

January 27, 2025

Title

PC 25-03

Petitioner

Village of Lombard
255 E. Wilson Avenue
Lombard, IL 60148

Property Location

Village-wide

Approval Sought

The petitioner, the Village of Lombard, is requesting text amendments to Sections 155.802 (Definitions) and 155.207 (Regulations) as it pertains to clear lines of sight (CLOS) areas.

Prepared By

William J. Heniff, AICP
Director of Community
Development

DESCRIPTION

The petitioner, the Village of Lombard, is requesting text amendments to Sections 155.802 (Definitions) and 155.207 (Regulations) as it pertains to clear lines of sight (CLOS) areas.

The amendments clarify the applicable sections of Village Code for ease of use and also modifies the methodologies for applying the CLOS at various locations. While the origin story of this petition was based upon the construction of a given freestanding sign, staff undertook a comprehensive review of the code provisions and in working with the Village traffic consultant, KLOA, a series of amendments are offered.

APPROVAL(S) REQUIRED

The petitioner, the Village of Lombard, is requesting text amendments to Sections 155.802 (Definitions) and 155.207 (Regulations) as it pertains to clear lines of sight (CLOS) areas.

INTER-DEPARTMENTAL REVIEW

Building Division:

The Building Division has no comments regarding the proposed text amendment to the Village Code.

Fire Department:

The Fire Department has no comments regarding the proposed text amendment to the Village Code.

Private Engineering Services:

Private Engineering Services has no comments regarding the proposed text amendment to the Village Code.

Public Works:

The Department of Public Works has reviewed the proposed amendments with staff, offered suggested amendments, and with the suggested language incorporated into the proposed code provisions, Public Works does not have any additional comments regarding the proposed text amendment to the Village Code.

Planning Services Division:

Clear line of sight (CLOS) areas are triangular shaped areas adjacent to intersections of two rights-of-way, or intersections of a driveway and a right-of-way. The Village Code contains regulations that can be constructed in these areas in order to maintain visibility for drivers and pedestrians passing through intersections. The clear line of sight regulations were adopted with the 1990 Zoning Ordinance, with subsequent minor amendments from time to time.

In late 2024, staff was made aware of a sign that was erected on a commercial property that had a permit but it was encroaching into the clear line of sign area. Staff observed the sign's location and various site visits were made to review the property and the encroachment. Various options were discussed that could have been brought the sign into compliance, but the property owner wanted to keep the sign at the location where it was installed, noting that it does not appear to cause a sight obstruction.

Rather than applying for a variance, which raised the larger question that there really is not a hardship present that would meet the standards for a variance, staff undertook a larger review of the overall code provisions. Internally, staff reviewed past "No Turn on Red" studies for selected properties along Main Street and the analyses undertaken by Public Works engineering staff to determine whether such signs are warranted. The American Association of State Highway Traffic Officials (AASHTO) and the Federal Highway Association Manual on Uniform Traffic Control Devices (MUTCD) criteria was reviewed, generally deemed to be "best practices" applications of such regulations. Staff also engaged the services of KLOA, the Village's traffic consultant, to review the issue and offer recommendations, accounting for visual considerations and safety components. KLOA found that while the sign in question did not meet the Village's CLOS provisions, the sign did not present a visual hazard to other vehicles or pedestrians. Given this finding, staff undertook a review of the CLOS provisions to determine whether the code provisions are appropriate as adopted and should be amended to reflect actual visual obstruction issues.

As a secondary component, staff finds the existing regulations within the Zoning Ordinance are ripe for review as the regulations are actually in the definitions section of the code, which is generally considered to be inappropriate. Additionally, the definition of the CLOS includes a series of descriptions and measurements which are not clear to the casual reader.

The culmination of this effort are the proposed amendments below. They can be summarized in the following respects:

- a. All of the regulatory elements within the old definition are being placed in a modified section of the Zoning Ordinance (Section 155.207). Except for Item e below, the intersecting right-of-way or the outside driveway pavement is where the CLOS perpendicular line is established.
- b. For intersections of two rights-of-way, the 30' by 30' CLOS triangle provision remains unaffected and the new language is for clarity.
- c. For intersections of a private street (e.g., Fountain Square Drive, Maxant Drive) and a right-of-way, the 30' by 30' CLOS triangle provision remains unaffected and the new language is for clarity.
- d. For intersections of a private residential driveway, a commercial driveway and rights-of-way, the 20' by 20' CLOS triangle provision remains unaffected and the new language is for clarity.
- e. For an intersection of a private commercial driveway and a right-of-way, a 20' by 20' CLOS triangle would apply, provided that a pavement stop bar and stop sign is placed at the driveway exit point to the public right-of-way. Most importantly, it also modifies the location where the measurement starting point from the outside of the given driveway to the center of the intersecting driveway (which is generally where the left-side vehicle operator would be situated when approaching the intersection). This provision is new language proposed to be added to the Zoning Ordinance.

EXISTING & PROPOSED REGULATIONS

The proposed text amendments are as follows. Additions are denoted by **bold and underline**. Deletions are denoted by a ~~striketrough~~.

155.802 - Rules and definitions.

Clear line of sight areas are triangular-shaped areas adjacent to intersecting, improved rights-of-way, private streets, or access drives maintained to preserve clear visibility at the intersection. ~~In the case of intersecting, improved rights-of-way, the clear line of sight area is the area formed by the intersecting, improved rights-of-way lines 30 feet away from the point of intersection. In the case of private streets, the clear line of sight area shall be measured from the intersection of the easement line(s) of the private street with the easement line(s) of the other private street, the improved right-of-way, or edge(s) of pavement of a private driveway or access drive. In the case of private residential driveways intersecting with improved rights-of-way or streets, the clear line of sight area is the area formed by the intersection of the edge of pavement of such private drive with the improved rights-of-way or street, 20 feet away from the point of intersection.~~

155.207 - Clear line of sight areas.

The following restrictions apply to objects located in the clear line of sight area, **as regulated by this Section and as defined within Section 155.802:**

A. Clear Line of Sight Dimensional Provisions:

- 1. Intersections of improved public rights-of-way: the clear line of sight area is the area formed by the intersecting, improved rights-of-way lines 30 feet away from the point of intersection.**
- 2. Intersections of private streets and improved public rights-of-way: the clear line of sight area is the area formed by the intersecting, improved rights-of-way lines 30 feet away from the point of intersection with the edge(s) of pavement of the private street and the intersecting improved rights-of-way.**
- 3. Intersections of private residential driveways, commercial driveways, and improved rights-of-way: the clear line of sight area is the area formed by the intersection of the edge of pavement of the driveway with the improved rights-of-way line, 20 feet away from the point of intersection.**
- 4. Intersections of a private commercial driveway and improved rights-of-way, when controlled by a stop bar and stop sign: the clear line-of-sight is formed by the intersection of the improved right-of-way and the center line of the driveway, 20 feet away from the point of intersection.**

B. Regulatory Provisions:

1. In the case of conflicts between the provisions of this section or § 155.205 and the provisions of §§ 155.701—155.712 regarding landscape requirements, the provisions of this section and § 155.205 shall govern.
2. Fences, walls and hedges. Fences, walls and hedges located in the clear line of sight area shall comply with § 155.205 of this Chapter.

3. Landscaping. Landscaping in the clear line of sight area shall not exceed two feet in height, except deciduous trees which are free of foliage and branches eight feet above ground level may be permitted.
4. Buildings. Buildings and structures shall not be located in the clear line of sight area, except in the B5 Central Business District.

STANDARDS FOR TEXT AMENDMENTS

For any change to the Village Code, the standards for text amendments must be affirmed. The standards are noted below:

1. *The degree to which the proposed amendment has general applicability within the Village at large and not intended to benefit specific property;*
The proposed text amendment is applicable to all properties in the Village. It would not benefit a specific property.
2. *The consistency of the proposed amendment with the objectives of this ordinance and the intent of the applicable zoning district regulations;*
The proposed text amendment is consistent with the objectives of the Village Code.
3. *The degree to which the proposed amendment would create nonconformity;*
The proposed amendment would not create any nonconformities.
4. *The degree to which the proposed amendment would make this ordinance more permissive;*
The amendment will alter the location from which the clear line of sight is measured for commercial driveways with specific characteristics, while maintaining the existing clear line of sight application to other types of intersections. The text amendment would not inherently make the Zoning Ordinance more or less permissive, but for the limited sections in which commercial driveways access public rights-of-way.
5. *The consistency of the proposed amendment with the Comprehensive Plan; and*
Staff finds that the proposed amendment would be consistent with the Comprehensive Plan.
6. *The degree to which the proposed amendment is consistent with village policy as established in previous rulings on petitions involving similar circumstances.*
The Village has a history of amending the Village Code to address changing circumstances or to provide clarity. The proposed amendment is consistent with established Village policy in this regard.

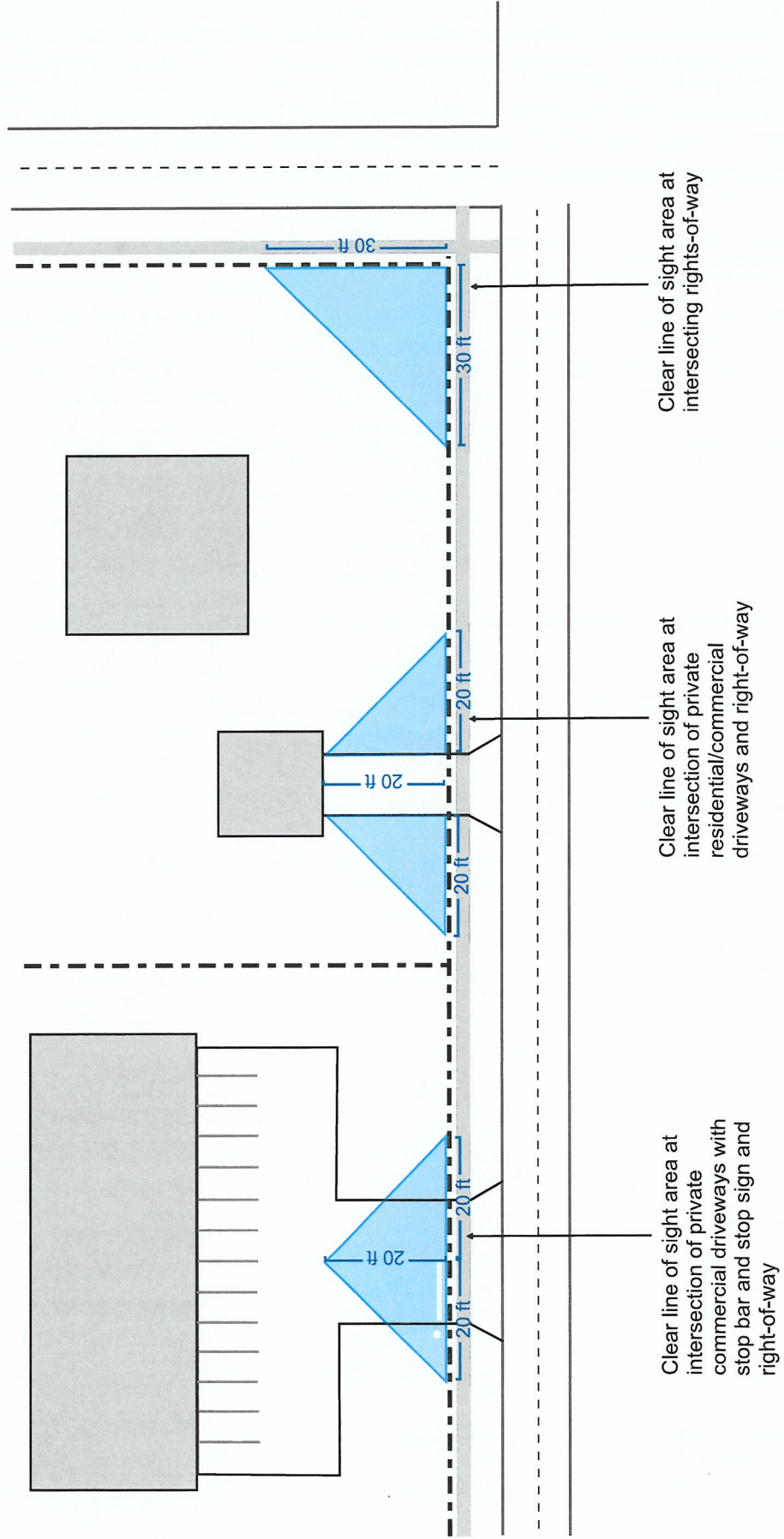
FINDINGS & RECOMMENDATIONS

Based on the above findings, the Inter-Departmental Review Committee has reviewed the petition and finds that it meets the standards required by the Village Code. As such, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending approval of this petition:

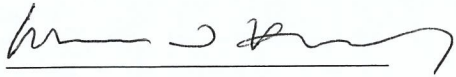
Based on the submitted petition and the testimony presented, the requested text amendment **complies** with the standards required by the Village of Lombard Zoning Ordinance; and, therefore, I move that the Plan Commission accept the findings and recommendations of the Inter-Departmental Report as the findings of the Plan Commission and I recommend to the Corporate Authorities **approval** of PC 25-03.

CLEAR LINE OF SIGHT AREAS

Clear line of sight areas are triangular-shaped areas adjacent to intersecting, improved rights-of-way, private streets, or access drives maintained to preserve clear visibility at the intersection.



Inter-Departmental Review Committee Report approved by:

A handwritten signature in black ink, appearing to read 'William J. Heniff', written over a horizontal line.

William J. Heniff, AICP
Director of Community Development

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MEMORANDUM TO: William Heniff, AICP
Director of Community Development
Village of Lombard

FROM: Brendan S. May
Senior Consultant

Javier Millan
Principal

DATE: December 12, 2024

SUBJECT: Traffic Evaluation
Lombard Veterinary Hospital Sight Line Evaluation
Lombard, Illinois

This memorandum summarizes the results of a sight line evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the intersection of St. Charles Road with the Lombard Veterinary Hospital main access drive in Lombard, Illinois. The purpose of this study was to examine the existing available sight lines and evaluate whether modifications to the existing sign are required to improve the safety of vehicles, bicycles, and pedestrians traversing the intersection.

Village of Lombard Clear Line of Sight Requirements

A review of the Village of Lombard Code indicates the following regarding the required clear line of sight:

“Clear line of sight areas are triangular-shaped areas adjacent to intersecting, improved rights-of-way, private streets, or access drives maintained to preserve clear visibility at the intersection. In the case of intersecting, improved rights-of-way, the clear line of sight area is the area formed by the intersecting, improved rights-of-way lines 30 feet away from the point of intersection. In the case of private streets, the clear line of sight area shall be measured from the intersection of the easement line(s) of the private street with the easement line(s) of the other private street, the improved right-of-way, or edge(s) of pavement of a private driveway or access drive. In the case of private residential driveways intersecting with improved rights-of-way or streets, the clear line of sight area is the area formed by the intersection of the edge of pavement of such private drive with the improved rights-of-way or street, 20 feet away from the point of intersection”.

Based on a review of the as-built plans for the Lombard Veterinary Clinic, the location of the existing monument sign encroaches on the required clear line of sight by approximately three feet. The as-built plans are included in the Appendix.

AASHTO Intersection and Stopping Sight Distance Requirements

The American Association of Safety Highway Transportation Officials (AASHTO), in their publication titled *A Policy on Geometric Design of Highways and Streets*, 2018 – 7th Edition, states the following:

“Specified areas along intersection approach legs and across their included corners should be clear of obstructions that might block a driver’s view of potentially conflicting vehicles. These specified areas are known as clear sight triangles. The dimensions of the legs of the sight triangles depend on the design speeds of the intersecting roadways and the type of traffic control used at the intersection. Figure 9-16 shows typical clear sight triangles to the left and to the right for a vehicle approaching an uncontrolled or yield-controlled intersection.”

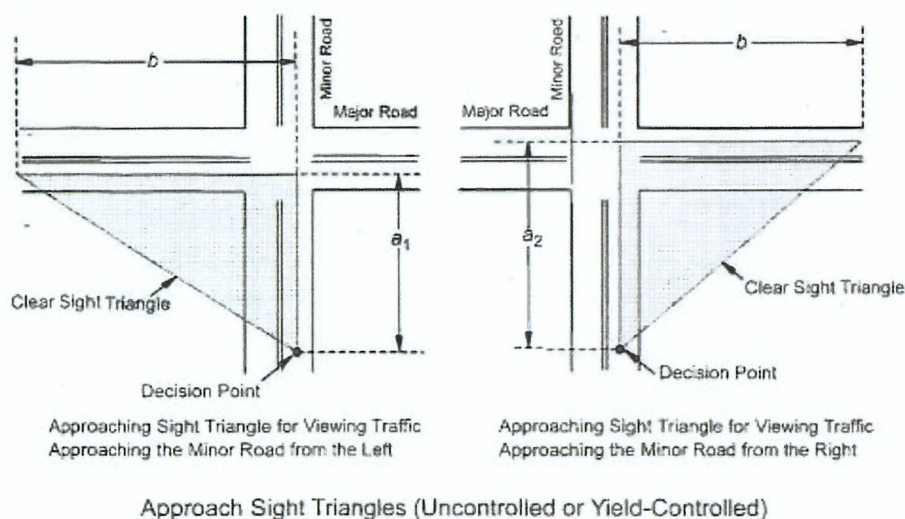


Figure 9-16—Approach Sight Triangles at Intersections

AASHTO further states that “Although desirable at higher volume intersections, approach sight triangles like those shown in Figure 9-16 are not needed for intersection approaches controlled by stop signs or traffic signals. In that case, the need for approaching vehicles to stop at the intersection is determined by the traffic control devices and not by the presence or absence of vehicles on the intersecting approaches. The driver of a vehicle approaching an intersection should have an unobstructed view of the entire intersection, including any traffic control devices. If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions”.

Based on this and the formulas found in the AASHTO publication, the required intersection and stopping sight distance for a road with a posted speed limit of 30 mph is 390 feet and 250 feet, respectively. In order to determine if adequate sight distance is provided at the Lombard Veterinary Clinic access drive intersection with Saint Charles Road, KLOA, Inc. conducted a sight distance evaluation utilizing the existing as-built plans provided by the Village of Lombard. **Exhibits A and B** in the Appendix show the stopping and intersection sight distances. Based on the sight distance evaluation, both sight distances are provided.

Conclusions and Recommendations

As can be seen by the results of the evaluation, while the location of the existing monument sign encroaches on the Village's required clear line of sight by approximately three feet, it does not reduce or minimize the required stopping and intersection sight distances per AASHTO requirements. As such, it is KLOA, Inc.'s opinion that given both sight distances are met for the posted speed limit, modifications to the existing sign are not required to improve the safety of vehicles, bicycles, and pedestrians traversing the intersection.

Appendix

As-Built Plans

Exhibit A

Exhibit B

As-Built Plans

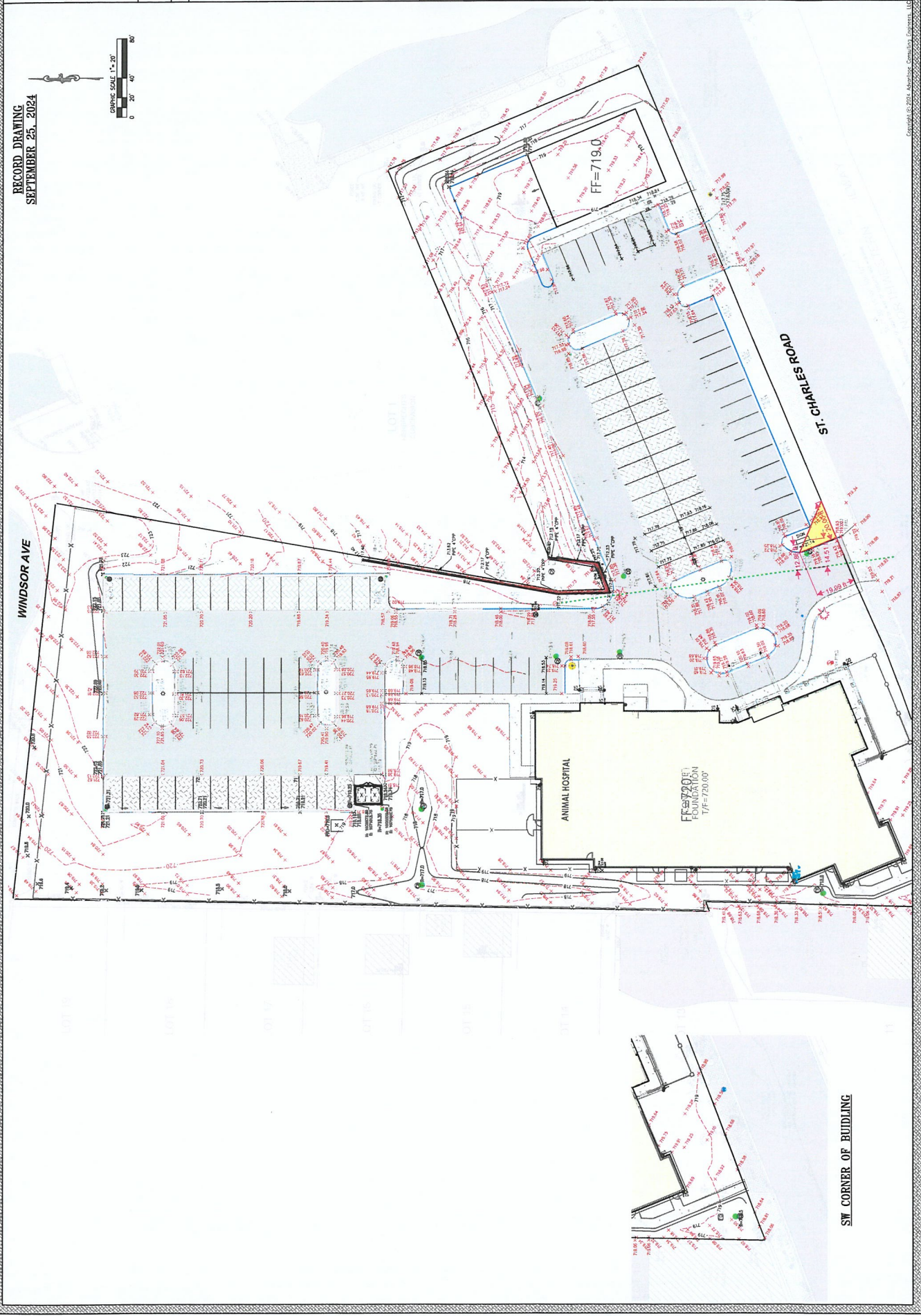
NO.	DATE	REVISIONS
1	11/23/2023	CRW/3 PSM ADJUST/PLAN
2	04/16/2024	CRW/3 PSM ADJUST/PLAN
3	04/17/2024	CRW/3 PSM ADJUST/PLAN

ADVANTAGE
CONSULTING ENGINEERS
80 MAIN STREET, SUITE 17 - LEMONT, ILLINOIS 60439
630-520-2467
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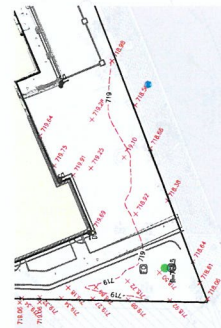
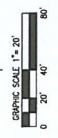
GRADING PLAN
LOMBARD VETERINARY HOSPITAL
244 E ST. CHARLES ROAD
LOMBARD, ILLINOIS 60148

RWE
DESIGN BUILD
1303 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

AUGUST 05, 2023
JOB: 22-012
SHEET:
G1
1 OF 2



RECORD DRAWING
SEPTEMBER 25, 2024



SW CORNER OF BUILDING

Exhibit A

Exhibit B



SCALE: 1" = 50'

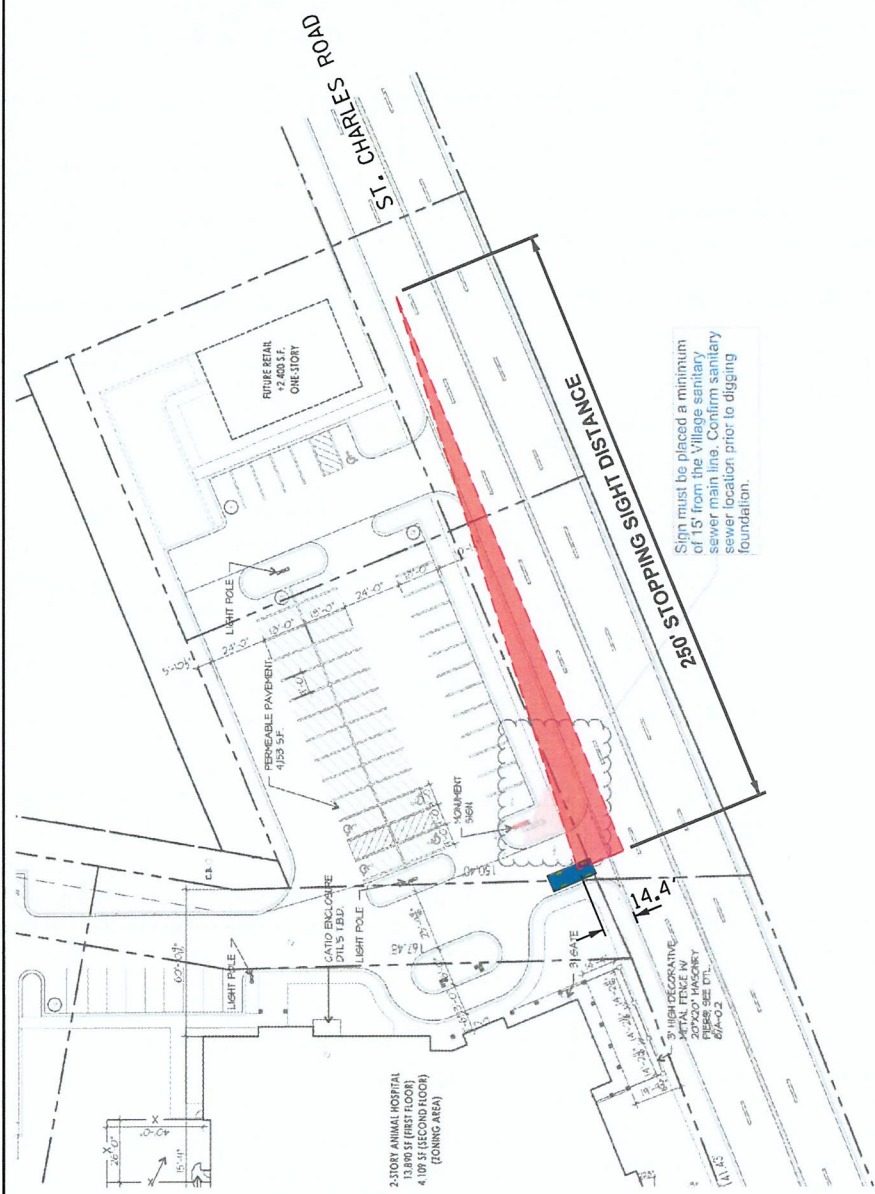
POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED = 35 MPH

IDOT BDE MANUAL - CHAPTER 31

$$SSD = 1.47 Vt + 1.075 \frac{V^2}{a}$$

where: SSD = Stopping Sight Distance, ft (m)
V = design speed, mph (km/h)
t = brake time, 2.5 seconds
a = driver deceleration, ft/s² (m/s²)

$$250 = 1.47 35(2.5) + 1.075 \left(\frac{V^2}{11.2} \right)$$



Sign must be placed a minimum of 15' from the village sanitary sewer main line. Confirm sanitary sewer location prior to digging foundation.



DRAWN: MD
DATE: 12-13-24
PROJECT # 24-331
EXHIBIT: B

CHECKED: JM
REV:

STOPPING SIGHT DISTANCE

VETERINARY CLINIC
LOMBARD, ILLINOIS