

PLAN COMMISSION

INTER-DEPARTMENTAL REVIEW COMMITTEE REPORT

505 W. ROOSEVELT ROAD

February 17, 2025

Title

PC 25-04

Petitioner & Property Owner

Burj Plaza LLC
c/o Mark Daniel
220 E. Roosevelt Road
Villa Park, IL 60181

Property Location

505 W. Roosevelt Road
PIN: 06-19-100-029

Zoning

B4A Roosevelt Road Corridor
District

Existing Land Use

Former bank with drive-through

Comprehensive Plan

Community Commercial

Approval Sought

Approve conditional uses for drive-through restaurant and off-site shared parking, with variances for existing conditions

Prepared By

Anna Papke, AICP
Planning and Zoning Manager



LOCATION MAP

PROJECT DESCRIPTION

The subject property is located on the southwest corner of the intersection of Roosevelt Road and Finley Road. The existing building on the property was formerly a bank with drive-through service lanes. The petitioner proposes to renovate the building to create tenant space for a drive-through restaurant and a retail store. The drive-through lanes will be modified to accommodate the restaurant use, but the site improvements will otherwise remain as-is.

Drive-throughs are conditional uses in the B4A District, requiring approval through the Plan Commission public hearing process. The petitioner also requests a conditional use for off-site parking to memorialize existing cross-parking arrangements with adjacent parcels, and variations to bulk requirements to memorialize existing nonconformities on the subject property.

The petitioner owns the adjacent property at 1210 S. Finley Road. A request for a conditional use for a smoking establishment at 1210 S. Finley Road is before the Plan Commission under a separate petition (PC 25-05).

PROJECT STATS

Lot & Bulk

Parcel Size: 36,590 SF
(40,000 SF req.)

Building Size: 4,513 SF

Parking Spaces

505 W. Roosevelt: 50

1210 S. Finley: 19

Submittals

1. Exhibit A

APPROVAL(S) REQUIRED

The petitioner is requesting the following for a property located within the B4A Roosevelt Road Corridor District:

1. A conditional use pursuant to Section 155.103(F) of the Zoning Ordinance in order to allow a drive through accessory to a restaurant (see Section 155.417(G)(2)(b)(iv));
2. A conditional use pursuant to Section 155.103(F) of the Zoning Ordinance in order to recognize existing off-site parking throughout the shopping center (R1972-041405) and allow the use of parking spaces situated at 505 West Roosevelt Road to support use at 1210 Finley Road and 515 W. Roosevelt Road in conformance with Section 155.602(A)(3)(b) while also allowing shopping center cross-parking as covenanted in 1972 (see Section 155.417(G)(2)(c)(ii));
3. Variations pursuant to Section 155.103(C) of the Zoning Ordinance to allow the continuation of conditions existing since 1977, and later with the expansion of rights of way, to remain:
 - a. From Section 155.417(G)(3), and 155.417(G)(5)(c) which impose certain lot size (40,000 SF) and interior side yard (10 feet) standards subject to compliance with the site plan and landscape plan on file with the Village which shall be deemed part of any ordinance authorizing the variations; and
 - b. From Sections 155.417(G)(9) and 155.417(G)(12) which impose certain landscaping (Article XI), and parking lot design (Article X) standards subject to compliance with the site plan and landscape plan on file with the Village which shall be deemed part of any ordinance authorizing the variations.

EXISTING CONDITIONS

Improvements on the subject property consist of a bank building with drive-through service lanes and associated surface parking. The building on the subject property has been vacant for over five years.

BURJ PLAZA/DANIA REDEVELOPMENT

The subject property, the adjacent property to the south (1210 S. Finley) and the former Dania property (515 W. Roosevelt) are under common ownership of the petitioner. The petitioner acquired all three properties in 2024 with the intention of redeveloping them into an integrated shopping center known as Burj Plaza (Figure 1). The redevelopment will be phased as follows:

- **Phase One:** Buildout of tenant spaces in north portion of 515 W. Roosevelt Road building. Permit review for this phase is ongoing. Demolition of 513 W. Roosevelt Road building.

- **Phase Two:** Request conditional use approvals for 505 W. Roosevelt and 1210 S. Finley. PC 24-05 is part of Phase 2, as is the companion petition for 1210 S. Finley Road (PC 25-05).
- **Phase Three:** Build out south portion of 515 W. Roosevelt for banquet facility, including parking lot and site circulation improvements.
- **Phase Four:** Request planned development approval (unless previously requested as part of Phase 3) and entitlements for two outlots/buildings immediately west of 505 W. Roosevelt Road and 1210 S. Finley Road.



Figure 1. Burj Plaza

INTER-DEPARTMENTAL REVIEW

Building Division:

The Building Division has no comment on the petition. Additional comments may be forthcoming during permit review.

1. The building will be limited to less than 50 people unless a fire sprinkler system is installed due to the use being proposed.

Fire Department:

The Fire Department has no comment on the petition. Additional comments may be forthcoming during permit review.

Private Engineering Services:

Private Engineering Services has no comment on the petition. Additional comments may be forthcoming during permit review.

Public Works:

The Department of Public Works has no comment on the petition. Additional comments may be forthcoming during permit review.

Planning Services Division:

The Planning Services Division (PSD) notes the following:

1. Surrounding Zoning & Land Use Compatibility

	Zoning Districts	Land Use
North	C3 (Glen Ellyn)	Crowne Plaza hotel
South	B4A	Vacant commercial building (PC 25-05)
East	B4APD	Gas station
West	B4A	Dania parking lot

The subject property is located on the southwest corner of the intersection of Roosevelt Road and Finley Road. The Roosevelt Road corridor includes a mixture of retail and service businesses commonly found along major commercial corridors. Drive-through restaurants are common throughout the Roosevelt Road corridor.

2. Comprehensive Plan Compatibility

The Comprehensive Plan designates this property as suitable for community commercial development. A drive-through restaurant is consistent with this designation.

3. Zoning Compatibility and Request for Variations Recognizing Existing Nonconformities

The petitioner's proposal for the property will utilize the existing improvements on the property in a substantially as-is condition. There will be no site improvements apart from modifications to the drive-through lanes. No changes to the building footprint are proposed. The petitioner has identified several nonconformities on the subject property with respect to the current requirements of the Zoning Ordinance. These nonconformities include lot area, an interior side yard setback, and elements of the landscaping and parking lot design. The petitioner requests approval of variations to establish these existing conditions as legal nonconformities.

The building and site improvements on the subject property date from 1975, when the property was developed as a restaurant with surface parking lot. In 1986, the Village approved a conditional use for a drive-through bank (PC 86-21), and the drive-through service lanes and canopy were constructed on the west side of the building. Historical aerial photos show site conditions have not changed since initial construction in 1975, except for the addition of the bank drive-through and canopy. The 1975 building permit was approved without variances, indicating the parking lot layout and landscape design conformed to the Zoning Ordinance at the time of construction. The nonconforming interior side yard setback and substandard lot area are the result of a plat of subdivision approved by the Village in 1977, after the subject property was developed. The 1960 Zoning Ordinance, the prevailing ordinance at the time of the subdivision, did not set minimum lot area requirements for commercial land uses in B Districts. Staff finds the petitioner demonstrates a hardship caused by amendments to the Zoning Ordinance and a subdivision that occurred subsequent to the development of the property. Staff further notes that the

subdivision that occurred subsequent to the development of the property. Staff further notes that the petitioner's proposed improvements to the property do not intensify any of the pre-existing nonconformities. Staff supports the requested variances.

4. ***Request for Conditional Use for a Drive-Through Associated with a Restaurant in the B4A Roosevelt Road Corridor District***

Drive-through establishments are conditional uses in the B4A District. The existing building on the subject property is a former bank building with three drive-through service lanes located on the west side of the property. The petitioner plans to repurpose the building for a drive-through restaurant. Traffic flow on the north side of the property will be modified to allow drive-through patrons to queue in a single lane along the north side of the building to place an order. Order pickup will occur at a service window on the west side of the building. The west portion of the drive-through widens to three lanes to accommodate customers waiting for orders. All drive-through traffic will exit the site to the west through a drive aisle that connects to the adjacent property at 515 W. Roosevelt Road.

The Village's traffic consultant, KLOA, evaluated the drive-through and internal circulation on the site. KLOA recommends the following modifications and operational practices for the drive-through lanes:

- Drive-through lanes on the west side of the building should be widened from 9 feet 4 inches to 10 feet to better accommodate drive-through traffic (note: lane on north side of the building is 13 feet wide).
- The middle lane on the west side of the building should be open for regular drive-through orders. This will ensure adequate stacking space in the drive-through.
- The westernmost lane should be dedicated to vehicles picking up remote orders.
- The drive-through exit on the west side of the property should be reduced in width from 31 feet to 26 feet and striped for exclusive left-turn and right-turn lanes. Outbound maneuvers from the exit lane should be under stop sign control with "Do Not Enter" signs facing west.

Provided that the above modifications are made, KLOA concludes that on-site circulation will be adequate to handle site traffic. KLOA does not expect the proposed land use to have significant impacts on the surrounding roadway network.

Staff recommends approval of the conditional use subject to the modifications recommended by KLOA.

5. ***Request for Conditional Use for Off-Site Parking***

The entire Burj Plaza shopping center, comprising the subject property, the adjacent property to the south (1210 S. Finley) and the former Dania property (515 W. Roosevelt), is the beneficiary of a 1972 private agreement that grants easements for ingress, egress, and shared parking across all three properties (R1972-041405). As seen in Table 1, the parking lots and drive aisles on the individual properties have been constructed to promote circulation of traffic between the three properties and to allow visitors to park once and visit multiple establishments. The petitioner requests approval of a conditional use for off-site parking to memorialize the interconnected nature of the three parking lots. In consideration of this request, staff notes that many shopping centers along Roosevelt Road provide for cross access and shared parking across multiple parcels of property. Such arrangements benefit the Village by reducing the number of curb cuts onto public streets and promoting efficient use of available parking. Staff recommends approval of this conditional use.

While vehicles visiting the subject property may park throughout the Burj Plaza shopping center, staff notes that the available parking spaces on the subject property and the adjacent property at 1210 S. Finley Road (PC 25-05) are sufficient to meet Village Code requirements for the proposed uses in both buildings

on the two properties would accommodate the peak parking demand for all the land uses proposed in petitions PC 25-04 and PC 25-05.

Table 1. Parking space demand and supply, 505 W. Roosevelt Road and 1210 S. Finley Road

<i>Land use</i>	<i>Code Requirement</i>	<i>Required Spaces</i>
505 W. Roosevelt, fast food restaurant with 1,220 SF seating area	9 spaces per 1,000 SF seating area	11
505 W. Roosevelt, retail store	3 spaces per 1,000 SF gross area	4
1210 S. Finley, smoking establishment with 2,668 SF seating area	9 spaces per 1,000 SF seating area	24
Total required spaces		39 spaces
Total provided spaces		69 spaces

6. *Refuse Disposal Area*

The petitioner's site plan shows a screened refuse disposal area on the southwest side of the building at 505 W. Roosevelt Road. The petitioner states that this refuse disposal area will serve both the subject property and the property at 1210 S. Finley Road (PC 25-05). The shared use of this disposal area is referenced in the recommended conditions of approval.

SITE HISTORY

PC 86-21: Approval of conditional use to allow construction of a drive-through bank.

FINDINGS & RECOMMENDATIONS

Staff finds that the proposed conditional uses and variations are consistent with its surrounding context, the Village of Lombard Comprehensive Plan, and Zoning Ordinance.

The Inter-Departmental Review Committee has reviewed the standards for the requested conditional uses and variations and finds that the petition **complies** with the standards established by the Village of Lombard Zoning Ordinance, subject to conditions of approval based on the above considerations. As such, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion for **approval** of PC 25-04:

Based on the submitted petition and the testimony presented, the petition does comply with the standards required by the Village of Lombard Zoning Ordinance and that approval of the petition is in the public interest and, therefore, I move that the Plan Commission accept the findings of the Inter-Departmental Review Committee Report as the findings of the Plan Commission, and recommend to the Village Board **approval** of PC 25-04, subject to the following conditions:

1. That the petitioner shall satisfactorily address all comments noted within the Inter-Departmental Review Committee Report;
2. That the petitioner shall develop the site in accordance with the plans submitted as part of this petition and referenced in the Inter-Departmental Review Committee Report;
3. That the petitioner shall modify the drive-through lanes in accordance with the recommendations of KLOA in the Site Plan Evaluation, dated February 6, 2025;

4. That the refuse disposal area on the subject property shall serve the subject property and the property located at 1210 S. Finley Road, unless and until such time as arrangements are made for refuse collection on each property individually;
5. That the petitioner shall apply for and receive building permits for the proposed improvements; and
6. That this approval shall be subject to the commencement time provisions as set forth within Section 155.103(F)(11).

Inter-Departmental Review Committee Report approved by:


William J. Heniff, AICP
Director of Community Development
c. Petitioner

attachment: Memorandum re: Site Plan Evaluation, Proposed Burj Plaza, prepared by KLOA, dated 2/6/25.

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EXHIBIT A
PETITIONER'S SUBMITTALS

1. (001) Petition for public hearing;
2. (002S) Burj Plaza disclosure and authorization;
3. (003) Owner and tenant disclosure and authorization;
4. (004) Last tax bill;
5. (005S) Last deed;
6. (006S) Survey of entire commercial center prepared by Gentile & Associates, Inc.;
7. (007R) Itemization of relief;
8. (008S) Phasing description;
9. (009S) Title insurance commitment;
10. (010S) Site Plan prepared by Watermark Engineering Resources;
11. (011S) Preliminary Engineering prepared by Watermark Engineering Resources;
12. (012S) Landscape Plan Sheet 1, prepared by J. Davito Design, Inc. for Watermark Engineering Resources;
13. (013S) Landscape Plan Sheet 1.1, prepared by J. Davito Design, Inc. for Watermark Engineering Resources;
14. (014S) Photometric Plan prepared by Watermark Engineering Resources;
15. (015S) Legal descriptions;
16. (016) Project narrative;
17. (019) Floor plan with building elevations prepared by Purohit Architects;
18. (020) North and south elevations prepared by Purohit Architects;
19. (021) East and west elevations prepared by Purohit Architects;
20. (022) Table of zoning compliance (B4A Roosevelt Road Corridor);
21. (030S) Current conceptual monument signs prepared by Purohit Architects;
22. (035) Notice address list and map;
23. (040) 2023 DuPage County GIS Aerial;
24. (043) 2014 DuPage County GIS Aerial;
25. (044) 2011 DuPage County GIS Aerial;
26. (045) 2006 DuPage County GIS Aerial;
27. (046) 1998 DuPage County GIS Aerial;
28. (047) 1987 DuPage County GIS Aerial;
29. (048) 1978 DuPage County GIS Aerial;
30. (049) 1956 DuPage County GIS Aerial; and
31. (060S) Address list plan.

MEMORANDUM TO: Anna Papke, AICP
Village of Lombard

FROM: Javier Millan
Principal

DATE: February 7, 2025

SUBJECT: Site Plan Evaluation
Proposed Burj Plaza
Lombard, Illinois

This memorandum presents the findings and recommendations of a site plan evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Burj Plaza outlot to be located in the southwest quadrant of the intersection of Roosevelt Road with Finley Road in Lombard, Illinois.

The site is currently occupied by a vacant former 5/3 Bank with a drive-through lane and a vacant former auto glass repair shop. As proposed the bank building will be repurposed with an approximately 3,565 square-foot fast food restaurant with a drive-through and a total of 68 seats. In addition, an approximate 1,280 square-foot candy store will be developed on the east side of the building. The vacant auto glass repair shop will be repurposed with an approximate 4,782 square-foot smoking lounge. Direct access to the site will continue to be provided via a right-in/right-out access drive off Finley Road as well as via the existing access drives serving the Burj Plaza.

The purpose of this evaluation was to address site access, internal circulation, drive-through operation and parking demand.

The sections of this memorandum present the following.

- Existing roadway conditions
- A detailed description of the proposed development
- Vehicle trip generation for the proposed development
- Future conditions including recommendations for access to and from the site and circulation within the site

Existing Conditions

Existing conditions were documented based on field visits conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roads including geometry and traffic control, adjacent land uses, and existing access.

Site Location

The site is currently vacant and is located in the southwest quadrant of the intersection of Roosevelt Road with Finley Road. **Figure 1** shows an aerial view of the site. The characteristics of the existing roads that surround the site/development are described below.

Roosevelt Road (IL 38) is an east-west other principal arterial roadway bordering the site to the north. It has two through lanes in each direction separated by a painted median with a posted speed limit of 35 mph. Roosevelt Road carries an average daily traffic (ADT) of approximately 34,300 vehicles (IDOT 2023). Roosevelt Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is designated as a Strategic Regional Arterial (SRA).

Finley Road is a north-south roadway that provides two through lanes in each direction. Sidewalks are generally provided on both sides of the roadway and parking is prohibited. The posted speed limit in the vicinity of the site is 35 mph. Finley Road, in the vicinity of the site, is under the jurisdiction of the Village of Lombard. According to IDOT's website, Finley Road carries an average daily traffic (ADT) volume of 18,700 vehicles south of Roosevelt Road (IDOT 2023) and an ADT of 6,800 vehicles north of Roosevelt Road (IDOT 2020).

Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the weekday morning and afternoon peak hours.

Proposed Site and Development Plan

As previously indicated, the site will be developed with the bank building will be repurposed with an approximately 3,565 square-foot fast food restaurant with drive-through with a total of 68 seats. In addition an approximate 1,280 square-foot candy store will be developed on the east side of the building. The vacant auto glass repair shop will be repurposed with an approximate 4,782 square-foot smoking lounge with a total of approximately 70 seats. Only the fast-food restaurant use is anticipated to potentially be open during the morning peak period. Approximately 69 off-street parking spaces inclusive of three accessible parking spaces will be provided. These number of spaces are only those within the outlot parcel and do not include the spaces within the Burj Plaza.



Aerial View of Site

Figure 1

Site Access

Direct access to the site will continue to be provided via a right-in/right-out access drive off Finley Road as well as via the access drives serving the Burj Plaza which consist of the following:

- One full access drive off Roosevelt Road
- One right-in/right-out access drive off Finley Road
- One full access drive off Finley Road

Maintaining the cross-access with the Burj Plaza will enhance the accessibility of the site as well as that of the Plaza.

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed commercial development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). As proposed, the development will consist of the following land uses:

- A 3,565 square-foot fast food restaurant with drive-through
- A 1,280 square-foot candy store
- A 4,782 square-foot (70-seat) smoking establishment

The following land use codes were used to determine the traffic to be generated by the proposed development:

- “Fast Food Restaurant with Drive-Through” (Land-Use Code 934)
- “Strip Retail Plaza < 40K” (Land-Use Code 822)

It is important to note that ITE does not have trip generation data for a smoking establishment. As such, the trip generation estimate for this land use was partially based on the Brewery Tap Room (Land Use Code 971) rates and the number of seats.

Table 1 shows the weekday morning, weekday evening, and Saturday midday peak hour traffic trips to be generated by the proposed development.

Table 1

PROJECTED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
934	Fast-Food Restaurant with Drive-Through (3,565 s.f.)	81	78	159	61	57	118	100	97	197
822	Candy Store (1,280 s.f.)	--	--	--	4	4	8	4	4	8
971	Smoking Establishment (4,782 s.f.)	--	--	--	28	19	47	30	12	42
Sub Total		81	78	159	93	80	173	134	113	247
<i>Pass-By Reduction (50 percent)</i>		-40	-40	-80	-29	-29	-58	-49	-49	-98
Total New Trips		41	38	79	64	51	115	85	64	149
Note: Pass-by reduction only applied to the fast-food restaurant										

Proposed Development Parking Requirement per Code

As previously indicated, the development is proposing to provide 69 off-street parking spaces. The Village of Lombard Code of Ordinances calculates the required number of parking spaces as follows:

- Nine spaces per 1,000 square feet of seating area for a fast-food restaurant
- Three spaces per 1,000 square feet of gross floor area for a retail establishment

Given that there is no specific requirement for a smoking establishment, the Village has typically applied in the past the parking requirement for a fast-food restaurant.

A review of the architectural plans indicates that the restaurant seating area is 1,220 square feet and the smoking establishment has an indoor seating area of 2,000 square feet plus an additional 668 square feet of outdoor seating area for a total seating area of 2,668 square feet. Based on this, the development should provide parking as follows:

- 11 parking spaces for the fast-food restaurant (1,220 s.f./1,000 * 9)
- Four spaces for the retail store (1,280 s.f./1,000 * 3)
- 24 spaces for the smoking establishment (2,668 s.f./1,000 * 9)

Based on the above, the proposed development should provide a total of 39 parking spaces resulting in a surplus of 30 parking spaces.

Institute of Transportation Engineers Parking Rates

For comparison purposes, KLOA, Inc. reviewed survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual*, 6th Edition. It is important to note that the *Parking Generation Manual* does not have data for a smoking establishment. As such, the data for a Brewery Tap Room (Land Use Code 971) was utilized. **Table 2** shows the projected parking demand for a weekday and a Saturday.

Table 2
PROJECTED PARKING DEMAND – CREEKSIDE PLAZA

ITE Land-Use Code	Type/Size	Projected Peak Parking Demand	
		Weekday	Saturday
934	Fast Food Restaurant with Drive-Through (3,565 s.f.)	27	30
822	Candy Store (1,280 s.f.)	4	7
971	Smoking Establishment (4,782 s.f.)	27	32
Outlot Total		58	69

As can be seen from Table 2 and assuming all of the proposed land uses peak at the same time, the development will provide enough parking to accommodate the peak parking demand on a weekday and on a Saturday. However, it is important to note that all three land uses peak at different times (i.e. the fast-food restaurant peaks midday on a weekday and a Saturday while the smoking establishment peaks in the evening). As such, there will be good synergy between all land uses and the proposed number of parking spaces will be adequate in accommodating the projected peak parking demand of all the land uses within the development.

Drive-Through and Internal Circulation Evaluation

The drive-through lane, as proposed, will serve the proposed fast-food restaurant and will have a counterclockwise flow with vehicles traveling west to south on the north and west sides of the building. Vehicles will then exit onto the drive aisle west of the outlot parcel.

A review of the site plan indicates that the development is proposing to provide three lanes. One window lane for regular drive-through orders, one middle lane for orders placed either via internet/app or telephone, and a third lane for either bypass lane or additional remote orders. Further inspection of the site plan indicates that the regular drive-through lane will provide stacking for seven vehicles. Based on the Village of Lombard Code of Ordinances, a fast-food restaurant with drive-through should provide stacking for eight vehicles. As such, the proposed stacking distance is short of meeting code by one vehicle.

Based on our observations of other fast-food establishments in Lombard and throughout the Chicagoland area and in order to ensure that drive-through queues are contained within the drive-through lanes, the following modifications are recommended:

- In order to better accommodate the drive-through traffic and their turning maneuvers, the lanes should be widened to 10 feet.
- The middle lane should be open at all times for regular drive-through orders thus increasing the stacking area to 11 vehicles and meeting/exceeding the Village's requirement. Consideration should also be given to extending the median separating the drive-through lane from the parking stalls north of the drive through lane to better delineate the regular drive-through lane. This would also allow for the provision of approximately two additional parking spaces (see diagram in the Appendix).
- The outside (westernmost lane) should be dedicated to orders made via telephone, internet or the app. It is imperative that this lane be signed for remote orders only and that it is only utilized for picking up orders that have already been paid for. Based on our experience with other restaurants providing pick-up only lane facilities, the typical queue/stacking during the peak periods ranges between three to four vehicles, with an average customer service time at the pick-up window of approximately 50 seconds. This is due to the fact that the pick-up lane is only for picking up orders that have already been paid for online or via the phone app.

- Therefore, based on these observations and given that approximately four vehicles can be accommodated within this outside lane, the proposed stacking will be adequate in accommodating the pick-up lane demand without spilling outside of the designated area or affecting the internal circulation within the parking lot.
- Uber Eats, Door Dash or any other food delivery service should park, enter the restaurant and pick up the order. Consideration should be given to striping three or four spaces as designated food delivery spaces. These could be any of the spaces facing Roosevelt Road.

In the event that queues at the drive-through facility are longer, the additional vehicles can queue internally within the site without impacting Finley Road. It should be noted that the peak demand of the drive-through facility will be midday when the demand of the other tenants is lower. During the evening peak when the other potential tenant (smoking establishment) generates a higher amount of traffic, the proposed retail store traffic will be reduced, thus allowing for good synergy between the land uses.

The development as proposed will provide, at a minimum, 24-foot-wide drive aisles within the parking lot thus allowing for efficient two-way circulation. Based on a review of the site plan, the outlot parcel's internal access drive off the southern right-in/right-out access drive serving the Burj Plaza will be relocated further west thus providing additional stacking distance and reducing the number of conflict points within close proximity to the intersection of the southern right-in/right-out access drive with Finley Road. As depicted on the site plan, outbound movements from this internal access drive should be under stop sign control. In order to control and organize the exiting turning movements from the drive-through lane, it is recommended that the exiting drive from the facility be narrowed down to at least 26 feet and striped for an exclusive left-turn lane and an exclusive right-turn lane. Furthermore, a "Do Not Enter" sign should be posted on the exit drive facing west. The recommended modifications are shown in the Appendix.

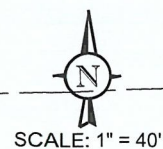
Conclusion

Based on the proposed development plan and the preceding evaluation, the following conclusions and recommendations are made:

- The traffic to be generated by the proposed land uses will not have a significant impact on the surrounding roadway network.
- The proposed number of parking spaces will meet/exceed the Village's requirements and will be adequate in accommodating the anticipated peak parking demand.
- The access system as proposed will be adequate in accommodating the future traffic volumes.
- Outbound movements from the internal access drive and the exiting drive-through lane should be under stop sign control.
- The proposed on-site circulation will be adequate in accommodating site traffic.
- The recommended modifications to the drive-through facility will ensure that it meets/exceeds the Village's requirements
- Consideration should also be given to extending the median separating the drive-through lane from the parking stalls north of the drive-through lane to better delineate the regular drive-through lane. This would also allow for the provision of two additional parking spaces.
- Consideration should be given to striping three or four spaces as designated food delivery spaces.

Appendix

IL ROUTE 38 (ROOSEVELT RD.)



CONCRETE PAVEMENT

10' COMED EASEMENT PER
DOC. NO. R87-137070

EXISTING LIGHT POLE TO
REMAIN (TYP., 3-LOC.)

S470759°E
21.25'

**ADD 2 ADDITIONAL
PARKING SPACES**

20' INGRESS & EGRESS
EASEMENT PER DOC. #R72-08166

5' PUBLIC UTILITIES
EASEMENT PER DOC.
NO. R77-08166



80' FROM CENTER OF
ORDER POINT TO
CENTER OF PICK UP
WINDOW

PROPOSED TRASH
ENCLOSURE (SEE
ARCHITECT'S PLANS
FOR DETAILS)



5' PUBLIC UTILITIES & DRAINAGE
EASEMENT PER DOC. NO. R72-12515

LOT 1
1 STORY
MASONRY AND
GLASS BLDG.
#505
4,863 S.F.

50

LOT 2
1 STORY
MASONRY AND
STUCCO BLDG.
#510
4,782 S.F.

19

NOTE:
GEOMETRIC MODIFICATIONS ARE BASE ON PDF OF
OF SITE PLAN. TOPOGRAPHIC SURVEY AND CAD OF
SITE PLAN ARE REQUIRED TO CONFIRM ACCURACY.

DANIA OUTLOT
SITE PLAN REVIEW
LOMBARD, ILLINOIS

PRELIMINARY PROPOSED MODIFICATIONS

DRAWN: MD
DATE: 02-26-25
PROJECT #: 25-029
EXHIBIT: A

CHECKED: JM
REV:



IL ROUTE 38 (ROOSEVELT RD.)

CONCRETE PAVEMENT

10' COMED EASEMENT PER
DOC. NO. R87-137070

EXISTING LIGHT POLE TO
REMAIN (TYP., 3-LOC.)

54707°59'E
21.25

SCALE: 1" = 40'

EXISTIN

20' INGRESS & EGRESS
EASEMENT PER DOC. #R72-08166

PUBLIC UTILITIES
EASEMENT PER DOC.
R77-08166

80' FROM CENTER
OF ORDER POINT TO
CENTER OF PICK UP
WINDOW

PROPOSED TRASH
ENCLOSURE (SEE
ARCHITECT'S PLANS
FOR DETAILS)

5' PUBLIC UTILITIES & DRAINAGE
EASEMENT PER DOC. NO. R72-12515

LOT 1

1 STORY
MASONRY AND
GLASS BLDG.
#505
4,863 S.F.

50

LOT 2

1 STORY
MASONRY AND
STUCCO BLDG.
#1240
4,782 S.F.

19

PROPOSED DECORATIVE
METAL FENCE WITH GATES

NOTE:
GEOMETRIC MODIFICATIONS ARE BASE ON PDF OF
OF SITE PLAN, TOPOGRAPHIC SURVEY AND CAD OF
SITE PLAN ARE REQUIRED TO CONFIRM ACCURACY.

DANIA OUTLOT
SITE PLAN REVIEW
LOMBARD, ILLINOIS

PRELIMINARY PROPOSED STACKING

DRAWN: MD CHECKED: JM
DATE: 02-06-25 REV:
PROJECT #: 25-0229
EXHIBIT: B

KLOA
Knap Lindgren, O'Hara, Aboona, Inc.

BURJ PLAZA—505 W. ROOSEVELT ROAD (MULTI-TENANT)
505 W. Roosevelt Road, Lombard, DuPage County, Illinois
Permanent Index No. 06-19-100-029

REQUEST FOR CONDITIONAL USE AND EXISTING CONDITION VARIATIONS
Drive Through Accessory to Restaurant

PROJECT NARRATIVE

BURJ PLAZA LLC (“Petitioner”), on its own behalf as the owner of the acreage that includes 505-515 West Roosevelt Road and 1210 Finley Road (referred to herein as the “shopping center”) and for the purposes relating to operations of an entity related to B2B LOMBARD LLC (a prospective tenant) in the existing building at 505 W. Roosevelt Road (P.I.N. 06-19-100-029) (referred to as the “Property” or the “Subject Property”) respectfully seeks approval of:

1. A conditional use pursuant to Section 155.103(F) of the Zoning Ordinance in order to allow a drive through accessory to a restaurant (see Section 155.417(G)(2)(b)(iv));
- 2.
3. A conditional use pursuant to Section 155.103(F) of the Zoning Ordinance in order to recognize existing off-site parking throughout the shopping center (R1972-041405) and allow the use of parking spaces situated at 505 West Roosevelt Road to support use at 1210 Finley Road and 515 W. Roosevelt Road in conformance with Section 155.602(A)(3)(b) while also allowing shopping center cross-parking as covenanted in 1972 (see Section 155.417(G)(2)(c)(ii)); and
4. Variations pursuant to Section 155.103(C) of the Zoning Ordinance to allow the several existing conditions to remain with many improved.

ABOUT BURJ PLAZA

Several months ago, Mohammad Yaqoob was before the Village on several requests relating to his effort to open a thriving Chicago restaurant named Usmania in a restaurant and banquet concept near the west end of the Village’s two-mile long B4A Roosevelt Road Corridor District. At the time, he was working to fit a valuable use onto a site, but interest rates and financing structure changed dramatically between application and approval. When Mohammad shifted to the new plan there were several community members and business owners as well as many Village officials who were disappointed in the loss of the project.

After more than six years of trying to locate his concept in Lombard, in December 2025, Mohammad acquired the former Dania furniture store and warehouse site as well as the two lots at the southwest corner of the intersection of Roosevelt Road and Finley Road. The site was long overdue for new energy in a concept that offered Lombard more. Petitioner is the owner of the Subject Property, 505 W. Roosevelt Road, and the managing entity of the much larger 515 W. Roosevelt Road which is titled in two related entities solely owned by Mr. Yaqoob due to the structure utilized for the acquisition.

Petitioner is repurposing the shopping center by improving the buildings, parking and drive areas, reducing blight and underutilization, and enhancing the use of the shopping center to provide for a significant experiential environment that allows for a sense of place rather than the impacts of site planning in the 1960's and 1970's with massive parking fields and a design that is excessively automobile oriented. Already underway, but pending a number of Village actions, the initial phase of the project involves remodeling and redesigning the north storefront areas and the northern portion of the east storefront areas to allow for various tenancies to allow some stabilization of the shopping center. The initial phase will include demolition of a freestanding automotive service use near the new daycare in the southeast portion of the shopping center. The next phase entails repurposing the use of the vacant bank and related teller drive through facility to a multi-tenant building with a restaurant and drive through as well as conversion of another automobile service use at the Subject Property to a smoking establishment in a single-tenant building. Petitioner will also be working on subsequent phases that include bring Usmania restaurant to the shopping center and the addition of a large banquet facility. Finally, immediately west of the two corner lots that are seeking conditional uses in February and March 2025, Petitioner intends to pursue two additional buildings in an outlot format.

Petitioner provides this background so that the Plan Commission and the Village Board are aware of both the immediate circumstances and future plans for development which have been several months in the works. The factors relating to conditional uses and variations apply to the instant application notwithstanding the goals noted above, and they play an important role even though there should soon be an application for planned development that follows along and encompasses the entire shopping center in a unified planning effort. This narrative relates only to the proposal to convert the existing former bank drive through to a drive through that will serve a restaurant on the Subject Property.

ABOUT B2B LOMBARD AND THE DRIVE THROUGH

Petitioner and B2B propose a multi-lane drive through with two lanes dedicated to orders placed initially at the menu board and a third lane available to remote orders. The conditional use under Section 155.417(G)(2)(b)(iv) involved the standard planning for a drive through and exceeds the stacking requirement by providing nine (9) spaces.

The prospective drive through tenant is Bumper 2 Burger (bumper2burger.com). The tenant has experience operating a drive-through at its current location in Lombard (715 South Main Street). The proposed drive through and existing site have substantial differences, but operations from the existing site have allowed Bumper 2 Burger (referred to as the "tenant" for the remainder of this discussion) to plan the Burj Plaza location as one that will operate more efficiently and without risk of congestion in interior drives or on the public streets. At present, there is only one drive through at the Main Street location and this can cause peak service time conflicts if the lane includes remote-order customers and menu board orders.

Page 3

The tenant has four principal means of service: (1) dine in; (2) drive-through following an initial order placed at the menu board; (3) remote order; and (4) delivery service orders. Remote orders can arise via Internet order, telephone or the use of an application designed for this purpose. Delivery service orders have become commonplace, and the dine-in and menu board orders similarly need little explanation. The drive through design accounts for all styles of ordering and pickup for those who will not dine in. There will still be designated spaces for delivery service drivers, 60-70% of which tend to enter the restaurant so they can confirm orders before delivery.

The proposed drive through operation will have three lanes: Lane 1 at the window lane, Lane 2 as the middle lane, and Lane 3 as the outside lane. Lane 1 and Lane 2 will always be available for menu board orders and B2B will staff peak hours to always allow for service in Lane 1 and Lane 2 with staff trained to recognize when to direct orders from the menu board to Lane 2. Lane 1 and Lane 2 would not be used for orders placed elsewhere. Lane 3 will be used for smaller remote orders. Larger orders and delivery service orders will park and retrieve orders from inside the restaurant. Lane 3 is likely to be primarily for bypass. For a period, the tenant will also have the option to use parking spaces directly west of the drive through for orders, but with new buildings coming, there are ample spaces available on the Subject Property to relocate these between 2026 and 2029. These parking spaces are not expected to be a permanent part of the drive through operation even though delivery service vehicles will have dedicate spaces on a more permanent basis.

The proposed drive through is designed to allow orders at the menu board using traditional counterclockwise stacking, with the ordering location situated at the driver's side of the fifth stacked car and three additional stacking spaces behind the fifth car. The window will open from left (south) of the center of the drive through window area, with food preparation to the right (north). The only direct connection from the inside of the business to the drive through customer is in the window lane.

The Lane 1 will be the primary location for delivery of food to the drive-through customer placing an order at the menu board. There will be a door situated on the west elevation of the building that connects to the kitchen and drive through area, and staff will have the option of using this door to deliver food to customers placing orders at the menu board, but pulling forward from the menu board area into Lane 2. Additionally, staff will use this door to deliver remote orders to the vehicle of the ordering in Lane 3. Remote orders will not be directed to Lane 1 or Lane 2. The drive through also features a direct entrance from the north into the middle and third lane, but Lane 3 will be clearly marked for remote orders.

All businesses pay attention to their peak demand periods. B2B is no different. The use of the middle Lane 2 is going to be frequent during the midday peak and the evening peak periods. B2B has considered the drive through design and intends that the middle lane be part of its daily use for orders initially placed at the menu board. Between 11 AM and 1:30 PM and 5:30 PM and 6:30 PM, the middle Lane 2 will be staffed as an active second lane for menu board orders. The

primary lane for app, phone or Internet orders will always be Lane 3. Those with large orders and delivery services will be told to visit the interior to retrieve their order or have the order brought to their vehicle in a parking space.

The drive through will enter from an interior drive aisle that is well-removed from the public rights of way. The ability to use Lane 1 and Lane 2 should avoid stacking onto Finley Road or into the driveway area at the North Finley Road entrance. The exit will lead into the main parking field for the shopping center where traffic will disperse to one of the other driveways onto either Roosevelt Road or Finley Road. Directional signage will assist drivers looking for the entrance to the drive through (which will be readily visible from each abutting right of way). Sufficient radii exist for turn movements into the drive through ordering area. Directional signage at the exit will indicate that Finley Road traffic should turn south (left). During peak times, this movement is likely to be the more common movement for vehicles that wish to use southbound Finley Road or westbound Roosevelt Road. Direct left turns onto westbound Roosevelt Road are possible at all hours, but more difficult in the afternoon peak hours. The availability of protected turns at the intersection of Roosevelt Road and Finley Road allows some confidence that the stoplight may be a preferred option during peak or other busy times if one desires northbound Finley Road or westbound Roosevelt Road travel.

The menu board is likely to feature fixed and digital components, with an audio system for communication that will be managed as they are customarily.

Time from order to delivery can range from two minutes to slightly under five minutes, depending on the time of day and nature of the order. Customers with special or particularly large orders will be directed to parking spaces, away from the main window Lane 1 and the middle Lane 2. Typically, large orders are placed remotely and planned for pickup and the original placement of a large order in the drive through is quite uncommon.

Appropriate striping for lanes, crosswalk areas and stacking is planned. However, the Village should note that the door for delivery of food by foot to the vehicle is planned for south of the drive through window. The staff person using this door will be able to observe all vehicles in the three lanes on his or her approach. The return route will be in a striped area well within view of the drivers in the lanes.

Pedestrian routes near and across drive throughs are common. In this instance, the accessible route from two accessible spaces is marked in a location prior to the first necessary drive through turn movement for a vehicle entering from Finley Road or the interior south portion of the shopping center. Additionally, a striped pedestrian walk will connect the north parking to the main entrance.

Although the tenant does not intend to place an employee outdoors for receiving orders, any drive through operator must have a contingency plan for this in the event that there is an

equipment malfunction. The tenant could place an employee in the lane for receiving two orders at once, but this has not been necessary previously.

The main tenant entrance will be on the north elevation (continuing the entrance trends that have existed at the site), but it will have frontage on both the east and north elevations. Consideration was given to having an entrance on both the north and east elevations, but there is an existing full growth tree the owner intends to preserve and the north entrance aligns with a larger number of practical parking spaces even though the sidewalk around the west elevation is continuous.

Lastly, one north wall sign element intends to identify the drive through location.

THE SHOPPING CENTER AND SUBJECT PROPERTY

Burj Plaza is situated at a western gateway into the Village of Lombard on the south side of Roosevelt Road/Illinois route 38 approximately 1/2 mile east of Interstate 355 (opened in 1989). At the southwest corner of the intersection of Roosevelt Road and Finley Road, the shopping center area has carried substantial, but unrecognized, potential since the 1970's. Lucky Stores (a grocer that once operated in the area) planned for large box retail operations along with automotive service uses and overly expansive parking fields that still dominate the site like many that were developed in the 1970's. The planning theory behind the center is outdated today, leaving a tract exceeding 11 acres with an over-abundance of parking, underutilized parking fields and other areas (even when businesses were open), and an appearance of obsolescence that has extended a few decades.

Currently operating primarily in the western United States, Dania furniture wound down, then ceased, operations at its Lombard location. The largest building in the center tract was the Dania furniture store and warehouse and the smallest was an auto repair facility east of the store and warehouse and north of a newly developed childcare center. The Dania store and warehouse are not capable of re-use for retail or service or for food and beverage purposes without substantial investment and retrofitting. The two smaller corner lots at the southwest corner of the intersection of Roosevelt Road in Finley Road (also developed in the 1970's) have also been vacant for quite some time. Outdated and incompatible structures on these lots are not capable of re-use in their existing forms.

Topographic elevations across the shopping center vary greatly from one portion of the center to another and from the centerline of Roosevelt Road to the primary storefront along the north elevation of the existing large retail building. The north end of the property is nearly 20 feet higher than Roosevelt Road and between six and 10 feet higher than Finley Road. Planning even within the two corner lots requires attention to changes in grade from both rights of way and between each of these smaller lots.

Roosevelt Road/Illinois Route 38 is a major arterial highway under the jurisdiction of the Illinois Department of Transportation. Finley Road is a minor arterial and carries vehicles between portions of Glen Ellyn and Lombard south to Downers Grove and Woodridge (named Belmont Road south of Ogden Avenue). It is a regional alternative to Interstate 355 and Illinois Route 53, and has reasonable connectivity with I-355, I-88, U.S. Routes 34 (Ogden) and 64 (North), Illinois Routes 38, 53, and 56, as well as County Highways 2 (Finley/Belmont), 3 (Warrenville), and 34 (Oak Brook Road).

The Illinois Department of Transportation reports average daily traffic along Roosevelt Road east of I-355 extending across much of Lombard in excess of 34,000 vehicles per day with a slight increase east of Main Street when compared to areas west of Main Street. Finley Road south of Roosevelt Road has an average daily traffic volume of 18,700 vehicles per day while Finley Road north of Roosevelt Road sees 6,800 vehicles per day.

The Illinois Department of Transportation rates the entire stretch of Roosevelt Road in the Village of Lombard. Finley Road north and south of Roosevelt Road is rated as being of minimal safety concern. Eastbound Roosevelt Road, at points between Lombard Toyota and Finley Road, is rated as being a minimal safety concern. The entire stretch of westbound Roosevelt Road west of the stoplight for the Mariano's center is rated as being of low traffic safety concern. Areas west and east, where there are more driveways or street intersections without traffic control devices are rated medium or high safety concerns (not uncommon).

The shopping center has always had a single full-access driveway connection on Roosevelt Road/Illinois Route 38 and a single full-access driveway connection on Finley Road, with various easements for access. Nothing related to the use of these driveways will change as a function of the initial construction and renovation within the primary building in the shopping center or as a result of the conditional uses for the corner lots. The shopping center offers three driveways with connections to Finley Road. The two north driveways were planned at different times for limited access due to the median within Finley Road which not only has an increased volume of traffic since the early 1970s but also has seen multiple lane expansions (from three lanes to five lanes) over the past few decades. Right of way planning and modifications did not consider sidewalks along the center property until the 2000's when the Roosevelt Road sidewalk was constructed. There has never been a sidewalk along Finley Road and the Village did not require a sidewalk extension as part of the day care improvement.

Traffic along Finley Road and Belmont Road has spurred a higher level of development for residential, commercial and industrial purposes in the last few decades. However, the Subject Property has fallen behind the curve in comparison to other areas.

NEARBY DEVELOPMENT, CURRENT ZONING AND TREND OF DEVELOPMENT

Retail development did not extend to the intersection of Roosevelt Road and Finley Road until the early 1970s. but the Glen Ellyn hotel arrived in 1962. The larger building in the

shopping center was constructed in 1971 and 1972. Construction of the building at 1210 Finley Road concluded in 1977. Constructed in 1974-1975, the corner building hosted a restaurant before being converted to a drive through banking facility in the 1980s. Both corner lots have been vacant for several years, with minimal activity over the past 12 years. The redevelopment of this shopping center follows the 2016-2017 redevelopment of the Mariano's site which injected new life to the area but left the outdated center bookended by newer developments (Lombard Toyota, 1990's and expanded in the early 2000s).

The entire shopping center is classified as part of the Village's B4A Roosevelt Road Corridor District that extends across the Village along Roosevelt Road. The Glen Ellyn municipal boundary lies along the north side of Roosevelt Road west of Finley Road, and all of the Glen Ellyn frontage is classified C3 Service Commercial. East of Finley Road, the B4A district has substantially less depth on the north side of Roosevelt Road, but it continues to provide substantial opportunities for business. Directly east of the shopping center on the opposite side of Finley Road is the large B4A planned development that includes Mariano's grocery and other amenities. Southeast, south and southwest of the shopping center are several multiple family residential dwellings situated in the Village's R5 General Residential District, and all of this residential development currently benefits from Village planned development authorization. Directly west of the shopping center along Roosevelt Road is another B4A planned development that hosts Lombard Toyota.

Uses in the area include a mix of corridor commercial development, surrounded by multiple family residential use that eventually transitions to single-family residential use under either Lombard, Glen Ellyn, or DuPage County jurisdiction. The Glen Ellyn side of Roosevelt Road features a blend of retail, office and hotel use, with the Crowne Plaza hotel (originally constructed in 1962 and remodeled and retrofitted a few times since) drawing visitors into the neighborhood regularly. The Crowne Plaza is one of two or three hotels in the area that are popular for families and parents of students that attend courses and functions at College of DuPage and at the DarusSalam campus situated at North Avenue and Swift Road. Automotive service, restaurant and retail uses line the Lombard frontage along Roosevelt Road, with Mariano's and Lombard Toyota anchoring the retail tax generation intended within this part of the Roosevelt Road corridor. South and west of the shopping center is the 36-acre International Village apartment complex, offering residential opportunities in eleven multi-family residential buildings. Southeast of the development lies in another smaller multiple family development featuring four four-story buildings in a condominium format. None of the common recreational areas for these multi-family developments have direct views to the shopping center, but outdoor parking and garages line the west and south property lines of the shopping center.

The intersection of driveways at the southwest corner of the shopping center is a direct concern for owners and occupants on more than 41 commercial and residential acres and an indirect concern for a much larger area of Downers Grove, Lombard, Oak Brook and Oakbrook Terrace that relies on Finley Road for access from the south and east to Roosevelt Road. Parallel full access drives on the east side of Finley Road continue to oppose the full access driveway for

the shopping center on the west side of Finley Road. Despite the increase in demand and capacity of Finley Road over the last few decades, traffic controls for these driveways have been limited to stop signs and conflicted turn movements which, though historical, present difficulties for drivers as uses in the area modernize. The condominium owners and Mariano's customers have alternative driveways, but the Finley Road driveways are still popular. Planning for this area cannot be accomplished as part of the conditional use planning, but it is a subject of discussion between staff and Petitioner. Three other driveways remain readily available to patrons on the two corner lots in the center.

STANDARDS FOR CONDITIONAL USE

The Village allows several uses as conditional uses if they meet the standards under Section 155.103(F) of the Zoning Ordinance. Essentially, a conditional use is one that the Village deems legislatively appropriate in a zoning district, but characteristics of the use require review in order to avoid potential adverse impacts from the use at a particular location when compared to other locations within the zoning district, neighborhood or block. The review typically entails a determination that no unique characteristic of the use at the location will cause an undue impact on neighboring land and land uses. (For example, the Village's traffic consultant and planning staff will be interested in knowing that Lane 1 and Lane 2 are dedicated to menu board orders in order to keep vehicles moving through the drive through and avoid excessive stacking into the drive aisle at the entry to the drive through.)

In this instance, Petitioner (as it did for LY-LA) seeks approval the drive through plus an additional conditional use for off-site parking authorization that has been part of the shopping center since 1972. Section 155.417(G)(2)(b)(iv) requires conditional use authorization.

Petitioner respectfully submits that, following public hearing, it will be clear that the conditional uses meet the standards in Section 155.103(F)(8). The proposed findings of fact are recited in bold and italics below with the supporting explanation in plain text thereafter.

The establishment, maintenance, or operation of the conditional uses will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare. As set forth in the table of compliance, the planning for the Property complies with the terms of the ordinance to the extent new installations are involved. The above drive through operation description and site planning reflects that the drive through should not be a detriment. The drive-through is convenient and necessary. The drive through is properly planned with two lanes to facilitate as many as ten cars (Ppetitioner uses nine due to the sharp, but available, turn into Lane 2 by a third stacked vehicle.) There should not be stacking near the drive way connection to the head of the drive through or near and onto Finley Road. Cars will be able to exit the drive through to the west.

The conditional uses will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and

impair property values within the neighborhood in which it is to be located. The most proximate driveways are restricted access (right-in, and right-out on Finley Road). Peak demand in the evening should be towards the end of the peak traffic hour on Roosevelt Road. The full access driveways entries are planned as they were in 1972 which involved consideration of more than 700 spaces for a large grocery store, diner, two auto repair uses and a dry cleaner. The use will lead to an attractive, modernized building that is well-lit and signed tastefully. The main entrance to B2b is distinct from the retail unit. Those entering B2B will be familiar with the drive through and the route of access across the well-marked pedestrian lane. However, B2B also has two dozen parking spaces available to the south of its store. The use will offer an amenity to Lombard residents and present a use available to hotel guests at the Crowne Plaza, providing a reason to visit and spend time (and money) in Lombard upon only a short walk.

The establishment of the conditional uses will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district. The shared cross-parking has existed 53 years. Although not directly relevant to the conditional uses, Petitioner has presented a phased approach to redevelopment of the 11-acre tract. Nothing relating to the B2B drive through imposes an excessive or untimely demand on drive aisle circulation or the use of driveways connecting to public streets. B2B will rely on the same interior access planning that has existed for decades, but it is not required by code to have so much parking. Since early January, the drive through has been the subject of discussions between Petitioner and B2B, and the planning appropriately avoids excessive stacking.

Adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided. This site has always had adequate public services and utilities. Preliminary engineering supports the conclusion that stormwater planning across the Property and its neighbor to the north can be managed.

Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets. Petitioner addressed peak demand periods for the use and peak roadway use above. Waste hauling is planned with a consolidated enclosure to avoid excess structures and maintenance concerns as well as duplication of loading operations for the two corner lots. Multiple restricted access and full access driveways are available to serve drive through customers. The cross-parking demand was planned at the same time as the current driveway arrangement (minus the northern Finley Road driveway that arose in the 1980s).

The proposed conditional use is not contrary to the objectives of the current comprehensive plan for the Village of Lombard. The 11 acres that include the Property did not appear in the areas of concern addressed in the 2014 Comprehensive Plan. However, a review of the attributes of the areas noted indicates that today's circumstances at the shopping center would have led to it being listed as a priority. Indeed, since 2014, the Village has not only provided planning permissions and incentives for new development in this vicinity, but it has also assisted with the vast expense of redevelopment and land improvement in the B4A corridor where

necessary to drive redevelopment that builds the economic base and adds to the fabric of the Village or resolves a significant need. The proposed use meets the recommended actions noted in Page 27 of the comprehensive plan. The remodeling of the interior and exterior of the existing building is in continuing scale to the surroundings and will strongly compliment uses in, adjacent, and nearby the shopping center. As called for on Pages 41-45, the proposed use respects the classification and planning of the Village's streets and it will contribute to a vast improvement of the appearance of the west side of Finley Road on a key route viewed by more than 100,000 drivers weekly even before redevelopment of the shopping center. Notably, this effort is the result of direct interaction and efforts by elected and appointed officials to pursue the objectives on Pages 55-56 of the comprehensive plan. Through these efforts, the Village maintained the interest of business owners from across the Chicago metro area who are assembling their efforts at the shopping center. In fact, B2B found an answer to its Lombard planning needs at the Subject Property. The approval of the drive through and continued shared parking will retain a valuable business in the Village. Shared parking to avoid overparked areas is consistent with the plan.

The conditional uses shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission. Please note the zoning compliance table. Maintenance of existing conditions on the Property and requiring compliance with the intent of the zoning ordinance with respect to new improvements makes planning sense. Although some might prefer to see an adaptation that adds substantial landscaping east of the building, it is important to note that visibility to buildings is important for traffic purposes, particularly when the Subject Property relies on one or two restricted access driveways. The building is attractive and plans for articulation above that demanded by the Village on other projects. The limited number of variations noted below serve only to preserve important existing conditions.

STANDARDS FOR VARIATION

Petitioner requests variations to allow existing conditions to continue since 1972 improvements cannot feasibly be altered to comply with the Zoning Ordinance in every respect even though many new trees are planned. The addition of the drive through actually led to more landscaping than before. Section 155.103(C)(7) provides standards for variation. The standards appear in bold below, with the normal text response following each standard.

Section 155.103(C) Standards

Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner will result, as distinguished from a mere inconvenience if the strict letter of the regulations were to be applied. In this instance, the location of the right of way lot lines are existing conditions that cannot be resolved. Roosevelt Road expanded. Finley Road grew busier and added two lanes over time. Not unlike

dozens of areas in DuPage County, 1970's planning placed a lot of parking at or very near lot lines—leaving little room for landscaping or setbacks.

The conditions upon which an application for a variation is based are unique to the property for which the variation is sought, and are not generally applicable to other property within the same zoning classification. The particular issue causing the variations is not common to many other parcels even though it is a feature of many centers developed in the 1970s. Power poles and lines limit landscaping on the perimeter, and there is no sufficient planting area along either abutting street. The conjunction of Roosevelt Road and Finley Road and their increased usage and width or lanes cause the additional pressure. Some of the conditions extend within the shopping center, but an entity related to the Petitioner in this instance was able to comply further east in the B4A corridor when *new construction* was proposed. It simply is not able to meet setbacks or landscaping requirements where existing buildings are being repurposed.

The purpose of the variation is not based primarily upon a desire to increase financial gain. The primary basis for the variation arises from the changes in regulation since 1972, changes in land planning since 1972 and existing conditions. Applicant does not seek the landscape variations solely for the purpose of increasing its financial gain.

The alleged difficulty or hardship is caused by this ordinance and has not been created by any person presently having an interest in the property. The platting and development between 1972 and 1978, with a taking of land by IDOT, led to the condition. Petition did not own the Subject Property until 2024. Nothing in the design causes the need for the variations related to existing conditions.

The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located. The absence of the regulatory parking lot screening occurs along two frontages that carry several hundred thousand vehicles per week and that is entirely commercial in character and, in fact, was planned with no parking setbacks similar to those that exist today. The substantial other landscaping will avoid the effects of not being able to screen along the perimeter.

The granting of the variation will not alter the essential character of the neighborhood. For the last 54 years, the area was planned for a substantial commercial development amid other commercial developments. These developments were vehicle-centric, and they still are. The only difference is that so much parking is not required today. The landscape screen does not exist for several hundred feet and the frontage even west of the Shopping Center is not in compliance with today's code standards. (Lombard Toyota is a planned development with less frontage landscaping and screening.)

The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or

BURJ PLAZA/B2B LOMBARD Conditional Use Request
505 W. Roosevelt Road, Lombard, DuPage County, Illinois
Permanent Index No. 06-19-100-029
PROJECT NARRATIVE

Page 12

endanger the public safety, or substantially diminish or impair property values within the neighborhood. The variations have no impact related to any of the subjects in this standard.

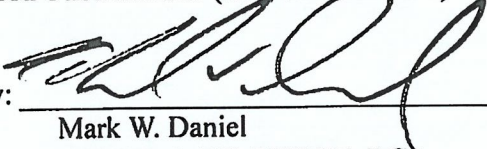
CONCLUSION

Burj Plaza LLC and B2B Lombard LLC respectfully ask that you recommend and approve the conditional uses and the variations under Section 155.103(C) and Section 155.103(F). Thank you for your attention to this important project.

Dated: January 30, 2025

Respectfully submitted,

BURJ PLAZA LLC (for itself and B2B)

By: 

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