



# Memorandum

**To:** Chairman Byrnes and Plan Commissioners  
**From:** Sean Gascoigne, Village Planner   
**Cc:** Tim Bleuher, Director of Community Development   
David Cook, Village Manager  
**Date:** June 26, 2009  
**Re:** 26-32 First Street – SW Corner of First Avenue and Garfield Street – Exterior Appearance Review and Site Plan Review

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Please note that all information pertaining to this case was distributed for last month's Plan Commission meeting of June 10<sup>th</sup>. Should you require any additional copies of the information already circulated, we would be happy to provide you with copies upon request.

**Cc:** President Cauley and the Village Board of Trustees  
David Cook



**DATE:** June 9, 2009  
**TO:** Mr. Timothy Bleuher, Hinsdale  
**FROM:** Nathaniel Utz, MAI  
**PROJECT:** The Garfield, June 3, 2009 Zoning Submission  
**CC:** Alan Swanson, MAI

McDonough Associates Inc. (MAI) has reviewed the above referenced zoning submission for the development at First Street and Garfield Avenue in the Village of Hinsdale. As you know, MAI prepared a Traffic Impact Study (TIS) for the original development which had planned on constructing two levels of underground parking (138 total spaces), two levels of retail and office use, and one level of residential condominiums (6 units). The original proposal had a building coverage of 79.4%. This new proposal will not construct any underground parking, as it will utilize the existing surface parking lot (45 total spaces). According to the proposed plan, the new building has a reduced coverage of 51.8% and will consist of two levels of retail and office space and a third level of either office or residential condominiums.

**Traffic Generation**

With a reduction in the building square footage comes a reduction in the traffic generated by the proposed development. The reduction in the AM peak hour is less significant due to the fact that there is potential for office use on the third level, thus increasing the traffic generated in the AM. The reduction in traffic generated during the PM peak hour is more apparent due to the 50% reduction in potential restaurant use. (See Attached trip Generation Exhibit).

**Traffic Impact**

The original TIS prepared by MAI noted that the capacity analysis at the intersection of First Street and Garfield Avenue showed that post development delays per vehicle would increase, albeit a manageable amount (4-8 seconds per vehicle). With a decrease in traffic being generated by the proposed development, we can expect to see post development delays improve slightly.

**Parking**

Parking appears to be a significant issue moving forward. The initial proposal planned for 138 parking spaces to be constructed in two levels of underground parking. This new proposal plans for 45 surface parking spaces, a 65% reduction in available parking. The reduction in traffic being generated by the proposed development (reduced square footage) is only 10%-20%, thus leaving a large gap. *The required number of parking spaces for the proposed development according to the Village Code Section 9-104J is 182 spaces.*

**Access and Circulation**

The proposed site plan for the existing parking lot shows using the existing two curb cuts along Garfield Street, however, both entrances are shown as full access. Given the proximity of the north curb cut to the intersection of First Street and Garfield Avenue, we recommend the north curb cut be signed as entrance only and the south curb cut be signed as exit only, thus making the internal circulation of the parking lot one-way only.

**SEPTEMBER 30, 2008 SUBMISSION**

	LAND USE	SIZE SF	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
1st Floor	Retail <sup>1</sup>	9,000	14	18	32	25	20	45
	Restaurant <sup>2</sup>	8,000	10	5	15	35	17	52
2nd Floor	Retail <sup>3</sup>	11,250	21	25	46	24	24	48
	Office <sup>4</sup>	11,250	14	3	17	3	14	17
3rd Floor	Condominium <sup>5</sup>	6 Units	2	4	6	4	2	6
<b>TOTAL</b>		<b>59,150</b>	<b>61</b>	<b>55</b>	<b>116</b>	<b>91</b>	<b>77</b>	<b>168</b>

<sup>1</sup> Land Use Code 814 Specialty Retail

<sup>2</sup> Land Use Code 931 Quality Restaurant

<sup>3</sup> Land Use Code 876 Apparel Store

<sup>4</sup> Land Use Code 710 General Office

<sup>5</sup> Land Use Code 231 Low-Rise Condo

Note: Land Use Codes and calculations are based on the Institute of Transportation Engineers Report, Trip Generation, 8th Edition. Land uses are estimated based on proposed redevelopment plans as well as discussions with the developer.

**REVISED JUNE 3, 2009 SUBMISSION**

	LAND USE	SIZE SF	AM Peak Hour			PM Peak Hour		
			To	From	TOTAL	To	From	TOTAL
1st Floor	Retail <sup>1</sup>	9,000	14	18	32	25	20	45
	Restaurant <sup>2</sup>	4,000	5	3	8	18	9	27
2nd Floor	Retail <sup>3</sup>	8,900	16	19	35	18	18	36
	Office <sup>4</sup>	8,900	11	3	14	3	11	14
3rd Floor	Office <sup>4</sup>	6,800	9	2	11	2	9	11
	Condominium <sup>5</sup>	3 Units	1	2	3	2	1	3
<b>TOTAL</b>		<b>44,400</b>	<b>56</b>	<b>47</b>	<b>103</b>	<b>68</b>	<b>68</b>	<b>136</b>

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