

30W063 AND 30W081 ESTES STREET – DREAM CLEAN / STARBUCKS ZONING

RELIEF

May 8, 2025

Project No.

SUP-2025-0011

Applicant

Dream Clean Holdings LLC
625 Greenleaf Ave
Wilmette, IL 60091

Joseph Development LLC
1406 W. Fulton Street
Chicago, Illinois 60607

Property Owner

30W063 Estes Street

Leland M. Stahelin Irrevocable Trust / Michael A. Stahelin Irrevocable Trust
800 Roosevelt Road Build A Ste 120
Glen Ellyn, IL 60137

30W081 Estes Street

City of Warrenville

Subject Property Location & Info

30W063 Estes Street

Located on the west side of Route 59 and between Duke Parkway and Estes Street

PINs: 04-33-403-003, 04-33-403-006, 04-33-403-007

Approximate Size: 3.59 acres

30W081 Estes Street (City Parcel)

Located on the east side of Barkley Ave and between Duke Parkway and Estes Street

PIN: 04-33-403-008

Approximate Size: 0.46 acres



LOCATION MAP

PROJECT DESCRIPTION

Mitch Zaveduk on behalf of Dream Clean Holdings LLC and Daniel Abdo on behalf of Joseph Development LLC collectively “the Applicants,” are seeking zoning relief to allow the property bounded by Route 59, Estes Street, Barkley Avenue, and Duke Parkway and commonly known as 30W063 and 30W081 (the “Subject Properties”) with a Dream Clean car wash, Starbucks drive-through, a development-ready commercial parcel for future development, and related improvements. Project documents are available on the *City Private Development Projects* webpage at:

<https://www.warrenville.il.us/969/Dream-Clean-Starbucks-Development>

The public hearing for this request began at the March 20, 2025 Plan Commission and Zoning Board of Appeals meeting. The public hearing was continued to the May 8, 2025, Plan Commission and Zoning Board of Appeals meeting. It is important to note that this staff report does not reflect any public input that may be received during the May 8, 2025, public hearing, and therefore should be reviewed with this in mind. Any additional information

Existing Zoning

R-2 Medium-Low Density Single Family Residential

Subarea Plan Designation

Commercial

Approvals Sought

- Rezoning from R-2 Medium-Low Density Single Family Residential to B-2 Community Retail and B-4 Motorist Service;
- Preliminary Plat of Resubdivision;
- Special Use Permit for a drive-through;
- Special Use Permit for outdoor eating & drinking patio;
- Special Use Permit for an automobile laundry;
- Special Use Permit for a Planned Unit Development with code deviations; and
- Preliminary Planned Unit Development plan approval

Attachments

- Attachment A – Zoning Applications
- Attachment B – Revised Subdivision Plat
- Attachment C – Revised Site Plan
- Attachment D – Revised Landscape Plan
- Attachment E – Dream Clean Elevations and Renderings
- Attachment F – Starbucks Renderings
- Attachment G – Dream Clean Sign Package
- Attachment H – Revised Preliminary Civil Engineering Plans
- Attachment I – Auto Turn Exhibit
- Attachment J – Photometric Study
- Attachment K – Revised Traffic Study
- Attachment L – Engineering/SWM/Public Works Review #2
- Attachment M – Sound Impact Study
- Attachment N – Architectural Site Plan

concerning the application that may be provided up to and at the public hearing will need to be reviewed and taken into consideration.

The Plan Commission is responsible for making recommendations to the City Council for the rezoning, plat of subdivision, special use permits, and planned unit development plan with code deviation requests.

BACKGROUND

In November of 2024, the Applicants completed a Courtesy Review for a Dream Clean and Starbucks development. The Plan Commission raised some points of concern including, but not limited to, landscaping, number of vacuums on-site, traffic generated by the use, limiting future uses on the site, signage, hours of operation, native plantings, solar installations, tire air station, and site lighting. Six residents from the Lexington Trace residential development provided testimony in opposition to the project citing the intensity of land use, the number of proposed vacuums, cut-through traffic, future additional uses and their compatibility with the neighborhood, and potential impacts to bike path users and pedestrians.

Based on feedback received at the November 7, 2024, Courtesy Review, the Applicants updated the proposed plans and submitted a formal application for public hearing at the March 20, 2025 Plan Commission meeting. Plan Commissioners provided feedback on the proposed development including, but not limited to, noise concerns, number of vacuum stalls, synergy with adjacent commercial and residential uses, traffic, circulation, and landscaping. Thirteen residents spoke in objection to the project, citing concerns including, but not limited to, safety, compatibility with adjacent residential uses, noise, light pollution, and traffic.

Subsequent to the March 20, 2025, public hearing, the Applicants worked with Community Development Department staff and submitted updated plans based on both staff comments and comments received during the public hearing.

PLAN REVISIONS SUBSEQUENT TO MARCH 20, 2025, PUBLIC HEARING

Below is a list highlighting some of the changes made

subsequent to feedback received at the March 20, 2025, public hearing:

- Reduction in the number of vacuum stalls from 20 to 19;
- Additional ornamental trees just north of the westernmost vacuum stalls on the Dream Clean property;

- Relocation of the vacuum utility station from the east side of the car wash building to the south side of the building;
- Narrowed the drive aisle adjacent to the vacuum stalls on the Dream Clean property from 28' to 26';
- Narrowed the car wash stacking lane from 24' to 22';
- Reconfigured Starbucks property access and parking lot layout;
- Additional interior parking lot landscaping for both the Starbucks and Dream Clean properties;
- Added sidewalk connection from Estes Street to Starbucks;
- Reduction in the shared access drive width on Lot 1 from 24' to 22';
- Added prairie grass landscaping on the west side of Lot 3 (Dream Clean property);
- Added Perimeter landscaping on the west side of Lot 3 (Dream Clean property) and the west and north sides of Lot 1 (vacant property).

While not noted in the plans, subsequent conversations with staff resulted in the Applicant agreeing to the following modifications to the site:

- Installation of an 8' tall and 18' long sound wall along the northern side of the exit tunnel of the car wash;
- Reducing signage on the west façade of the building to only an "Exit" sign above the tunnel;
- Installation of a "local traffic only" sign on the Barkley Avenue exit to dissuade cut-through traffic and right turns onto Barkley Avenue;

The Applicant also proposes an updated traffic study in a six-to-twelve-month window following occupancy to determine if there is an impact on traffic in the area and if site adjustments need to be made to reduce its negative externalities.

ANALYSIS

The Applicant is seeking approval of the following zoning relief requests:

- Rezoning of proposed Lot 1 and Lot 2 from R-2 Medium-Low Density Single Family Residential to B-2 Community Retail (**NOTE:** this is a change from the previous staff report);
- Rezoning of proposed Lot 3 from R-2 Medium-Low Density Single Family Residential to B-4 Motorist Service;
- Preliminary Plat of Resubdivision;
- Special Use Permit for a drive-through;
- Special Use Permit for outdoor eating & drinking patio;
- Special Use Permit for an automobile laundry;
- Special Use Permit for a Planned Unit Development; and
- Preliminary Planned Unit Development Plan approval for the proposed development with the following code deviations:

Starbucks Development

1. Front yard setback reduction from 40' to approximately 32.14';
2. Reduce the minimum front yard setback for all other pavement across from residential zoning from 15' to approximately 10.57' on the north side;
3. Reduce the minimum required foundational landscaping from a cumulative of approximately 2,000 square feet to 396 square feet along the north half of the building;

Dream Clean Development

1. Reduce the minimum lot width from 150' to approximately 146.98';

2. Reduce the minimum interior side yard from 10' to approximately 7'2";
3. Reduce the minimum corner side yard setback of pavement across from non-residential zoning from 15' to approximately 7.5'.
4. Reduce the minimum required foundational landscaping from a cumulative of approximately 3,910 square feet to approximately 1,513 square feet located on the north and east sides of the building;

Granting the above zoning relief requests will permit the three-lot development as proposed. Below is a summary of the proposed plans:

Lot 1 (Undeveloped – Future Use To Be Determined)

Aside from a full access point on Barkley Avenue, 22' wide access drive, perimeter landscaping, and connection points to Lot 2 and Lot 3, Lot 1 is proposed to remain undeveloped (see Attachment C and Attachment D). The full access point on Barkley Avenue will be the only route for those customers leaving the site who want to travel northbound on Route 59. The City currently owns a parcel with frontage along Barkley between Estes and Duke that lies between the westernmost limits of Lots 1 and 2 and the Barkley right of way. The City Council has directed City Staff to prepare a Purchase and Sale Agreement for that property pursuant to which the City will only sell the City Parcel to Dream Clean if Dream Clean obtains final approval of the necessary zoning relief for the proposed development. That process is underway. Review and approval of the purchase and sale contract will occur concurrent with any recommendations received by the Plan Commission.

Lot 1 Proposed Land Use Data

Zoning: B-2 Community Retail

Site Area: 1.2 acres

NOTE: Any future development on Lot 1 will require amending the Planned Unit Development plan, which includes a public hearing before the Plan Commission and final action by the City Council.

Since the March 20, 2025, public hearing for this project, the Applicant has included additional perimeter shade tree landscaping along the north property line adjacent to existing residential uses. Installation of landscaping prior to development is not common practice. This will provide additional time for landscaping to mature.

Lot 2 (Starbucks)

Joseph Development proposes a 2,050 square foot Starbucks with drive-through on Lot 3 (see Attachment C). 22 parking spaces, including two ADA spaces, are proposed to serve the site. 15 stacking spaces are proposed to serve the drive-through. Customers will access the site from Estes Street or via Barkley Avenue via a connection with Lot 1. The updated site plan shows a reconfigured parking lot with access moved westward on Estes Street to line up with the proposed one-way drive aisles.

The Starbucks building itself measures approximately 39' by 56' with a 5' extension for a pick-up window on the north side. Building materials include brick, stucco, panels, windows, and canopies (see Attachment F). The building uses a brown and beige color scheme. Fencing is proposed around the rear of the building (east side) to screen utilities. An approximately 650 square foot patio is located on the south side of the building. A nine-foot-wide sidewalk is proposed to serve the perimeter of the building. One menu board and one monument sign are proposed. Other sign details are not yet provided, but will be provided with building and engineering plan/permit submittals.

Joseph Development LLC proposes four street trees, shrubs, and perennial plantings along Route 59 (see Attachment D). Six trees are proposed to be planted in parking lot landscaping islands. Four shade trees and seventeen ornamental trees are proposed around the remainder of the site including near the patio, landscape peninsula at the southwest corner of the property, around the proposed dumpster enclosure, and at the northwest corner of the property. Since the March 20, 2025, public hearing, the Applicant updated the landscape plan to meet planting size requirements, added more landscaping south of the proposed patio, and updated landscaping to accommodate the adjusted parking lot and access configuration. A mix of shrubs and perennials will fill out the remainder of the site.

Lot 2 (Starbucks) Proposed Land Use Data

Zoning: B-2 Motorist Service District with a drive-through special use permit
Site Area: 0.85 acres
Building Area: ~2,050 square feet
Parking Provided: 22 spaces (including 2 ADA spaces)
Car Stacking Provided: 15 cars

Lot 3 (Dream Clean Car Wash)

Dream Clean proposes a 6,500 square foot car wash and related improvements on Lot 3 (see Attachment C). 19 vacuum stalls and eight employee parking spaces, including an ADA stall and an accessible vacuum stall, serve the site. Two parking stalls are proposed next to a tire inflation station located at the northwest corner of the developed portion of the lot. Cars will queue in the double-wide, approximately 360-foot-long queueing lane designed to accommodate 37 cars. Customers may access the site from Duke Parkway or Barkley Avenue via a connection with Lot 1.

The car wash building measures approximately 152' by 42' with a maximum height of 34' 10.5" at the entrance of the wash near Route 59 (see Attachment E). The building design incorporates a mix of materials including stone masonry veneer, brick, aluminum siding, and windows. The color scheme includes shades of blue, gray, and brown. Wall signs are proposed on all sides of the building; 90 square foot signs on the north and south facades and a 60 square foot sign on the east façade. The Applicant agreed to remove the west façade sign for a generic "Exit" sign after feedback received at the March 20 public hearing. Two menu boards, seven small convenience and directional signs, and one eight-foot-tall monument sign with message board is proposed on the southwest corner of the property (see Attachment G).

Trees are proposed throughout Lot 3 including six near the access point on Duke Parkway, three along Route 59, eight trees throughout the parking lot and queueing lane, and two near the car wash building exit. 15 ornamental trees are proposed on the north side of the car wash building. Additional trees and landscaping are proposed to fill in the area between the access drive and the westernmost vacuum stalls. The Applicant proposes shrubs, grasses, and ornamental trees are proposed to fill out the remainder of the site (see Attachment D).

Lot 3 (Dream Clean Car Wash) Proposed Land Use Data

Zoning: B-4 Motorist Service District with an automobile laundry Special Use Permit
Site Area: 1.95 acres
Building Area: 6,500 square feet
Parking Provided: 8 spaces (including one ADA space)
Vacuum Stalls: 21 spaces (including one accessible space)
Car Wash Stacking Provided: 37 cars

PUBLIC RIGHT-OF-WAY IMPROVEMENTS

The Applicants are proposing a revised right in / right out at the intersection of Route 59 and Estes Street (see Attachment C). Currently a rural cross section, Estes Street will be upgraded with full curb and gutter. The Applicants propose to install sidewalk along the south side of Estes Street and along Route 59. Twelve street trees are proposed along the south side Estes Street. All elements of the proposed development will be served by existing water and sewer utilities located along Duke Parkway, Barkley Avenue, and

I. PRELIMINARY PLAT OF RESUBDIVISION (Requires a public meeting and ultimately a Plan Commission recommendation to the City Council)

The Applicants are requesting approval of a Preliminary Plat of Resubdivision (see Attachment B), which contemplates the consolidation and resubdivision of the Subject Properties into three lots of record – Lot 1 (undeveloped parcel and access road off Barkley Avenue), Lot 2 (Starbucks), and Lot 3 (Dream Clean). This subdivision will facilitate the proposed development, allow separate ownership of lots, and create a new undeveloped lot for a future user.

II. REZONING (Requires a public hearing and ultimately a Plan Commission recommendation to the City Council)

In recommending approval or conditional approval of a **zoning map amendment (rezoning) to rezone proposed Lots 1 and 2 from R-2 Medium-Low Single Family Residential to B-2 Community Retail and proposed Lot 3 from R-2 Medium-Low Single Family Residential to B-4 Motorist Service**, the Plan Commission shall transmit to the City Council written findings of fact that all of the conditions below apply to the application. In granting approval or conditional approval, the City Council shall similarly find that all of the following conditions apply in the ways listed below (Community Development Department staff responses are in *italics*):

1. Compatible with Use or Zoning of Environs

The proposed use(s) or the uses permitted under the proposed zoning classification are compatible with existing uses or existing zoning of property in the environs.

Proposed Lots 1, 2, and 3 are surrounded by residentially zoning properties to the north and west, B-2 Community Retail across Route 59, a major arterial street, to the east, and B-4 Motorist Service (Thorntons gas station) to the south. However, the subarea plan also identifies that “commercial” designated properties within the subarea should be rezoned to B-4 Motorist Service. The proposed rezoning will result in Lots 1 and 2, the future development lot and Starbucks lot, respectively, as B-2 Community Retail and Lot 3, the Dream Clean car wash, as B-4 Motorist Service. The existing R-2 Medium-Low Density Single Family Residential zoning is a legacy zoning established prior to the approval of the Southwest District Subarea Plan. Today, the subject property has immediate proximity to a signalized intersection at IL Route 59 (major arterial street) and upgraded roadway and utility infrastructure. Development of the surrounding area has been consistently guided by the Southwest District Subarea Plan. Furthermore, the proposed mix of B-2 and B-4 zonings will result in B-2 Community Retail zoning providing a buffer between the proposed B-4 zoning and the existing residential zoning to the north and west of the Subject Properties.

2. Supported by Trend of Development

The trend of development in the general area since the original zoning of the affected property was established supports the proposed use of zoning classification.

The Subject Properties and those properties to the west were annexed into the City in the 1970’s. Upon annexation, these properties were large lot single family homes and farmland. To guide development of the Subject Properties and surrounding area, and to address development opportunities brought about by increased traffic on Route 59 and demand for commercial and residential development, the City adopted the Southwest District Subarea Plan in 2016. This

document was created through a comprehensive study of natural features, infrastructure, market conditions, traffic systems, etc. The planning process included public input, hearings, and adoption by the City Council. The plan provides future land use designations for properties within the district, as well as recommendations for roadway improvements, including the signal now installed at Duke Parkway and IL Route 59. In the years since adoption of the plan, much of the Southwest District has been redeveloped and that redevelopment has largely followed and been consistent with the land use designations for future development provided in the plan. Specifically, the development of the Lexington Trace residential project, Thorntons gas station, Everton Townhomes, Everton Flats, and Everton commercial (among other projects farther from the Subject Properties) were all supported by the Plan.

The Subject Properties are designated as commercial uses in the Southwest District Subarea Plan. The Southwest District Subarea Plan defines commercial uses as including restaurants, small scale retail stores, hotels, and personal services. The designation reflects the Subject Properties direct access to a signalized intersection, marketable commercial frontage along IL Route 59 aligned with similar uses proposed directly across the street in Everton, and proximity to buffer the Lexington neighborhood from the more intensive commercial (e.g. Thorntons) and light industrial uses to the south and west of the Subject Properties. Similarly, the Thorntons parcel was rezoned from R-2 Medium-Low Density Single Family Residential to B-4 Motorist Service to accomplish the development goals of the subarea plan. The proposed rezoning from residential to commercial in accordance with the Plan is consistent with the trend of development in the surrounding area. Applicants' revised request, based on community feedback at the Public Hearing, to rezone the northern and westernmost properties to B-2, Community Retail, restricts the intensity of permissible commercial activity (as compared to B-4 Motor Services District) adjacent to the residentially zoned lots to enhance the transition between more intensive commercial and light industrial uses and the residential areas beyond.

3. Consistent With Comprehensive Plan Objectives

The proposed use or zoning classification is in harmony with the objectives of the Comprehensive Plan of the City as viewed in light of any changed conditions since its adoption.
The proposed rezoning is consistent with the land use designation outlined in the Southwest District Subarea Plan.

4. Furthers Public Interest

The proposed use or zoning classification promotes the public interest and not solely the interest of the applicant.
Staff believes the proposed uses and rezonings will further the goals outlined in the Southwest District Subarea plan by allowing the development the Subject Properties with commercial uses that will also include improvements to streetscape, high quality building designs, and a site plan with a synergy of uses.

III. SPECIAL USE PERMITS (Requires public hearing and ultimately a Plan Commission recommendation to the City Council)

In recommending or granting approval or conditional approval of **Special Use Permits for an automobile laundry, drive-through, outdoor drinking & eating patio, and Planned Unit Development**, the City Council and Plan Commission shall prepare written findings of fact that on the basis of the characteristics listed Table 7C, titled "Approval Criteria for Special Uses" and any conditions recommended to be part of the approval -- the proposed use will be compatible with existing uses in the area, and with Permitted Uses in the zoning district, in the ways listed and described below (Community Development Department

staff responses are in *italics*. **Note:** staff responses assume the Subject Properties are rezoned as proposed):

1. Traffic

Any adverse impact of types or volumes of traffic flow not otherwise typically in the zoning district has been minimized.

Staff does not believe that the proposed special uses will result in types or volumes of traffic not consistent with the underlying zoning or consistent with commercial uses along Route 59. Applicants' KLOA Traffic Impact Study has determined that the existing roadway system will not be significantly impacted by the proposed development.

To minimize potential cut-through traffic, the Applicants are willing to install "local traffic only" signs on Barkley Avenue. During peak hours and after storm events (which traditionally bring additional customers to a car wash), Dream Clean proposes traffic control measures such as limiting site access to the Barkley Avenue entrance to maximize on site stacking. A second traffic study performed six to twelve months after the car wash and Starbucks are both open could identify any unforeseen traffic issues. Staff recommends that the special use permits be conditioned upon Applicants performing this follow-up traffic study and Applicants' willingness to take commercially reasonable steps to alleviate any identified issues. The Applicants are also willing to comply with this condition. The Applicant confirmed that no semi-trucks will make deliveries to either proposed business.

2. Environmental Nuisance

Any adverse effects of noise, glare, odor, dust, waste disposal, blockage of light or air, or other adverse environmental effects of a type or degree not characteristic of Permitted Uses in the zoning district, have been appropriately controlled.

*Based on Applicants' submissions, Staff does not believe the proposed special uses will create environmental nuisances not characteristic of permitted uses in the proposed underlying zoning districts. The Thunder Hearing & Sound Study concluded that the proposed uses will result in noise consistent with the Zoning Ordinance's Performance Standards (see **FIGURE 6** of the Thunder Hearing and Sound Study). Ambient Route 59 sounds range from approximately 50-60 dBa. The projected sound level of the car wash is approximately 50 – approximately 58 dBa. To further reduce sound pollution, Staff recommends that approval of the auto laundry special use be conditioned upon the installation of an 8' tall by 18' long sound wall on the north side of the car wash exit, which is to be shown on the final plan of planned unit development. Applicants have stated a willingness to comply with this condition. This wall will further buffer the primary noise generation point (vehicle exit from car wash dryers).*

Regarding lighting, it is a condition of approval that the final photometric plan shall meet City Zoning Ordinance standards. Please refer to Applicants' response to the standards attached as Attachment A.

Applicant has stated that the project will not produce unwanted odor, dust, or waste to a greater degree than permitted uses in the underlying proposed zoning districts. Staff has not identified any concerns regarding these issues. The car wash uses water recycling technologies and environmentally friendly cleaning and finishing products. In addition, the sites include native plantings and newly required EV Charging stations.

3. Neighborhood Character

The proposed use will fit harmoniously with the existing natural or man-made character of its surroundings and with Permitted Uses in the zoning district. The uses will not have undue deleterious effect on the environmental quality, property values, or neighborhood character already existing in the area or normally associated with Permitted Uses in the district.

Staff believes the proposed special uses will fit harmoniously with the existing context of the neighborhood. The development will buffer and transition more intensive activities at the Thorntons and nearby industrial/warehousing uses from the residential areas to the north. The uses balance the pattern of development on the east and west sides of IL route 59 in this area. The existing neighborhood character was guided by the Southwest District Subarea Plan. The proposed uses are consistent with the goals of the plan.

4. Public Services and Facilities

The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of Permitted Uses in the district, nor generate disproportionate demand for new services or facilities as compared with the Permitted Uses, in such a way as to place undue burdens upon existing development in the area.

The proposed special uses will not require public services and facilities to a degree disproportionate to that normally expected of Permitted Uses nor will it generate a disproportionate demand for new services or facilities. The proposed car wash will use water reclamation, water recycling, and reverse osmosis technologies to ensure water quality and reduce impact on City water and sewer facilities.

5. Public Safety and Health

The proposed use will not be detrimental to the safety or health of the employees, patrons, or visitors associated with the use nor of the general public in the vicinity.

Staff does not believe that the proposed special uses will be detrimental to public health or safety of employees, patrons, nor visitors of the proposed uses.

6. Other Factors

The proposed use is in harmony with any other elements of compatibility pertinent in the judgment of the Commission or Council to the particular Special Use or its particular location.

Staff believes that the proposed special uses are compatible with the Subject Properties' existing context as compatible with the amount and type of traffic generated on Route 59, compatible with the Southwest District Subarea Plan commercial use designation, and surrounding trend of development guided by the Southwest District Subarea Plan.

IV. PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN WITH DEVIATIONS APPROVAL (requires a public hearing before the Plan Commission and ultimately a recommendation to the City Council)

In recommending approval or conditional approval of a Preliminary/Final Plan for a Planned Unit Development (PUD), the Zoning Ordinance requires the Plan Commission to transmit to the City Council written findings of fact that the application meets all of the criteria below or will meet them when the Commission's conditions are fulfilled. The City Council shall, in granting approval or conditional approval, also find that all of the following criteria are met or will be met when the conditions to which the approval is made subject are fulfilled. (Community Development Department staff responses are in *italics*):

1. SUPERIOR DESIGN

The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable

zoning district and subdivision regulations, and solely on this basis modifications to the use and design standards established by such regulations are warranted.

By developing under one Planned Unit Development, the Subject Properties will share an internal roadway and access points, without which commercial development of the Subject Properties would not be possible. The properties will also share consistent landscaping that may not be achieved if developed separately. The proposal allows a portion of the Subject Properties to be set aside as a prairie grass amenity at the west end of proposed Lot 3. The proposed buildings use high quality building materials, such as brick and stone masonry, and include architectural features such as windows, flat and pitched roof designs, canopies, and a patio. Therefore, Staff believes the proposed three lot subdivision and development represents a higher standard of design and amenity required of a Planned Unit Development and of development in the Southwest District Subarea than would be possible under the otherwise applicable zoning districts and therefore justify the proposed modifications and deviations.

2. MEETS PUD REQUIREMENTS

The PUD meets the requirements for Planned Unit Developments set forth in this Ordinance, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

*The PUD meets the requirements for planned developments provided that the Applicant is under contract for the purchase of the City Parcel before making an application for final planned unit development approval . All of the requested deviations, which are outlined in the **ANALYSIS** section, are permitted deviations by Section 8.C of the Zoning Ordinance. The deviations further a superior design and amenity in the proposed development by focusing development closer to Route 59, away from existing residential uses. Staff believes the proposed landscaping and prairie grass provide amenity consistent with PUD standards.*

3. CONSISTENT WITH CITY PLAN

The PUD is generally consistent with the objectives of the City Comprehensive Plan as viewed in light of any changed conditions since its adoption.

The proposed planned unit development is consistent with the Southwest District Subarea Plan, the most recently adopted subarea plan guiding development of the Subject Properties, which has identified the Subject Properties to be development with commercial uses. It is also consistent with the plan because the plan encourages comprehensive, unified development with consistent landscaping, architectural elements, high quality building materials, and interconnected internal drive networks, all of which are proposed as part of the development.

The 1984 Comprehensive Land Use Plan designates the Subject Properties for office/research uses for 30W063 Estes Street and single family residential for 30W081 Estes Street. However, the existing context has changed since the adoption of the 1984 Comprehensive Land Use Plan, including addition of Barkley Avenue bisecting 30W081 Estes Street. Based on its recency and established relevance in guiding development of the Southwest District, staff believes the land use designation and development guidelines should be prioritized in consideration of this development.

4. PUBLIC WELFARE

The PUD will not be detrimental to the Public health, safety, morals, or general welfare.

Staff has not identified any concerns regarding the proposed Planned Unit Development's effect on public health, safety, morals, nor general welfare of residents, employees, and visitors.

5. COMPATIBLE WITH ENVIRONS

Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

Based on the information available, the proposed planned unit development plans will not be injurious to the use and enjoyment of other properties in the vicinity, seriously impair property values in the neighborhood, nor impede orderly development of the surrounding property.

6. NATURAL FEATURES

The design of the PUD is as consistent as practical with the preservation of natural features of the site such as flood plains, steep slopes, natural drainage ways, or other areas of sensitive or valuable environmental character.

There are no natural features on the property with which to be consistent or to be preserved. The Applicant proposes to install a prairie grass amenity at the west end of proposed Lot 3.

7. CIRCULATION

Streets, sidewalks, off-street driveways, and off-street loading as appropriate to the planned land uses are provided. They are adequate in location, size capacity, and design to ensure safe efficient circulation of automobiles, trucks, garbage trucks, and snow plows as appropriate without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD, or unduly interfering with the safety or capacity of adjacent streets.

The proposed circulation infrastructure will likely adequately serve the development. A right in / right out access point will be provided on Duke Parkway, a full access point is proposed for Barkley Avenue, and a full access point on Estes Street. The access points were located based on site constraints and an existing intergovernmental agreement with the City of Aurora pertaining to Duke Parkway. Regarding off-site traffic impact, staff and the City's traffic consultant generally concur with the KLOA Traffic Impact Study that indicates that no further traffic control devices nor changes to traffic infrastructure will be required based on the impact of this development. The Applicant stated openness to completing another traffic impact study six to twelve months out to assess the impact of the development on adjacent traffic and if site adjustments or traffic control measures are necessary. This will be documented as a condition of approval set forth in the ordinance approving the final planned development and in the development agreement(s) between the Applicants and the City.

8. OPEN SPACES AND LANDSCAPING

The quality and quantity of public and common open spaces and landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape, and location of a substantial portion of the total public and common open space provided in residential areas render it useable for recreation purposes.

Staff believes the proposed open space and landscaping are consistent with the higher design standards and amenity required of a Planned Unit Development. The Applicant updated the landscape plan to include additional internal landscaping around the car wash, perimeter landscaping along the perimeter of the entire site, and adjustments to no longer require landscape relief for internal parking lot landscaping.

9. COVENANTS

Where individual parcels are to be later sold, adequate provision has been made in the form of deed restrictions, homeowners or condominium associations, or the like for:

- a. The preservation and maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas, and other common elements not to be dedicated to the City or another public body
- b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD Plan, such provision to be binding on all future ownership.

Covenants for cross access easements, shared spaces, and maintenance shall be prepared by the Applicant in a form acceptable to the City Attorney and approved by the City Council. The Covenants will be recorded against the Subject Properties.

10. PUBLIC SERVICES

The land use and improvements are consistent with the anticipated ability of the City to support police and fire protection, water supply, sewage disposal, and other public facilities and services without placing undue burden on existing residents and businesses.

The Applicant will be upgrading Estes Street to full curb and gutter with related sidewalk and landscaping. The Applicant will also install sidewalk along Route 59. The proposed Planned Unit Development plan is consistent with the City's capacity to serve the site with emergency services, water, sewer, and other public facilities without placing an undue burden on existing residents and businesses.

11. PHASING

Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed. The provision and improvement of public or common area improvements, open spaces, and amenities—or the provision of financial sureties guaranteeing their improvement—is phased generally proportionate to the phasing of the number of dwelling units or amount of non-residential floor area.

The Applicant indicated that grading, site work, public improvements, internal access drives, landscaping, and the Lot 2 and Lot 3 developments (Dream Clean and Starbucks) will be completed as a single phase. The development of Lot 1 will take place in a future phase 2.

V. CITY STAFF REVIEW COMMENTS AND CONDITIONS

Planning and Zoning

Planning and zoning staff reviewed the proposal and have the following review comments:

General Comments

- The final planned unit development landscape plan shall include a maintenance calendar as per 11.C.9;
- The final landscape plan shall include lot labels are consistent with the proposed Plat of Resubdivision.
- The City codified electric vehicle amendments that require the Starbucks proposal to install 2 level two electric vehicle charging stations. This shall be included in the application for Final Planned Unit Development approval;
- An updated traffic impact study shall be submitted to the City after 12 months of occupancy of the proposed uses.
- Signs for both the Dream Clean and Starbucks developments shall meet Sign Ordinance code requirements.
- Dream Clean must be under contract for the purchase of the City Parcel before submitting for final approvals.
- Required development agreement(s) shall be prepared and executed in a form acceptable to the City Attorney prior to City Council Final Action on the Final Plan Development Approvals

Lot 2 (Starbucks)

- Provide elevation plans for the proposed development, with all materials labeled, upon application for Final Planned Unit Development approval. Plans should show the location and height of any rooftop mechanical units so staff can confirm screening by the parapet wall;
- Provide a sign package upon application for final planned unit development approval;
- Provide a detail for the proposed dumpster enclosure upon application for final planned unit development approval;

Lot 3 (Dream Clean)

- Provide data from existing locations that support the approximately 360' long queueing lane;
- Ground and directional signage shall be updated to meet the maximum size requirement (3 square feet);

Engineering and Public Works

Engineering and Public Works staff worked with the Applicant to identify required public improvements for this project. Engineering and Public Works review comments are found in the Engineering/SWM/Public Works Review #2 memo dated April 30, 2025 (see Attachment L). Engineering and Public Works comments include noting the required public improvements on Barkley Avenue and Estes Street, drive aisle width reduction, and reduction in length of the car wash queue.

Warrenville Fire Protection District

The Warrenville Fire Protection District (WFPD) has reviewed the documents and shared comments with the Applicant related to internal turning radius, emergency access to the drive-through lane, and fire protection systems. The WFPD has no objections to the project request.

Building Department

The Building Department does not have comment at this time.

CONCLUSION

Contingent upon feedback received at the May 8, 2025, public hearing, staff recommends the Plan Commission recommend City Council approval of the Preliminary Plat of Subdivision, Preliminary Planned Unit Development Plan, and conditional approval of Rezoning and Special Use Permits for the Dream Clean and Starbucks development at 30W063 and 30W081 Estes Street in accordance with CITY STAFF REVIEW COMMENTS AND CONDITIONS outlined in the May 8, 2025, Community Development Department staff report.

Attachment A – Zoning Applications

Attachment B – Revised Subdivision Plat

Attachment C – Revised Site Plan

Attachment D – Revised Landscape Plan

Attachment E – Dream Clean Elevations and Renderings

Attachment F – Starbucks Renderings

Attachment G – Dream Clean Sign Package

Attachment H – Revised Preliminary Civil Engineering Plans

Attachment I – Auto Turn Exhibit

Attachment J – Photometric Study

Attachment K – Revised Traffic Study

Attachment L – Engineering/SWM/Public Works Review #2

Attachment M – Sound Impact Study

Attachment N – Architectural Site Plan