

**CITY OF DARIEN**

**PLANNING AND ZONING COMMISSION**

Wednesday, February 21, 2018

7:00 PM

Police Station Meeting Room

**AGENDA**

1. Call to Order
2. Roli Call
  - A. Welcome new member: Michael Desmond
3. Regular Meeting:
  - A. Public Hearing  
**Case: PZC 2018-02 2000 Manning Road (Ide School – driveway variation)**  
School District 66 seeks approval of a zoning variation for a new driveway at Fairview Drive as part of their program to expand building, parking, bus lane, walkways, athletic field, and landscaping.
4. Correspondence
5. Old Business
6. New Business
7. Approval of Minutes: January 17, 2018
8. Next Meeting: March 7, 2018
9. Adjournment

**AGENDA MEMO**  
**PLANNING AND ZONING COMMISSION**  
**February 21, 2018**

**Case**

PZC 2018-02      2000 Manning Road      (Ide School – driveway variation)

**Issue Statement**

Petitioners seek approval of a variation to the Darien Zoning Code for width of lot frontage for a proposed new driveway on Fairview Avenue.

**General Information**

Petitioners / Property Owners:	School District 66
Property Location / PIN#:	2000 Manning Road / 09-28-315-052
Zoning / Land Use:	Site: R-1 / public elementary school
	West: R-2 / stormwater detention pond, single-family residential
	North: R-3 (Downers Grove) / church
	East, South: R-2 / single family residential
Comprehensive Plan:	Future Land Use: Institutional
Size of Subject Lot:	7.89 acres
Natural Features:	Slopes down 14' – 16' from north to south
Transportation:	Currently, all traffic enters and exits along Manning Road

**Petitioner Documents** (attached to this memo)

1. Petition, received 1/30/18
2. Plat of Survey, revised 8/7/17
3. Site Geometry Plan, dated 1/23/18
4. Letter from Wold, 1.29.18
5. Letter from Wold 2.12.18
6. Traffic and Parking Study 1.15.18

**Zoning Provisions**

Section 5A-11-3 (A)3: Minimum 100 feet of frontage on corner side for driveway  
Section 5A-2-2-3(A)(G): Variation Authority and Standards  
ILCS Section 11-13-4: Variation Conditions

**Development Plan Description**

School District 66 is planning an addition to Elizabeth Ide Elementary School including classroom and office space along with additional parking, bus lanes, athletic field, utilities, and landscaping. No increase in student population or staff is anticipated. A new parking lot for visitors including a student drop-off lane would have access from Fairview Avenue to serve the new main entry at northwest corner of the school building. A new separate bus lane would be west of the school building with access from Manning Road. The front parking lot would be reconfigured for staff parking only. Total on-site parking would increase from 43 to 94 spaces.

**Staff Documents** (attached to this memo)

7. Aerial photo
8. Review of Traffic and Parking Study
9. Variation Authority and Standards
10. Variation Conditions

**Staff Plan Review Comments**

The Municipal Services Committee will be reviewing the stormwater engineering, grading, lighting, landscaping, building architecture, and other aspects in their Site Plan Review. The Planning and Zoning Commission review is limited to the driveway variation issue.

The increase in parking will lessen the need for on street parking for special events. However, some on-street parking is still anticipate, that will also block the bike lanes on Manning Road and Fairview Avenue.

The school property has 56.72 feet of frontage on Fairview Avenue between the detention pond parcel to the south and the Marquette Manor Baptist Academy parcel to the north. The zoning code requires 100 feet of frontage for a driveway. One reason for the 100 foot standard is to have some safe separation of driveways along a street. In this case, the nearest driveway is over 700 feet north on the Marquette property. Another reason for the 100 foot standard is to have a safe separation of driveways from street corners. In this case, the nearest corners are 600 feet south (Manning Road) and 160 feet north (Judd Street). The petitioner's traffic study does not address the safety of the separation of the new driveway from existing driveways or street intersections.

The new driveway will cause turning vehicles in potential conflict with through traffic on Fairview Avenue and with turning vehicles from Judd Street. A peak volume of 54 left turns onto southbound Fairview Avenue are projected between 2:15 and 3:15 PM. A stop sign for vehicles exiting the driveway is planned. The petitioner's traffic study does not address the accident potential of these turning conflicts.

The PZC recommendation should be based on testimony of evidence-based findings-of-fact that justify the request for each of the Variation Authority, Standards, and Conditions.

**Meeting Schedule**

Municipal Services Committee: February 26, 2018  
City Council: March 5, 2018

CITY OF DARIEN, ILLINOIS, Community Development Department

Variation/Special Use/Rezoning petition to the Mayor and City Council of the City of Darien:

Staff Use Only
Case No: 2018-02
Date Received: 1/20/18
Fee Paid: \$485
Check No: 135465
Hearing Date: 2/21/18

PETITIONER INFORMATION

WOLD ARCHITECTS & ENGINEERS

Petitioner's Name

TIM ARNOLD

Owner's Name

KIRSTA EHMKE

Contact Name

699 PLAINFIELD RD. DOWNERS GROVE  
Address, City, State, Zip Code IL, 60516

110 N. BROCKWAY ST. SUITE 220  
Address, City, State, Zip Code PALATINE IL, 60067

630-783-5000  
Phone #

847 241 6100  
Phone #

tarnold@ccsd66.org  
Email

847 241 6105  
Fax #

kehmk.e@wolda.e.com  
Email

PROPERTY INFORMATION

2000 MARSHING RD. DARIEN IL,  
Property address 60561

7.8965 ACRES  
Acreage

09-28-315-052,  
PIN(s)

R-1  
Zoning

Provide legal description on a separate sheet and attach, such as the plat of survey.

REQUEST

Brief description of the request(s):

- Variation
- Simple Variation
- Special Use
- Rezoning

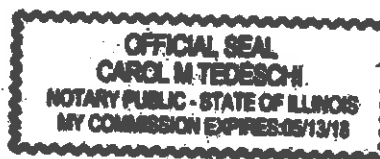
REQUESTING A CURB CUT ONTO FAIRVIEW AVE TO ACCOMMODATE  
ADDITIONAL PARKING AND IMPROVED SITE TRAFFIC FLOW

I, Tim Arnold, do hereby certify that I am the owner of record (or one of the owners of record or the attorney for the owners of record of the aforesaid described property) and I hereby make application as such.

Tim Arnold  
Signature

Subscribed and sworn to before this 24th day of January, 20 18

Carol M Tedeschi  
Notary Public

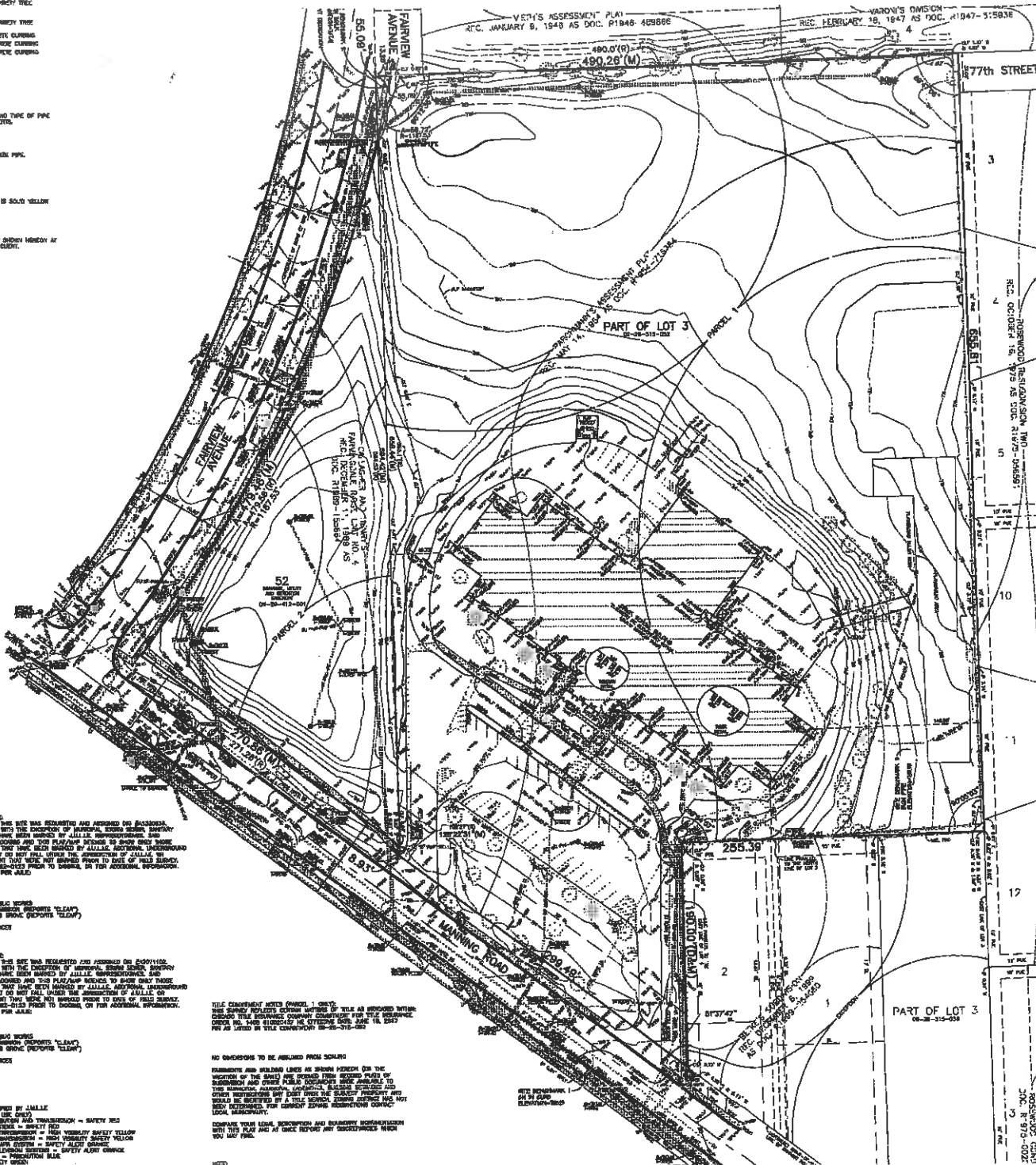


PARCEL 1, LOT 3 OF APPROXIMATELY 100 ACRES... PART OF THE SOUTH 1/4 OF SECTION 16, TOWNSHIP 28 NORTH, RANGE 11 WEST, COUNTY OF OSAGE, MISSOURI.

- UNP - UNPULVERIZED PLASTIC PIPE
UNP - UNPULVERIZED PLASTIC PIPE
UNP - UNPULVERIZED PLASTIC PIPE
UNP - UNPULVERIZED PLASTIC PIPE

NOTE: 1. LOCUS POINTS IN OVALS ON ADJACENT MAPS OF OSAGE COUNTY SHOW THE EXTENT OF THE PROPERTY...

- CONCRETE
CONCRETE
CONCRETE
CONCRETE



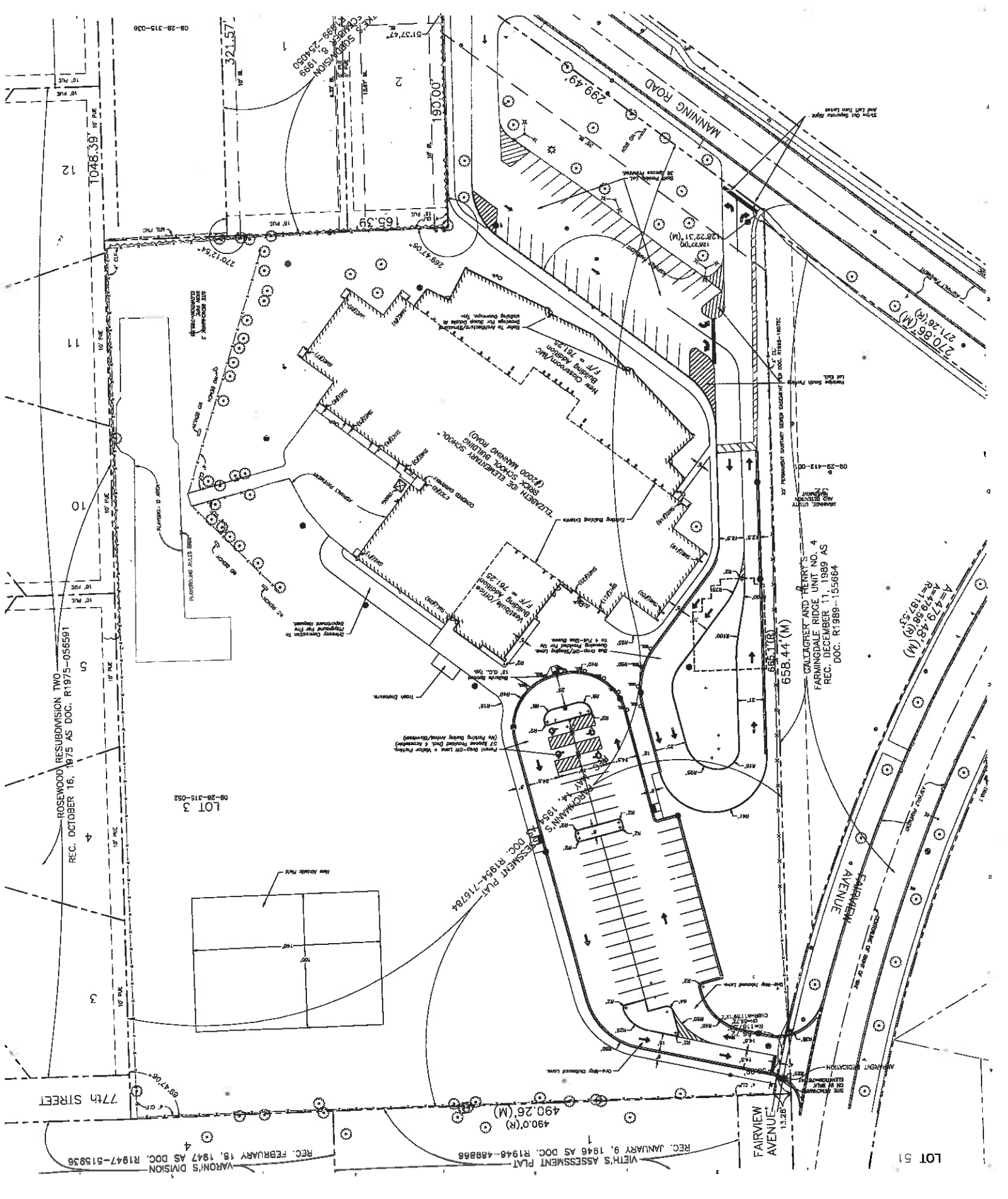
PARCEL 1, JULIUS NOTE: A JULIUS LOCUS FOR THIS SITE WAS REQUESTED AND APPROVED BY MISSOURI...

PARCEL 2, JULIUS NOTE: A JULIUS LOCUS FOR THIS SITE WAS REQUESTED AND APPROVED BY MISSOURI...

THE CONVEYANCE NOTES (PARCEL 1, ONLY) THIS SURVEY REFLECTS CURRENT MATTERS OF TITLE AS PROVIDED WITHIN...

JULIUS LOCUS: JULIUS LOCUS IS CONTROLLED BY JULIUS (PROPERTY OWNERS) USE ONLY...

OSAGE COUNTY, MISSOURI



ROSEWOOD RESUBDIVISION TWO  
REC. OCTOBER 16, 1975 AS DOC. R1975-056591

LOT 3

08-28-915-052

VARON'S DIVISION  
REC. FEBRUARY 18, 1947 AS DOC. R1947-519936

WETH'S ASSESSMENT PLAT  
REC. JANUARY 9, 1948 AS DOC. R1948-48886

658.44 (M)  
555.1 (M)  
CALLEGER AND HENRY'S  
FARMINGDALE RIDGE UNIT NO. 4  
REC. DECEMBER 11, 1989 AS  
DOC. R1989-156664

4 = 479.487 (M)  
A = 181.531 (M)

LOT 51



**RUCK  
PATE**

MEMORANDUM

**To:** Steve Manning  
**From:** Jessalyn Kelly | JK  
**Date:** January 29, 2018  
**Comm. No:** 173020

---

**Subject:** Elizabeth Ide Elementary School – Site Review Responses  
(Comments from Steve Manning and Dan Gombac)

**Comment:**

You have an opportunity to remove buses from the south parking lot by adding an inbound lane from Manning Road in the west driveway for buses only

**Response:** The existing west driveway design can't accommodate the school bus turning paths for inbound and outbound movements without widening the drive to the east and which impacts existing trees and drainage. Since there will be less activity in the south parking lot with only staff parking and parent traffic relocated to the north lot, bus traffic will not create any problems. Bus travel patterns will remain as they are today. School buses arrive from the east and will turn right in to the east drive and then exit left out of the west drive.

**Comment:**

You have an opportunity to reduce exit delays by adding a left turn lane to your driveway at Fairview Avenue.

**Response:** The single lane exit will work well with minimal delays (Level of Service B (10.2 to 11.2 second of delay) due to the low volumes at the school and on Fairview. The majority of the traffic does turn left as parents head back to Plainfield Road. The school attendance area is primarily is to the south and west (a map is located in the traffic study Appendix). The exiting traffic volumes range from 33 to 63 vehicles per hour which are well under the need for a second outbound lane.

**Comment:**

It would help to separate pedestrians from vehicles using the driveway on the north side of the school building.

**Response:** The driveway on the North side of the existing building would be for emergency/scheduled access only with no intent of using the driveway as a pedestrian thoroughfare to the paved play area. Separation of pedestrian and vehicle access should not be needed due to limited use of that drive.

**Wold | Ruck Pate**  
110 North Brockway Street, Suite 220  
Palatine, IL 60067  
woldae.com | 847 241 6100

**PLANNERS  
ARCHITECTS  
ENGINEERS**



**RUCK  
PATE**

Comment:

Can you estimate whether the 94 parking spaces will be sufficient to alleviate the need for on-street parking?

**Response:** The Darien Zoning Ordinance requires elementary schools to provide one parking space for each employee. Currently the school has 52 staff members (52 spaces required) and their numbers are not expected to change. A total of 94 spaces are provided which exceed the minimum requirements. Four accessible spaces are included in order to meet the accessibility code requirements.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication Parking Generation, 4th Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.17 spaces per student (340 students) or 58 spaces, well under the 94 spaces provided.

Normally overflow parking for special events at the school is accommodated by a combination of the off-street parking at the school and on-street parking by the school. Limited on-street parking is available near the site. The excess parking provided on-site (approximately 42 spaces over the day to day needs) will minimize the amount of parking on-street during school events. The District has noted less than 100 cars on average for these events and this design more than doubles the current capacity.

cc: Kirsta Ehmke, Wold RP  
Kevin Camino, EEA  
Tim Arnold, CCSD 66





**RUCK  
PATE**

February 12, 2018

**Steven Manning**  
City of Darien Planning and Zoning Commission  
1702 Plainfield Road  
Darien, Illinois 60561

**50** | 1968  
2018  
YEARS

Re: Center Cass School District 66  
Elizabeth Ide Elementary School – Planning and Zoning Commission Variation Request  
Commission No. 173020

Dear Steve:

The following clarification is in addendum to the submission to the Planning and Zoning Commission regarding the requested curb cut to Fairview Avenue at Elizabeth Ide School. The proposed variation request is a result of a need for increased off-street parking capacity to alleviate the stress of on-street parking during special events at the school that cannot be solely facilitated by the current site access from Manning Road.

In compliance with Darien and State Code, the proposed variance will not adversely alter the character of the surrounding area. Fairview Avenue has existing precedents for similar site access points to adjacent properties that are similar in nature to this proposal. No financial gain will occur from granting the variation and there are no proprietary interests involved. The variation will have no effect on the available light or air supply to the adjacent properties and will aid in decreasing congestion surrounding the existing site due to the increased parking capacity that is associated with the curb cut. Fire and emergency access would be improved as a result of adding the access from Fairview Avenue.

The curb cut variation would allow the school to better manage traffic flow for student safety by fully separating car and bus traffic and improve the impact on surrounding neighborhood parking and traffic congestion at peak use. It will help improve the site function without having adverse effects on neighboring properties. Thank you for your consideration of the variation request at Elizabeth Ide.

Sincerely,

Wold | Ruck Pate

Jessalyn Kelly

cc: Tim Arnold, CCSD 66  
Kirsta Ehnke, Wold (letter only)  
Contract File (letter only)

LW/O/CenterCass66/173020/crsp/feb18

**Wold | Ruck Pate**  
110 North Brockway Street, Suite 220  
Palatine, IL 60067  
woldae.com | 847 241 6100

**PLANNERS  
ARCHITECTS  
ENGINEERS**

# Ide Elementary School Expansion Traffic and Parking Study Darien, Illinois

**Prepared For:**

WOLD Architects

**Prepared by:**

Eriksson Engineering Associates, Ltd.



145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

[www.eea-ltd.com](http://www.eea-ltd.com)

## INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by WOLD Architects on behalf of Center Cass School District 66 to conduct a traffic and parking study for a building expansion at Elizabeth Ide Elementary School in Darien, Illinois. The purpose of the study was to observe the existing traffic patterns around the school site, to determine the traffic characteristics of the expansion, to review its parking needs, and to develop roadway and parking recommendations.

## EXISTING CONDITIONS

### Site Location and Area Land-Uses

Ide Elementary School is located at 2000 Manning Road on the north side of the road and east of Fairview Avenue. A City of Darien storm water facility forms the western border of the site. Marquette Manor Baptist Church is located to the north. Land-uses around the site are primarily residential with single-family homes to the south, east, and west. **Figure 1** illustrates the site, surrounding land-uses, and roads (**Figures** are located at the end of the report).

### Pedestrian and Bicycle Routes

Public sidewalks are provided on both sides of the streets bordering the school and in the neighborhood. Painted crosswalks are provided on the north and west legs of the All-Way Stop Controlled (AWSC) intersection of Manning Road and Fairview Avenue. The signalized intersection of Plainfield Road with Manning Road/Lakeview Drive has crosswalks with pedestrian signals on all four corners.

Both Manning Road and Fairview Avenue are designated bike routes with painted lanes along side of the roads adjacent to the school.

### Roadway Characteristics

A description of the area roadways accessing the school is provided below:

**Manning Road** is an east-west major collector road extending between Lyman Avenue and Plainfield Road. There is one travel lane in each direction with bike lanes along each curb east of Fairview Lane. It has a 25 mph speed limit along with a 20 mph school speed limit by the school. At its signalized intersection with Plainfield Road, it has a shared thru/right-turn lane and a separate left-turn lane on each approach. It is under the jurisdiction of the City of Darien.

**Fairview Avenue** is a north-south major collector road that extends north to 75<sup>th</sup> Street. North of 75<sup>th</sup> Street, it is a minor arterial roadway. There is one travel lane in each direction with bike lanes. It has a 25 mph posted speed limit. At its intersection with Manning Road, it has separate right- and left-turn lanes. It is under the jurisdiction of the City of Darien.

**Plainfield Road** is a northeast-southwest minor arterial roadway with two travel lanes and a center left-turn lane in each direction. It has a 40 mph posted speed limit. Plainfield Road is under the jurisdiction of the DuPage County Division of Transportation (DuPage DOT).

**Figure 2** illustrates the existing roadway geometrics.

### Existing Traffic Volumes

Manual traffic counts were completed at the driveways serving the school along with the intersections of Manning Road at Fairview Avenue and at Plainfield Road. Peak-hours of traffic occurred from 7:15 to 8:15 AM and 2:15 to 3:15 PM on a school weekday which is consistent with the school's 8:00 AM start and the 2:25 PM dismissal times. Observations indicated that there were no students walking to school during the counts. The existing traffic volumes are shown on **Figure 3** and included in the **Appendix**.

## SITE TRAFFIC CHARACTERISTICS

The school building expansion plan includes additions to the south and north sides of the building with the main entrance moved to the northwest corner of the building. An additional parking lot is proposed to the northwest of the building which will provide visitor and staff parking along with a new student loading area. Parents will no longer use the south lot off of Manning Road to drop-off or pick-up their students. The bus loading area will be relocated to the west side of the building by the new main entrance and continue to use the Manning Road access drives. The existing parking lot south of the school will remain for staff only parking. The school has 340 students and 52 staff members. Expansion of the school will result in a reduction of one classroom (17 to 16 classrooms) and increase space for other programs. The overall school population is not expected to change.

### School Trip Generation

Existing school traffic volumes were documented using the traffic counts at the school driveways on Manning Road. The results are shown in **Table 1**. As previously mentioned, the volume of school traffic is not anticipated to change. The traffic counts include ten school buses serving the school.

**Table 1**  
**Elizabeth Ide School Traffic Volumes**

	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
Existing School Volumes	114	73	187	35	63	98

Source: Existing EEA Traffic Counts

### Directional Distribution

Ide Elementary School is located in the northeast corner of the District 66's boundaries with the majority of the student population located to the south and west. The directional distribution for school related traffic is based on the existing traffic counts. The distribution of existing school traffic on study area roadways is shown in **Table 2**.

**Table 2**  
**Existing Directional Distribution**

Direction	Percentage
North on Fairview Avenue	15%
Northeast on Plainfield Road	20%
South on Lakeview Drive	5%
Southwest on Plainfield Road	45%
West on Manning Road	15%
<b>Total</b>	<b>100%</b>

### Trip Assignment

Changes to the school's parking layout and loading zones will result in changes to the existing traffic patterns and usage of the school driveways. School buses will continue to use the Manning Road access drive to travel to and from the new bus loading area on the west side of the school and be separated from the parent traffic flows on-site. School staff will continue to use the south parking lot while some staff will park in the new north lot. Parent traffic will be relocated to the Fairview access drive to enter and exit the new loading area in the north lot.

Figure 4 illustrates the rerouted school bus traffic and its assignment on the road system. Figure 5 shows the revised total traffic volumes around the school.

The benefit of these new traffic patterns is that students will be loaded into their bus or vehicle without having to cross any travel lanes as the current loading pattern requires.

## ANALYSES

### Intersection Capacity Analyses

An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in Table 3.

Table 3  
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual, 6<sup>th</sup> Edition

Capacity analyses were conducted for each intersection using the computer program Highway Capacity Software (HCS 7.3) to determine the existing and future operating conditions of the access system. These analyses were performed for the school's peak arrival and dismissal periods. Table 4 shows the existing and future level of service results for each intersection. Overall, there is minimal change in traffic operations with the shifting of the school buses from Manning road to Fairview Avenue. Copies of the capacity analyses are included in the Appendix.

#### Plainfield Road at Manning Road/Lakeview Drive

The signalized intersection of Plainfield Road at Manning Road/Lakeview Drive works well today and will experience no change in its operating conditions with the school traffic patterns at the intersection remaining unchanged. No additional recommendations are required.

#### East School Entrance at Manning Road

The East School Entrance on Manning Road will continue to serve as the entrance for staff and school buses without parent traffic will result in lower traffic volumes and does not require additional improvements.

**West School Exit on Manning Road**

Staff and school traffic will continue to exit onto Manning Road at the West School Exit with two outbound lanes (left and right) under stop control without parent traffic will result in lower traffic volumes and does not require additional improvements.

**Table 4  
Intersection Level of Service and Delay**

Intersection	Movement	AM Arrival		PM Dismissal	
		Existing	Future	Existing	Future
Plainfield Road at Manning Road and Lakeview Drive (Traffic Signal)	Intersection	A-9.8	A-9.8	A-8.4	A-8.4
East Inbound School Drive on Manning Road	EB Left	A-8.7	A-8.5	A-7.8	A-7.8
West School Drive On Manning Road (Two-Way Stop)	SB Left	C-15.2	C-19.1	B-12.9	B-14.2
	SB Right	B-10.7	B-11.0	A-9.7	A-9.8
School Drive on Fairview Avenue (Two-Way Stop)	WB Left/Right		B-11.3		B-10.2
	SB Left		A-7.9		A-7.5
Fairview Avenue at Manning Road (All Way Stop)	EB Approach	A-8.5	A-8.9	A-9.0	A-9.1
	WB Approach	A-9.2	A-9.49	A-9.5	A-9.7
	SB Left	A-9.7	B-10.4	B-10.8	B-11.1
	SB Right	A-7.5	A-7.7	A-7.6	A-7.7

**School Access on Fairview Avenue**

A new driveway is proposed on Fairview Avenue on school property frontage between the City of Darien storm water facility and the church property. It will be approximately 600 feet north of Manning Road and 160 feet south of Judd Street. It will have two lanes with the exiting lane under stop sign control. This access is intended to serve parent and some staff during the peak arrival and dismissal periods. It will have one inbound lane and one outbound lane under stop sign control.

**Fairview Avenue at Manning Road**

The AWSC intersection works well and will continue to operate with minimal delays. No additional improvements are proposed.

**School Bus Loading**

School buses will be separated from the parent traffic by entering on Manning Road. Large school buses will then go counter-clockwise thru the lot and unload or load students at the northwest corner of the school. After loading is complete, they will exit back onto Manning Road. Sufficient queuing is provided for ten large school buses.



### **Student Loading**

The loading of students currently occurs in the south parking lot for school buses and parent vehicles. The school buses use a bus only lane next to the south side of the school and mixed with parent traffic at the entrance and exit drives. School bus traffic is now separated from the parent traffic with the new bus loading area on the west side of the school.

Currently, parents use the staff parking lot and drop-off and pick-up their students in two marked lanes on either side of the drive aisle and use the center of the aisle to exit when they were done. School staff helps facilitate the loading of students to and from parent cars. Observations at the school showed this system working due to the low overall number of students being dropped off. Most students arrive via school buses at the school.

However, the current loading system is undesirable because it has students crossing moving parent vehicles and crossing the school bus lane with stopped or moving buses.

The proposed site plan includes a new north parking lot with a student loading zone approximately 420 feet long that can accommodate up to 21 vehicles at one time. Parents will not be permitted to load students in the south lot. No student access will be available on the south side of the school building.

Parents will then turn right into the north parking lot and unload or load their students along the curb and sidewalk near the new entryway to the school. Students will not have to cross any vehicular traffic and less staff should be needed to monitor the arrival and dismissal activities. Then parents will proceed north and head back south thru the parking area to Fairview Avenue.

### **Delivery and Refuse**

The refuse container is on the northwest corner of the building and refuse trucks will access it via the Fairview Avenue parking lot outside to the arrival and dismissal periods so as not to interfere with the parent traffic.

### **Parking**

The Darien Zoning Ordinance requires elementary schools to provide one parking space for each employee. Currently the school has 52 staff members (52 spaces required) and their numbers are not expected to change. A total of 94 spaces are provided which exceed the minimum requirements. Four accessible spaces are included in order to meet the accessibility code requirements.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 4<sup>th</sup> Edition for elementary schools (Land Use Code 520). The peak demand in the ITE data was 0.17 spaces per student (340 students) or 58 spaces, well under the 94 spaces provided.

Normally overflow parking for special events at the school is accommodated by a combination of the off-street parking at the school and on-street parking by the school. Limited on-street parking is available near the site. The excess parking provided on-site (approximately 42 spaces over the day to day needs) will minimize the amount of parking on-street during school events.

### **Crash Data**

EEA obtained vehicle/pedestrian crash data from IDOT for a five year period (2011 to 2015) to identify any crash trends that may affect the study area intersections. There were zero crashes found at the two Ide Elementary School Drives for 2011-2015 but there were two crashes found at the driveway for 1933 Manning Road, which is between those two school drives. However, these two crashes were outside of normal school hours and may not be school related. The three-way stop at Manning Road and Fairview Avenue has one crash over a five year period.

Crashes at the signalized intersection on Plainfield Road trended downward with 4 crashes in 2011 and 5 crashes in 2012 to only one crash in each of 2013, 2014, and 2015. With the low crash experience around the school, no additional safety improvements are proposed.

The IDOT Bureau of Data Collection requires the following statement be placed on any work product that incorporates or references their data.

*DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.*

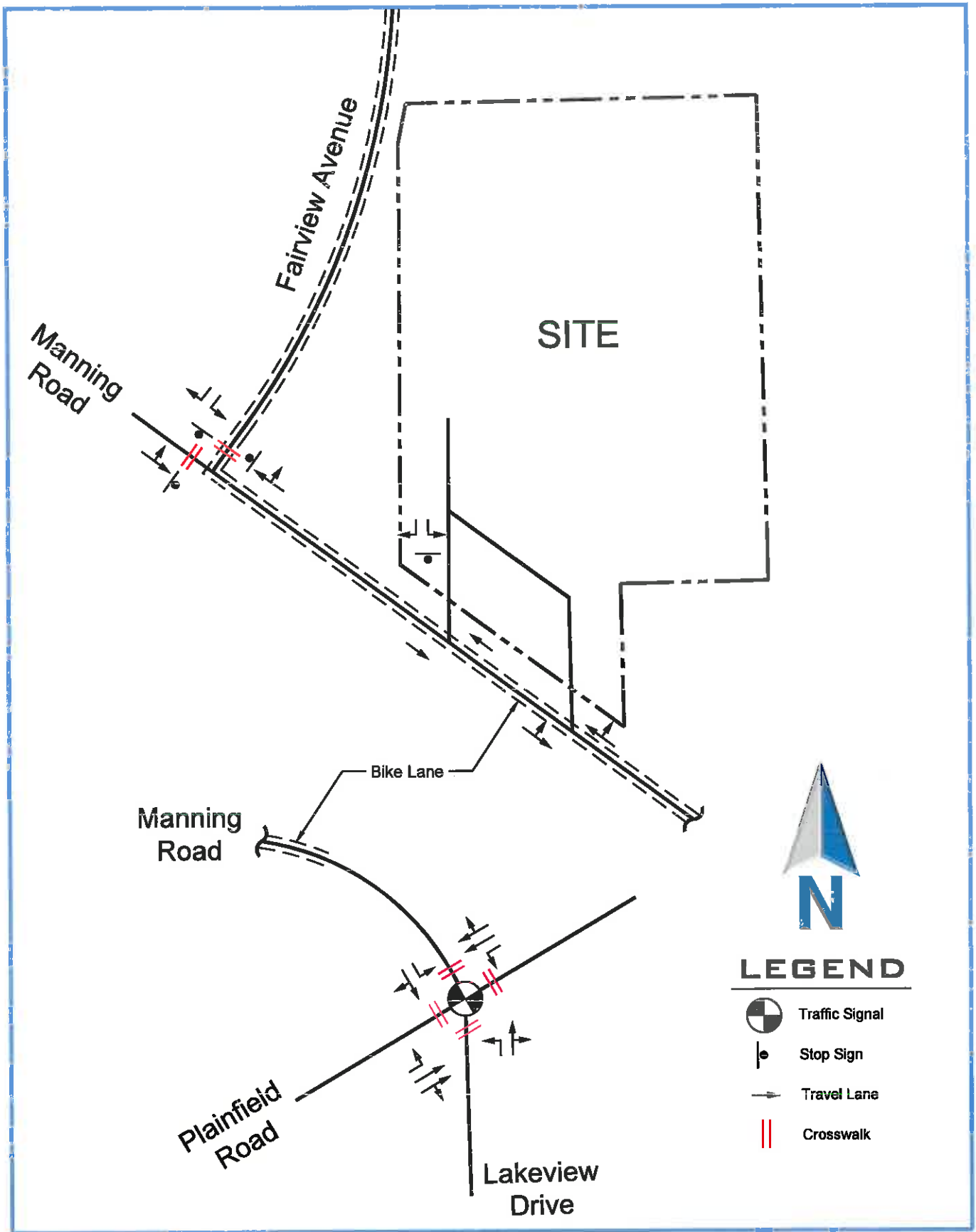
## **SUMMARY**

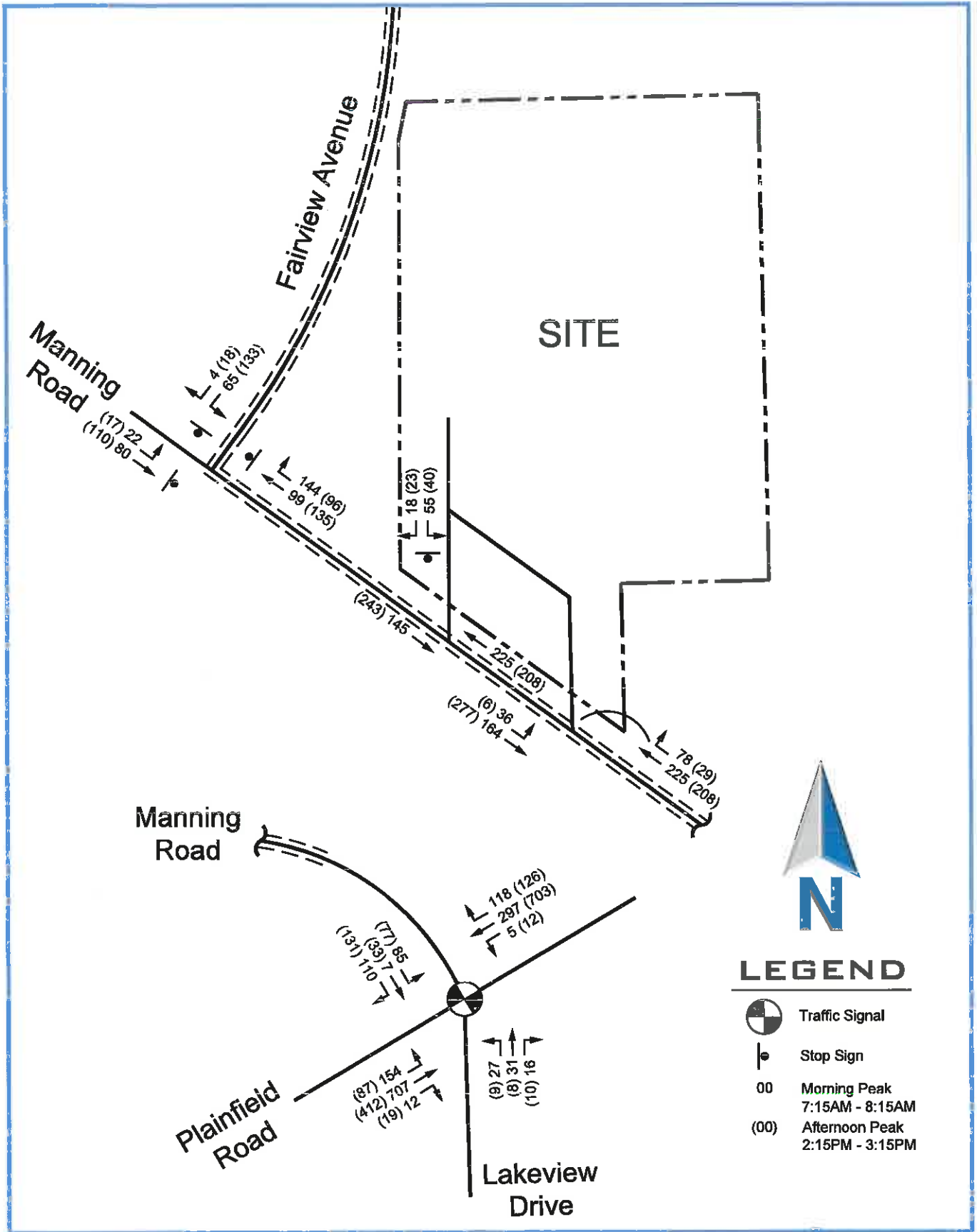
This report summarizes the results of traffic and parking study for the proposed Elizabeth Ide Elementary School in Darien, Illinois. The following conclusions were developed:

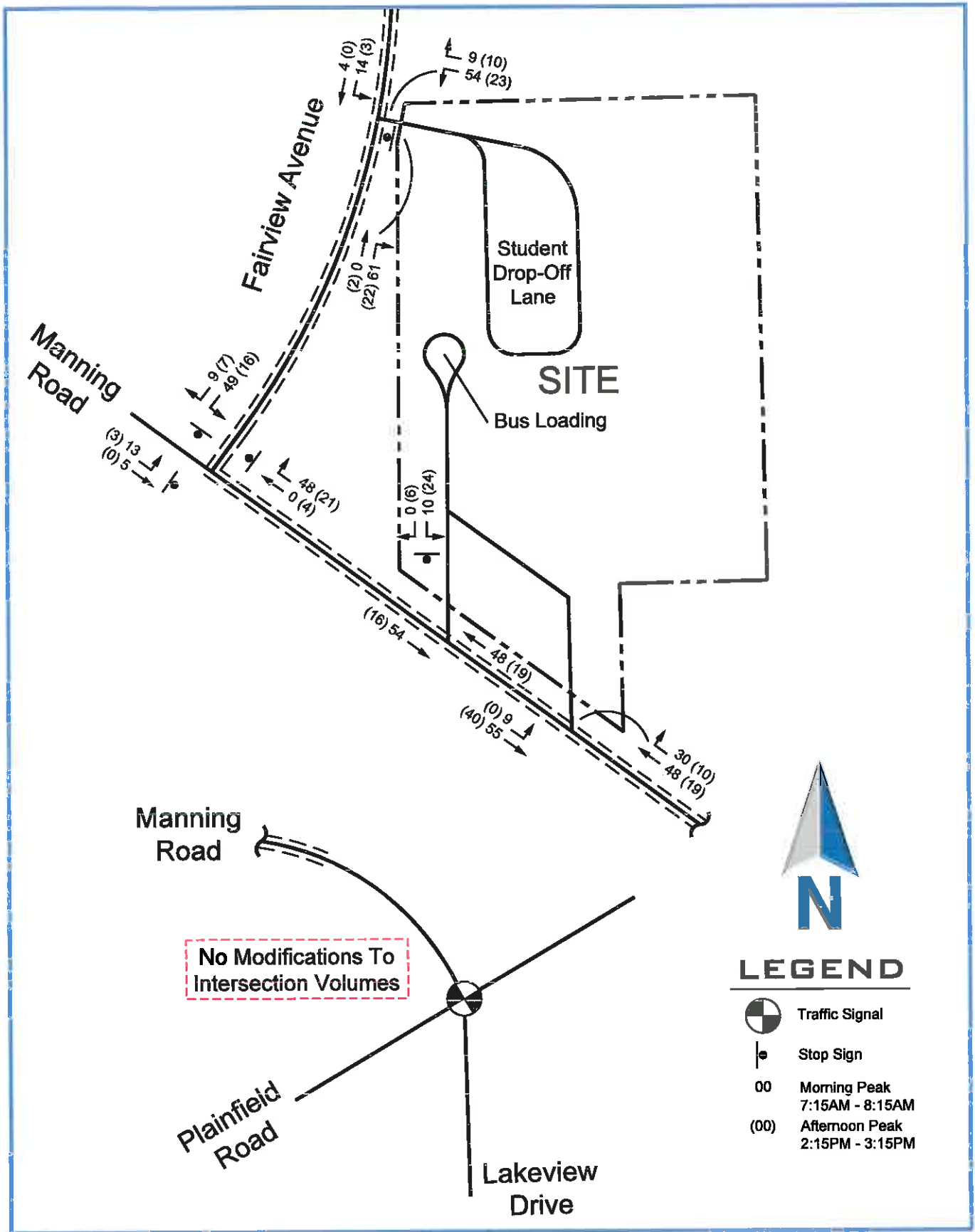
1. The proposed building expansion will provide more space for existing programs and will not result in an increase of area traffic volumes.
2. The proposed expansion will not adversely impact the level-of-service of study area intersections.
3. Separate loading areas are provided for school buses on the west side of the building and for parents/students in the north parking lot.
4. Parking counts at the school show that the 4 proposed parking spaces will exceed the zoning code requirements and exceed the national parking demand rates. Four accessible spaces are provided.

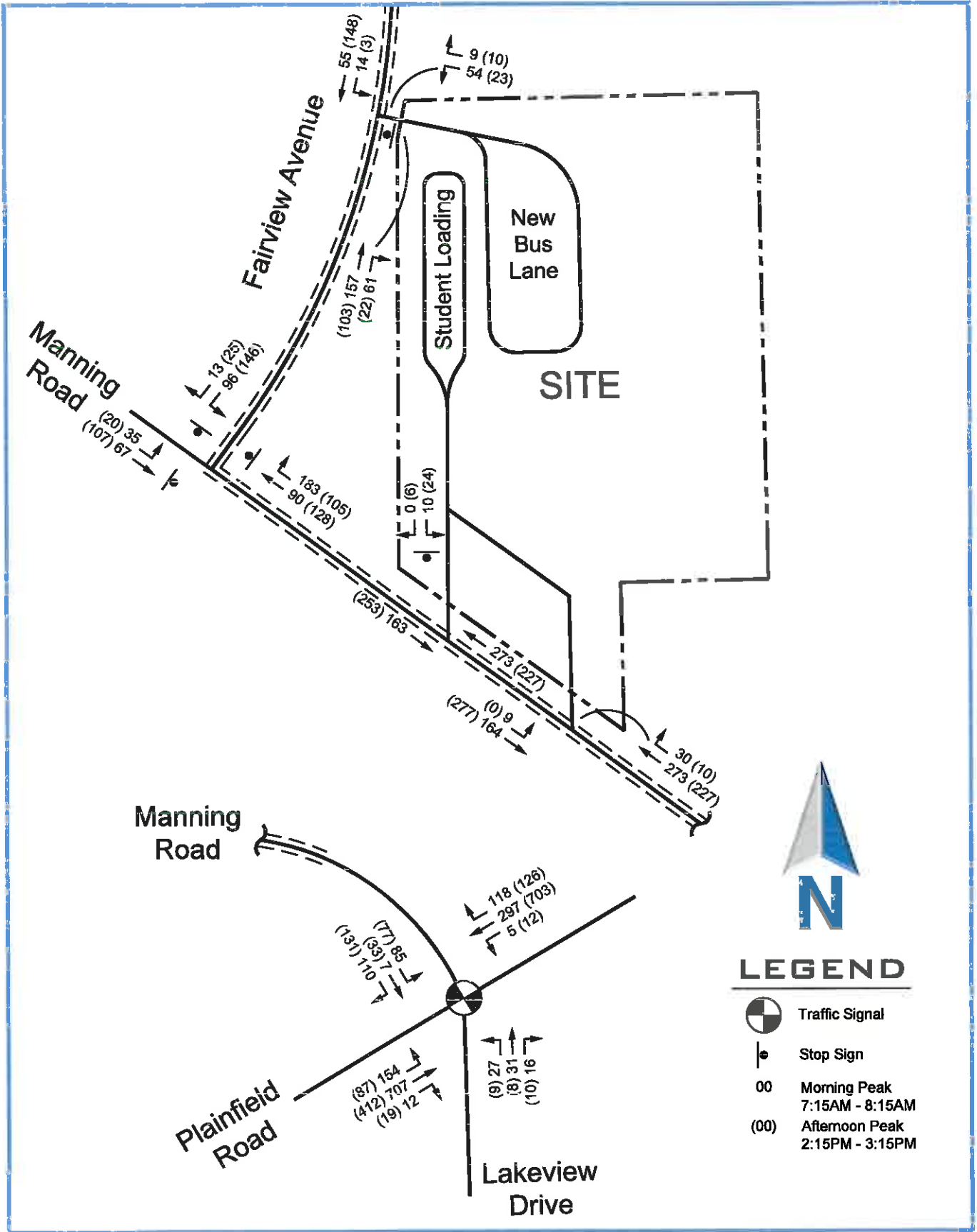
















DuPage County  
Information Technology Department  
GIS Division  
421 N County Farm Rd.  
Wheaton, IL 60187  
Ph# (630)407-5000  
Email: gis@dupageco.org

DuPage Maps Portal:  
<http://dupage.maps.arcgis.com/home>

DuPage County, Illinois Web Site:  
[www.dupageco.org](http://www.dupageco.org)

This map is for assessment purposes only.



## Steven Manning

---

**From:** Steven Manning  
**Sent:** Wednesday, February 14, 2018 12:54 PM  
**To:** Steven Manning  
**Subject:** Review of Ide Elementary School Expansion Traffic and Parking Study, Erikson Engineering 1.15.18

**From:** Michael Werthmann  
**Sent:** Wednesday, February 14, 2018 11:46 AM  
**To:** Daniel Lynch <dlynch@cbbel.com>  
**Subject:** Darien Comments

- As part of the approval process or the final engineering plans, the applicant should confirm that the location and design of the access drive meets the minimum sight distance requirements along Fairview Avenue.
- The traffic study does not address the proximity of the access drive to Judd Street (approximately 160 feet). The applicant should evaluate the proximity of the access drive to Judd Street.
- Consideration should be given to providing a high visibility, ladder style crosswalk along the access drive.

Michael A. Werthmann, PE, PTOE  
*Principal*

**Kenig, Lindgren, O'Hara, Aboona, Inc.**  
9575 West Higgins Road, Suite 400  
Rosemont, IL. 60018  
(847) 518-9990 office (847) 769-4370 cell  
[www.kloainc.com](http://www.kloainc.com) [mwerthmann@kloainc.com](mailto:mwerthmann@kloainc.com)





# CITY OF DARIEN

In the County of DuPage and the State of Illinois  
Incorporated 1868

## VARIATION AUTHORITY & STANDARDS

### Zoning Code Section 5A-2-2-3 (A): Authority

In cases where there are practical difficulties or particular hardships in the way of carrying out the strict letter of any of the regulations adopted by this Title, the City Council may, by ordinance, determine and vary the application of such regulations.

### Zoning Code Section 5A-2-2-3 (G): Standards

The City shall not vary the provisions of this Title unless findings of fact have been made on the following:

1. Whether the purpose of the variation is not based primarily upon a desire to increase financial gain and the general character of the property will be adversely altered.
2. Whether the overall value of the property will be improved and there will not be any potential adverse effects on the neighboring properties.
3. Whether the alleged need for the variation has been created by any person presently having a proprietary interest in the premises.
4. Whether the proposed variation will impair an adequate supply of light and air in adjacent property, substantially increase congestion in the public streets, increase the danger of fire or endanger the public safety.
5. Whether the proposed variation will adversely alter the essential character of the neighborhood.





**ILLINOIS MUNICIPAL CODE 65 ILCS**

**Sections 11-13-4 and 11-13-5: VARIATIONS**

**A variation shall be permitted only if the evidence sustains each of the following three conditions:**

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.

---

2. The plight of the owner is due to unique circumstances.

---

3. The variation if granted will not alter the essential character of the locality.

---

**The corporate authorities may provide general or specific rules implementing, but not inconsistent with, the rules herein provided.**

**MINUTES  
CITY OF DARIEN  
PLANNING & ZONING COMMISSION MEETING  
January 17, 2018**

**PRESENT:** Chairperson Lou Mallers, Robert Cortez, Robert Erickson, Brian Liedtke, Mary Sullivan, Steven Manning - City Planner, Elizabeth Lahey, Secretary

**ABSENT:** Bryan Gay, John Laratta

Chairperson Mallers called the meeting to order at 7:00 p.m. at the City Hall – City Council Chambers, Darien, Illinois and declared a quorum present. He swore in the audience members wishing to present public testimony.

- A. Public Hearing Case: PZC 2018-01 7521 Lemont Road (Home Run Inn) Petitioner Southwater Signs, contractor for Home Run Inn Restaurant, at 7521 Lemont Road, seeks approval of a variation to the Darien Sign Code for wall signs on 3 sides of their building.**

Mr. Steven Manning, City Planner reported that the petitioner, Southwater Signs, contractor for Home Run Inn Restaurant wishes to replace one of the signs on the east wall and install a sign on the west wall. He reported that this would result in signs on three walls where the City Code allows signs only on the front wall.

Mr. Manning reported that the restaurant is surrounded by shopping center and that the restaurant is on an out lot. He reported that variations were granted in 2012 for two monument signs on Lemont Road and 75th Street.

The petitioner, Mr. Rick Mojeck, Southwater Signs stated that they would like to move the sign over the entranceway as well as a sign near the carryout area. He stated that customers think that the main entrance is the carryout door and that customers cannot access the restaurant through that door. He further stated that all the Home Run Inn restaurants are doing renovations.

Commissioner Erickson stated that he had a family gathering over the holiday at Home Run Inn and that the out of town guests were confused where to enter.

Mr. Mojeck stated that presently there is a temporary sign up but it is not visible in the evening.

Commissioner Liedtke questioned why the sign cannot be placed on the north and west side. He stated that there used to be a sign on the west. He questioned the reason for relocating the sign.

Mr. Mojeck stated that Home Run Inn is lacking signage from the street and that customers are confused where the entrance is located.

Commissioner Erickson stated that there are directional ground signs to help guide the parking lot.

Commissioner Cortez questioned the hardship. He stated that there are other restaurants in Darien with only two signs and no ground signs.

Mr. Manning stated that it is important to compare in terms of signage. He stated that all other restaurants that were surveyed were close to the street and that Home Run Inn is 260 feet away from 75th Street and they are at a disadvantage. He further stated that the petitioner is proposing a reasonable sign and not too big.

There was no one in the audience wishing to present public comment and Chairperson Mallers closed the public hearing.

**Commissioner Cortez made a motion and it was seconded by Commissioner Erickson to accept the petitioner's testimony and staff findings as sufficient justification for satisfying the variation criteria.**

**Upon roll call vote, THE MOTION CARRIED 5-0.**

**Commissioner Cortez made a motion and it was seconded by Commissioner Sullivan to recommend approval of the variation as requested.**

**Upon roll call vote, THE MOTION CARRIED 4-1. Commissioner Liedtke voted Nay.**

Commissioner Liedtke stated that he felt that the traffic flow could be minimized and to move the sign from the east to the west. He stated that he did not feel that three signs was necessary.

Commissioner Erickson disagreed and stated that the sign will not be seen. He stated that the City wants to promote good business.

Mr. Manning reported that this would be forwarded to the Municipal Services Committee on Monday, January 23, 2018 and then to the City Council on February 5, 2018.

### **CORRESPONDENCE**

None.

### **OLD BUSINESS**

Mr. Manning reported that there are still two vacancies on the Committee.

### **NEW BUSINESS**

Mr. Steve Manning, City Planner discussed future PZC training and possibly placing more emphasis on the findings.

Chairperson Mallers stated that he was in favor of more training.

Commissioner Cortez stated that he would like training on facts and findings to provide more clarity.

Commissioner Liedtke stated that he would like to recommend that the Committee take a look at updating some of the Codes that are over 20 years old. He also stated that he would like training on making motions.

**Commissioner Mallers made a motion and it was seconded by Commissioner Erickson to direct staff to work with the Committee on the development and updating of the Darien Codes to meet the needs of the residents.**

**Upon roll call vote, THE MOTION CARRIED 5-0.**

**APPROVAL OF MINUTES**

**Commissioner Erickson made a motion and it was seconded by Commissioner Liedtke to approve the January 3, 2018 Regular Meeting Minutes.**

**Upon roll call vote, THE MOTION CARRIED UNANIMOUSLY 5-0.**

**NEXT MEETING**

**Mr. Manning announced that the next meeting is scheduled for Wednesday, February 7, 2018 at 7:00 p.m.**

**ADJOURNMENT**

**With no further business before the Commission, Commissioner Erickson made a motion and it was seconded by Commissioner Liedtke. Upon voice vote, THE MOTION CARRIED unanimously and the meeting adjourned at 8:07 p.m.**

**RESPECTFULLY SUBMITTED:**

**APPROVED:**

\_\_\_\_\_  
**Elizabeth Lahey**  
**Secretary**

\_\_\_\_\_  
**Lou Mallers**  
**Chairman**