

	<b>PLAN COMMISSION AGENDA ITEM EXECUTIVE SUMMARY</b>			
	<b>Project Title/ Address:</b>	<b>Culver's Restaurant, East Main Retail Subdivision</b>		
	<b>Staff:</b>	Matthew O'Rourke		
<b>Please check appropriate box (x)</b>				
	<b>PUBLIC HEARING</b>		<b>MEETING 7/19/2011</b>	<b>X</b>
<b>APPLICATIONS UNDER CONSIDERATION:</b>				
Application for a Special Use				
<b>ATTACHMENTS AND SUPPORTING DOCUMENTS</b>				
Staff Report dated 7/15/11				
<b>EXECUTIVE SUMMARY:</b>				
<p>The applicant, Rusty Puhl, has submitted an Application for a Special Use to allow a Drive-Through facility in relation to a proposed culver's at the northwest corner of Rt. 64 and the light at Pheasant Run. The salient features of the proposed facility are as follows:</p> <ul style="list-style-type: none"> <li>• The proposed restaurant will be a 4,297 SQ FT Culver's</li> <li>• A total of 55 parking stalls will be located on the lot</li> <li>• A drive-through is proposed along the west and north sides of the proposed restaurant <ul style="list-style-type: none"> <li>○ There are 9 stacking spaces shown for the Drive-Through</li> <li>○ 7 spaces are shown to the north of the point of service</li> <li>○ 2 spaces are shown to the south of the point of service</li> </ul> </li> <li>• Access to the site is through the private access-drive network that serves the East Main Retail subdivision (Hilton Gardens and Dupage Expo) from the traffic signal located at Rt. 64 and Pheasant Run</li> </ul>				
<b>RECOMMENDATION / SUGGESTED ACTION (briefly explain):</b>				
<p>Staff is requesting that the Plan Commission make a recommendation regarding the Application for a Special Use for a Drive-Through in relation to the proposed Culver's restaurant.</p> <p>Staff is recommending approval of the application and the request to reduce the number of required drive-through stacking spaces. Staff has included proposed Findings of Fact to support that recommendation.</p>				
<i>For office use only:</i>		<i>Agenda Item Number:</i>		

Community Development  
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ST. CHARLES  
 SINCE 1834

**Staff Report**

**TO:** Chairman Todd Wallace  
 and Plan Commission Members

**FROM:** Matthew O'Rourke, AICP  
 Planner

**RE:** Application for a Special Use for a Culver's Restaurant with a Drive-Through Facility

**DATE:** July 15, 2011

**I. APPLICATION INFORMATION:**

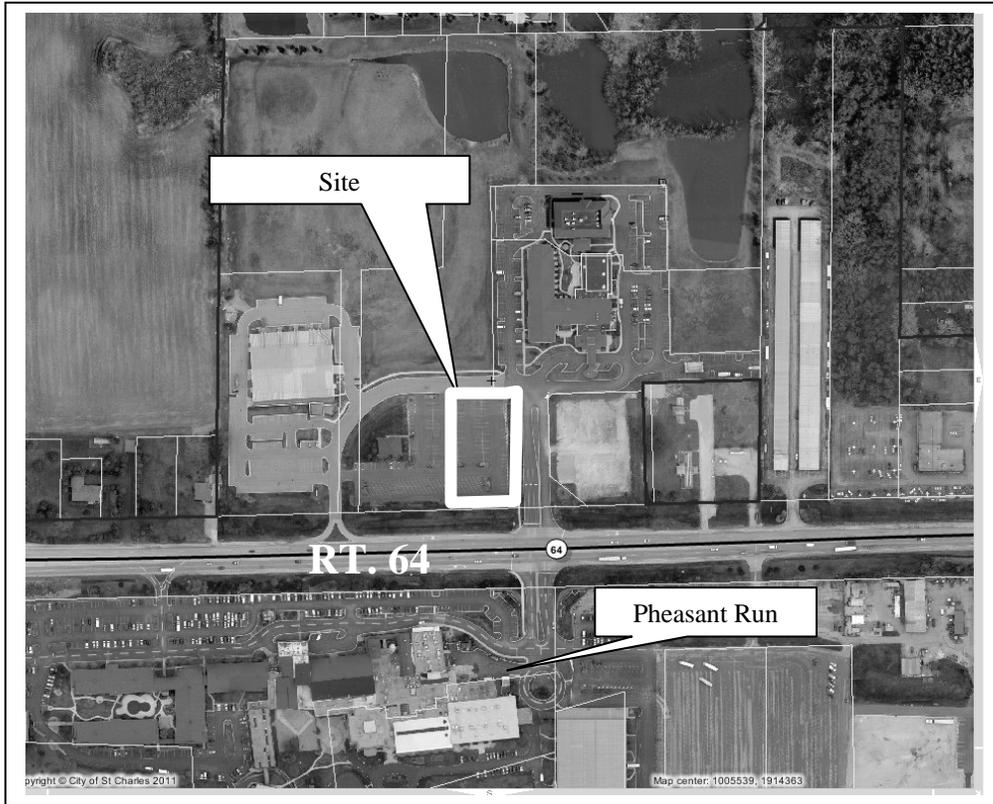
**Project Name:** Culver's Restaurant, East Main Retail Subdivision

**Applicant:** Rusty Puhl

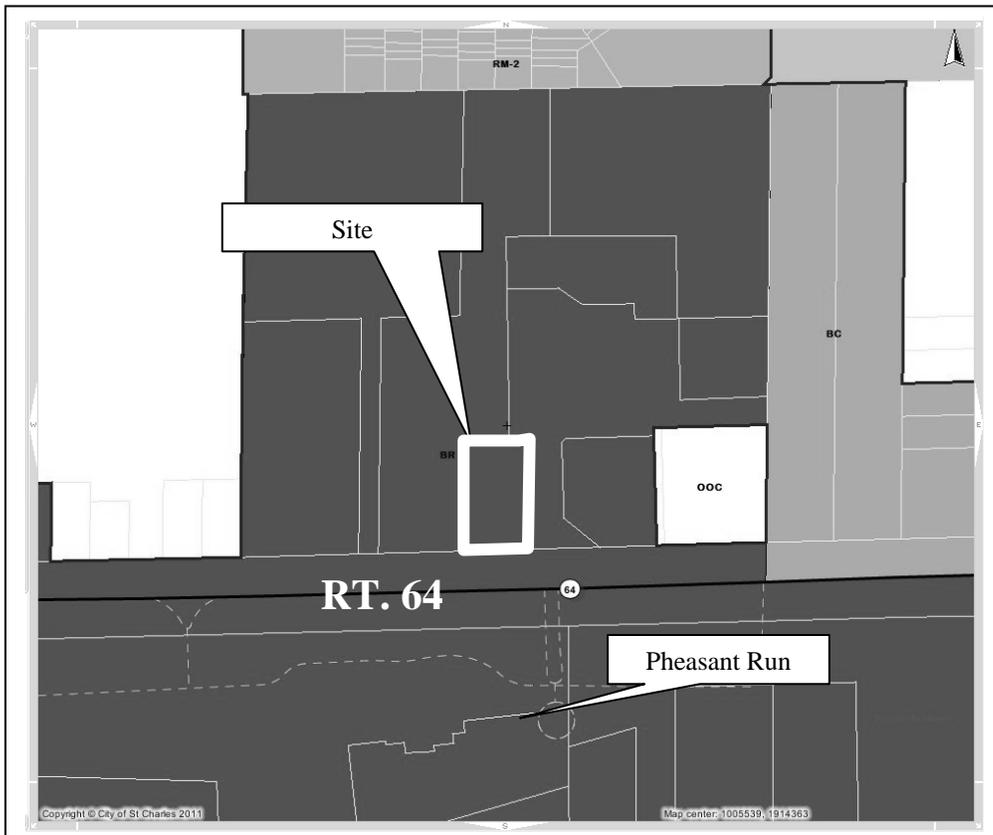
**Purpose:** To develop the property as a Culver's restaurant with a Drive-Through facility

<b>General Information:</b>		
<b>Site Information</b>		
Location	Northwest Corner of E. Main Street and the Pheasant Run Entrance	
Acres	1.17	
Applications:	<b>Special Use for Drive-Through Facility</b>	
Applicable Zoning Code Sections	17.04.330 – Special Uses and Amendments to Special Uses	
	17.06.030 Standards and Guidelines – BL, BC, BR, & OR Districts	
	17.14 Business and Mixed Use Districts	
	17.26 Landscaping and Screening	
	17.24 Off Street Parking, Loading, & Access	
<b>Existing Conditions</b>		
Land Use	Parking Lot	
Zoning	BR- Regional Business District	
<b>Zoning Summary</b>		
North	BR- Regional Business District	Hotel/ Hilton Gardens
East	BR- Regional Business District	Vacant Lot
South	BR- Regional Business District	Convention Center/ Pheasant Run
West	BR- Regional Business District	Convention Center/ DuPage Expo
<b>Comprehensive Plan Designation</b>		
Retail and Service		

### Aerial Photo



### Zoning Map



## II. OVERVIEW:

The applicant has submitted an Application for a Special Use to allow a Drive-Through facility for a proposed Culver’s restaurant at the northwest corner of Rt. 64 and the traffic signal at the entrance to the Pheasant Run resort. The salient features of the proposed facility are as follows:

- The proposed restaurant will be a 4,297 SQ FT Culver’s
- A total of 55 parking stalls will be located on the property to be purchased by Culvers. A Plat of Subdivision, to established the property as a subdivided lot, will be filed at a later date
- A drive-through is proposed along the west and north sides of the proposed restaurant
  - There are 9 stacking spaces shown for the Drive-Through
  - 7 stacking spaces are shown to the north, or before, the point of service
  - 2 stacking spaces are shown to the south, or after, the point of service
- Access to the site is through the private access-drive network that serves the East Main Retail subdivision (Hilton Gardens and Dupage Expo) from the traffic signal located at Rt. 64 and Pheasant Run
- Stormwater retention is addressed through the subdivision ponds to the north and west of this site

## III. ANALYSIS:

### A. USE REVIEW

The property is zoned BR- Regional Business. **Table 17.14-1 Permitted and Special Uses in the Business and Mixed Use Districts** lists restaurants as a permitted use, and drive-throughs as a special use in this district.

### B. DEVELOPMENT STANDARDS REVIEW

Staff has reviewed the proposal for general conformance with the standards of the Zoning Ordinance to ensure that the proposed development complies with all applicable zoning requirements. **Table 1** details the zoning review:

#### 1. Bulk Standards Review

**Table 1**

Category	Zoning Ordinance Standard	Proposed
<b>Lot Area</b>	1-Acre (Min)	1.17
<b>Lot Width</b>	N/A	364'
<b>Building Setbacks:</b>		
<i>Front</i>	20'	20'
<i>Interior Side : East</i>	15'	103.48'
<i>Interior Side: West</i>	15'	44'
<i>Exterior Side</i>	N/A	N/A
<i>Rear</i>	30'	91'
<b>Parking/Paving Setbacks:</b>		
<i>Front</i>	20'	20'
<i>Interior Side : East</i>	0'	0'
<i>Interior Side: West</i>	0'	44.5
<i>Exterior Side</i>	N/A	N/A
<i>Rear</i>	0'	7'

<b>Maximum Building Coverage</b>	30%	8.4%
<b>Parking Stall Size</b>	9’ wide by 18’ (2’ overhang allowed where parking stalls abut green space)	9’ wide by 18’ (2’ overhang proposed along eastern row of parking spaces)
<b>Drive-Aisle Width</b>	24’	24’
<b>Drive-Through Stall Size</b>	9’ wide by 20’	9’ wide by 20’
<b>Parking Requirement</b>	10 Spaces per 1,000 SQ FT of GFA - (43 Required)	55
<b>Wall Signage Area</b>		
<i>Front Elevation</i>	75 SQ FT	29.57 SQ FT
<i>Right Elevation</i>	139 SQ FT	29.57 SQ FT
<i>Rear Elevation</i>	75 SQ FT	No Sign
<i>Left Elevation</i>	139 SQ FT	No Sign
<b>Monument Sign Area</b>	100 SQ FT	31 SQ FT
<b>Monument Sign Height</b>	15’ Max	8’
<b>Monument Sign Setback</b>	10’ from property line	10’

## 2. Architectural Design Review

Staff has reviewed the proposal for compliance with Section 17.06.030 Standards and Guidelines – BL, BC, BR, & OR Districts. The proposed building meets the architectural criteria of the Zoning Ordinance.

## 3. Landscape Review

Staff has reviewed the proposal for compliance with Chapter 17.26 Landscaping and Screening. The proposal meets the landscape and green space requirements. **Table 3** details the landscape review:

**Table 3**

<b>Category</b>	<b>Zoning Ordinance Standard</b>	<b>Proposed</b>
<b>Interior Parking Lot Green Space</b>	10% (750 SQ FT Required)	1,044 SQ FT
<b>Foundation Landscaping</b>		
<i>Trees</i>	2 per every 50 lineal feet of building wall - (11 Required)	11
<i>Bushes, Shrubs, and perennials</i>	20 per every 50 lineal feet of building wall - (114 required)	114
<b>Parking Lot Screening</b>	50% of lineal footage from a public street up 30” in height	Screening has been provided along the eastern portion of the Rt. 64 Frontage
<b>Public Street Frontage Landscaping</b>		
<i>Shade Trees</i>	1 per every 40 lineal feet of building wall - (5 Required)	5
<i>Ornamental/ Evergreen Trees</i>	2 per every 40 lineal feet of building wall - (10 Required)	10
<i>Bushes, Shrubs, and perennials</i>	75% of Public Street Frontage - (137.19 Lineal Feet Required)	170 lineal feet
<b>Parking Lot Shade Trees</b>	1 per 160 SQFT of interior parking lot green space - (5 trees required)	6

### C. DRIVE-THROUGH STACKING

The applicant is requesting a reduction in the number of required stacking spaces per **Section 17.24.100.C Reduction of Required Spaces** of the Zoning Ordinance that states:

*“The number of required stacking spaces may be reduced by the City Council, after receiving a recommendation from the plan Commission, if the petitioner presents a study with quantifiable evidence based on comparable facilities that demonstrates that the number of stacking spaces may be reduced without affecting the ability of the proposed facility to meet the applicable requirements. The approval of a reduced number of stacking spaces shall apply only to the specific business for which the study was conducted”*

Details of the stacking space reduction request are as follows:

- 15 stacking spaces are required
- A reduction of 8 stacking spaces is requested
- 9 total stacking spaces are shown on the plans
  - There are 7 spaces north of, or before, the point of service
  - There are 2 spaces south of, or after, the point of service, which are used for customers to wait for their order to be delivered

#### **Applicant’s Drive-through Stacking Space Reduction Evaluation**

The applicant has worked with the owner of the Culver’s restaurant in Lombard, IL who will also be a part owner/operator of the proposed restaurant to create a comparative analysis for the proposed restaurant. The Lombard location is near Roosevelt Road and functions with a similar layout near a highly traversed arterial roadway. The following list summarizes that information:

- The average time spent in the drive-through line is 5.6 minutes
- Every 5.6 minutes 8 cars can enter and leave with their orders
- In one-hour, this cycle can repeat itself 10.7 times
- The drive-through has the capacity to serve 85 vehicles per hour
- The maximum observed peak-hour traffic at the Lombard facility is approximately 40 cars per hour
- The applicant has submitted a Stacking report that documents the number of cars served per half-hour (See Culver’s of Lombard Drive Stacking Report attached to this memo)

### **IV. PLAN COMMISSION PUBLIC HEARING:**

The Plan Commission held a public hearing on July 5, 2011 to discuss the proposal. The Plan Commission discussed the site layout and required stacking-space reduction request.

### **V. REQUESTED ACTION/RECOMMENDATION:**

Staff is requesting that the Plan Commission make a recommendation regarding the Application for a Special Use for a Drive-Through in relation to the proposed Culver’s restaurant.

Staff is recommending approval of the application and the request to reduce the number of required drive-through stacking spaces. Staff has included proposed Findings of Fact to support that recommendation.

## **VI. FINDINGS OF FACT:**

- 1. Public Convenience: The Special Use will serve the public convenience at the proposed location.**

This Application is for a Special Use for a Drive-Through associated with a proposed Culver’s restaurant. This Drive-Through is part of the convenience aspect of how the restaurant serves its customers. Additionally, the site is located along an automobile oriented corridor that is heavily travelled and the site is easily accessed by an existing traffic signal.

- 2. Sufficient Infrastructure: That adequate utilities, access roads, drainage and/or necessary facilities have been, or are being, provided.**

The special use for a drive-through and the associated restaurant are situated on a lot, that’s part of an existing subdivision with sufficient existing utilities and an internal road network with two controlled access points to Rt. 64. (As detailed in the Site Plans dated 6-27-11 and prepared by Arch Design Resources Inc.)

- 3. Effect on Nearby Property: That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood.**

This use is located within a commercial district near an existing hotel, an exhibition hall, and convention center. The proposed use is similar in character to the existing surrounding commercial uses. Additionally, the use will benefit the existing businesses by providing additional dining options for their customers.

- 4. Effect on Development of Surrounding Property: That the establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.**

The majority of the surrounding properties are already developed. There are only a few potential lots to be developed in the subdivision that are within close proximity to the site. The proposed use will only add to the critical mass of commercial activity that will help attract additional businesses and customers to the area. Businesses are anticipated to be similar or compatible uses.

- 5. Effect on General Welfare: That the establishment, maintenance or operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort or general welfare.**

The special use at the proposed location will not be detrimental to or endanger public health, safety, comfort, or general welfare. The Special Use is similar/complimentary to existing surrounding uses. The proposed use fits the retail and service oriented character of this area.

- 6. Conformance with Codes: That the proposed Special Use conforms to all existing Federal, State and local legislation and regulation and meets or exceeds all applicable provisions of this Title, except as may be varied pursuant to Special Use for Planned Unit Development.**

The special use will conform to all applicable regulations of the BR Regional Business Zoning District. The applicant has submitted a request to reduce the number of required stacking spaces from 15 to 7 (there will be a total of 9 stacking spaces including the two shown after the point of service) which is allowed per Section 17.24.100 of the Zoning Ordinance, based on sufficient evidence to substantiate the reduction request as provided by the applicant. The Plan Commission may recommend and the City Council may approve the reduction request provided they are satisfied with this evidence. The applicant has provided information that states a similar facility in Lombard, IL with a similar amount of stacking spaces is able to serve 8 cars every 5.6 minutes or approximately 85 cars per hour. The applicant also submitted service counts that show during peak hours the facility typically serves 40 to 45 cars per hour. Therefore, based on this information, a sufficient number of stacking spaces are proposed on the site.

Cc: Rita Tungare, Director of Community Development  
Rusty Puhl, Midwest Construction