



AGENDA ITEM EXECUTIVE SUMMARY

Title:	Recommendation to approve a Special Use for a Drive-Through Facility and Minor Change to PUD for 600-660 S. Randall Rd. – Randall Shoppes PUD
Presenter:	Russell Colby

Please check appropriate box:

	Government Operations		Government Services
X	Planning & Development – (11/10/14)		City Council
	Public Hearing		

Estimated Cost:	N/A	Budgeted:	YES		NO	
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If NO, please explain how item will be funded:

Executive Summary:

The subject property is a multi-tenant commercial building located at the southeast corner of Randall Rd. and Prairie St. A Special Use for PUD and PUD Preliminary Plan were approved for the property in July 2014 to enable exterior building renovations and expansion of the parking lot.

The applicant, Dyn Rote, LLC of First Rockford Group, is proposing to modify the parking lot layout, landscape plan, and building footprint to accommodate a Drive-Through Facility for a Starbucks store at the north end of the building. A Minor Change to PUD is required for approval of these modifications to the PUD Preliminary Plan and a Special Use is required to permit the drive-through. The proposal includes:

- Reconfiguration of the northern portion of the parking lot to accommodate a drive-through on the north side of the building.
- A total of eight (8) drive-through stacking spaces.
- An 81 sq. ft. addition on the north side of the building for the drive-through window.
- Modification of the landscape plan to accommodate the redesigned parking lot.
- Classification of the Starbucks use as a “Coffee or Tea Room” rather than a “Restaurant”.

Staff has reviewed the Minor Change to PUD proposal and determined that it is not in conflict with the specifications of the PUD ordinance (Ordinance No. 2014-Z-16).

Plan Commission Review

The Plan Commission held a public hearing for the Special Use on 10/21/14. The Commission voted to recommend approval of the Special Use for a Drive-Through Facility with the condition that eight (8) stacking spaces be provided and that the Drive-Through Facility may be utilized only for Coffee or Tea Room establishments. The vote was 5-aye and 2-nay. Commissioners voting in the negative expressed concern for traffic impacts and internal site circulation.

Attachments: *(please list)*

Plan Commission Resolution, Staff Report, Applications for Minor Change to PUD and Special Use, PUD Ordinance No. 2014-Z-16

Recommendation / Suggested Action *(briefly explain):*

Recommendation to approve a Minor Change to PUD and Special Use for a Drive-Through Facility for 600-660 S. Randall Rd. – Randall Shoppes PUD.

<i>For office use only:</i>	<i>Agenda Item Number: 39</i>
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City of St. Charles, Illinois
Plan Commission Resolution No. 15-2014

**A Resolution Recommending Approval of an Application for a Special Use for
a Drive-Through Facility for 600-660 S. Randall Road, Randall Shoppes PUD
(Dyne Rote, LLC)**

Passed by Plan Commission October 21, 2014

WHEREAS, it is the responsibility of the St. Charles Plan Commission to hold public hearings and review requests for Special Uses; and

WHEREAS, the Plan Commission held a public hearing and has reviewed the petition for a Special Use for a Drive-Through Facility for 600-660 S. Randall Road, Randall Shoppes PUD; and

WHEREAS, the Plan Commission finds approval of said petitions to be in the best interest of the City of St. Charles based up on the following findings of fact:

FINDINGS OF FACT FOR SPECIAL USE

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

The proposed development includes a new coffee or tea room and retail shops that will contribute to the availability of new goods and service to the residents of the city and the public.

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

The proposed development, as depicted on the attached plans, will be served with new utility connections for water, sanitary sewer, storm sewer, and electric service through the existing utility infrastructure or upgraded facilities that will be concurrently constructed with the project. The traffic study that has been provided and testimony from the applicant has demonstrated that there is sufficient infrastructure to accommodate the Special Use.

- C. 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.**

The proposed development will demonstrate significant reinvestment into a site presently occupied by an older building and will re-position new uses consistent with the zoning district.

Resolution 15-2014

The inclusion of new business activity will have a positive impact on the surrounding neighborhood.

D. 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 subject site is zoned BC- Community Business, and the proposed use of a coffee shop and retail stores are approved uses within the BC- Community Business zoning district. The property is already developed and has been utilized for similar purposes in the past and will not impede any development or improvement of the surrounding property for uses permitted in the district.

E. 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 granting of this special use will enhance the general welfare of the community given the significant investment that will occur as part of this process, increasing the property value of the subject property as well as enhancing the area as a whole. There will be no detrimental effects to the health, safety, comfort or welfare of the community.

F. 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 a Special Use for Planned Unit Development.

As depicted in the enclosed plans, the proposed special use conforms to applicable provisions of the zoning ordinance and other governing regulations.

NOW, THEREFORE, be it resolved by the St. Charles Plan Commission to recommend to City Council approval of a Special Use for a Drive-Through Facility for 600-660 S. Randall Road, Randall Shoppes PUD, based upon the above Findings of Fact, and subject to resolution of all staff comments prior to City Council action and subject to the following conditions:

1. The Special Use for a Drive-Through Facility is permitted only for Coffee or Tea Room establishments as defined in the St. Charles Zoning Ordinance.
2. A total of eight (8) stacking spaces shall be provided.

Roll Call Vote:

Ayes: Schuetz, Gaugel, Pretz, Amatangelo, Purdy

Nays: Doyle, Wallace

Absent: Kessler, Holderfield

Motion carried: 5-2

Resolution 15-2014

PASSED, this 21st day of October 2014.

Chairman
St. Charles Plan Commission

Community & Economic Development
 Planning Division

Phone: (630) 377-4443
 Fax: (630) 377-4062



Staff Report

TO: Chairman Daniel P. Stellato
 And the Members of the Planning & Development Committee

FROM: Ellen Johnson, Planner

CC: Russell Colby, Planning Division Manager

RE: Special Use for a Drive-Through Facility and Minor Change to PUD – 600-660 S. Randall Rd.
 (Randall Shoppes)

DATE: November 10, 2014

I. APPLICATION INFORMATION:

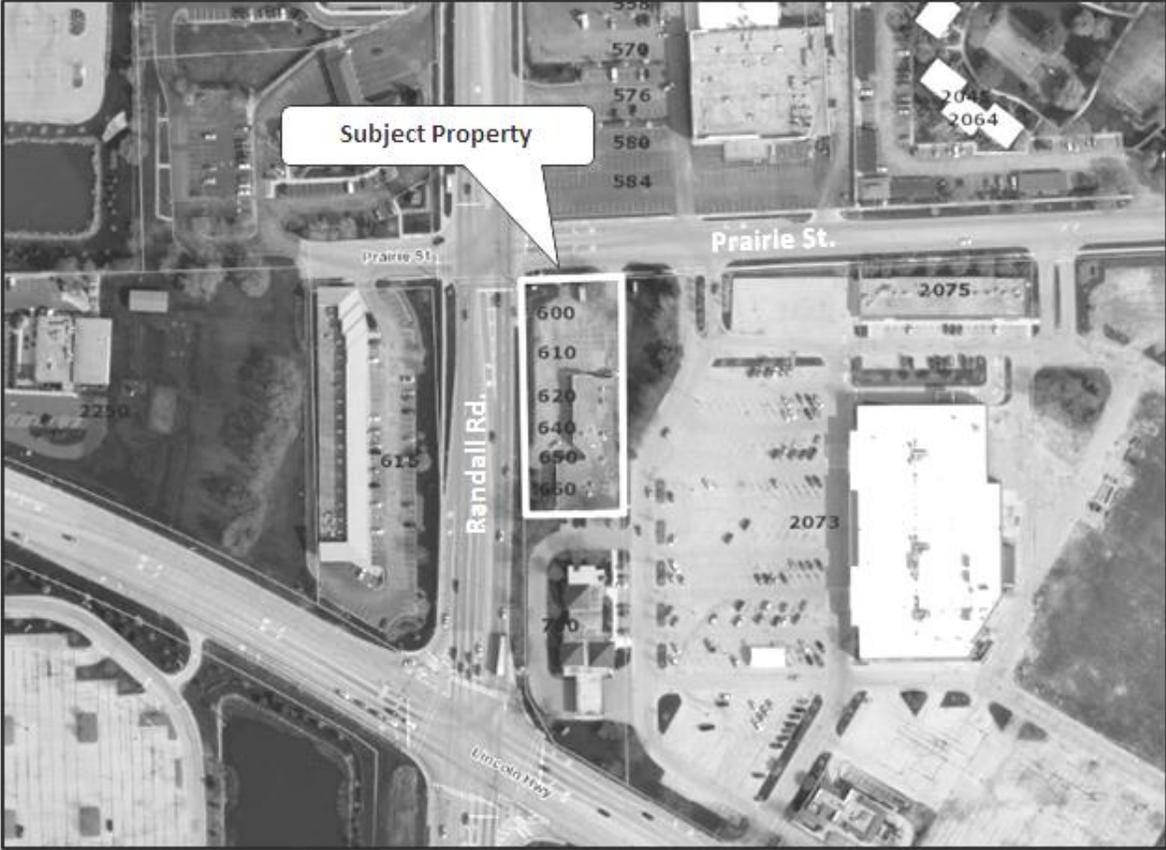
Project Name: 600-660 S Randall Rd. (Randall Shoppes)

Applicant: Dyn Rote, LLC

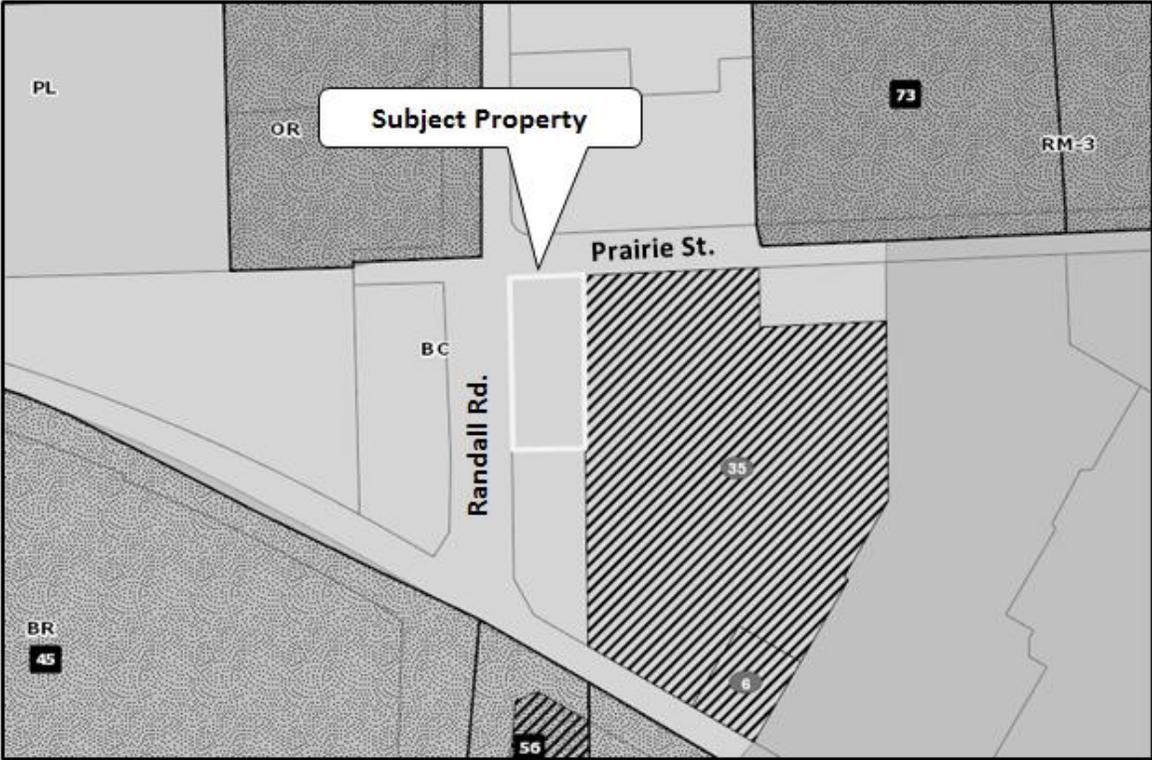
Purpose: Permit a Special Use for a Drive-Through Facility and Minor Change to PUD to accommodate a Starbucks store at the multi-tenant commercial building located at the southeast corner of S. Randall Rd. and Prairie St.

General Information:		
Site Information		
Location	600-660 S Randall Rd.	
Acres	.991 acre	
Applications	1) Special Use for a Drive-Through Facility 2) Minor Change to PUD	
Applicable Ordinances and Zoning Code Sections	17.04 Administration 17.14 Business and Mixed Use Districts 17.24 Off Street Parking, Loading & Access	
Existing Conditions		
Land Use	Existing multi-tenant commercial/retail building	
Zoning	BC- Community Business & PUD	
Zoning Summary		
North	BC- Community Business	Multi-tenant commercial/retail building
East	BC- Community Business/Special Use	Jewel Osco store with Drive-Through
South	BC- Community Business	Fifth Third Bank with Drive-Through
West	BC- Community Business	Multi-tenant commercial/retail building
Comprehensive Plan Designation		
Corridor/Regional Commercial		

Aerial Photograph



Surrounding Zoning



II. BACKGROUND

Property History

The subject property, 600-660 S. Randall Rd., is a multi-tenant commercial building located at the southeast corner of Randall Rd. and Prairie St.

In 1968, the subject lot was created by subdivision, along with the Fifth Third Bank lot to the south. Although Randall Rd. has been widened over the years, no portion of the original lot was ever removed for road widening. The adjacent Jewel and Fifth Third Bank sites were developed in 1979. The Subject Property was developed in 1987.

Recent Activity

On 7/8/14, the Plan Commission recommended for approval a Special Use for Planned Unit Development and PUD Preliminary Plan for the property. City Council approved the applications on 7/22/14. The approved plans included the following:

- A small building addition to square off an angled recess at the interior corner of the building.
- Complete renovation of the exterior of the building.
- Reconstruction and expansion of the parking lot.
- Enhanced freestanding sign.
- New landscaping.

Per the request of the Plan Commission, the applicant agreed to install a sidewalk along the Randall Rd. frontage of the property, subject to meeting Kane County DOT requirements and acceptance by the City of maintenance responsibilities. The applicant also indicated he would continue to pursue cross-access between the subject property and its neighbors.

First Rockford Group has begun work on the building renovations since approval of the PUD in July.

Current Proposal

The applicant, Dyn Rote, LLC of First Rockford Group, is proposing to alter the site layout in support of a Drive-Through Facility for a Starbucks store. The Starbucks would occupy the tenant space at the north end of the building. The proposal includes:

- Reconfiguration of the northern portion of the parking lot to accommodate a drive-through on the north side of the building. 50 parking spaces are proposed for the site. (The site layout approved under the PUD included 69 spaces.)
- A total of eight (8) stacking spaces.
- An 81 sq. ft. addition on the north side of the building for the drive-through window.
- Modification of the landscape plan to accommodate the redesigned parking lot.
- Classification of the Starbucks as a “Coffee or Tea Room” rather than a “Restaurant”.

III. PLAN COMMISSION PUBLIC HEARING & RECOMMENDATION

The Plan Commission held a public hearing for the Special Use on 10/21/14. The Commission discussed the applicant’s request that the Starbucks be classified as a “Coffee or Tea Room” rather than a “Restaurant”. A Coffee or Tea Room requires half of the off-street parking count as a Restaurant. The applicant and a representative from Starbucks provided evidence showing nearby Starbucks stores provide less or similar parking counts compared to the five spaces per 1,000 sq. ft. required for a Coffee or Tea Room.

The Commission also discussed the traffic study provided by the applicant and the potential for difficult left-turns out of the site to access Randall Rd. Most Commissioners concluded the situation would be the

same regardless of the shopping center tenants. In addition, Commissioners noted the information provided by the Starbucks representative that the peak time for Starbucks business traffic is in the morning, while the peak time period anticipated for difficult left-turns existing the site would be in the evening.

The Commission voted to recommend approval of the Special Use for Drive-Through Facility with the condition that eight (8) stacking spaces be provided and that the Drive-Through Facility may be utilized only for Coffee or Tea Room establishments. The vote was 5-aye and 2-nay. Commissioners voting in the negative expressed concern for traffic impacts and internal site circulation.

IV. STAFF ANALYSIS

Staff has performed an analysis of the submitted application materials for conformance with all relevant guidelines and standards of the City's plans and ordinances. The following is a description of staff's analysis:

A. ZONING STANDARDS

PUD & Zoning District Bulk Requirements:

Staff has reviewed the changes to the site plan that are proposed to accommodate the drive-through vs. the requirements of the development under the approved PUD. The proposed modifications meet all bulk requirements and are not in conflict with the specifications of the PUD ordinance (Ordinance No. 2014-Z-16).

Land Use Classification:

The applicant is proposing the Starbucks as a "Coffee or Tea Room", not a "Restaurant". Both uses are permitted in the BC District. The Zoning Ordinance defines these uses as follows:

Coffee or Tea Room – "A limited menu restaurant which is located in conjunction with and on the same premises as a retail use. As a permitted use, a Coffee or Tea Room need not meet the definition of an accessory use in relation to the retail use..."

Restaurant – "An establishment in which the primary activity is prepared food service, provided for consumption on the premises or for carry-out..."

The applicant has indicated that since Starbucks offers a selection of non-food items for sale in addition to a limited food menu, the proposed use falls within the Coffee or Tea Room use classification. Whether the Starbucks is classified as a Restaurant or a Coffee or Tea Room has implications for the Drive-Through Facility and parking requirements, as discussed below.

Drive-Through Facility Requirements:

A Drive-Through Facility is a Special Use in the BC District, meaning that the use may be acceptable if established in an appropriate manner and location with the zoning district.

The applicant is proposing eight (8) stacking spaces for the drive-through. Per **Section 17.24.100 Drive-Through Facilities**, the number of required stacking spaces for a general drive-through is five (5). For a restaurant drive-through, fifteen (15) stacking spaces are required.

Regardless of how the use is classified, the Zoning Ordinance allows for a reduction in required stacking spaces if the applicant, "...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 applicant has submitted a traffic study providing data in support of the proposed stacking space count. The study surveyed the stacking counts at three other suburban Starbucks drive-throughs located along roads with similar or greater daily traffic counts as the subject property. Surveys were conducted on a weekday from 6:30-9:30 a.m. According to the study, the maximum stacking never exceeded eight (8) vehicles during this period. The City commissioned HLR, Inc. to assess the traffic study. HLR determined that the stacking data provided in the study appears to be reasonable.

The following table details the requirements of **Section 17.24.100 Drive-Through Facilities** vs. the applicant's proposal:

Category	Zoning Ordinance Standard	Proposed
Required Stacking Spaces – Drive-Through Facility	5	8
Required Stacking Spaces – Restaurant Drive-Through	15	8
Required Stacking Space Size	9' x 20'	9' x 20'
Screened from Public Street	Concealed from view from public streets to greatest extent possible	Located on the north (Prairie St.) side of the building. Landscaping along Prairie St. and Randall Rd. frontage
Stacking Space Obstruction of Required Parking Spaces	Cannot obstruct access to required parking spaces.	50 spaces are proposed. 3 spaces may be blocked by the drive-through lane and therefore cannot count towards required parking.
Ingress/Egress Obstruction	Location of stacking spaces cannot obstruct ingress/egress to the site or interfere with vehicle circulation	Ingress/egress will not be obstructed if stacking does not exceed 8 vehicles.

Staff Comments:

- As proposed, the drive-through stacking spaces may block access to three (3) parking spaces. See analysis below regarding parking requirements and potential modifications to the site plan to improve the parking arrangement.

Parking Requirements:

The applicant is proposing 50 parking spaces. If the Starbucks is classified as a Coffee or Tea Room, it would require 10 parking spaces. A Restaurant requires 21 parking spaces.

The following table details the parking requirements for each potential use classification for the Starbucks, based on the parking requirements of **Section 17.24.140 Required Off-Street Parking Spaces**:

Use	Required Spaces for Starbucks	Remaining Spaces for Shopping Center
Coffee or Tea Room	10 (5 spaces per 1,000 sq. ft.)	40
Restaurant	21 (10 spaces per 1,000 sq. ft.)	29

The applicant has expressed concern that if Starbucks is classified as a Restaurant, the types of uses that could occupy the remaining four (4) tenant spaces would be limited based on required parking. In particular, fewer retail users would be permitted. If the Starbucks is classified as a Coffee or Tea Room, the applicant would have more options as to which uses could occupy the remainder of the tenant spaces.

The following table provides the parking count requirements for other uses that may potentially occupy the shopping center:

Use	Required Spaces per 1,000 sq. ft.
Retail	4
Medical/Dental/Veterinary Clinic	4
Bank & Financial Institution	4
Carry-Out Restaurant	4
Office- Business/Professional	3
Personal Services (includes salons, dry cleaning, tanning, tailor)	3
Furniture Store	3
Laundromat	2

As previously mentioned, drive-through lanes cannot block required parking spaces, per **Section 17.24.100 Drive-Through Facilities**. The proposed location of the drive-through lane restricts access to three (3) parking spaces. If classified as a Restaurant it is likely all 50 spaces would be necessary to satisfy parking requirements. This means the drive-through lane would block three (3) required parking spaces. If classified as a Coffee or Tea Room and depending on the remainder of the tenant mix, the drive-through lane may not block any required parking spaces.

Additionally, the Zoning Ordinance provides for shared parking between uses, per **Section 17.24.050 Shared Parking**. In order for shared parking to be approved, the applicant must show that demand for the shared spaces by the separate uses will not occur at the same time of day. If the applicant can make a case that shared parking would be feasible, there will be further flexibility regarding tenant mix and ability to avoid blocking required parking spaces with the drive-through.

Staff Comments:

- Modifications to the site plan may be made in order to relocate the three (3) parking spaces blocked by the drive-through lane. This could be done by relocating these spaces to the area currently proposed for stormwater detention/rain garden. Replacing the three spaces with landscaping as well as reducing the drive-through aisle width could make up for the loss of landscaping caused by removal of the stormwater detention/rain garden. Underground stormwater detention would be required if the stormwater detention/rain garden is removed.

B. SITE ENGINEERING

Traffic Impact Study- The applicant has submitted a traffic study authored by Sam Schwartz Engineering that analyzes the impacts of the proposed development on the intersections of Randall Rd. at Prairie St., Prairie St. at the site access point, and Prairie St. at Jewel. The primary findings of the study are as follows:

- All intersections and directional approaches will continue to operate at acceptable levels of service (LOS) except the Prairie St. westbound approach (Prairie St. towards Randall), which currently and will continue to operate at LOS “E” during weekday PM and Saturday midday time periods.
- During the weekday PM and Saturday midday time periods, left-turns exiting the site will be difficult. Drivers may choose to turn right out of the site and access Randall Rd. from the shopping center to the north, turn around in the Jewel parking lot, or use the Jewel internal roadways to access the right-in, right-out access on Rt. 38.

- Turn restriction signage could be installed to restrict left turns out of the site at certain times of day (weekday PM and Saturday midday).
- Traffic signal timing/phasing modifications at the Randall Rd. at Prairie St. intersection could provide additional time for Prairie St. westbound left-turns during the peak periods.
- Randall Rd. is under the jurisdiction of Kane County. The Kane County 2040 Transportation Plan calls for widening Randall Rd. from Oak St. in St. Charles to Main St. in Batavia from four lanes to six (three lanes in each direction). If Randall Rd. is widened, traffic flow will be better accommodated at the Prairie St. westbound approach to Randall, minimizing the vehicle queuing on Prairie St. that makes left turns exiting the site difficult. However, there is no date scheduled for the widening project.

The City commissioned HLR, Inc. to review the traffic impact study submitted by the applicant. The primary findings of the analysis are as follows:

- In general, assumptions and methodology appear to be reasonable.
- The primary concern will be the interaction between the left-out traffic from the site and the westbound and southbound left turns at Randall Rd. and Prairie St. Further study on the impact may be worthwhile.
- If the Randall Rd. widening project includes westbound dual left turn lanes onto Randall, it is likely a barrier median on Prairie St. would be constructed. This would convert the site's access point to a right-in/right-out driveway.
- It seems unlikely that left turn restriction signage would be effective, based on violation rates at the Jewel driveway where similar signage is posted.

Staff Comments:

- Staff contacted KDOT regarding the future widening of Randall Rd. and potential for westbound dual left turn lanes at Prairie and Randall. KDOT stated there are currently no definite plans for widening Randall. KDOT also has no conceptual ideas as to any potential improvements to the Prairie and Randall intersection when, and if, Randall is widened.
- *See additional comments from the Development Engineering Division and HLR's analysis of the study in the attached memo. Note that the applicant has submitted a revised traffic study which addresses the comments regarding inconsistencies in square footages.*

C. LANDSCAPING

The PUD ordinance approved for the property requires at least 13% of the site area to be landscaped. The proposed landscape plan conforms to this requirement, with a total landscape percentage of 13.8%. The landscape plan complies with the Zoning Ordinance landscape standards.

Staff Comments:

- Planting beds must be mulched with shredded hardwood mulch.

D. BUILDING ELEVATIONS

The applicant is proposing an 81 sq. ft. addition on the north side of the building to accommodate the drive-through window. The sides of the bump-out window will be treated with the same stone as proposed for the new piers on the remainder of the building.

IV. RECOMMENDATION

Staff recommends approval of the applications for Special Use for Drive-Through Facility and Minor Change to PUD contingent upon compliance with staff comments.

V. ATTACHMENTS

- Design Review Comments: Development Engineering (includes HLR traffic study analysis comments), Electric Utility, Fire Department

- Applications for Special Use and Minor Change to PUD; received 9/26/14 (includes plans and traffic study)
- PUD Ordinance No. 2014-Z-16

**Community & Economic Development
Development Engineering Division**

Phone: (630) 443-3677

Fax: (630) 377-4062



Memo

Date: 10/9/2014

To: Ellen Johnson
Russ Colby

From: Christopher Tiedt, P.E.

RE: 600-660 Randall Road

I have reviewed the submitted site plan for the proposed changes to the project located at 600-660 S. Randall Road that was received on September 29, 2014. The following document was reviewed.

- Site Plan for 600-660 S. Randall Road prepared by CES, Inc. revised 8/26/14
- Traffic Impact Study prepared by Sam Schwartz Engineering, D.P.C dated August 2014.

I have reviewed the above documents for conformance with the City of St. Charles Ordinances, Kane County Stormwater Ordinances and general engineering and construction practices. The following comments are offered up for consideration:

Site Plan:

1. Revised stormwater calculations for the proposed changes will need to be submitted, reviewed and approved prior to Final Engineering approval. It is my opinion that the proposed changes can comply with current regulations. Calculations and documentation just need to be submitted to confirm this.
2. A railing is required along the top of the proposed retaining of the detention pond.
3. It is suggested to “flip” the north 4 spaces of parking west of the proposed trash enclosure and add a few additional spaces here to help reduce the number of parking spaces that are blocked in the proposed drive-thru lane.

Traffic Impact Study:

4. HLR has performed a review of the submitted traffic Impact study prepared by Sam Schwartz Engineering. Their review comments are attached for the applicant's consideration.
5. With respect to HLR's comment #3, I have contacted and spoken with Mike Sullivan at Kane County DOT about planned improvements at this intersection as a result of the Randall Road widening project. Per Mike

Sullivan, currently there are not even conceptual drawings put together for this project and nothing is currently programmed into their budget for a Phase I. That being said, it is unknown what improvements would be made to this intersection as a result of the Randall Road widening project.

In addition to HLR's comments, I have a few comments on the Traffic Impact Study:

6. Table 3 on page 11 of the report: Total sq. footages used for trip generation does not appear to include the 356 sq. ft. that is being added.
7. There appear to be some other discrepancies with existing and proposed square footages not adding up to the existing 10,900 sq. ft. and proposed 11,256 sq. ft. These calculations and square footages should be verified and corrected as needed.
8. Table 3 on page 11 of the report: They include Existing Site (Including Occupancy of Vacant Space Trips) with the proposed Coffee Shop use. The Existing Site use includes a restaurant as a use, but it is my understanding that, based on parking requirements, a restaurant and a coffee shop cannot both exist. Proposed uses should match those uses that can exist within the development.

The applicant's design professionals are responsible for performing and checking all design computations, dimensions, details and specifications in accordance with all applicable codes and regulations, and obtaining all permits necessary to complete this work. In no way does this review relieve the applicant's design professionals of the duties to comply with the law and any applicable codes and regulations, nor does it relieve the Contractors in any way from their sole responsibility for the quality and workmanship of the work and for strict compliance with the permitted plans and specifications.



MEMORANDUM

TO: City of St Charles
Chris Tiedt, PE & Russell Colby

FROM: Hampton, Lenzini, and Renwick, Inc. (HLR)
Alexander S. Garbe, PE, PTOE

SUBJECT: Starbucks Traffic Impact Study
Review Comments

DATE: October 13, 2014

HLR has reviewed the August 2014 Traffic Impact Study prepared by Sam Schwartz Engineering (SSE) for the proposed Starbucks with Drive-Thru Window at the intersection of Randall Road and Prairie Street in St Charles, IL. Review comments are provided below.

Existing Conditions

1. On page 3, the existing building is described as vacant apart from a 1,200 SF communication store. There appear to be other existing uses in the building today, including a comic book store and a realtor. This should be clarified for accuracy in the narrative.
2. On page 6, the source of the timing data is identified vaguely as being "obtained from a Signal Coordination and Timing (SCAT) network." Kane County DOT should be indicated as the source.

Future Traffic Characteristics

1. A site plan would help clarify proposed use assumptions.
2. On page 7, *Trip Generation, 9th Edition* is indicated as the source for trip generation rates. Explanation of the restaurant data is needed, particularly regarding why no trips are generated for the weekday am peak hour and how the Saturday volumes are estimated.
3. On page 8, the authors describe planned improvements by Kane County. Are there any improvements planned that affect Prairie Street, such as westbound

dual left turn lanes? Such improvements seem likely to include a barrier median on Prairie Street, which would effectively convert the site's only access point to a right-in/right-out driveway.

4. On page 11, Table 3, footnote 4, please add for clarification that this total excludes pass-by adjustments.

Analysis

1. On page 17, the authors' description of traffic interactions on Prairie Street at Randall Road and at the site access seems reasonable. Perhaps some more detailed mitigation efforts could be offered in terms of signal timing/phasing. Synchro output has been provided in the appendix to this end, but no explanation is provided in the narrative as to its impacts, particularly for the west leg of the intersection. Alternatively, if left-out exiting traffic is expected to shift to exiting via a right-out, the distributions should be adjusted to reflect this. Further, given the turning violation rates evidenced by the authors' count data from just down the street at the Jewel driveway, it seems unlikely that similar turn restriction methods used at the Starbucks driveway would be effective.
2. It would be easier to comment more fully on stacking and other internal operations if a site plan had been provided. However, the stacking data provided does appear to be reasonable.

In general, the authors' assumptions and methodology appear to be reasonable. There is room for clarification on a few points. The main concern from the development of the lot will be in the interaction between the left-out traffic and the westbound and southbound left-turns at Randall Road & Prairie Street. Further exploration of this impact may be worthwhile.

If you have any questions or concerns, please contact HLR at 847-697-6700.



600 S Randall comments - 2014PR008

Thomas Bruhl to: Ellen Johnson

Cc: Bob Vann, Stephen Shroba

09/30/2014 04:38 PM

Follow Up: Normal Priority.

Hi Ellen,

The large plan sheet shows the transformer pad to scale, but they are going to have to put at least 2 pipe bollards to protect the transformer. Drawing A101 does not appear to show the transformer pad to scale.

It is going to be really tight as drawn.

Their service one-line submitted with their building plans was not acceptable, and we are awaiting a revised meter and service plan from them.

Thanks
Tom

Thomas Bruhl, P.E. | Electric Services Manager
2 E. Main Street , St. Charles, IL 60174-1984
phone: 630.377.4407 | fax: 630.377.7009 | www.stcharlesil.gov
tbruhl@StCharlesIL.gov

CITY OF **ST CHARLES, ILLINOIS**



Memo

Date: 10/15/2014
To: Ellen Johnson
From: Lt. Brian Byrne
Project: 2014PR008 - 600-660 S. Randall Rd.
Application Number: 2014AP033

Site Plan-Review

The Fire Department offers the following Comments:

1. The existing conditions and the previously proposed plan were approved by the Fire Department and the latest submitted site plan, dated 6/30/2014, shows similar site access. Access is adequate as drawn.