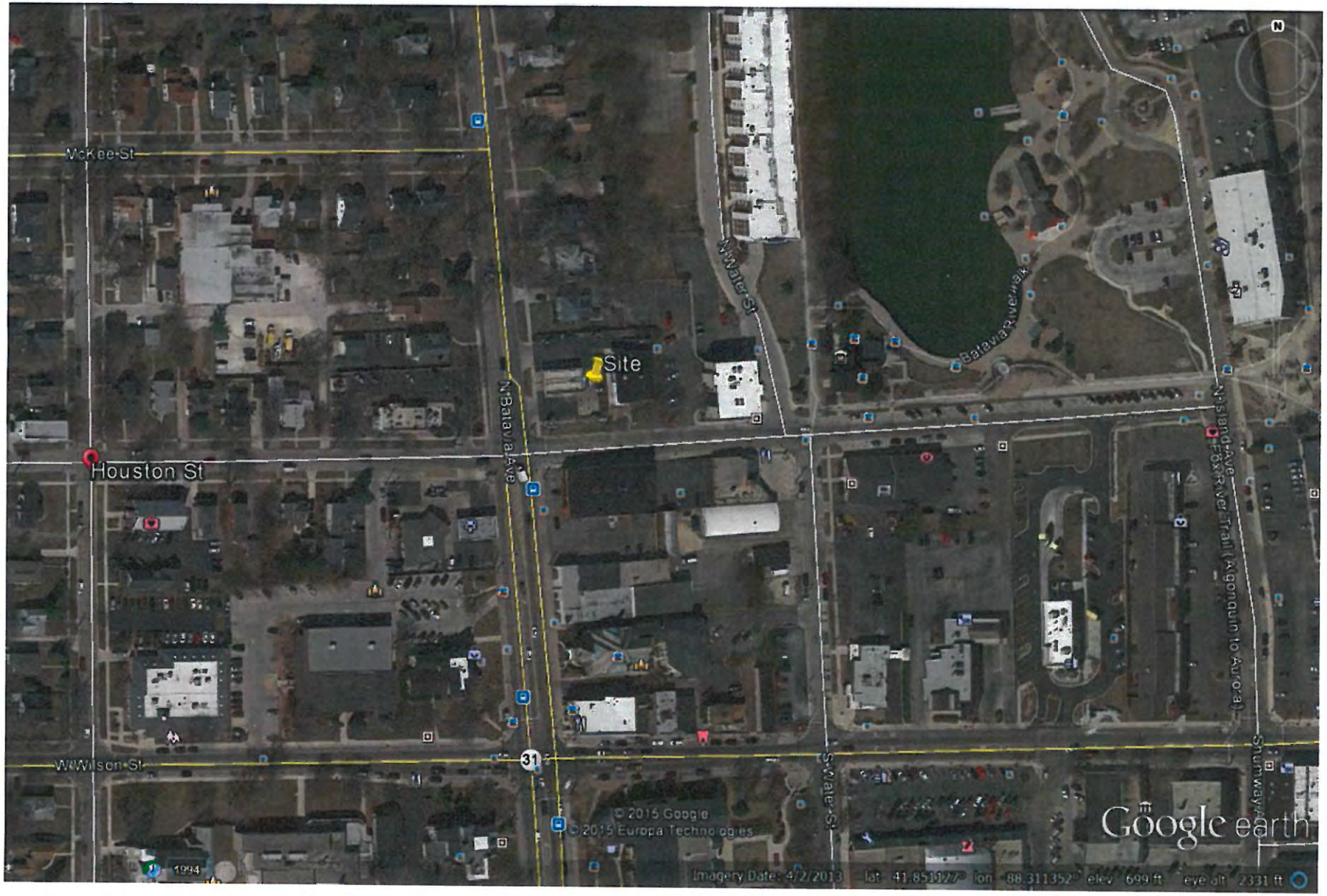
Exhibits

1. Site Location Map
2. Photo Inventory
3. Existing Traffic
4. Site Plan
5. Gas & Dunkin' Donuts Co-Brand Surveys
6. Site Traffic
7. Total Traffic
8. Intersection Capacity Analyses

Appendix

A. Capacity Analysis Worksheets

EXHIBITS



Proposed Dunkin' Donuts - Batavia, Illinois

GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 1
Site Aerial

Looking east on Houston @ IL 31

Looking north on IL 31 @ Houston

GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 2
Photo Inventory

Looking south on IL 31 @ Houston

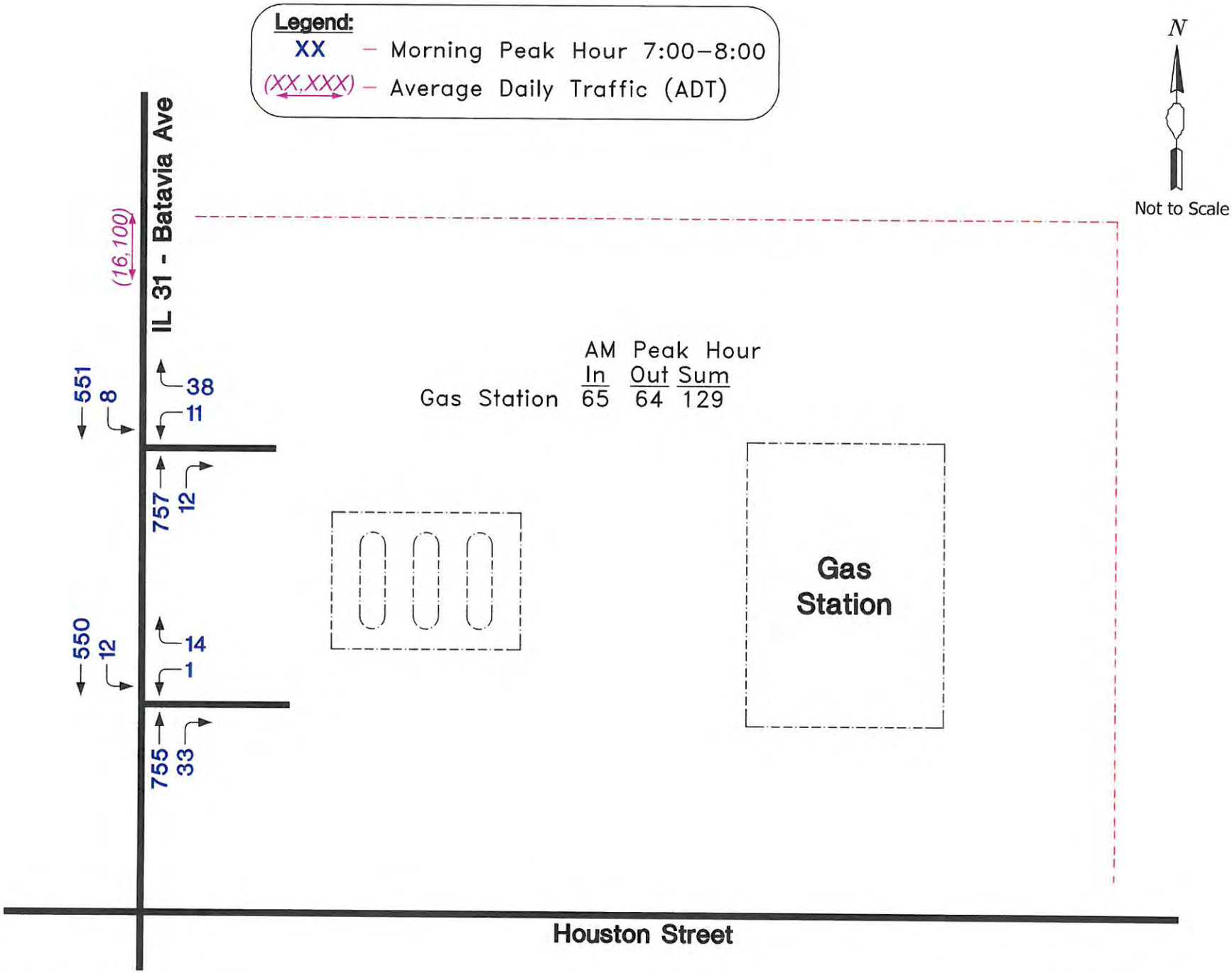
Looking west on Houston @ IL 31

Looking at north drive on IL 31

Looking at south drive on IL 31

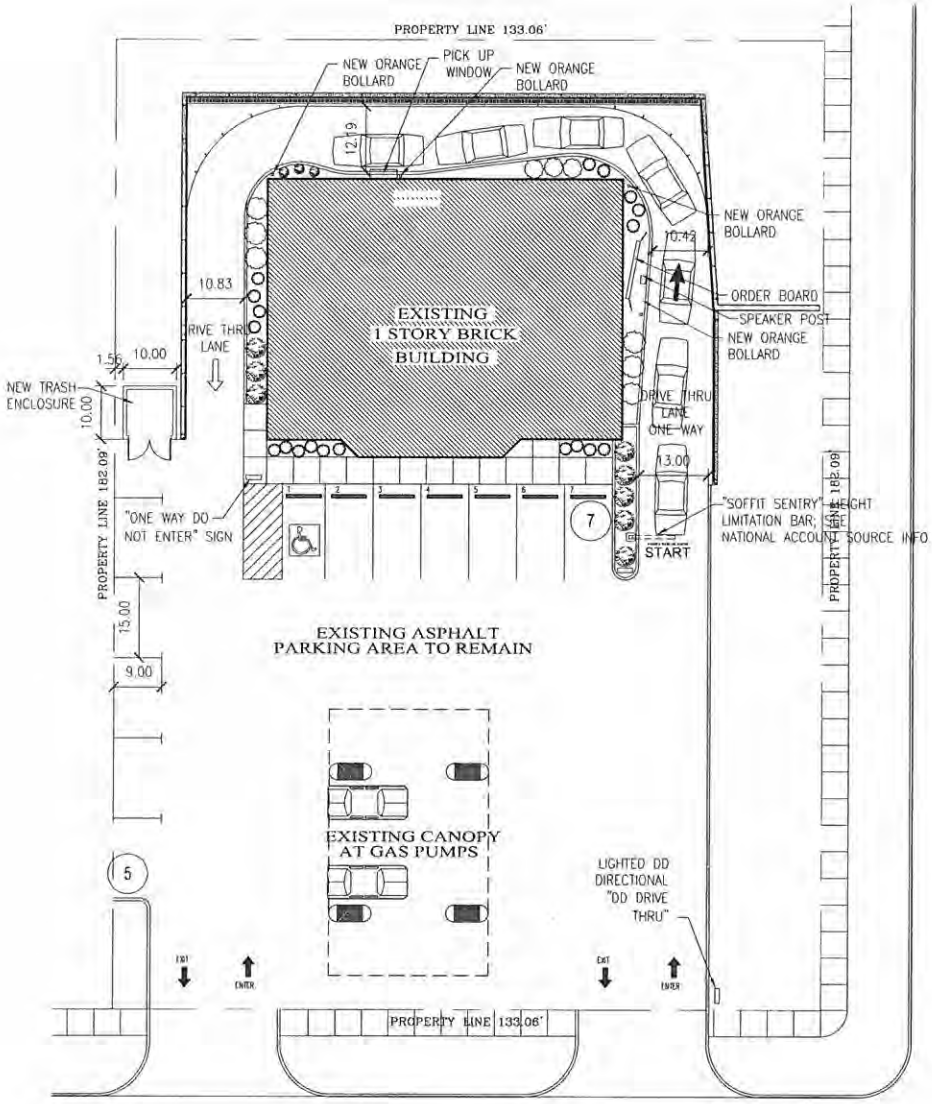
GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 2
Photo Inventory



GHA GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 3
Existing Traffic
Source:
1) GHA – April 2015
2) IDOT – May 2013



SITE PLAN

SCALE: 3/32=1'-0"

DS-1 PAINT TEMPLATE FOR GRAPHIC AVAILABLE THROUGH DGS (SEE NATL. ACCOUNTS); "AMERICA RUNS ON DUNKIN" TO MATCH PMS165C ORANGE; "START" TO MATCH PMS 219C PINK; USE H & C CONCRETE STAIN, SOLID COLOR WATER BASE (ULTRADEEP)

SG-2 PAINT TEMPLATE FOR GRAPHIC AVAILABLE THROUGH DGS (SEE NATL. ACCOUNTS); "ARROW" TO MATCH ROADWAY WHITE, H & C CONCRETE STAIN, SOLID COLOR WATER BASE (ULTRADEEP)

SG-2 PAINT TEMPLATE FOR GRAPHIC AVAILABLE THROUGH DGS (SEE NATL. ACCOUNTS); "DRIVE THRU" TO MATCH PMS165C ORANGE ; "ARROW" TO MATCH PMS165C ORANGE; USE H & C CONCRETE STAIN, SOLID COLOR WATER BASE (ULTRADEEP)

NOTE: PROPERLY PREP THE ASPHALT BEING PAINTED VIA PRESSURE WASH BEFORE PAINTING THE "AMERICA RUNS ON DUNKIN" STENCIL AT DRIVE THRU.

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ISSUED	DATE
FOR APPROVAL	
FOR PERMIT	
FOR BID	
FOR CONST.	

REVISIONS	DATE
1	
2	
3	

PROJECT:
Batavia Shell Drive Thru
108 Batavia Ave
Batavia, IL

CLIENT:
Harry Mertia
108 Batavia Ave
Batavia, IL

JOB NO. 15-008
DATE 05-05-15
FILE
PLOT SCALE:

OWNER APPROVAL

SHEET TITLE
FINAL PLAN

SHEET NUMBER
A0

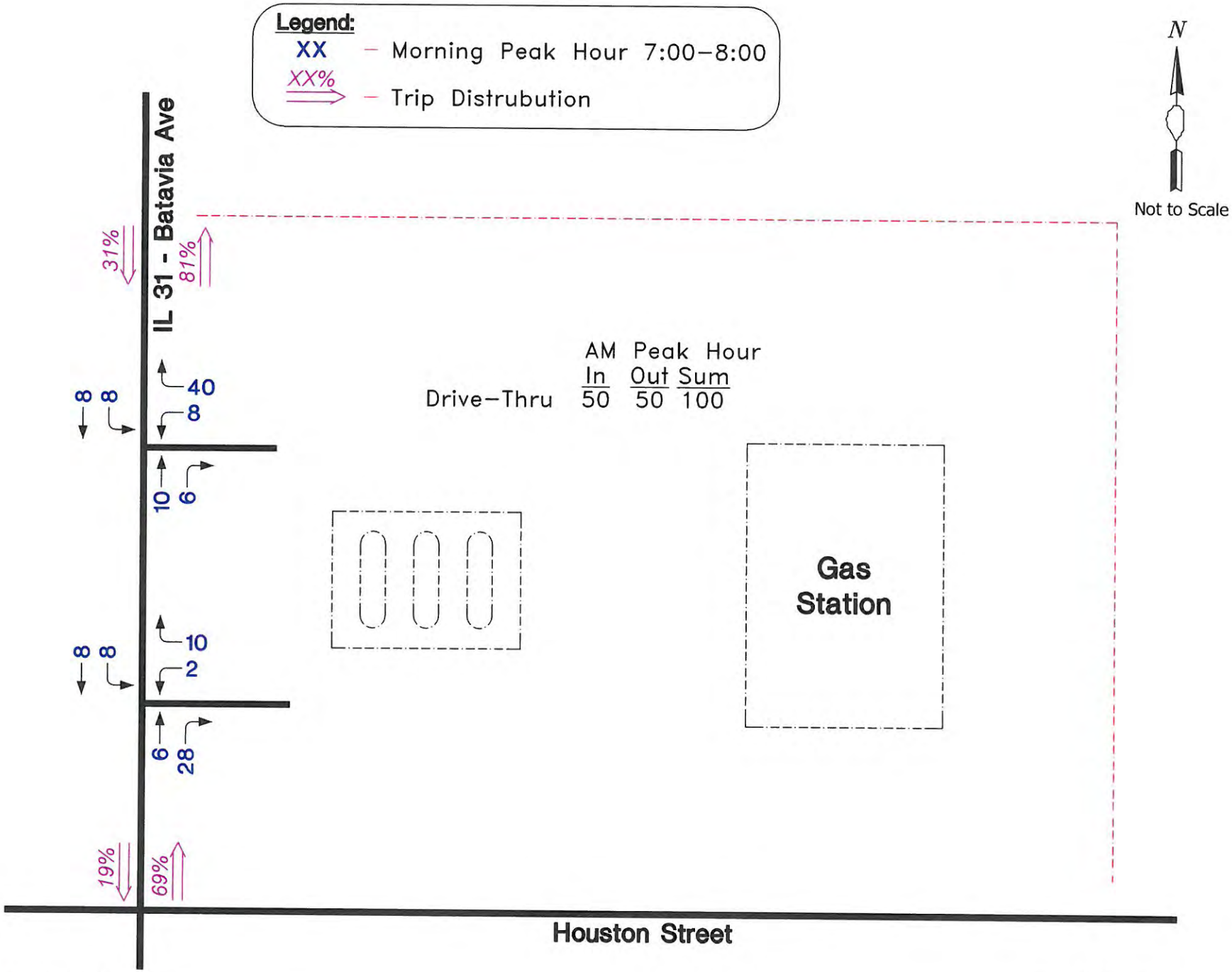
Exhibit 5 - Gas & Dunkin' Donuts Co-Brand Surveys

1300 Hicks Road, Rolling Meadows IL. - Observed 07/05/2012						
Time	Gas Only	C-Store Only	Gas & C-Store	Drive Thru Only	Total	Vehicle Queues
7:00-7:15 AM	4	5	5	5	19	1.0,1,0,0
7:15-7:30 AM	2	4	5	11	22	2,3,1,4,1
7:30-7:45 AM	4	2	4	15	25	1,1,1,2,2
7:45-8:00 AM	2	6	6	9	23	1,0,0,1,4
8:00-8:15 AM	6	4	0	9	19	1,4,1,2,0
8:15-8:30 AM	4	2	4	5	15	1,0,0,0,0
8:30-8:45 AM	2	3	5	6	16	2,0,1,1,0
8:45-9:00 AM	4	3	8	15	30	1,1,2,6,3
2-Hour Totals =	**28**	**29**	**37**	**75**	**169**	**Max Queue = 6**
Peak Hour =	***12***	***17***	***20***	***40***	***89***	
% of Total =	***13%***	***19%***	***22%***	***45%***	***100%***	

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

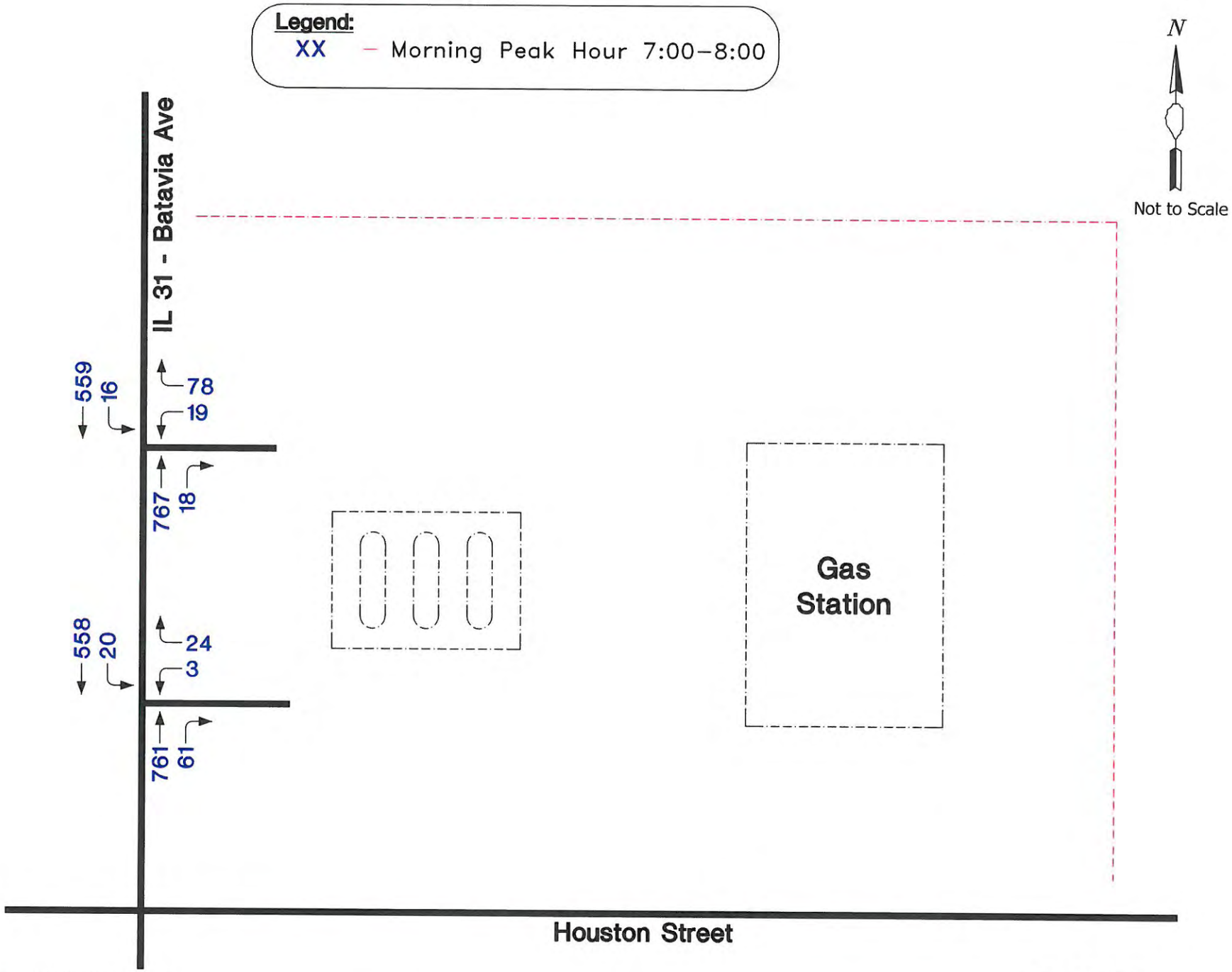
435 Milwaukee Ave., Lincolshire, IL. - Observed 01/20/2015						
Time	Gas Only	C-Store Only	Gas & C-Store	Drive Thru Only	Total	Vehicle Queues
7:00-7:15 AM	8	2	6	8	24	1,5,5
7:15-7:30 AM	4	3	4	14	25	6,2,3
7:30-7:45 AM	6	2	9	12	29	3,0,6
7:45-8:00 AM	8	1	4	15	28	6,5,6
8:00-8:15 AM	7	4	6	13	30	2,6,4
8:15-8:30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

GHA GEWALT HAMILTON ASSOCIATES, INC.



GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 6
Drive-Thru Traffic



GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 7
Total Traffic

Exhibit 8
Intersection Capacity Analyses
Proposed Dunkin' Donuts - Batavia, Illinois

Part A. Parameters - Type of Traffic Control *(Source: 2010 Highway Capacity Manual)*

I. Traffic Signals

LOS	Delay (sec / veh)	Description
A	≤ 10	All signal phases clear waiting vehicles without delay
B	>10 and ≤ 20	Minimal delay experienced on select signal phases
C	>20 and ≤ 35	Some delay experienced on several phases; often used as design criteria
D	>35 and ≤ 55	Usually considered as the acceptable delay standard
E	>55 and ≤ 80	Very long delays experienced during the peak hours
F	>80	Unacceptable delays experienced throughout the peak hours

II. Stop Sign

LOS	Delay (sec / veh)
A	≤ 10
B	>10 and ≤ 15
C	>15 and ≤ 25
D	>25 and ≤ 35
E	>35 and ≤ 50
F	>50

Part B. Results

	Roadway Conditions	LOS Per Movement Group By Approach (> = Shared Lane; - = Non Critical or not Allowed Movement)												Intersection / Approach	
		Eastbound			Westbound			Northbound			Southbound			Delay (sec / veh)	LOS
1. IL 31 @ North Drive	**WB Stops**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	**SB Approach Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (*See Exhibit* 3)	• Current	-	-	-	>	B	<	-	-	-	>	A	<	13.7	B
Total Traffic (See *Exhibit 6*)	• Current	-	-	-	>	B	<	-	-	-	>	A	<	14.9	B
2. IL 31 @ South Drive	**WB Stops**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	**SB Approach Delay**	
A. Weekday Morning Peak Hour															
Existing Traffic (*See Exhibit* 3)	• Current	-	-	-	>	B	<	-	-	-	>	A	<	11.4	B
Total Traffic (See *Exhibit 6*)	• Current	-	-	-	>	B	<	-	-	-	>	A	<	12.3	B

GEWALT HAMILTON ASSOCIATES, INC.

APPENDIX A

Capacity Analysis Worksheets

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Bg	Intersection	IL 31 @ NORTH ACCESS
Agency/Co.		Jurisdiction	
Date Performed	5/15/2015	Analysis Year	EXISTING
Analysis Time Period	AM PEAK		

Project Description

East/West Street: NORTH ACCESS	North/South Street: IL 31
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		757	11	8	551	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	757	11	8	551	0
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR	LT	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				11	0	38
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	11	0	38
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LTR				
v (veh/h)		8		49				
C (m) (veh/h)		835		461				
v/c		0.01		0.11				
95% queue length		0.03		0.35				
Control Delay (s/veh)		9.4		13.7				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.7					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	Bg
Agency/Co.	
Date Performed	5/15/2015
Analysis Time Period	AM PEAK

Site Information

Intersection	IL 31 @ NORTH ACCESS
Jurisdiction	
Analysis Year	TOTAL

Project Description

East/West Street: NORTH ACCESS | North/South Street: IL 31

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		767	18	16	559	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	767	18	16	559	0
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR	LT	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				19	0	78
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	19	0	78
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LTR				
v (veh/h)		16		97				
C (m) (veh/h)		823		465				
v/c		0.02		0.21				
95% queue length		0.06		0.78				
Control Delay (s/veh)		9.5		14.8				
LOS		A		B				
Approach Delay (s/veh)	--	--	14.8					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	Bg
Agency/Co.	
Date Performed	5/15/2015
Analysis Time Period	AM PEAK

Site Information

Intersection	IL 31 @ SOUTH ACCESS
Jurisdiction	
Analysis Year	EXISTING

Project Description

East/West Street: SOUTH ACCESS

North/South Street: IL 31

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		755	33	12	550	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	755	33	12	550	0
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR	LT	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				1	0	14
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	14
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LTR				
v (veh/h)		12		15				
C (m) (veh/h)		821		580				
v/c		0.01		0.03				
95% queue length		0.04		0.08				
Control Delay (s/veh)		9.4		11.4				
LOS		A		B				
Approach Delay (s/veh)	--	--	11.4					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Bg	Intersection	IL 31 @ SOUTH ACCESS
Agency/Co.		Jurisdiction	
Date Performed	5/15/2015	Analysis Year	TOTAL
Analysis Time Period	AM PEAK		

Project Description

East/West Street: SOUTH ACCESS	North/South Street: IL 31
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		761	61	20	558	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	761	61	20	558	0
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T	TR	LT	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				3	0	24
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	3	0	24
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LTR				
v (veh/h)		20		27				
C (m) (veh/h)		797		518				
v/c		0.03		0.05				
95% queue length		0.08		0.16				
Control Delay (s/veh)		9.6		12.3				
LOS		A		B				
Approach Delay (s/veh)	--	--	12.3					
Approach LOS	--	--	B					

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GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
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www.gha-engineers.com

Memorandum

To: **Harry Mehta**
Shell of Batavia

From: Bill Grieve BG

Date: August 20, 2015

Subject: ***Shell of Batavia & Dunkin' Donuts***
On-Site Operations

GEWALT HAMILTON ASSOCIATES, INC. (GHA) has reviewed the on-site operations for Shell of Batavia and the proposed Dunkin' Donuts, which would be located within the convenience store (C-Store) and would provide a drive-thru for customer convenience. I offer the following information for your consideration.

Deliveries and Emergency Vehicles

Shell and Dunkin' Donuts provided information regarding deliveries, including the size of the vehicle, frequency, what day, and when they occur.

- C-Store deliveries all tend to occur once a week and are spread over all days of the week, primarily in the afternoon. Delivery vehicles range from passenger cars for Windy City Bait to SU-30 trucks for chips to WB-40 trucks for beverages (e.g. Coke and Pepsi).

- Fuel tanker trucks make their deliveries 2 to 3 times a week depending upon sales demand. They tend to arrive later in the evening from 10 PM to Midnight.

- Dunkin' Donuts anticipates receiving one delivery a day by a WB-40 early morning before the restaurant opens.

- The attached AutoTurn exhibits for delivery vehicles of all sizes, as well as a fire truck clearly show that they can easily navigate the site and access IL 31.

Dunkin' Donuts Drive-Thru Design

The engineering site plan prepared by Engineering Resource Associates, Inc. (ERA) was used as a base to test drive-thru navigation around the C-Store.

- As proposed, the menu order board would be located on the south side of the building and the pick-up window on the east side of the building. This will help mitigate any sound impacts to the neighboring residence north of the Shell station.

- The ERA plan indicates that the existing service drive will be widened and retaining wall added to assist drive-thru maneuverability.

- The attached AutoTurn exhibit indicates that a large passenger vehicle and pick-up truck can navigate the drive-thru. In fact, the Ford F-150 four door pick-up truck is perhaps the largest in its class. GHA experience and my own personal observations indicate that any larger vehicle, such as a landscape truck with trailer would not use the drive-thru, but instead would park on-site and walk into the C-Store, as they do now, to order Dunkin' Donuts beverages and food. In fact, GHA has conducted surveys at over 20 Dunkin' Donuts, over 15 McDonald's, and 15 Starbucks in the Chicagoland area and no one has ever observed a vehicle larger than a pick-up truck using the drive-thru.

- The AutoTurn exhibit also shows a recommended curb "bump-out" on the southwest corner of building. We have used this design technique at other Dunkin' Donuts locations to help "guide" the drive-thru vehicle around the building so as to get a better alignment at the pick-up window.

- It is our understanding that City code requires a bypass lane around any drive-thru, which is not being proposed, nor is it feasible for this site. GHA experience working with many restaurant operators with drive-thrus, once again including Dunkin' Donuts, McDonald's, Starbucks, and Portillo's indicate that their preferred design does not include a bypass lane.

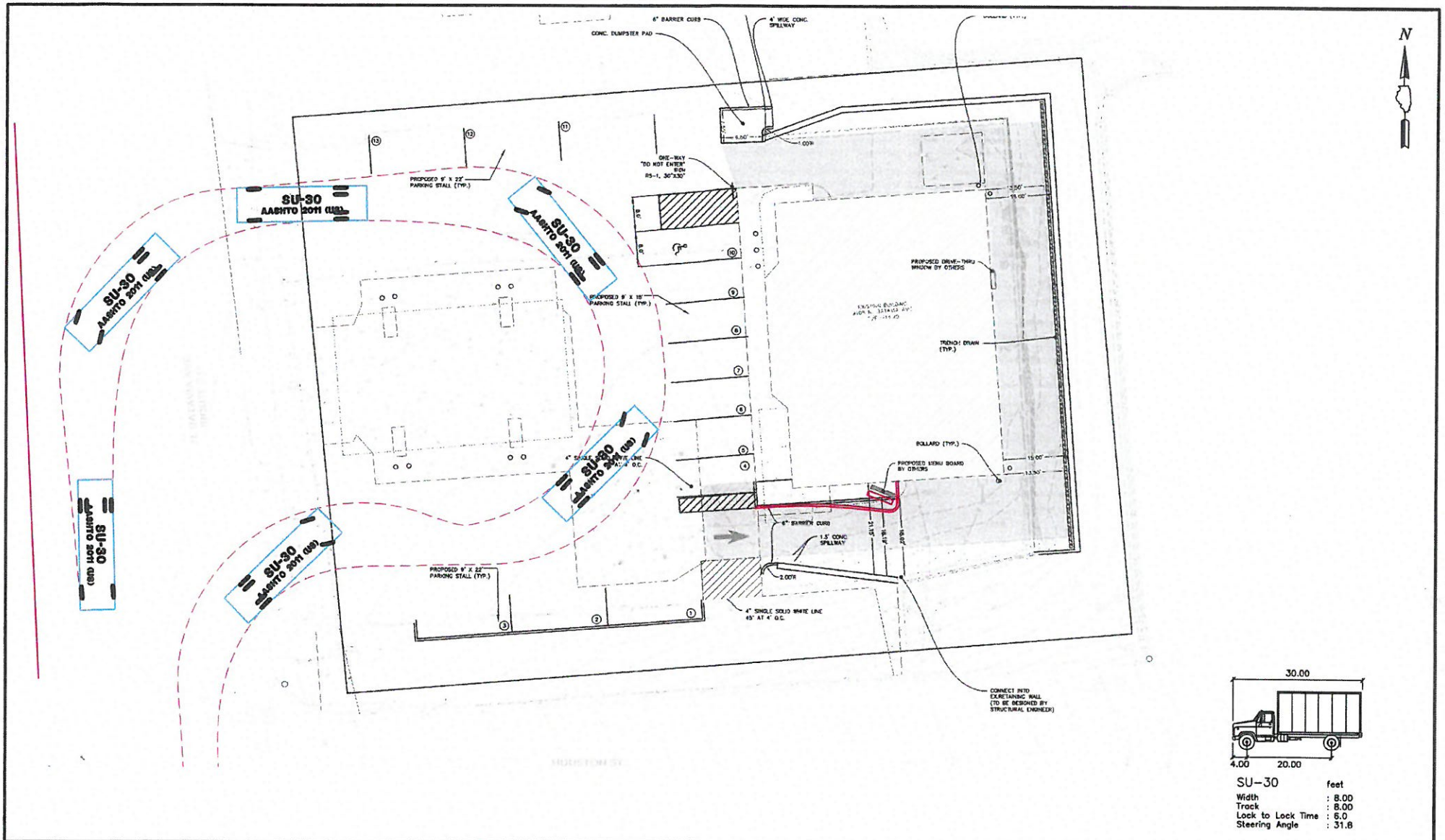
* * * * * * * * * * * * * *

Briefly concluding, we believe that the proposed Dunkin' Donuts restaurant and drive-thru can be integrated successfully with the Shell of Batavia operations. C-Store, Dunkin' Donuts, and fuel deliveries tend to occur at different days and times and are fairly infrequent. In addition, the proposed drive-thru has been designed to accommodate what we believe to be the largest vehicle that would use it.

This Memorandum prepared by:

Bill Grieve

William C. Grieve, P.E., PTOE
Senior Transportation Engineer
bgrieve@gha-engineers.com



SU-30 feet

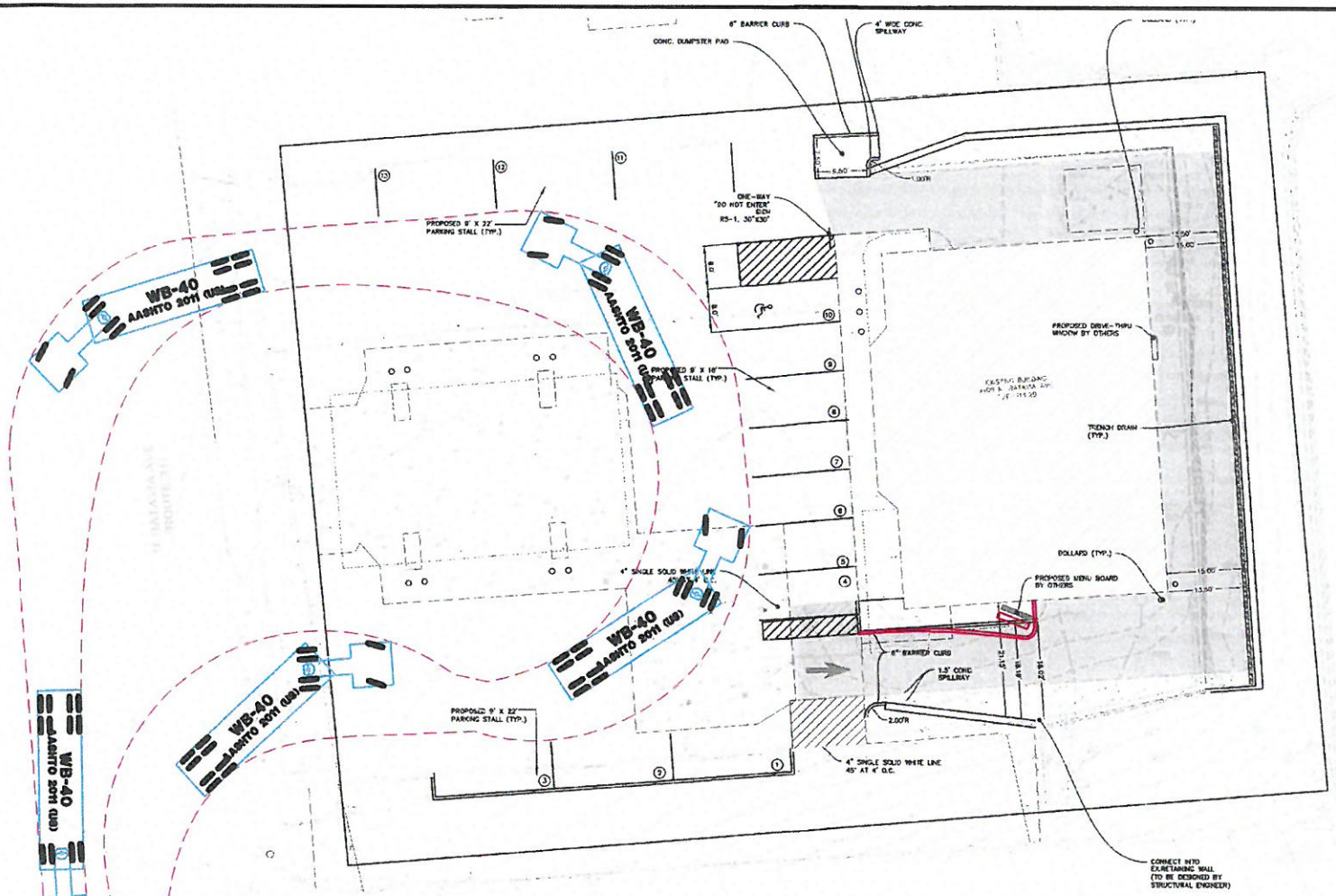
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

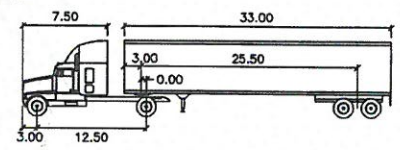
GHA GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ▪ Vernon Hills, IL 60061

SU-30

AUTOTURN EXHIBIT
BATAVIA SHELL
BATAVIA, ILLINOIS

FILE: A-1 REVISED GHA.dwg			
DRAWN BY:	GW3	GHA PROJECT #	4392.986
DATE	07.24.15		
CHECKED BY:	WCG	SCALE	1"=20'





WB-40 feet

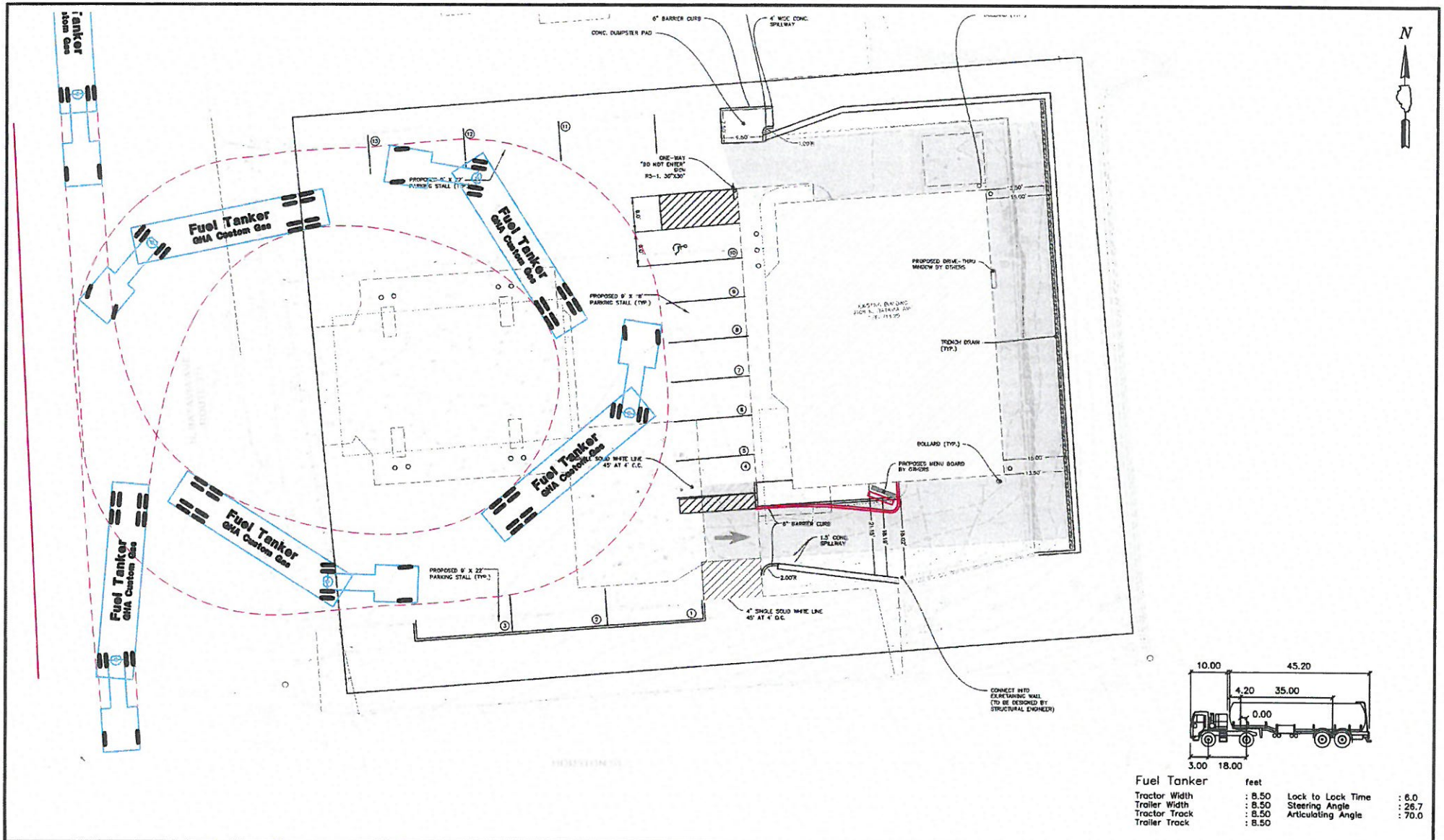
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

GHA GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive • Vernon Hills, IL 60061

WB-40

AUTOTURN EXHIBIT
BATAVIA SHELL
BATAVIA, ILLINOIS

FILE: A-1 REVISED GHA.dwg			
DRAWN BY:	GW3	GHA PROJECT #	4392.986
DATE	07.24.15		
CHECKED BY:	WCG	SCALE	1"=20'



Fuel Tanker feet

Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.7
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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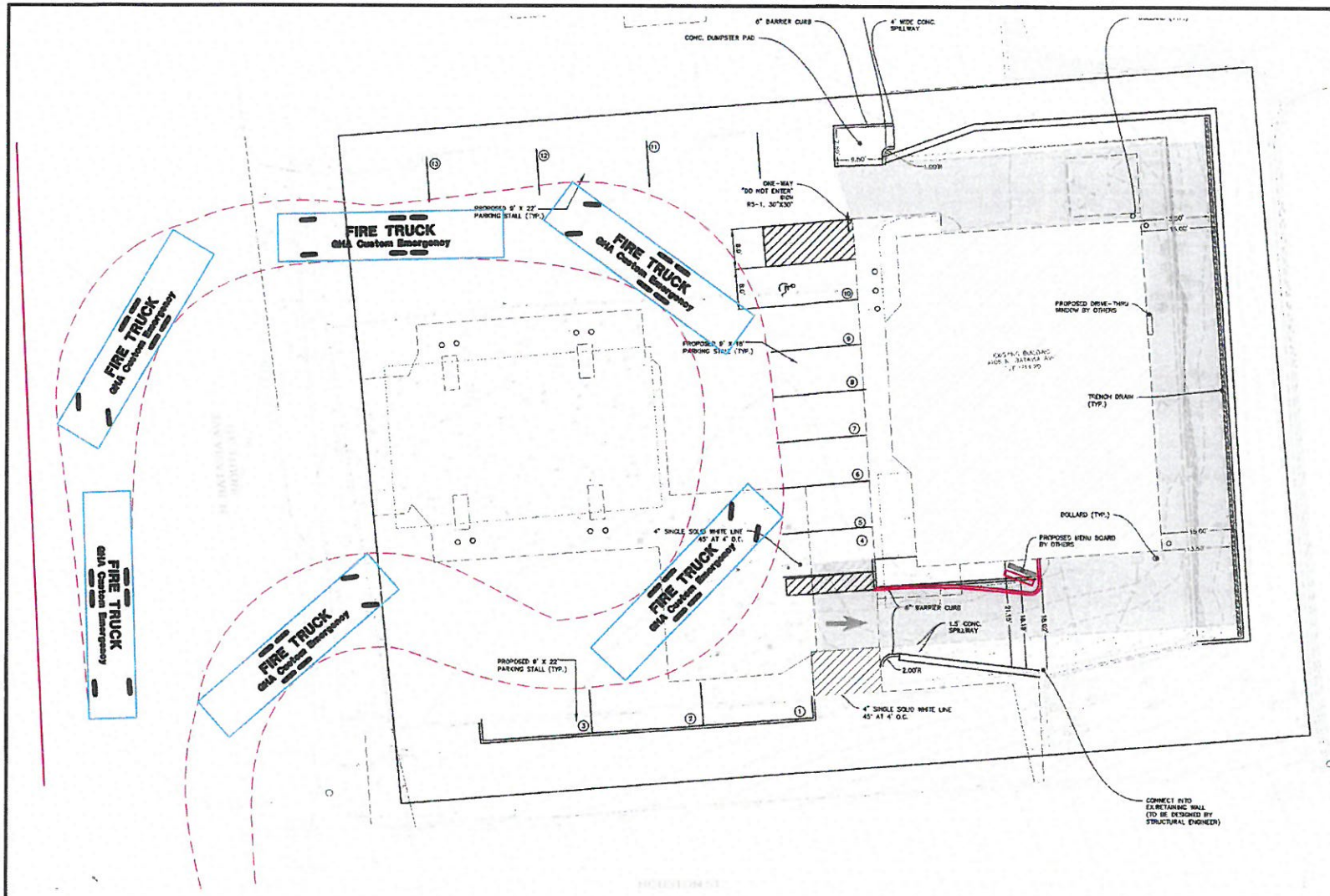
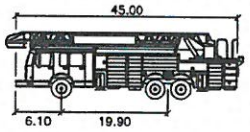
FUEL TANKER

AUTOTURN EXHIBIT
BATAVIA SHELL
BATAVIA, ILLINOIS

FILE: A-1 REVISED GHA.dwg

DRAWN BY:	GW3	GHA PROJECT #	4392.986
DATE	07.24.15		
CHECKED BY:	WCG	SCALE	1"=20'





FIRE TRUCK feet

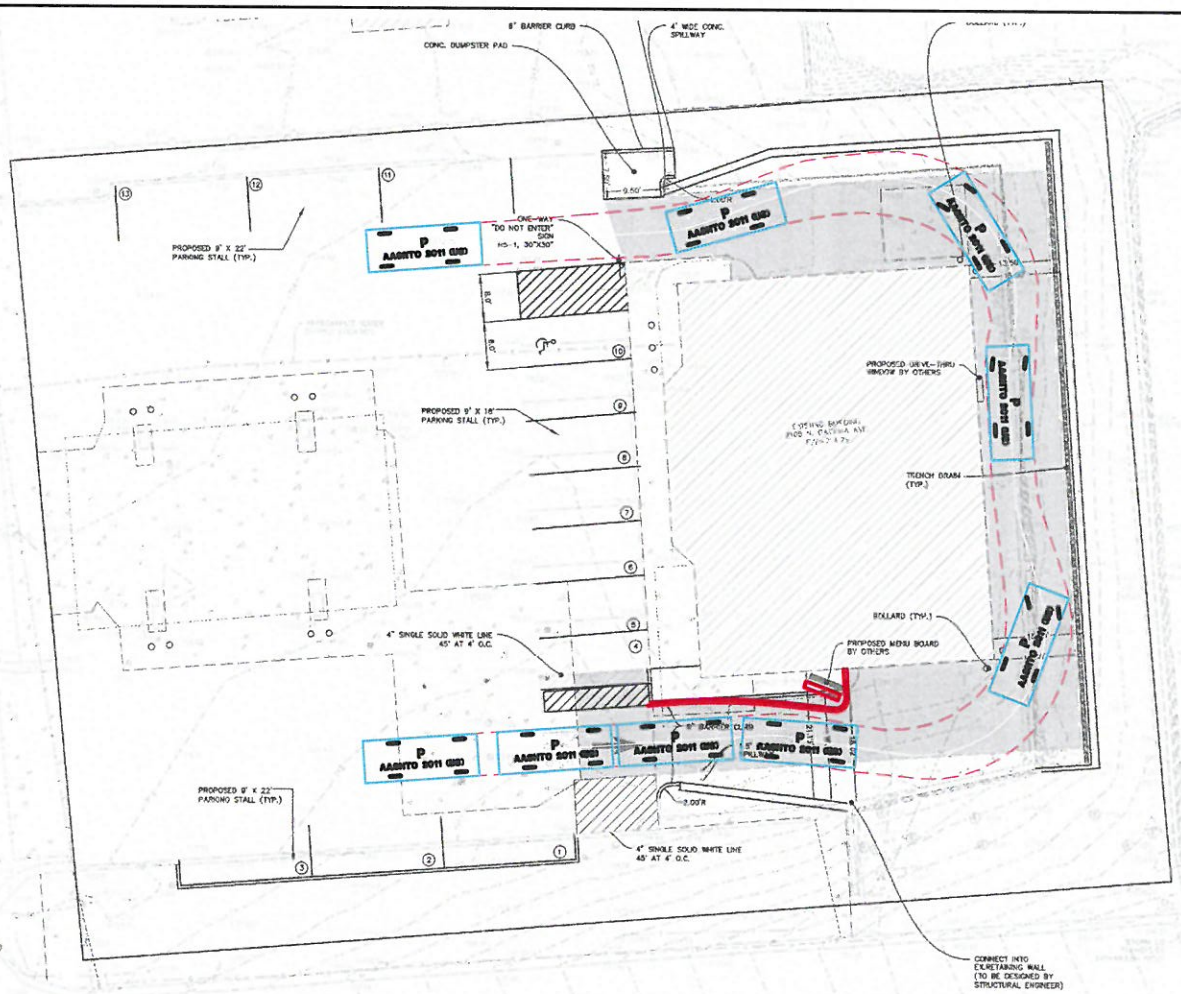
Width	: 9.50
Track	: 7.80
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

GHA GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive • Vernon Hills, IL 60061

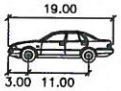
FIRE TRUCK

AUTOTURN EXHIBIT
BATAVIA SHELL
BATAVIA, ILLINOIS

FILE: A-1 REVISED GHA.dwg			
DRAWN BY:	GW3	GHA PROJECT #	4392.986
DATE	07.24.15		
CHECKED BY:	WCG	SCALE	1"=20'



FORD F-150
4 DOOR PICK-UP TRUCK



P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

GHA GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ▪ Vernon Hills, IL 60061

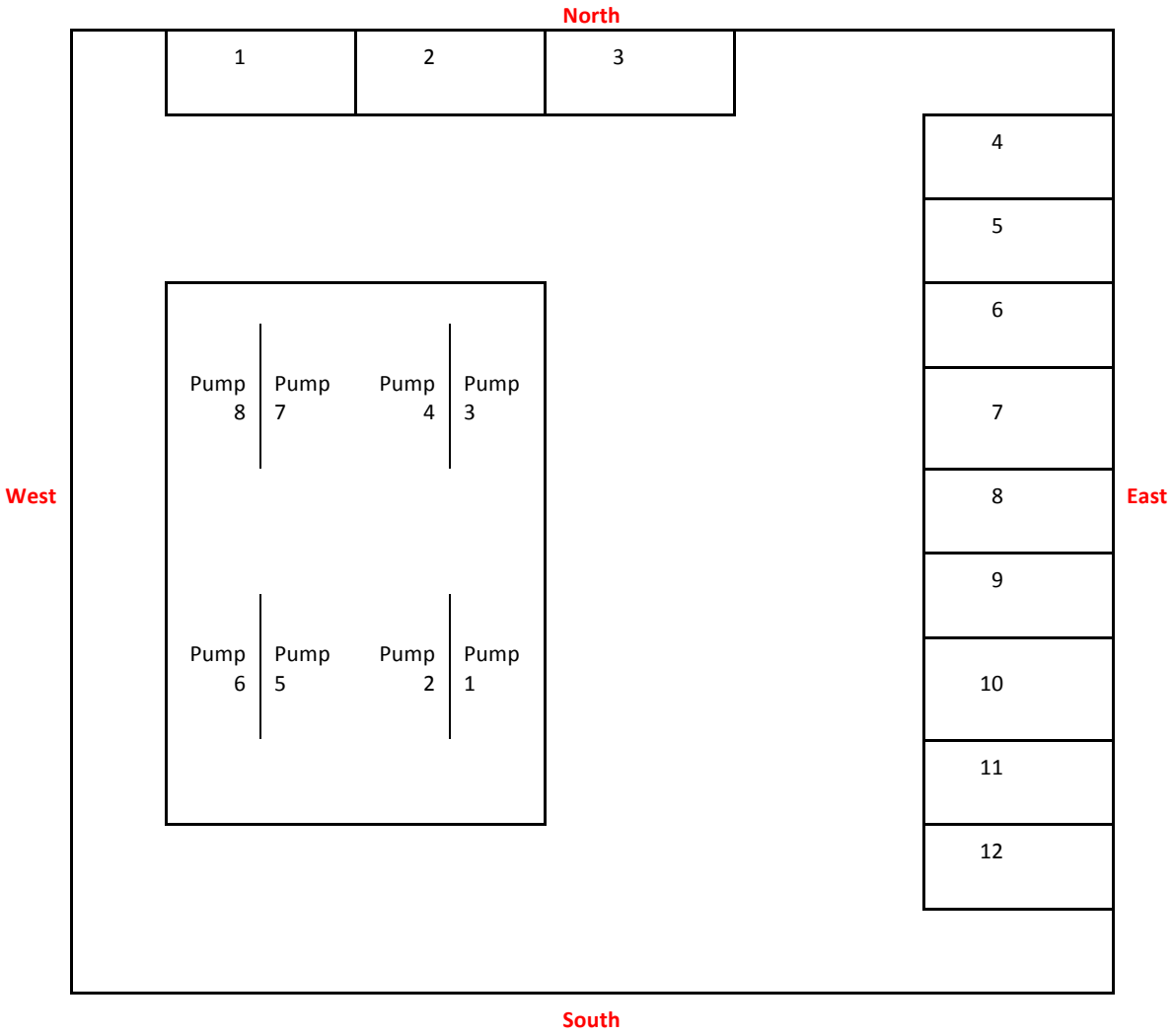
PASSENGER VEHICLE

AUTOTURN EXHIBIT
BATAVIA SHELL
BATAVIA, ILLINOIS

FILE: A-1 REVISED GHA.dwg			
DRAWN BY:	GW3	GHA PROJECT #	4392.986
DATE	07.24.15		
CHECKED BY:	WCG	SCALE	1"=20'

Shell of Batavia

Parking Study from 9/23/15 6.00PM TO 9/25/15 12.00AM



108 North Batavia Avenue, Batavia, Illinois 60510 ▪ Phone: 630-326-9336 ▪ E-mail: shellofbatavia@gmail.com

Shell of Batavia

Date: 9/23/15

Time	1	2	3	4	5	6	7	8	9	10	11	12	Total
6:00PM-7:00PM	0	0	0	Emp	2	1	1	3	6	0	1	0	14
7:00PM-8:00PM	0	0	0	Emp	2	1	1	2	5	3	1	0	15
8:00PM-9:00PM	0	0	0	Emp	1	1	0	0	2	1	0	0	5
9:00PM-10:00PM	0	0	0	Emp	0	0	2	0	3	1	0	0	6
10:00PM-11:00PM	0	0	0	Emp	0	0	0	1	0	0	1	1	3
11:00PM-12:00AM	0	0	0	Emp	0	0	0	1	0	1	0	0	2
Total	**0**	**0**	**0**	**0**	**5**	**3**	**4**	**7**	**16**	**6**	**3**	**1**	

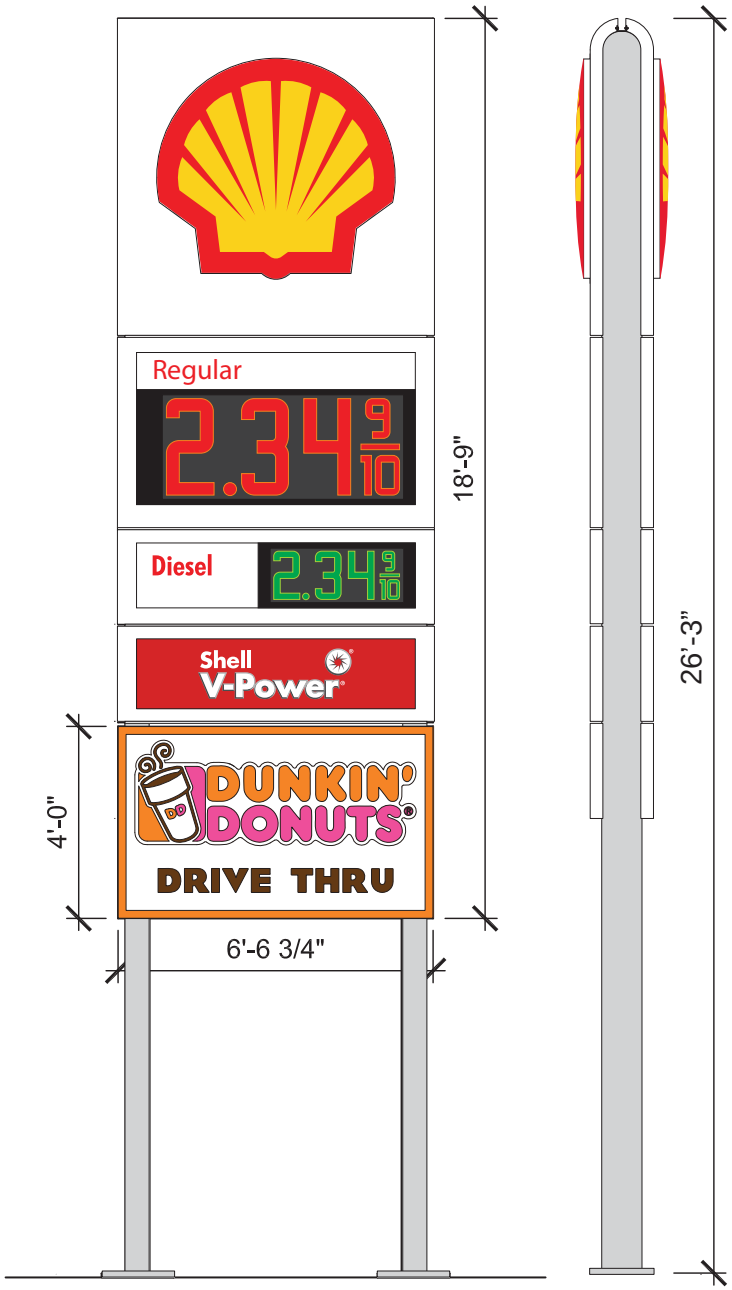
Date: 9/24/15

Time	1	2	3	4	5	6	7	8	9	10	11	12	Total
4:30AM-5:00AM	0	0	0	Emp	0	0	0	0	0	1	0	0	1
5:00AM-6:00AM	0	0	1	Emp	1	2	1	2	6	1	2	0	16
6:00AM-7:00AM	0	0	0	Emp	0	1	1	1	4	2	1	0	10
7:00AM-8:00AM	0	0	0	Emp	2	0	1	2	7	4	1	0	17
8:00AM-9:00AM	0	0	1	Emp	0	1	1	1	3	3	3	0	13
9:00AM-10:00AM	0	0	1	Emp	0	2	2	2	1	2	0	0	10
10:00AM-11:00AM	0	0	0	Emp	0	2	1	1	5	2	0	0	11
11:00AM-12:00PM	0	0	0	Emp	0	1	2	1	3	0	1	0	8
12:00PM-1:00PM	0	0	0	Emp	0	0	5	2	1	0	0	0	8
1:00PM-2:00PM	0	0	1	Emp	0	1	1	2	3	1	0	3	12
2:00PM-3:00PM	0	0	0	Emp	0	1	1	2	1	1	0	1	7
3:00PM-4:00PM	0	0	0	Emp	0	1	3	2	0	3	1	1	11
4:00PM-5:00PM	0	0	0	Emp	0	0	2	0	2	1	0	0	5
5:00PM-6:00PM	0	0	0	Emp	0	0	3	0	4	0	2	0	9
6:00PM-7:00PM	0	0	0	Emp	0	2	0	2	3	2	0	0	9
7:00PM-8:00PM	0	0	0	Emp	0	1	1	1	3	3	0	0	9
8:00PM-9:00PM	0	0	0	Emp	0	2	0	3	2	2	0	0	9
9:00PM-10:00PM	0	0	0	Emp	1	1	0	1	0	3	0	0	6
10:00PM-11:00PM	0	0	0	Emp	0	1	0	0	1	2	0	0	4
11:00PM-12:00AM	0	0	0	Emp	0	0	0	1	0	0	0	0	1
Total	0	0	4	0	4	19	25	26	49	33	11	5	

Date: 9/25/15

Time	1	2	3	4	5	6	7	8	9	10	11	12	Total
4:30AM-5:00AM	0	0	0	Emp	0	0	0	0	1	0	0	0	1
5:00AM-6:00AM	0	0	0	Emp	0	1	1	2	3	2	0	0	9
6:00AM-7:00AM	0	0	0	Emp	0	1	4	1	6	3	1	0	16
7:00AM-8:00AM	0	0	1	Emp	0	1	1	4	7	4	0	0	18
8:00AM-9:00AM	0	0	0	Emp	0	0	2	1	4	2	1	0	10
9:00AM-10:00AM	0	0	0	Emp	0	1	1	3	2	3	0	0	10
10:00AM-11:00AM	0	0	0	Emp	0	1	2	3	1	1	0	1	9
11:00AM-12:00PM	0	0	1	Emp	0	0	0	1	3	2	0	1	8
12:00PM-1:00PM	0	0	0	Emp	0	1	1	0	3	1	0	0	6
1:00PM-2:00PM	0	0	0	Emp	0	2	1	2	3	1	1	1	11
2:00PM-3:00PM	0	0	0	Emp	1	0	2	2	1	4	1	0	11
3:00PM-4:00PM	0	0	0	Emp	0	0	2	1	3	2	2	1	11
4:00PM-5:00PM	0	0	0	Emp	2	1	1	1	3	3	1	1	13
5:00PM-6:00PM	0	0	1	Emp	0	1	1	2	2	1	0	0	8
6:00PM-7:00PM	0	0	0	Emp	0	1	0	2	6	2	1	0	12
7:00PM-8:00PM	0	0	0	Emp	0	1	0	2	1	2	0	0	6
8:00PM-9:00PM	0	0	0	Emp	0	0	0	1	1	1	0	0	3
9:00PM-10:00PM	0	0	0	Emp	0	0	2	2	2	0	0	0	6
10:00PM-11:00PM	0	0	0	Emp	0	0	0	2	3	2	0	0	7
11:00PM-12:00AM	0	0	0	Emp	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	3	12	21	32	55	36	8	5	

108 North Batavia Avenue, Batavia, Illinois 60510 ▪ Phone: 630-326-9336 ▪ E-mail: shellofbatavia@gmail.com



PROPOSED PYLON SIGN OPTION
123.05 SF. (39.79 SF. ADDITIONAL)

1 PYLON SIGN ELEVATION
SCALE: 1/4" = 1'-0"

ARCHITECT:
kolbrook design
828 DAVIS STREET
SUITE 300
EVANSTON, IL 60201
Ph 847.492.1992
Copyright © 2015 Kolbrook Design, Inc.

PROJECT:
Dunkin Donuts - Batavia
108 North Batavia Ave.
Batavia, IL 60510

Job No. 1425.038
Issue Date 11/02/2015
Project Area

2.2.5 **LEVEL 1 FASCIA**

LEVEL 1

Level 1 is intended for all NTIs and KDRs unless prohibited by local legislation. Level 1 is also intended for all primary and strong secondary competitive conversion sites.

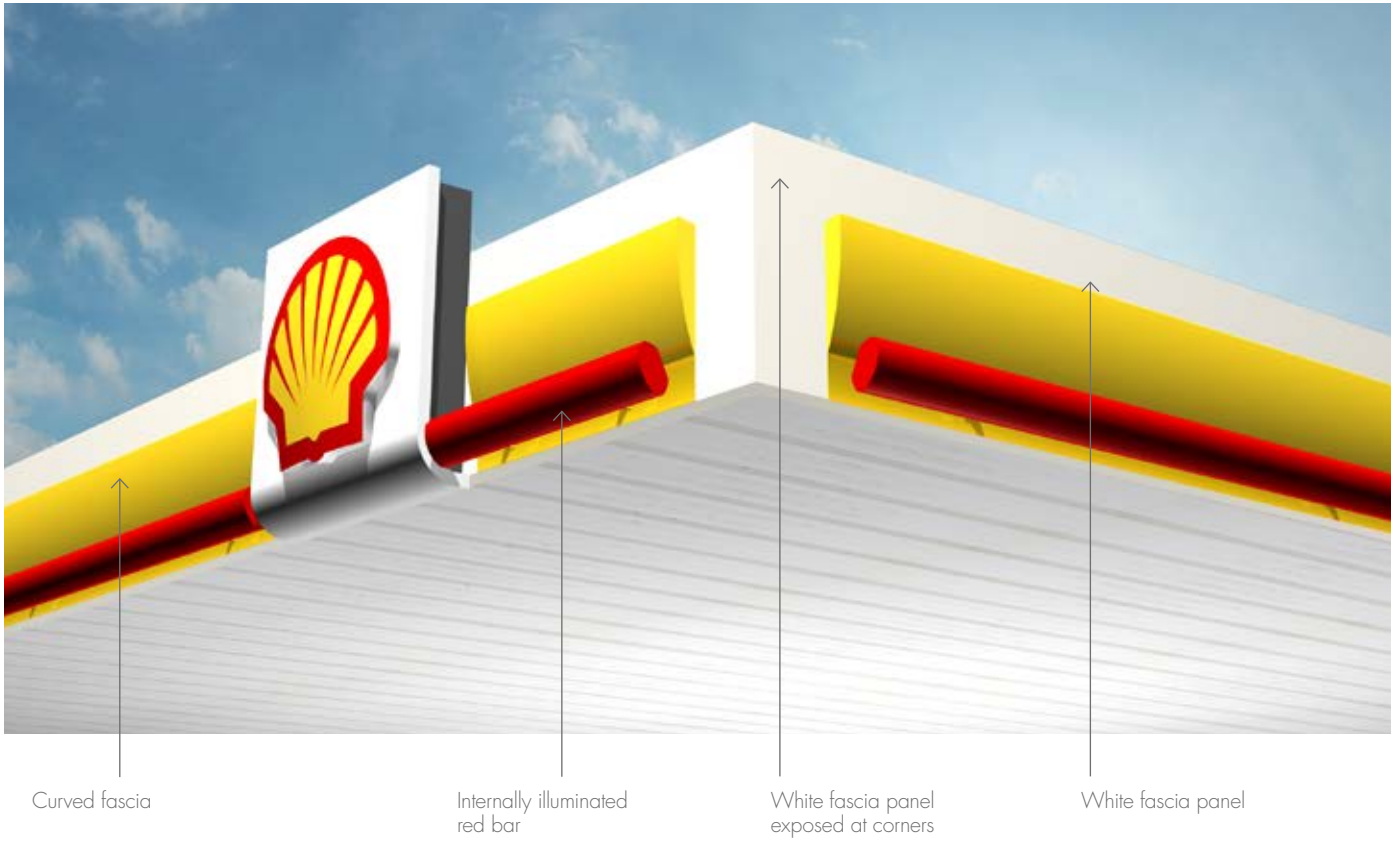
The Level 1 fascia should be used on the most prominent sides, usually the front and most visible sides. The Level 2 fascia should be applied to the less visible sides.

CANOPY FASCIA

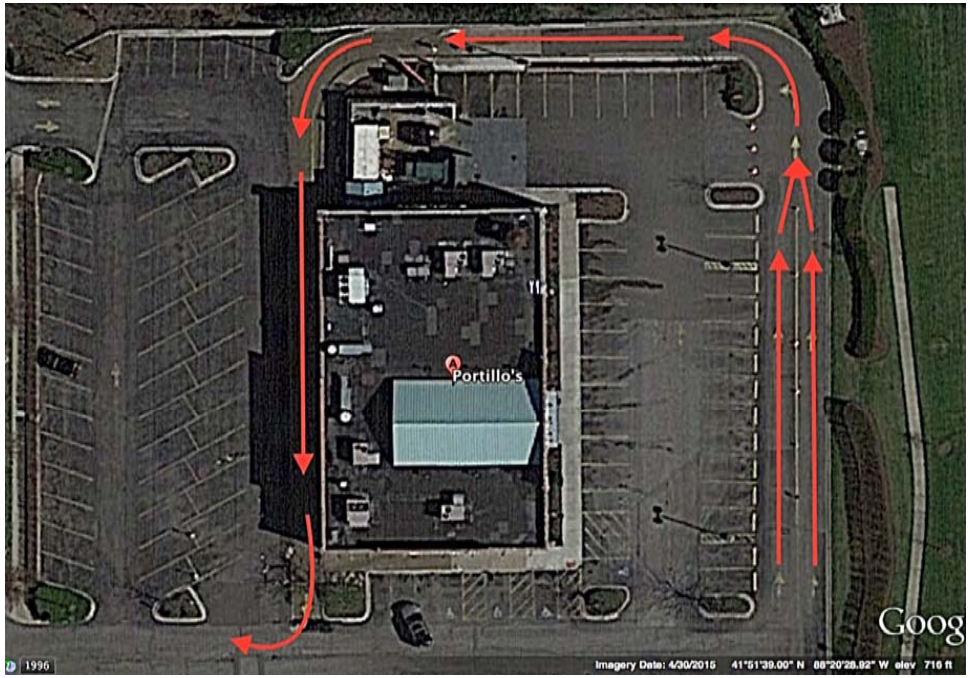
The Level 1 canopy edge treatment consists of a Shell Yellow curved fascia panel attached to a Shell White flat fascia, while an internally illuminated LED Shell Red bar provides both red illumination to the bar and face illumination to the yellow field.

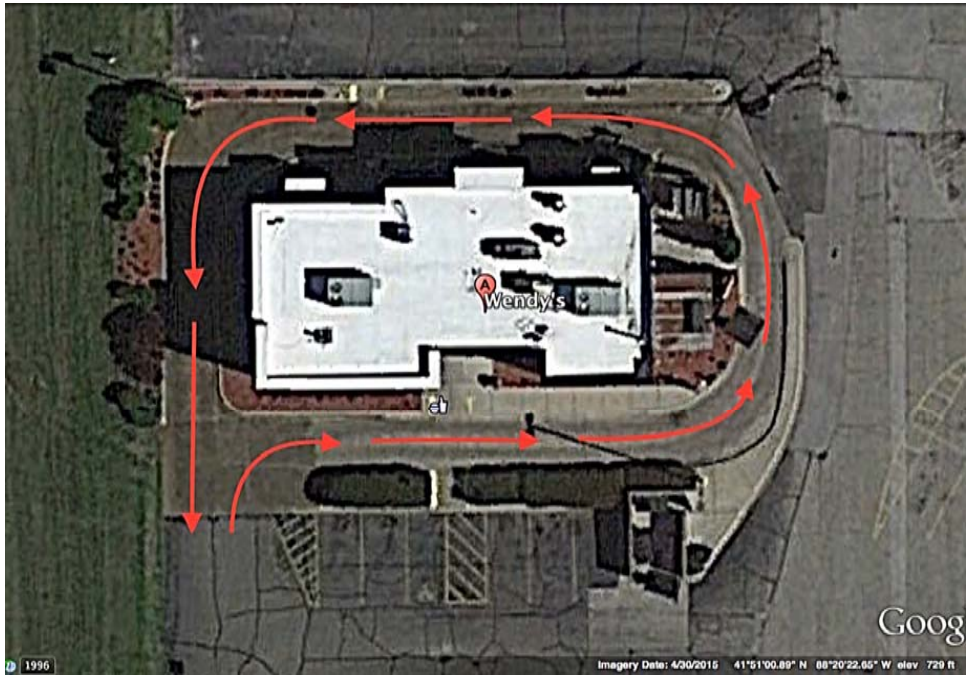
PECTEN PANEL ILLUMINATION

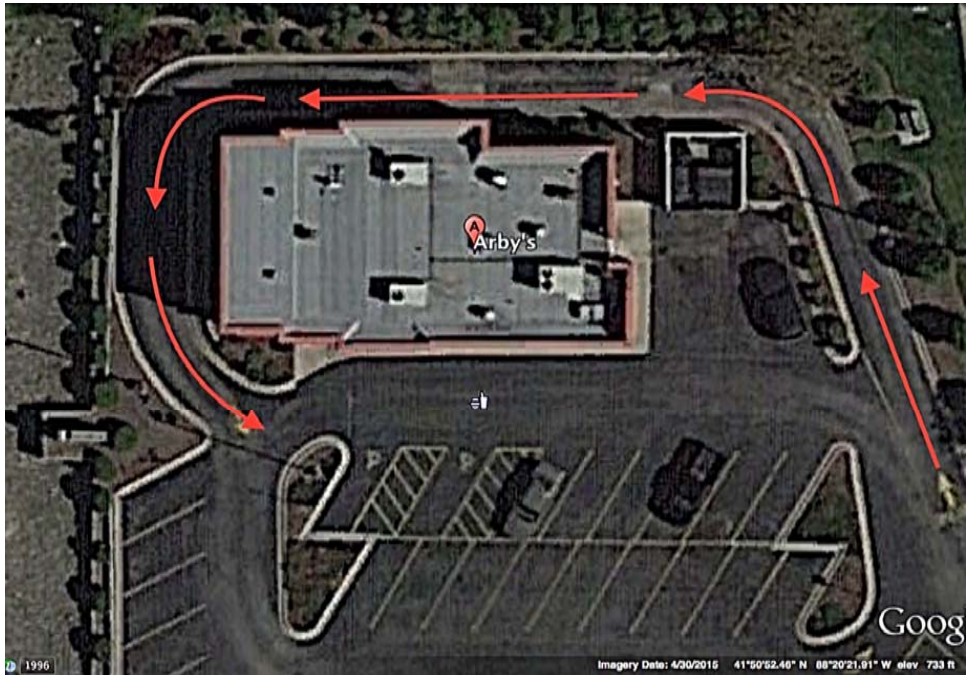
The illumination of the Pecten is mandatory on all levels.

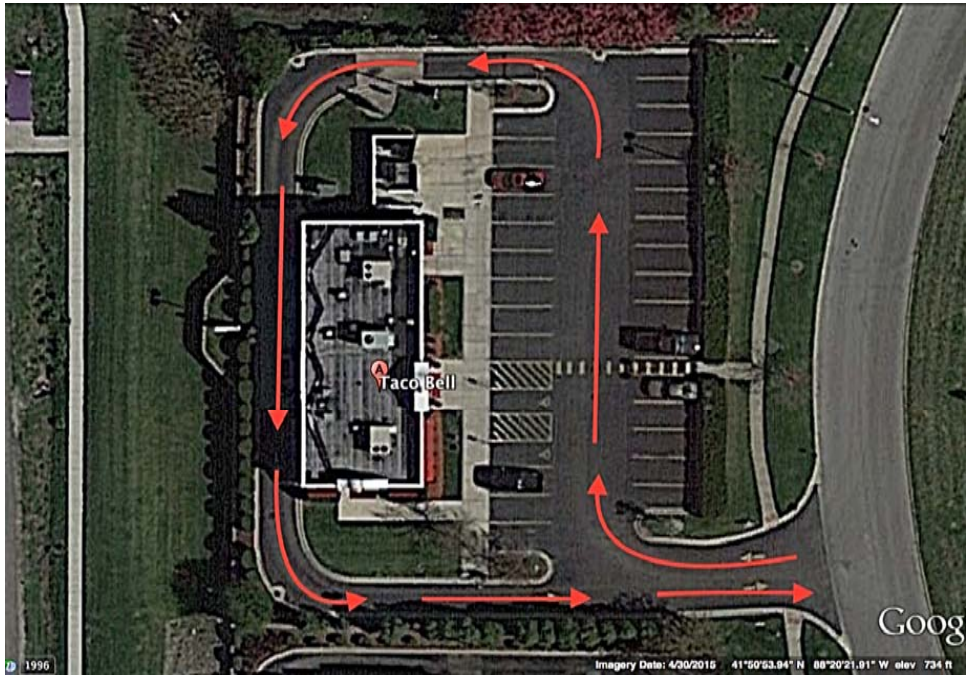


© Shell International Petroleum Company 2014


Portillo's
Goog
1996
Imagery Date: 4/30/2015 41°51'39.00" N 88°20'28.92" W elev 716 ft


Wendy's
Goog
1996
Imagery Date: 4/30/2015 41°51'00.89" N 88°20'22.65" W elev 729 ft


Arby's
Goog
1996
Imagery Date: 4/30/2015 41°50'52.46" N 88°20'21.91" W elev 733 ft


Taco Bell
Goog
1996
Imagery Date: 4/30/2015 41°50'53.94" N 88°20'21.91" W elev 734 ft

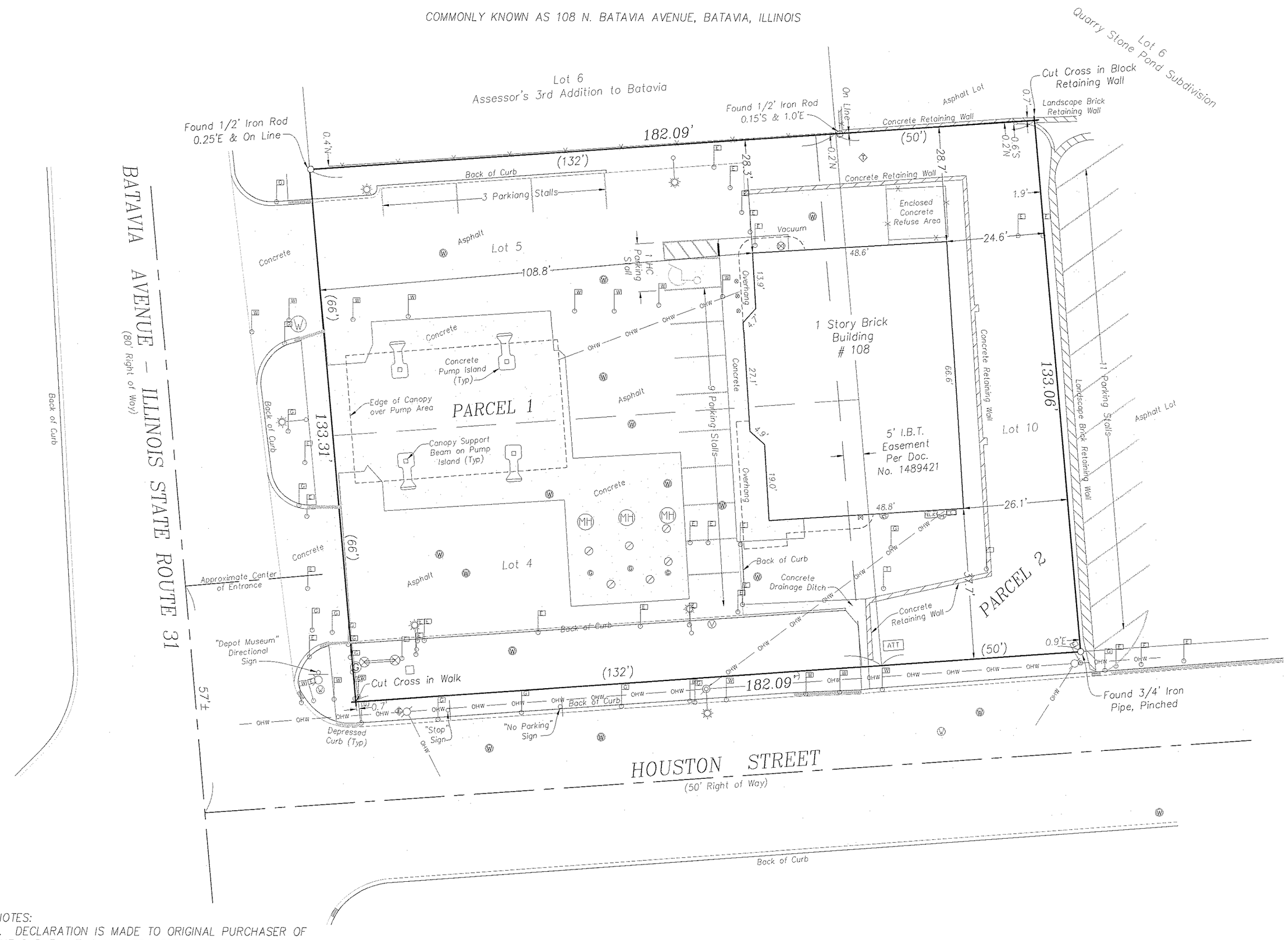
A.L.T.A \ A.C.S.M. LAND TITLE SURVEY

P.I.N.'s
12-22-132-018
12-22-132-024

PARCEL 1: LOTS 4 AND 5 IN BLOCK 3 IN JOSEPH ORR MCKEE'S ADDITION TO BATAVIA, IN THE CITY OF BATAVIA, KANE COUNTY, ILLINOIS

PARCEL 2: LOT 10 IN ASSESSOR'S THIRD ADDITION TO BATAVIA, IN THE CITY OF BATAVIA, KANE COUNTY, ILLINOIS

COMMONLY KNOWN AS 108 N. BATAVIA AVENUE, BATAVIA, ILLINOIS



NOTES:

1. DECLARATION IS MADE TO ORIGINAL PURCHASER OF THE SURVEY. IT IS NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

2. THE LOCATION AND/OR EXISTENCE OF UTILITY SERVICE LINES TO THE PROPERTY SURVEYED ARE UNKNOWN AND ARE NOT SHOWN.

3. NO ATTEMPT HAS BEEN MADE AS A PART OF THIS SURVEY TO OBTAIN OR SHOW DATA CONCERNING EXISTENCE, SIZE, DEPTH, CONDITION, CAPACITY, OR LOCATION OF ANY UTILITY OR MUNICIPAL/PUBLIC SERVICE FACILITY. FOR INFORMATION REGARDING THESE UTILITIES OR FACILITIES, PLEASE CONTACT THE APPROPRIATE AGENCIES.

4. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT.

5. THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON ABOVE GROUND STRUCTURES AND RECORD DRAWINGS PROVIDED THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES/ STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/ STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE EXCAVATIONS ARE BEGUN, THE FOLLOWING OFFICES SHOULD BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FOR FIELD LOCATIONS: TELEPHONE, ELECTRIC, WATER, SEWER, STORM, AND CABLE T.V.

6. THIS IS AN ALTA/ACSM SURVEY. IT IS NOT INTENDED TO BE USED AS THE BASIS FOR ENGINEERING/STRUCTURAL DESIGN.

7. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY SURVEYOR. ALL INFORMATION REGARDING RECORD EASEMENTS, ADJOINERS, AND OTHER DOCUMENTS WHICH MIGHT AFFECT THE QUALITY OF TITLE TO TRACT SHOWN HEREON WAS GAINED FROM TITLE COMMITMENT NO. 008873903 PREPARED BY CHICAGO TITLE INSURANCE COMPANY WITH AN EFFECTIVE DATE OF MAY 22, 2012. THE FOLLOWING COMMENTS CORRESPOND TO THE ITEMS NUMBERED IN THE ABOVE REFERENCED COMMITMENT.

SCHEDULE B, ITEM L:

IN OUR OPINION, AN EASEMENT GRANTED TO ILLINOIS BELL TELEPHONE COMPANY RECORDED JANUARY 2, 1979 AS DOCUMENT 1489421, DOES AFFECT THIS PROPERTY, TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF. (PLOTTED)

TABLE A, ITEM 4:

GROSS LAND AREA – 24,248.40 SQ.FT.
– 0.557 ACRES, MORE OR LESS

TABLE A, ITEM 9:

PARKING STALLS – 12
HANDICAP PARKING STALL – 1

TOTAL PARKING STALLS – 13

TO: WAHEED ULLAH;
TALLWOOD PROPERTIES, INC.;
CHICAGO TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 4, 7(a), 8, 9, 11(a), 14 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 8, 2012.

DATED AT YORKVILLE, ILLINOIS ON SEPTEMBER 12, 2012.

Eric C. Pokorny

ERIC C. POKORNY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3818

PROFESSIONAL LAND SURVEYOR ERIC C. POKORNY 3818 YORKVILLE, IL. STATE OF ILLINOIS

SCALE 1" = 20'

N = North E = East
S = South W = West

(XX.XX') = Record Distance
XX.XX' = Measured Distance

Fence=
= Concrete/Asphalt
= Bollard
= Utility Pole
= Sign
= Telephone Pedestal
= Telephone Junction Box

= Utility Pole Anchor
= AT&T Cabinet
= Curb Inlet
= Electric Meter
= Electric Pedestal
= Electric Junction Box
= Fire Hydrant
= Fuel Port
= Gas Valve
= Gas Meter
= Handhole
= J.U.L.I.E. Marker, Electric
= J.U.L.I.E. Marker, Gas
= J.U.L.I.E. Marker, Telephone
= J.U.L.I. Marker, Water
= Overhead Light Mast Arm
= Light Pole (No light)
= Fuel Manhole

MICHEL C. ENSALACO P.L.S. 2768 EXP. 11/30/2012
ERIC C. POKORNY P.L.S. 3818 EXP. 11/30/2012

TODD SURVEYING
PROFESSIONAL LAND SURVEYING SERVICES
SITE SURVEYING, INC
1304 SUNSET AVENUE, SUITE E
YORKVILLE, ILLINOIS 60560
PHONE 630-892-1309 FAX 630-892-5544

= Vent
= Monitoring Well
= Water Valve
= B-Box
= Utility Pole w/Overhead Light Mast Arm

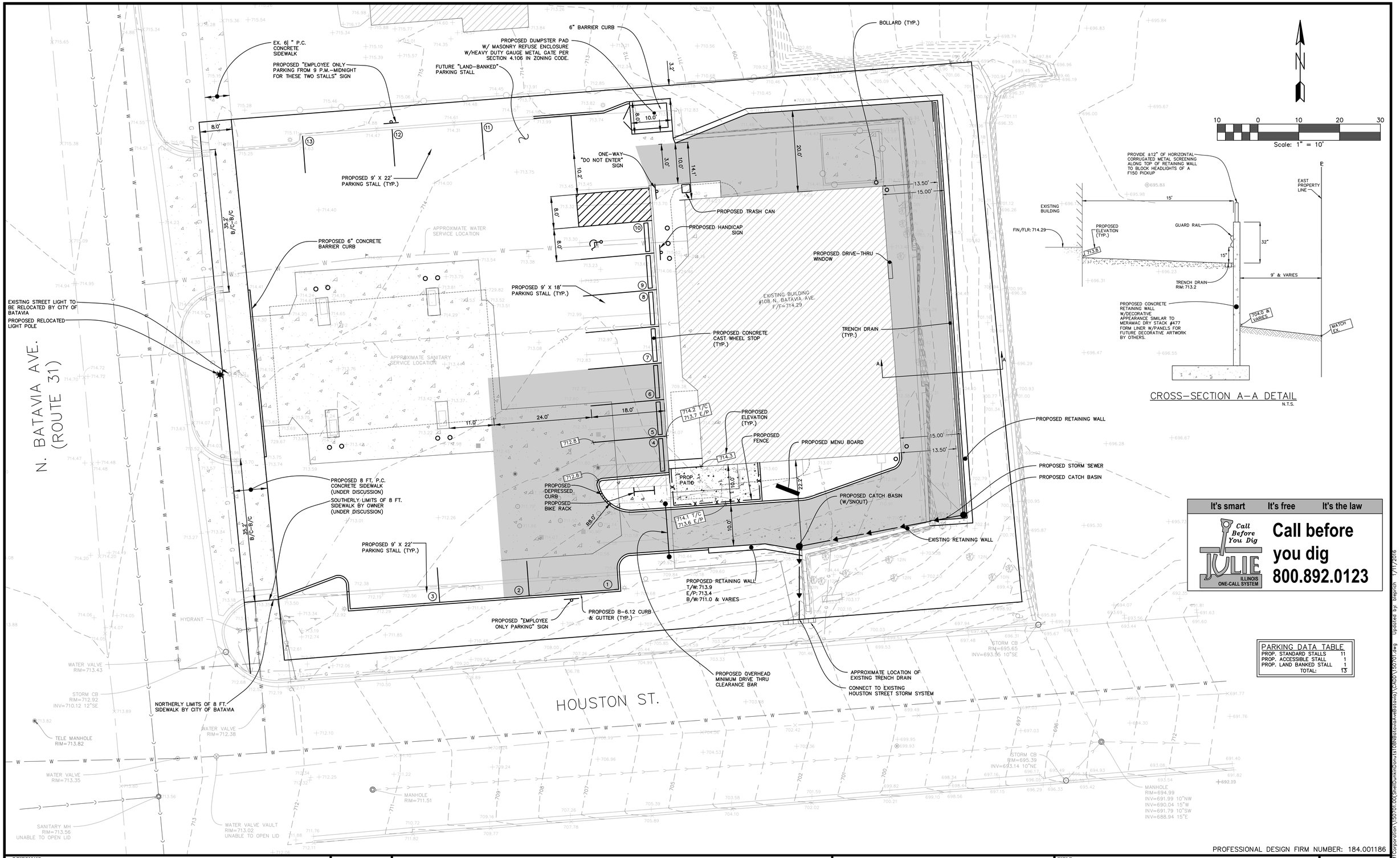
Survey is valid only if original seal is shown in red.

Client: Tallwood Properties, Inc.

Book #: 2151 | Drawn By: PM.EP | Plat #: 7919/2767 11356
Reference:
Field Work Completed: 08/08/12

Rev. Date	Rev. Description

Project Number:
2012-0592



REVISIONS:					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DRAWN BY: BL
CHECKED BY: AK
APPROVED BY: JG

ENGINEERING RESOURCE ASSOCIATES, INC.
CONSULTING ENGINEERS, SCIENTISTS & SURVEYORS

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PHONE (312) 474-7841
FAX (312) 474-6099

2416 GALEN DRIVE
CHAMPAIGN, ILLINOIS 61821
PHONE (217) 351-6268
FAX (217) 355-1902

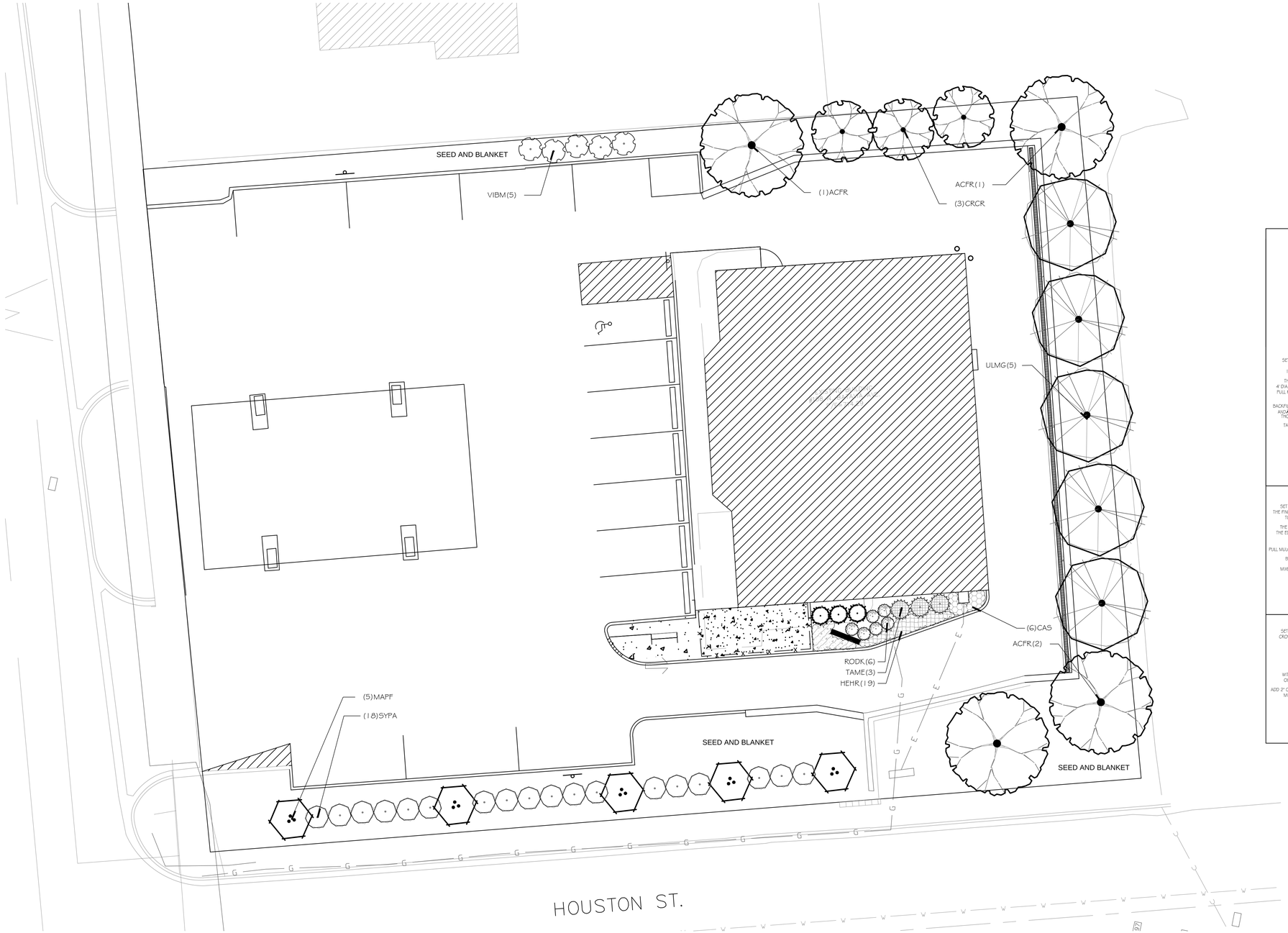
HM1 CORPORATION

TITLE: CONCEPT PLAN
SHELL OF BATAVIA
BATAVIA, ILLINOIS

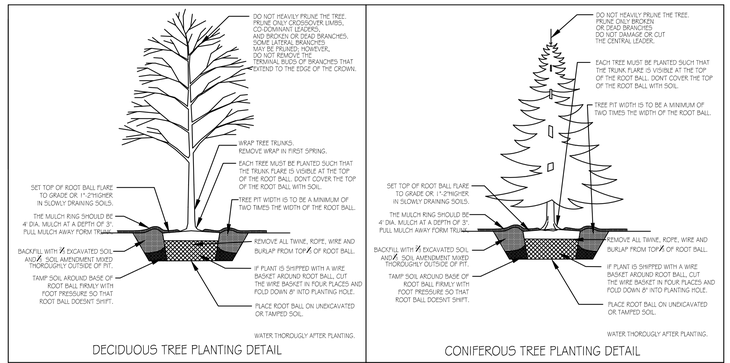
SCALE: 1"=10'
DATE: 01/11/16
JOB NO: 150701
SHEET 1 OF 1

G:\PROJECTS\HM1Corporation\150701.00(ShellJunkinDonuts108NBatavia)\CADD\150701.dwg Updated by: blepirch 1/11/2016

All base information & dimensions are approximate only. All layout to be verified in the field.

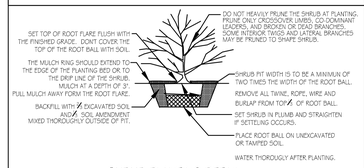


TREES	Quantity	Botanical	Common	Size	
ACFR	4	Acer freemanii `Jeffersred` TM	Autumn Blaze Maple	2.5" BB	
CRCR	3	Crataegus crusgalli var. inermis TM	Thornless Cockspur Hawthorn	6' BB	
MAPF	5	Malus hybrid `Prairifire`	Prairifire Crab	6' BB	
ULMG	5	Ulmus x `Morton Glossy` TM	Triumph Elm	2.5" BB	
EVERGREEN TREES					
THOC	3	Thuja occidentalis `Mission or Techny`	Mission or Techny Arborvitae	6` Ht.	
SHRUBS					
RODK	6	Rosa hybrids `Double Knockout`	Knockout Rose	3 gal	
SYPA	18	Syringa patula `Miss Kim`	Miss Kim Lilac	30" BB	
VIBM	5	Viburnum dentatum `Blue Muffin`	Southern Arrowwood	5 gal	
GROUND COVERS					**Spacing**
GEHR	13	Geranium hybrid `Rozanne` TM	Hybrid Cranesbill	1 gal	18" o.c.
HEHR	19	Hemerocallis hybrid `Happy Returns`	Happy Returns Daylily	1 gal	18" o.c.

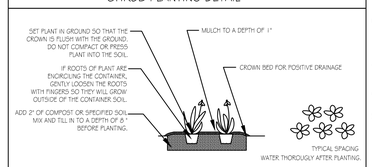


DECIDUOUS TREE PLANTING DETAIL

CONIFEROUS TREE PLANTING DETAIL



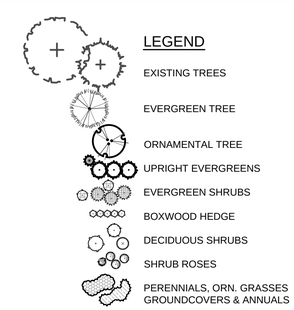
SHRUB PLANTING DETAIL



PERENNIAL AND GROUNDCOVER PLANTING DETAIL

GENERAL NOTES

1. Species and sizes of plants listed in the plant list are subject to availability at time of installation. If substitutions are necessary, the landscape contractor shall submit all requests to the owner for approval.
2. All underground utilities are to be located prior to digging. If utilities or other obstructions are discovered to conflict with grading or plant placement, notify the landscape architect so that adjustments can be made.
3. Backfill trees and shrubs with amended topsoil mixed thoroughly outside of the planting pit. Mulch trees and shrubs with 3" hardwood mulch and pull mulch away from the base.
4. Perennial and groundcover beds are to be amended with 2" planting mix and tilled in to a depth of 8". Perennials and groundcovers are to be top dressed with 1" mulch.
5. Provide positive drainage flow. Do not obstruct the natural or engineered drainage flow patterns. Notify the landscape architect or owner of any drainage concerns.
6. The landscape contractor shall take all precautions to protect existing plants, lawn, and paved areas to remain. Any damage to these areas shall be repaired or replaced by the landscape contractor. Damaged lawn areas are to be re-graded and restored with sod.
7. All bed edges are to be well shaped 'spade cut' edges, 3" deep, formed in lines or curves as shown on the drawings.
8. Apply a pre-emergent for grassy and broadleaf weeds to all shrub beds and tree rings. Do not apply pre-emergent to beds of groundcovers or annuals.
9. The contractor is to provide finished grade to a tenth of a foot with sufficient quality top soil. Topsoil to be 4" min. in all lawn areas. The landscape contractor is to provide fine grade only.



LANDSCAPE PLAN

SCALE: 1" = 10'-0"

0 5 10 20

WINGREN LANDSCAPE
ALL THINGS OUTDOOR

5126 Walnut Ave.
Downers Grove, IL 60515
TEL 630.759.8100
www.wingrenlandscape.com

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Dunkin' Donuts

Batavia, IL

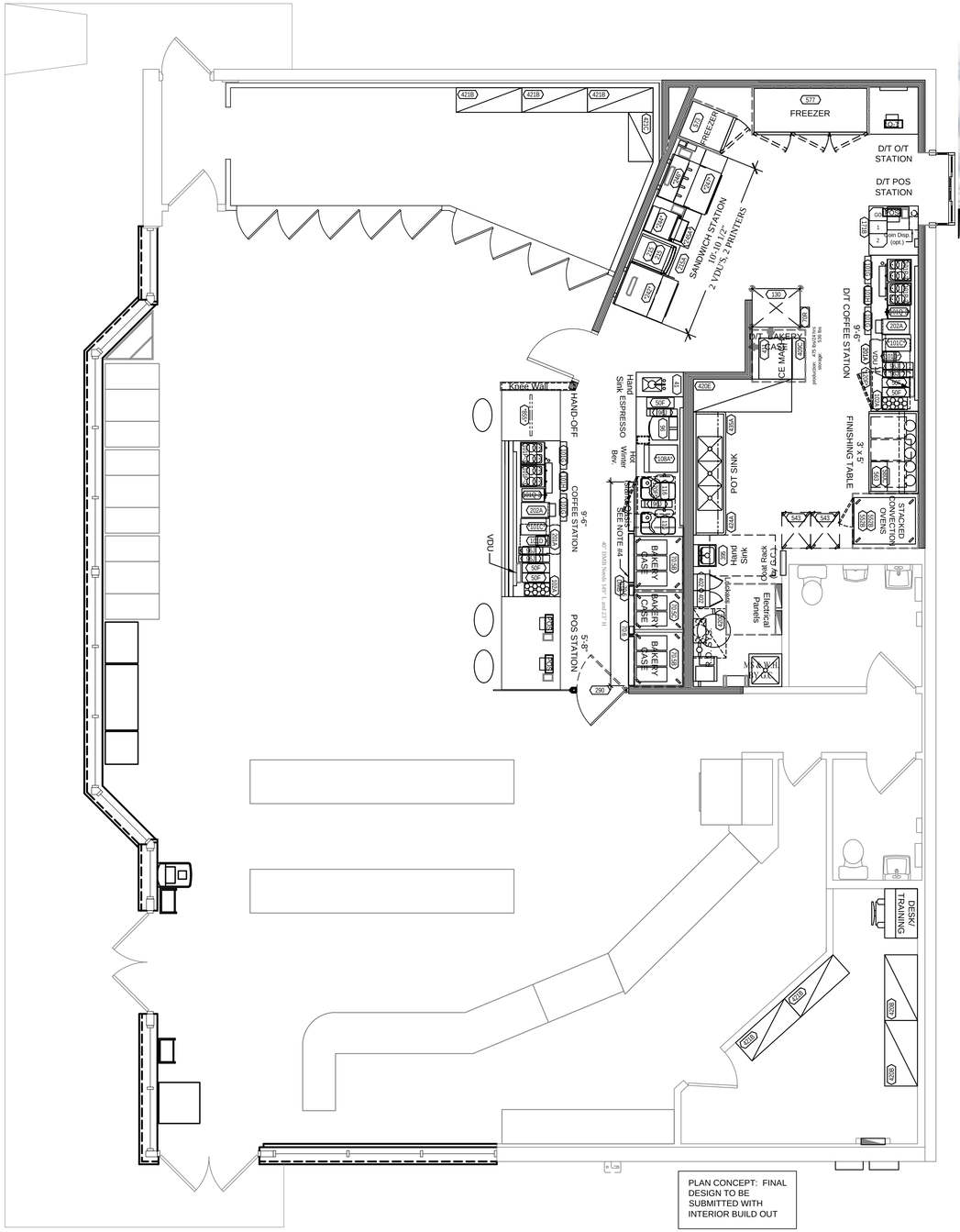
REVISIONS:
REVISED PER ARCHITECTS COMMENTS 12.16.15

SHEET TITLE:
LANDSCAPE PLAN

DATE: 10.28.15
JOB: P-
SCALE: 1"=10'
BY:JZ, EB

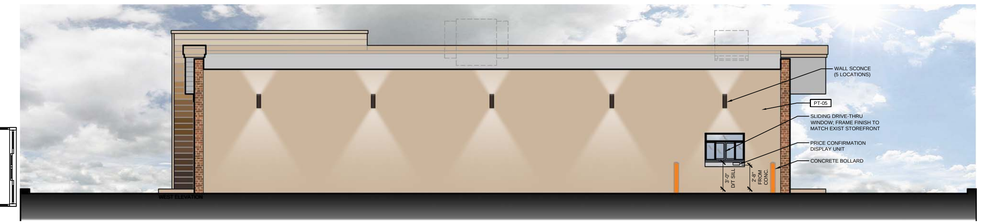
SHEET L1 OF 1

ELEVATION CONCEPTS: FINAL DESIGN TO BE SUBMITTED WITH INTERIOR BUILD OUT



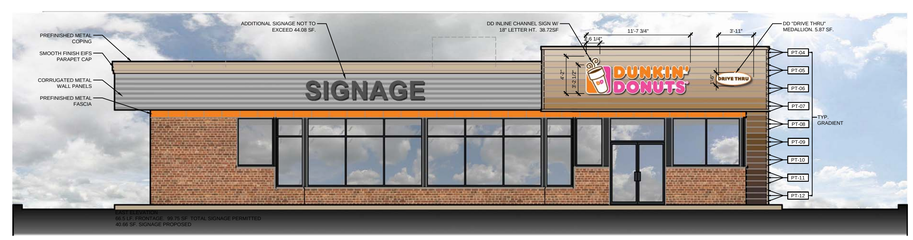
PLAN CONCEPT: FINAL DESIGN TO BE SUBMITTED WITH INTERIOR BUILD OUT

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

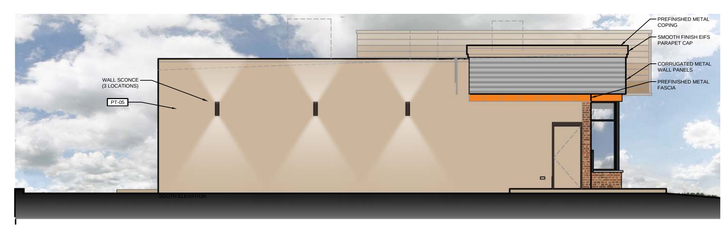


2 EAST ELEVATION
SCALE: 1/8" = 1'-0"

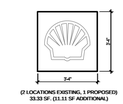
3 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



4 WEST ELEVATION
SCALE: 1/8" = 1'-0"

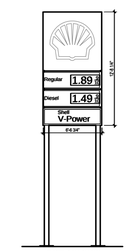


5 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



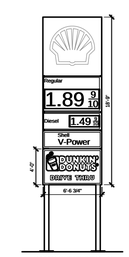
(7 LOCATIONS (EXISTING, 1 PROPOSED)
33.33 SF. (33.33 SF ADDITIONAL)

6 PECTEN LOGO
SCALE: 1/8" = 1'-0"



EXISTING PYLON SIGN
83.26 SF.

7 EXISTING SIGN ELEVATION
SCALE: 1/8" = 1'-0"



PROPOSED PYLON SIGN OPTION
123.05 SF. (39.79 SF. ADDITIONAL)

8 PYLON SIGN ELEVATION
SCALE: 1/8" = 1'-0"

ISSUE			
NO	DESCRIPTION	DATE	
1	CONCEPT PROPOSAL	09/30/2015	

ARCHITECT:

kolbrook design

828 DAVIS STREET
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EVANSTON, IL 60201
Ph 847.492.1992

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dunkin' brands

DUNKIN DONUTS CONCEPT PLAN

BATAVIA SHELL
108 N. BATAVIA AVE.
BATAVIA, IL 60510

Job No.	PREBID
Issue Date	10/05/2015
Project Area	TBD.

SHEET: 1 OF 1