



**MINUTES OF THE REGULAR MEETING OF THE
PLAN COMMISSION, VILLAGE OF TINLEY PARK,
COOK AND WILL COUNTIES, ILLINOIS**

October 7, 2021

The meeting of the Plan Commission, Village of Tinley Park, Illinois, was held in the Council Chambers located in the Village Hall of Tinley Park, 16250 Oak Park Avenue, Tinley Park, IL on October 7, 2021.

CALL TO ORDER –ACTING CHAIRMAN SHAW called to order the Regular Meeting of the Plan Commission for October 7, 2021 at 7:01 p.m.

Lori Kosmatka called the roll.

Present and responding to roll call were the following:

James Gaskill
Angela Gatto
Frank Loscuito
Greg Maniatis
Acting Chairman Ken Shaw
Jennifer Vargas

Absent Plan Commissioners:

Chairman Garrett Gray
Eduardo Mani
Jennifer Vargas
Kehla West

Village Officials and Staff:

Kimberly Clarke, Community Development Director
Dan Ritter, Planning Manager
Lori Kosmatka, Associate Planner

Petitioners:

Mark Kurensky, On behalf of Crana Homes
Seth Konkey, On behalf of Loyola Medicine

Members of the Public:

None

COMMUNICATIONS – There were no communications from Village Staff.

APPROVAL OF MINUTES - Minutes of the September 2, 2021 Regular Meeting of the Plan Commission were presented for approval. A motion was made by COMMISSIONER GATTO, seconded by COMMISSIONER LOSCUITO to approve the September 2, 2021 minutes as presented. ACTING CHAIRMAN SHAW asked for a voice vote; all were in favor. He declared the motion carried.

Minutes of the July 8, 2021 Regular Meeting of the Zoning Board of Appeals were presented for approval. A motion was made by COMMISSIONER LOSCUITO, seconded by COMMISSIONER GASKILL to approve the July 8, 2021 minutes as presented. ACTING CHAIRMAN SHAW asked for a voice vote; all were in favor. He declared the motion carried.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE OCTOBER 7, 2021 REGULAR MEETING

ITEM #1 WORKSHOP – BROOKSIDE GLEN VILLAS (CRANA HOMES) RESIDENTIAL SUBDIVISION AND CONCEPT COMMERCIAL, 80TH AVE AND 191ST ST REZONING, SPECIAL USE FOR A SUBSTANTIAL DEVIATION, PRELIMINARY/FINAL PLAT OF RESUBDIVISION

Consider recommending that the Village Board grant Frank Bradley, on behalf of Crana Homes, a special use for Preliminary Approval of a Substantial Deviation from the Brookside Glen Planned Unit Development (PUD) and Rezoning of a portion of the lot from B-3 (General Business and Commercial) to R-5 (Low-Density Residential) for property located at the southwest corner of 80th Avenue and 191st Street (8001 191st St.), in the Brookside Glen PUD. Preliminary Plat, Final Plat, and Preliminary Site Plan approvals are also being requested.

Present Plan Commissioners: James Gaskill
Angela Gatto
Frank Loscuito
Greg Maniatis
Acting Chairman Shaw

Absent Plan Commissioners: Garrett Gray
Eduardo Mani
Jennifer Vargas
Kehla West

Village Officials and Staff: Kimberly Clarke, Director of Community Development
Dan Ritter, Senior Planner
Lori Kosmatka, Associate Planner

Petitioners: Mark Kurensky, On behalf of Crana Homes

Members of the Public: None

ACTING CHAIRMAN SHAW invited staff to start with the presentation of this item.

Dan Ritter, Planning Manager, summarized the Staff Report for the Commission. He noted this item came before the Commission last November for its Conceptual phase. He noted the location is the southwest corner of 191st and 80th Avenue, and east of the Magnuson apartments under construction. He provided an overview of the PUD process as three steps. The proposal is currently in the Preliminary phase. Final approvals will be in substantial conformance with what is being seen today. He reviewed the zoning including R-5 and R-6 to the west, and unincorporated county zoning to the north, B-3 to the east and ORI to the northeast. It is within the Urban Design Overlay District. The UDOD is geared toward denser, walkable development, but typically is provided for commercial development. The commercial proposal is still in the Conceptual phase. This PUD has been amended a few times in response to market demand. The area was originally larger commercial vision with big box, but market demands have now changed. Big box retailers have a large radius, and this area is between Orland Tinley and New Lenox corridors. Brookside Marketplace also serves as competition. The development now has 98 duplex units but has same layout as previously proposed. The commercial area is L shaped and would be ideally walkable from the Brookside Glen homes. The commercial percentage would be about 23%. He noted Preliminary approvals try to identify Exceptions (similar to variations but with respect to the PUD's vision and goals). Landscaping includes a perimeter buffer with the layout being internal. None of the units front the major roads. The proposed landscaping appears to generally meet the intent

of the code. Additional landscaping will be provided around the signage. The main shortage are for shrubs but there are additional understory trees substituted which are easier to maintain and provide a more vibrant look. Aluminum black fencing surrounds the development. Staff proposed the north side of the duplexes abutting the commercial area have a privacy style fence. The development is geared in mind toward empty nesters and younger families so a tot lot park will be ideal for young children and grandchildren. In the Final review the tot lot park will have a more finalized design per what the park district wants to see. Eventually it will go to the park district. There will be three overall types of design and models. The duplexes will be similar but not the same in order to achieve a varied streetscape. The proposal will meet the Village masonry requirements and will have a traditional design with high quality materials like Hardiboard. There will be two signs at Greenway and 80th Avenue. There will be two plats, one to rezone and a preliminary plat which lays out the basic framework. This currently does not include easements or drainage. More details will be provided on the Final review. The CC & Rs will be drafted now and forthcoming. It will be part of the PUD documents. Limitations on accessory structures will be identified. The CC & Rs cannot be less restrictive in the future unless the HOA comes for a deviation.

ACTING CHAIRMAN SHAW invited the Commissioners for comments.

COMMISSIONER LOSCUITO commented it is a very good-looking project, and that the Village doesn't have many duplexes. He asked if there would be access off 80th Avenue to the residential part.

Dan Ritter responded yes, it will be shared access with commercial because the development can only get one full access along 80th Avenue. Limited access points help avoid traffic issues. He noted the final plat will have a cross access easement for the one access point. Either commercial or residential development would be able to use the one access point.

COMMISSIONER GASKILL had no comment.

COMMISSIONER GATTO asked if a parking/traffic study had been done at the previous consideration with the Village.

Dan Ritter responded he did not believe so, because going to the residences was less than the previous commercial approval as B-3. Access points were worked through with engineering and planning before it came to the conceptual level. Originally, they had more access point on Greenway which were then consolidated.

COMMISSIONER GATTO recalled that residents came and talked about people cutting through the development.

Dan Ritter noted that if it were rush hour, it might make sense, but it would be a longer route and a slower drive. The cut through would likely just be the Magnuson and Greenway streets and not the residential areas. It would act like a through-street and shouldn't get major traffic increases. It would probably worse if it was commercial there.

Kimberly Clarke, Community Development Director, agreed that it would be difficult to stop people from going through if they already know about it.

ACTING CHAIRMAN SHAW asked what the concern was about a pass through, if it was coming off 191st Eastbound and through 80th southbound.

Dan Ritter responded yes, and that he wasn't aware of a major issue with the light. If emergency vehicles were coming through it could take up to 20 or 30 minutes to cycle through to catch back up.

ACTING CHAIRMAN SHAW asked if this currently is an issue with traffic coming down Magnuson.

Dan Ritter noted he believed it was construction traffic that came up as an issue on Magnuson, but it was more a thought of what the residents didn't want. He was not aware of this being a current problem.

ACTING CHAIRMAN SHAW wanted to know what the concern was to the point about the change in zoning similar to the question about the traffic study. If anything, he believed it would be a reduction.

Dan Ritter noted this would be downzoning from a traffic standpoint.

COMMISSIONER GATTO noted it looks great and feels it would be great for that corner. She feels there is a high demand and is a great option for seniors becoming empty nesters living in a 2-story option.

COMMISSIONER MANIATIS had no comment.

ACTING CHAIRMAN SHAW noted his primary concern was the mix of going from 100% commercial to the current proposal indicates a loss of commercial. He believes the remaining uses would be fast food, convenience store, and bank that was indicated on the corner. He felt realistically it would more likely be a gas station on the corner. What is left for commercial seems small. He didn't know the history of the discussions, but believes the commercial space in the initial proposal was smaller, and was increased by request of the Village.

Dan Ritter noted that worked with the access point. Originally it was just along 191st, but it was expanded to wrap around the corner because the corner has the high visibility. The access point had to be far from the corner anyways.

ACTING CHAIRMAN SHAW said that makes for a more attractive development.

Dan Ritter noted that the petitioner's team can explain the market more. They have shared this information before. There hasn't been an interest in bigger developments. He knew that grocery stores were what we wanted to see in this area. There is still a lot of other commercially zoned lots available in this area though. There hasn't been too much interest for a large-scale grocery store.

ACTING CHAIRMAN SHAW noted once it's built it's likely not going to be redone. He acknowledged that there was previously comments from the community, and asked if there were any new comments on this submittal.

Dan Ritter responded that the Village hasn't received any comment yet. The notice that did go out directs the public to the upcoming public hearing. The tot lot park and traffic were the issues centered on.

ACTING CHAIRMAN SHAW noted with respect to the tot lot, that at the 80th Avenue entry there were pathways. He wondered what path people would take such as from the townhomes. He asked if a similar pathway was considered to go straight to the park. He noted Bristol Park has a path that goes straight to the train station. A path to the tot lot would be nice.

Dan Ritter clarified that the area would be from south going up where the bend is located. He could pose this to the petitioner.

ACTING CHAIRMAN SHAW noted there are a couple entryways there. To the south it's two U-shaped roadways. He suggested aligning with one of those to have a crosswalk. He's seen tot lots in other neighborhoods where people drive there.

Dan Ritter responded he would ask the petitioner to look at this as a possible 5- or 6-foot easement.

Mark Kurensky with HKM Architects & Planners introduced himself and spoke on behalf of the petitioner. He addressed the tot lots. This will be a public right of way with sidewalks on both sides. The entrance on Greenway aligns with the residential to the south, so if someone in the townhomes to the south they would come up that entrance and cut a half block over to the tot lot. He looked at putting an additional path in, but felt that those living next to it may not want it. He pointed out the paths currently proposed have more than 5- or 6-foot space such as the one to the north towards 80th Avenue. This path allows residents to access the commercial stores. In regards to the path to the tot lot, there is limited space and the petitioner doesn't feel it is warranted because of the sidewalk. He also noted that it would be preferable to have people cross where there is a four-way intersection because it's safer. He addressed the retail. They did not work from the south up. The petitioner had asked the architect what was viable. The architect had then put in realistic footprints of retail products and then fit residential. They are trying to create as much incentive and realistic layout to encourage retail to come.

ACTING CHAIRMAN SHAW asked that if the residential comes first, the entryway on 80th Avenue would be a 90 degree turn.

Dan Ritter responded that they will have to work it out on the final engineering plans, but yes, it would be a 90 degree turn and not stub it.

ACTING CHAIRMAN SHAW noted at the previous consideration there was discussion about housing mix. He asked if this information would be available in the meeting minutes.

Dan Ritter responded yes, and that the minutes were not in the current staff packet.

ACTING CHAIRMAN SHAW noted the south entrance on Magnuson aligns with an existing entry to make an intersection, but the one at the northwest corner doesn't really align up with the entryway to the future apartments. It appears to be offset. He asked if this placement of the roads was discussed in regards to alignment, traffic going through, and sight lines. He felt that exiting the development at the northwest point going left may be eventually blinded by landscaping.

Mark Kurensky responded yes. Not much traffic will go out of either development. When you look at the alignment of the residential access of Magnuson, it is at the longest section of the straightaway, centrally located. The retail is on the outside curve which is safer. The south entrance aligns with the southbound entrance. They looked at this with the safest locations in mind. They would be happy to work on the tree placement so a trunk wouldn't block visibility.

Dan Ritter noted that in final engineering plans the details like sight lines are figured out.

ACTING CHAIRMAN SHAW noted he was happy to hear that his concerns were already discussed and though about. He echoed other comments that it looks like a well done development. He would like to read up more on the housing mix. It seems like it will fill a need in the Village.

Dan Ritter noted this type of housing works as a good transitioned buffer from commercial. Crana Homes typically builds more traditional style of single-family detached homes.

ACTING CHAIRMAN SHAW noted with respect to the neighboring Brookside Glen Magnuson apartments that if this were a massive retail development, then the concerns would be more likely. This does create a nicer transition, softening the impact.

Dan Ritter noted the majority of residents would be on that roadway. If this was commercial, then there would be more outside traffic on that residential street.

ACTING CHAIRMAN SHAW asked if there is any action on this item tonight.

Dan Ritter responded no, that this is just a workshop.

ACTING CHAIRMAN SHAW asked if there were any additional comments from the commissioners. Hearing none, he confirmed with Dan Ritter that this was enough information.

Dan Ritter stated that the public hearing is in two weeks on October 21st.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE OCTOBER 7, 2021 REGULAR MEETING

**ITEM #2 WORKSHOP – LOYOLA MEDICINE CLINIC, 17901 LAGRANGE ROAD
REZONING, VARIATIONS, PRELIMINARY PLAT, AND SITE PLAN/ARCHITECTURE
APPROVAL**

Consider recommending that the Village Board grant Shawn Vincent on behalf of Loyola Medicine (Property Owner) a Map Amendment (rezoning) and Variations from the Zoning Code for two parcels that total approximately 26.6 acres at 17901 LaGrange Road (off of Chopin Drive and south of 179th Street). The parcels are proposed to be zoned ORI (Office & Restricted Industrial).

Present Plan Commissioners:	James Gaskill Angela Gatto Frank Loscuito Greg Maniatis Acting Chairman Shaw
Absent Plan Commissioners:	Garrett Gray Eduardo Mani Jennifer Vargas Kehla West
Village Officials and Staff:	Kimberly Clarke, Director of Community Development Dan Ritter, Senior Planner Lori Kosmatka, Associate Planner
Petitioners:	Seth Konkey, on behalf of Loyola Medicine
Members of the Public:	None

ACTING CHAIRMAN SHAW invited staff to start with the presentation of this item.

Dan Ritter, Senior Planner, summarized the Staff Report for the Commission. This included background information, existing conditions, regulations, the development proposal, and the relief sought. It is located in an area with existing medical facilities nearby. The site contains two parcels and has a vacant right-of-way on the former 96th Avenue to the west, which previously underwent a jurisdictional transfer to the Village. He noted the site and surrounding area currently lack utilities, and would include future utility extensions as part of Loyola's agreements. The area is zoned a mix of B-3 and ORI. The proposed use is for a 72,000 sq ft outpatient medical facility comprised of an ambulatory medical clinic for primary care and a cancer care center with infusion rooms. The facility will include exam rooms, CT and linear accelerator suites. The use will expand Loyola Medicine to the larger southwest suburban area and will complement the existing medical uses along the La Grange corridor. He presented the site plan. He noted several aspects including the building orientation, landscaping, parking, access points and walkways. A crosswalk could potentially be added to cross 179th Street. It was recommended to remove the stub to La Grange Road unless approved by IDOT. The stub otherwise could be a hazard. The proposal provides stormwater detention and wetland mitigation. The site requires MWRD approval and is just for the Loyola Medicine development. Additional land could be available for detention if needed, at the southeast part of the site. He noted that the property is subject to the Urban Design Overlay District regulations. The site would require a variation to the UDOD's curb cuts and setbacks. Landscaping includes the existing wetland in the area. They have a significant bufferyard and a berm on La Grange that they are planning to plant on. This will make it attractive for those travelling on La Grange Road as well as for the patients receiving treatment. He noted the plan does need additional bufferyard plantings and potentially parking landscape

islands. They may need to make some adjustments and may need to clarify their waiver requests for the public hearing. The architecture is subject to Village masonry standards of 60%. The proposal originally began with predominantly precast concrete and now has added face brick for a more balanced look. A variance would still be required. Signage will include three ground signs and three wall signs thus requiring a variation on quantity and size, but more detail is needed. Directional signs will also be needed. A parking variation is also requested. Lighting information was not provided. He reviewed the approvals needed for the project. He noted the project requires Rezoning, Variations, Preliminary Plat, Site Plan and Architectural approvals.

COMMISSIONER MANIATIS had no comment.

COMMISSIONER GATTO noted that 179th Street is busy and has only two lanes. She asked if there are any plans to expand.

Kimberly Clarke, Community Development Director, responded that it is solely in their discretion. There is right-of-way there. The County might require signalization.

COMMISSIONER GATTO noted she doesn't have any concern with the parking, and that the plan looks great even if it is a low percentage of brick.

COMMISSIONER GASKILL had no questions.

COMMISSIONER LOSCUITO followed upon COMMISSIONER GATTO'S comment regarding the traffic. His concern is regarding the main entry on Chopin. He asked if there is a traffic issue would a light go in off 179th.

Kimberly Clarke responded it could and that staff would encourage directional signage. There could be a light potentially if an issue triggers or warrants it.

Dan Ritter noted if it is warranted then spacing between the lights need to be considered. They need to be tied together to avoid backup issues.

COMMISSIONER LOSCUITO noted there's no guarantee they'll have access off La Grange or 179th. He asked if Chopin would be the main access.

Dan Ritter responded yes.

COMMISSIONER LOSCUITO commented that this facility looks great and will appear to fit in with the area. He would like to see if the crosswalk could be added across La Grange avenue on the south side.

Dan Ritter responded it would be on the east side of LaGrange going over 179th to the commercial businesses there.

COMMISSIONER LOSCUITO clarified it would be like an "L" crossing 179th. He commented that parking is not a problem to him. Calculating parking needs is more of an art than a science.

ACTING CHAIRMAN SHAW commented he also did not have concerns about the parking. He believes our parking standards are high to begin with. He feels the façade looks well thought-out, and this will be a good development. It will further spur development given the infrastructure. The 179th entrance eastbound is only one way. He asked if that is a county requirement.

Dan Ritter responded that the thought is that it wouldn't be permitted there. They are going with what they know they can potentially get.

The petitioner's representative Seth Konkey noted they may only get a right in/right out.

ACTING CHAIRMAN SHAW noted there is a steep long curve. A left turn would be difficult. He asked if the right of way still exists for the old LaGrange Road.

Kimberly Clarke responded that the IDOT right-of-way is deteriorated. We have the right to use it for roadway purposes, but it's technically under the IDOT ownership. She noted this was how Eagle Drive got developed and

served. It cut out IDOT's permitting process by the Village controlling and managing it. She clarified that no structures can be on this right-of-way land.

ACTING CHAIRMAN SHAW noted he is trying to envision the La Grange entry but it doesn't seem practical.

Kimberly Clarke responded that in theory they could take the old 96th Ave right of way and go south to T into 183rd street where that intersection would be established. She confirmed they also own the small triangular parcel.

ACTING CHAIRMAN SHAW noted the ground signs are fixed and that they are not electronic.

Kimberly Clarke responded that they are not shown as LED signs. She commented that Seth, Julie and the Loyola have been exceptional. The team stepped up, partnered with us with a fantastic plan that will service the community as a whole. She thanked them. They are professional and listed to staff, and came through with the renderings of the brick. The Village doesn't always get to work with top notch folks.

ACTING CHAIRMAN SHAW noted he was impressed with the speed and thoroughness of this proposal.

Seth Konkey, representing the petitioner, spoke. He thanked Kimberly, Dan, Colby, and the rest of the Village's development team. They were working with the Village multiple times a week to make sure we were working together and hearing each sides comments, concerns, and priorities. They have a large interest in the speed of this process to open the facility sooner than later. He echoed Kimberly's sentiments and feels the same way.

ACTING CHAIRMAN SHAW noted this is scheduled for the October 21st public hearing. He confirmed with Dan that staff has enough information to go on.

Dan Ritter responded yes, and that there may be more information available at the public hearing.

Kimberly Clarke asked the petitioner if there was anything else to add.

Seth Konkey responded no, and that the staff did a great job telling the story. There may be some additional work needed to address the landscaping. He noted that the proposal goes above and beyond in some areas and needs variance in other areas. He noted that the team wanted to put landscaping where it is impactful for patients. Patients in the cancer center are often being treated for four to six hours receiving infusion. The team feels the parking numbers make sense. They have tried to control the access on 179th the best they can, but are still subject to the Cook Department of Transportation. They are still trying to get access for La Grange Road. Access is important for patients. They need to see where they are going and to get in. The team did not have any specific questions at the moment. He thanked the Village for their time.

ACTING CHAIRMAN SHAW commented it sounded like a couple of the open items were closed already.

Seth Konkey handed Kimberly Clarke with some additional materials.

COMMENTS FROM THE PUBLIC –

ACTING CHAIRMAN SHAW asked if there were comments from the public. Hearing none, he asked for the Good of the Order.

GOOD OF THE ORDER –

Dan Ritter noted the Village Manager changed on Tuesday's Village Board meeting. Dave Niemeyer retired and Assistant Village Manager Pat Carr was promoted. Staff is excited for Dave to continue his career as an executive recruiter, but he will be missed. Pat Carr has been here for many years and is moving up from Assistant Village Manager. He also noted that he and Kimberly just returned today from the APA Illinois conference which was taking place over three days. For any Commissioner's interested there's usually a commissioner track, which could be budgeted for next year. Chairman Gray had previously expressed interest. He's hoping to have some kind of training for the whole team through the APA Illinois chapter soon with the newly combined group. It helps to have outside people walking through training. That training is through the Illinois APA. Avocado Theory is close to opening. They have some exterior work to do and are training the employees.

Kimberly Clarke noted Dan Ritter was officially promoted to Planning Manager. He stepped up to the role upon Paula Wallrich's retirement. Regarding the APA conference, she commented that Bloomington-Normal is an inspirational town transformed through long-term planning. She hopes Tinley Park could be similar someday if given the development we hope to achieve. We now have a popcorn place moving into The Boulevard and are having some good conversation with restaurants. The residential portion is 100% leased out. The team is looking for opportunities to build on their knowledge base. Staff has learned some interesting things at the conference particularly on the future of single-family housing and pedestrian/public realm. She asked that the commissioners let staff know as soon as possible if they can't make a meeting in advance so they can plan.

ACTING CHAIRMAN SHAW echoed the comments on Dave Niemeyer's retirement and the new role for Pat Carr. He feels The Boulevard exceeded expectations in how quickly and completely it leased out in the first phase. Having been a part of that process the first time around and given many of the community's concerns, he is very pleased the project came to fruition. Some of the concerns were that the units would not rent, but it is exceeding those expectations.

COMMISSIONER GATTO agreed. She noted that she was initially worried because she has seen what has happened with other developments in surrounding areas. Being leased out 100% is amazing.

ACTING CHAIRMAN SHAW feels that in our roles we should always have healthy skepticism. He noted that the new 7-Eleven is moving along well, and the old 7-Eleven closed. He asked staff if there was anything to note on that.

Kimberly Clarke responded she would like to reach out to the owner to see what their plans are. There are some other properties next to it for sale. It is a prime redevelopment opportunity. She'd like to work with the property owner to think bigger picture.

Dan Ritter clarified it is still being leased by 7-Eleven for a little bit, which is why staff wants to have those initial discussions so the owner will not sit on the property. He believes they will have a good conversation. It would be nice to see a convenience store again in that area whether there or somewhere else nearby. COMMISSIONER GATTO noted it was a busy 7-Eleven. The Harlem one will be in a busy area.

ACTING CHAIRMAN SHAW noted how many kids like to ride to a store. He feels the new location is a positive for the community. Dan Ritter noted that it was impressive how much was put in for two former single-family residential lots. A lot of planning was involved to make the circulation and traffic work well.

ACTING CHAIRMAN SHAW asked for additional comments. Hearing none, he asked to adjourn the meeting.

CLOSE MEETING -

A Motion was made by COMMISSIONER GATTO, seconded by COMMISSIONER GASKILL to adjourn the October 7, 2021 Plan Commission meeting.

ACTING CHAIRMAN SHAW asked for a voice vote; all were in favor. He declared the motion carried and adjourned the meeting at 8:54 P.M.

PLAN COMMISSION STAFF REPORT

October 7, 2021 – Workshop

Petitioner

Frank Bradley, on behalf
of Crana Homes

Property Location

8001 191st Street
(SW Corner of 191st St
and Magnuson Ln)

PINs

19-09-11-200-014-0000

Zoning

Current: B-3

Proposed: R-5 and B-3

Approvals Sought

- Rezoning
- Special Use for Preliminary PUD Approval
- Site Plan Approval
- Preliminary and Final Plat Approval

Project Planner

Daniel Ritter, AICP
Planning Manager

Brookside Glen Villa's (Crana Homes) – Rezoning & Preliminary PUD

8001 191st Street (Southwest corner of 191st St and 80th Ave)



EXECUTIVE SUMMARY

The Petitioner, Frank Bradley on behalf of Crana Homes, is a local builder and developer that has been involved with the development of Brookside Glen Planned Unit Development (PUD) since its creation in 1990. He has owned the ~31-acre parcel located at the southwest corner of 191st Street and 80th Avenue for over 30 years that is zoned B-3 (General Business and Commercial District). While it has been actively marketed for commercial development over that time period, there has been no viable commercial interest in the property.

In November 2020, Crana Homes approached the Village about splitting off a portion of the property for low-density two-family attached (duplex) housing. Mr. Bradley feels there is a strong market for this type of housing that has not been provided in the Village. The development would have no age limits but presents a strong demand for seniors and empty nesters. The plan was run through a "concept approval" plan outlined in the PUD section of the zoning code. No zoning entitlements were received but feedback from the Plan Commission and Village Board was generally positive. Direction was given to come up with high-quality housing designs, reduce monotony, and pursue a small park location with the Frankfort Square Park District due to the increase in the PUD's housing density.

The plan as proposed includes more specific approvals including subdividing of the land, rezoning the portion to be used for the residential development to R-5 (Low-Density Residential), preliminary PUD approval, and preliminary plat approval. The proposed plan provides for ~7.2-acres of commercial uses and ~24.1-acres of residential uses. The current preliminary proposal would create certain entitlements for the proposed residential development, but is required to return for approval of final details of the project including the final plat and site plans.

EXISTING SITE & HISTORY

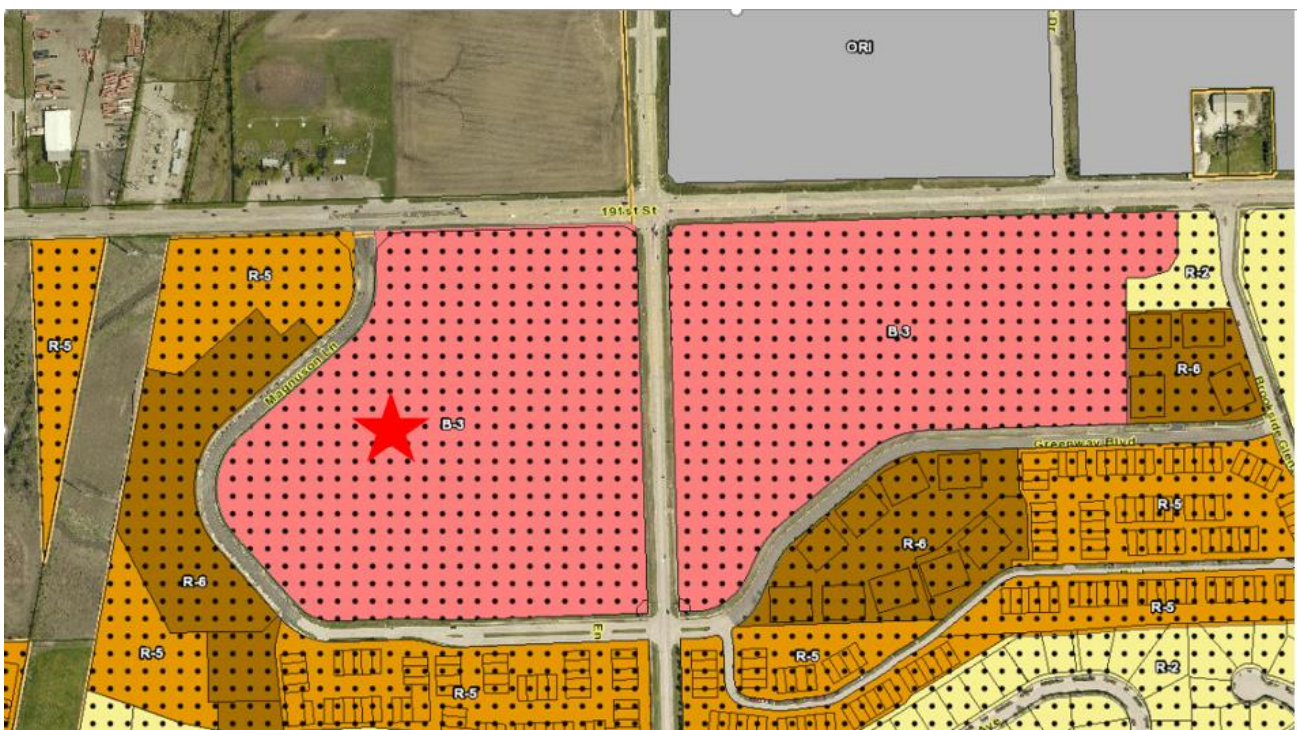
The subject site is a 31.3-acre parcel within the Brookside Glen Planned Unit Development (PUD). The Brookside Glen PUD was approved as part of an annexation of 828-acres in 1990. Since that time, there have been amendments to the Agreement as well as several PUD modifications and rezonings. This is typical for a property of this size that has responded to market trends and fluctuating economic conditions over time. The subject property was originally planned and zoned for the Village's most intense commercial district B-3 (General Business and Commercial District) which includes such uses as hotels, indoor recreation, retail membership clubs, theaters, and large retail centers. This is the same zoning as the Brookside Marketplace commercial development at Harlem Ave and 191st St.

In December of 2017, the Village Board approved plans for the *Residences at Magnuson* which includes four multi-family structures with 144 dwelling units as well as a clubhouse and various amenities. The project is currently under construction. The *Residences at Magnuson* is located immediately west of the subject property. A history of amendments to the Brookside Glen PUD is attached as Exhibit A.

ZONING & NEARBY LAND USES

The subject property is zoned B-3 (General Business and Commercial District) and is part of the Brookside Glen PUD. The property to the west is zoned R-6 (Medium-Density Residential) with a multifamily development under construction. To the south, the property is zoned R-5 (Low-Density Residential) and is developed with townhomes. To the east, across 80th Avenue, is undeveloped B-3 property with R-6 and R-5 zoning immediately to the south. To the north is an undeveloped parcel in unincorporated Will County zoned C-6, which is intended to accommodate commercial recreation, amusement, and entertainment uses. The property to the northeast is an undeveloped parcel zoned ORI (Office and Restricted Industrial).

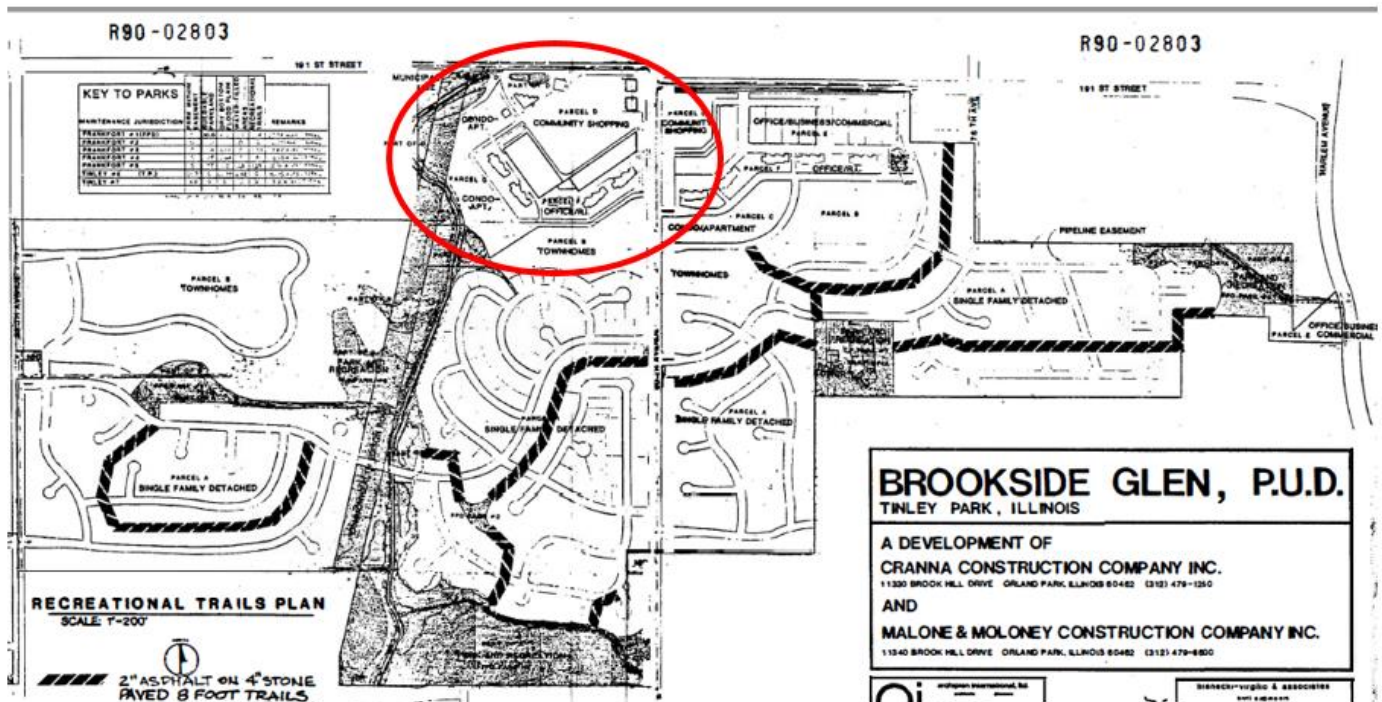
The subject parcel is also located within the Urban Design Overlay District (UD-1) that is intended to regulate non-residential buildings to “accommodate the automobile, but are primarily designed to promote non-motorized and public transportation movements to, within, and among properties”. UD-1 attempts to create a streetscape that is defined by buildings rather than parking lots. Residential development is not regulated by this overlay district).



UNDERSTANDING PLANNED UNIT DEVELOPMENTS (PUDs)

In 1990, the annexation of 828-acres for the Brookside Glen PUD was a significant endeavor for the Village of Tinley Park. To plan for a development of this magnitude, the Village utilized a common master planning technique by annexing the parcel as a PUD. It is important to understand that a PUD inherently provides flexibility in its planning and zoning. The PUD approved in 1990 provided a master plan for the 828-acre property as a guide to its future potential. As stated in Section VII of the Zoning Ordinance, the purpose of a PUD is *"to facilitate and encourage the construction of imaginative and coordinated developments and to provide relief from the subdivision and zoning requirements which are designed for conventional developments, but which may inhibit innovation of design and cause undue hardship with regard to developing a parcel of land to its best possible use."* The Applicant is requesting the change in land use due to his inability to develop the parcel in accordance with the original intent for commercial development. The retail market has changed significantly since 1990 with internet sales taking the lead over on-site purchases. Brick and mortar commercial development is stagnant and parasitic at best with new construction luring tenants from existing centers. The Village is working toward maintaining the current inventory of commercial property and has recently incentivized several commercial properties along Harlem Avenue, however attracting larger commercial development for parcels of this size has been difficult. The subject parcel remains attractive for retail development however, it is more likely to be at a smaller scale. In addition, the original intent to use office development as a buffer for the residential uses to the south is also compromised with the declining commercial office market.

The concept plan approved with the Annexation in 1990 is depicted below. Amendments to the original PUD changed the alignment for Greenway Boulevard and provided for the townhomes that currently exist to the south.



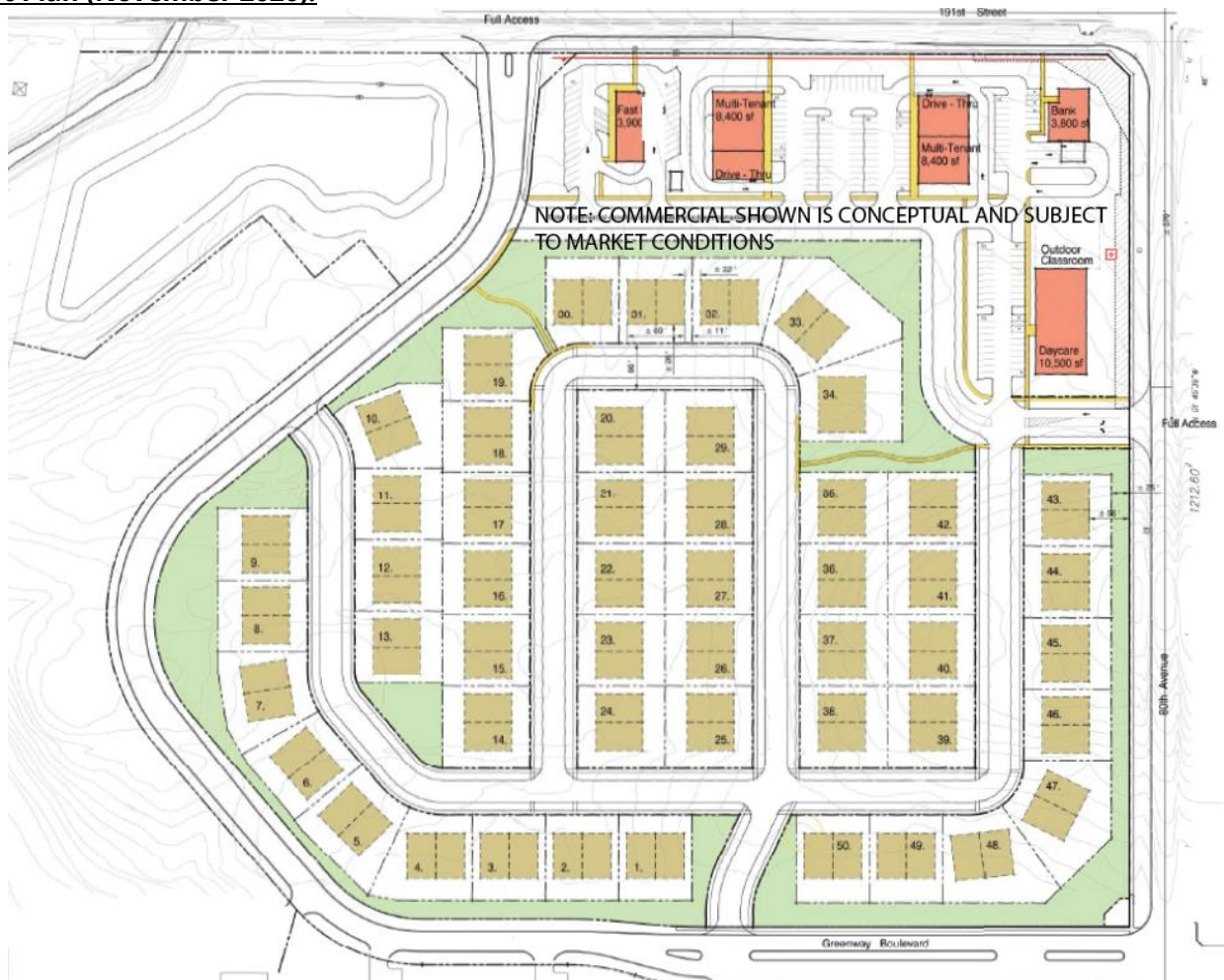
PRELIMINARY PUD/SITE PLAN APPROVAL

PUD Process

The issue before the Plan Commission is to preliminarily approve the proposed site plan, PUD documents, and land use changes to the original PUD approved in 1990. Since the proposed plan will change the original concept or intent of the original development, it is considered a Substantial Deviation. The Plan Commission is required to act in the same manner as required for concept or final approvals. However, there are various approval levels that bring different review processes and entitlements. Most often, changes are minor and they can go straight to final. However, in bigger and multi-phased development “Conceptual” and “Preliminary” approvals are important. By spreading out the review into different levels, the level of detail becomes clearer. This is a benefit to the Plan Commission and Village Board to better understand the PUD’s proposal and purpose. It also benefits the developer by having them only spend time and money developing plans they need. Preliminary and Final approvals including a public hearing and a recommendation will then be forwarded from the Plan Commission to the Village Board of Trustees for final action. The Preliminary CC&Rs (Covenants, Conditions, and Restrictions) and plans will all be exhibits of the approved ordinance and the final plans, plats, and CC&R’s will need to be in substantial conformance with them.

Proposed is a Preliminary PUD Plan, which brings more detailed entitlement than the previous concept level review did, which is mainly for general feedback purposes. Preliminary approval essentially gives them the ability to do what they are proposing as long as final plans are substantially in conformance with the plans and proposal. They will need to come back for final PUD and Plat approvals, however, those are usually just a formality once final engineering plans are completed for a certain phase of the project. Additionally, preliminary approval is only being sought for the residential portion of the development. The commercial portion will remain conceptual and will need preliminary and final approvals in the future when that is developed in whole or in part.

Concept Plan (November 2020):



Preliminary Plan - Residential Only (October 2021)



Preliminary Proposal and Rezoning

Crana Homes is proposing to construct 49 duplex buildings with 98 total units to function as a buffer between the commercial area fronting 191st Street and 80th Avenue and the townhomes to the south of Greenway Boulevard. This is a minor reduction from the concept approval which had 50 buildings and 100 units.

The plan will change the property's land use mix from 100% commercial to approximately 23% commercial and 77% residential. The commercial area identifies five structures with labels of "fast food, multi-tenant, drive-thru restaurant, bank, and daycare". These uses are for illustrative/concept purposes only to show what could be reasonably developed within the area and how access will be accounted for. The zoning designation will remain B-3 (General Business and Commercial) for the commercial property and therefore any future uses will need to conform with that zoning district. The residential portion of the development will be rezoned to R-5 (Low-Density Residential). The site plan as proposed respects the intent of the Urban Design Overlay District (UD-1) by limiting the parking fields to the side or rear of the structures on the commercially zoned property. If the concept plan is approved further refinement of the site plans will indicate additional landscaping and bicycle parking.

Setbacks and density regulations for the R-5 zoning district are shown as being met on all lots for “single-family semi-detached housing” (this is the formal description of a duplex by the zoning ordinances definition). The residential area includes duplex housing that maintains an internal orientation of all units thereby preventing any direct access from a unit to the external road system. This allows for greater screening along the perimeter and a more comfortable living environment for residents.

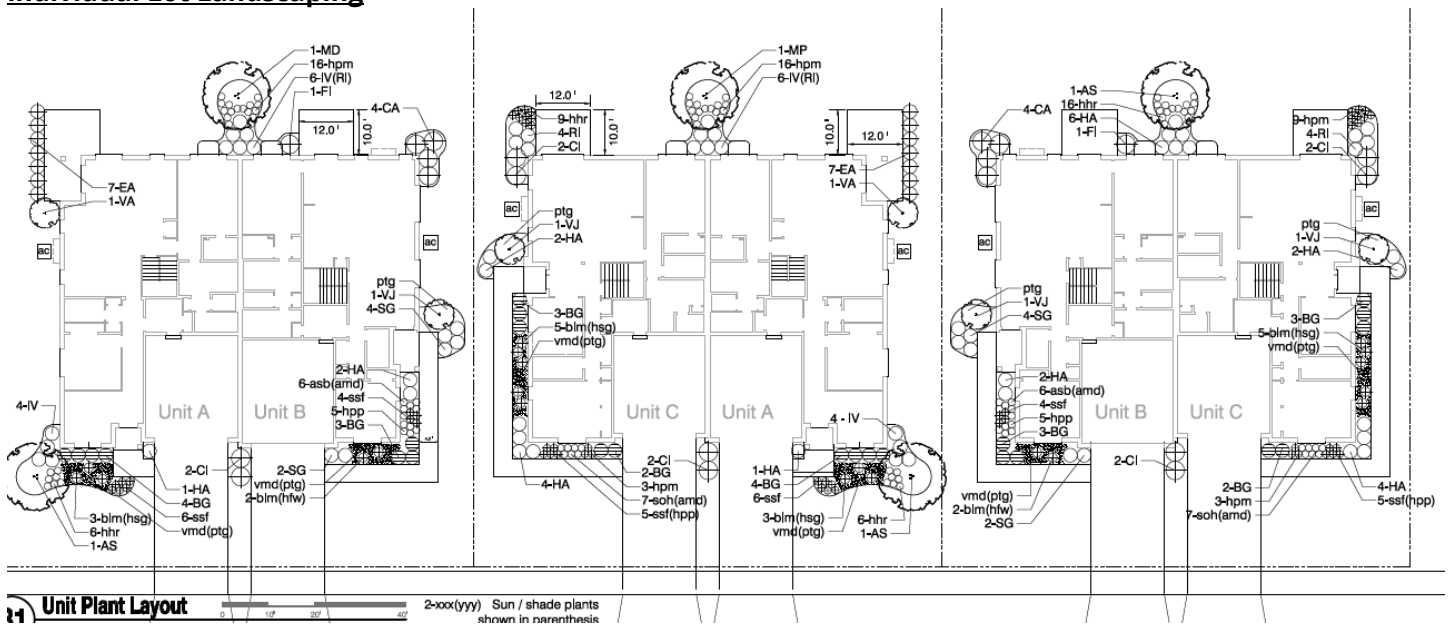
Exceptions

Any items that don’t meet the Zoning Ordinance are considered “Exceptions” instead of Variations and are covered by the PUD approval. While it is not necessary to call out all Exceptions shown in the Plans, staff often outlines these so that the Commission and Village Board understand what flexibility is being given to the development through the PUD process. No specific exceptions were identified with the proposed plans. However, there may be some exceptions identified with final approval when all details are set.

LANDSCAPING

A landscape buffer is proposed along the entire perimeter to serve as an additional buffer to adjacent uses (see below). This buffer ranges in depth from 15’ at its narrowest to 30’ at its widest. This is in addition to the 30 rear yard setback for the duplexes with frontage on Greenway Boulevard. The landscape buffer along the perimeter of the property meets the bufferyard requirement. Compared to the concept plan, this preliminary plan has more detail with regard to plantings. The canopy tree and parkway requirements are met and while there are some minor deficiencies with shrubs in some bufferyards, these are made up by a surplus of more substantial understory trees, which also can require less long-term care and maintenance. Landscaping was also not proposed around the sign. The requirement of 2 sq. ft. of landscaping for each 1 sq. ft. of sign face will need to be met. This would be approved with the final PUD approval or sign permit and will also result in additional shrubs. Staff believes the proposed plan is largely in compliance with the intent of the Landscape Ordinance and will be a benefit to the future residents of the subdivision.

Individual Lot Landscaping

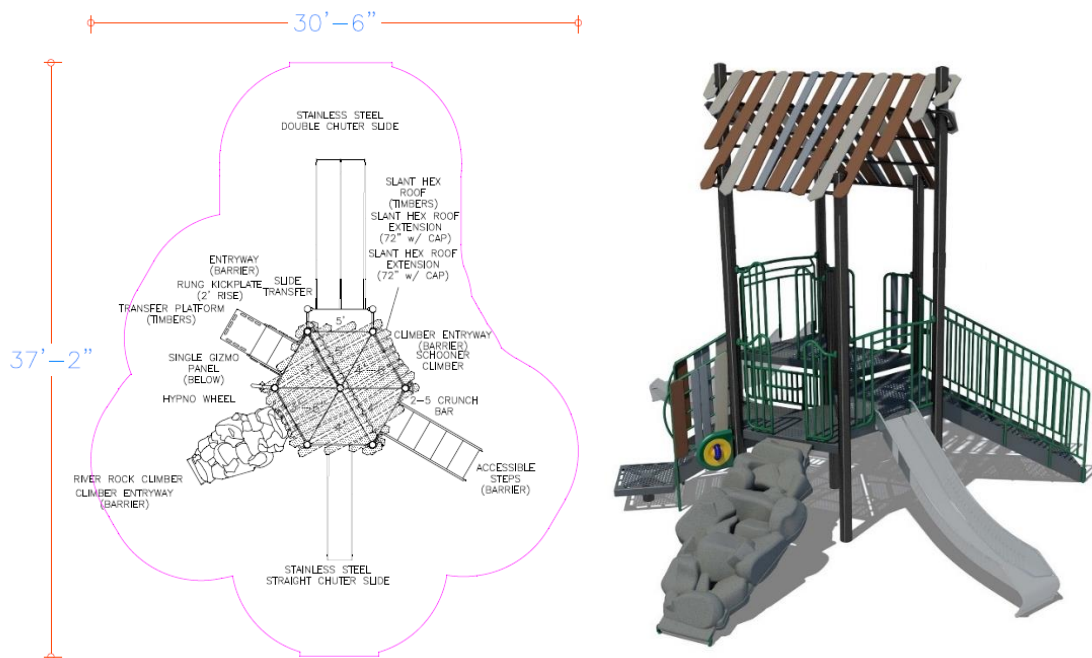


Fencing

The majority of the site will be enclosed with an open-style aluminum fence. However, the north property line will have a solid picket-style fence at the recommendation of staff. The solid fence will ensure adequate privacy for the residents that back up to the north property line. It will help to avoid any issues with light glare and noise when the commercially zoned property is eventually developed.

Tot Lot Park

Based on feedback from conceptual plan review and discussion with the Frankfort Square Park District, the developer has agreed to construct a tot lot park as part of the development that would be donated to the Frankfort Square Park District upon its completion. The park space will help offset the residential density being added with the conversion to residential. There is no age limit for the development, so the park will benefit both young families with children and older families with grandchildren. The specific design of the park site and equipment is subject to the Frankfort Square Park District approval but will be completed by the developer as part of the development. A similar “tot lot” playground design is shown below.



CIRCULATION

Access is limited to one point of access on Greenway Boulevard for the residential section and two points of access on Magnuson Lane—one for the residential area and one for the commercial area. Only one point of access is provided for 80th Avenue. Shared access to this point on 80th Avenue is indicated on the Plat of Subdivision. Earlier versions of the plan included four points of access on Greenway Blvd. Staff recommended this change to minimize traffic and congestion on Greenway Boulevard.

Full access is provided on 80th Avenue that serves both the commercial and residential areas. Staff encouraged the applicant to increase the commercial area slightly and “wrap” the corner with commercial uses, thereby allowing for full access on 80th Avenue. The land use designations in the commercial section are for illustration purposes only. Once a developer is identified for the commercial area, the plans will be finalized with an end-user in mind. The plan does however reflect requirements of the Urban Overlay District which attempts to limit parking fields to the side or rear of the building so that the architecture of the buildings will dominate the streetscape rather than parking lots. Approval of the commercial area provides direction to future planning as to the layout and access of this area.

An internal sidewalk system has been provided throughout the commercial and residential areas. Some refinement during site plan approvals will be necessary for the commercial area to ensure safe separation between pedestrian and vehicular traffic. Sidewalks along all street frontages (Magnuson Dr, Greenway Blvd, and 80th Ave) are proposed. The phasing of the plan will be clarified in the final PUD approval stage; however, they have agreed to complete the sidewalk along 191st Street with the residential development (as opposed to waiting for the commercial development to complete it).

ARCHITECTURE

Per the applicant, the design of this project is focused *“on the active adult market. To that end, all homes will have a bedroom on the first floor, and some may have secondary bedrooms on a partial second floor. The maintenance free focus for this lifestyle will include Association maintained landscape for the homes and yards, in addition to the Association common spaces.”* While it is age-targeted, there are no age limits, and maybe an attractive home for young families as well.

Architectural elevations were further defined and are traditional architectural product that is typical for Crana Homes style. While the architecture is purposefully similar in most attached single-family products (Townhomes and duplexes), there are multiple models and various exterior options to bring a unique appearance to each building. These options including varying brick color, siding color, roof lines, gables, and partial second floor options. With all of the available options, it will make for a unique look to the different buildings that avoids an overly monotonous and repetitive look. Below is an example of how some of the streetscapes might look with scaled setbacks between buildings. Additionally, the overall design of the subdivision leads to many curved roads and varying frontages, so there will not be long lines of buildings; further leading to an attractive streetscape and subdivision. At staff’s request, the petitioner did explore the possibility of side loaded garages to reduce the visibility of garage doors. Under the current design only about 4-5 units could be possible due to the roadway and site layouts. To implement side loaded garages would mean likely redesigning the site or the models, which is not feasible.

One issue staff has noted in past townhomes and duplex approvals are the desire for residents in the future to complete expansions of the structure, often by way of a “sunroom”. However, these “sunroom” additions are by definition a building addition and often lower the quality and appearance of the overall development due to their lower construction quality, materials, and durability. The current proposal would not permit any sunroom or other building additions. This would be a requirement of the CC&Rs but also the PUD regulations. Any future change to that would need to go back through a special use/deviation process.

Streetscape Example



Elevation Options Examples



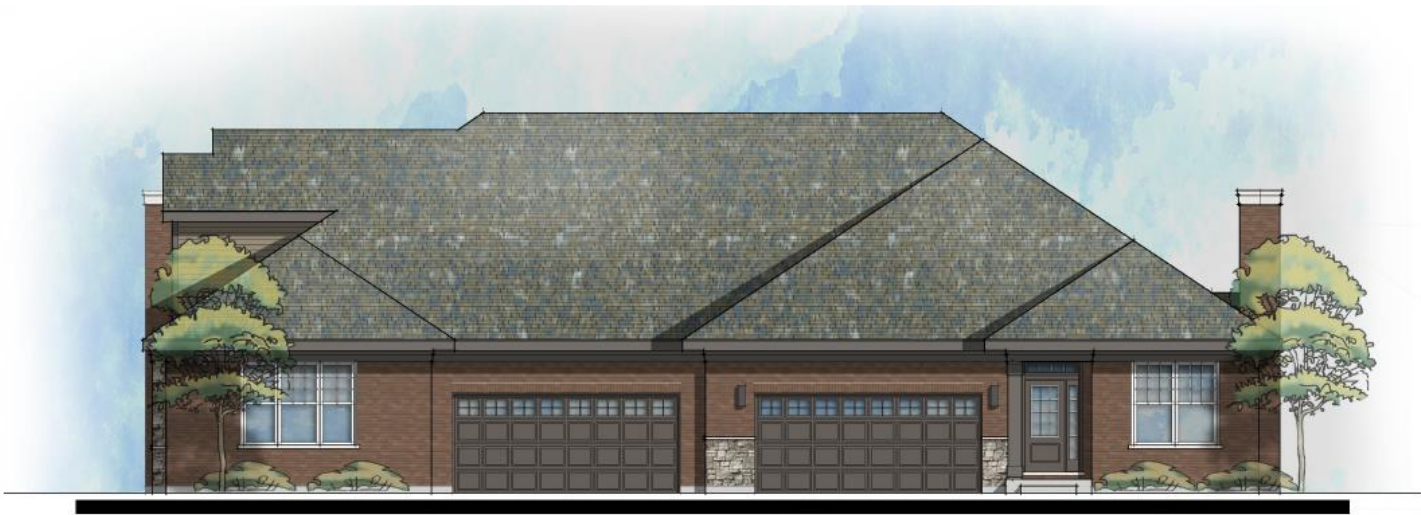
Unit A Front Elevation w/ Gable Opt.

Unit B Front Elevation



Unit B1 Front Elevation

Unit C Front Elevation



Unit C Front Elevation
w/ Opt 2nd Flr.

Unit A Front Elevation

Materials

The proposed building materials used include stone at the base and red or brown brick for the majority of the structure. Brick and stone are proposed to be on all sides of the first floor, in compliance with the Zoning Ordinance's masonry requirements. Hardie Board (fiber cement siding) is used for the trim, dormers, and limited second floor siding elements. Hardie Board is a name brand fiber cement board product that is typically higher quality and more durable than vinyl siding. These proposed materials are required to be used as part of the PUD Ordinance and any changes in materials type requires revisions to the PUD.

Light Scheme Package



HardiePlank Lap Siding
Cobble Stone; Smooth



HardieBoard Trim
Monterey Taupe



Clopay - Classic Steel Garage Door
Sandstone Woodgrain

Dark Scheme Package



HardiePlank Lap Siding
Monterey Taupe; Smooth



HardieBoard Trim
Aged Pewter



Clopay - Classic Steel Garage Door
Bronze Woodgrain

Brick Selections



Brampton Brick
Morgan



Glen-Gery
Windsor

Universal Materials



Certainteed - Landmark Pro Asphalt Shingles
Max Def Weathered Wood



Halquist Stone
Biltmore



Illinois Brick Company
Indiana Limestone - Standard Buff

SIGNAGE

Two single-sided subdivision entry signs are proposed for the residential development. One at the entrance off of 80th Avenue and a second along Greenway Blvd. The signs are 6-foot-high with brick and fencing matching the rest of the development. The overall brick portion of the sign is approximately 108 sq. ft. but the signage portion for the subdivision is only 24 sq. ft. The design meets the zoning allowances for residential subdivision signs. These signs will be placed in outlots and maintained by the Homeowner's Association (HOA) after completion of the project.



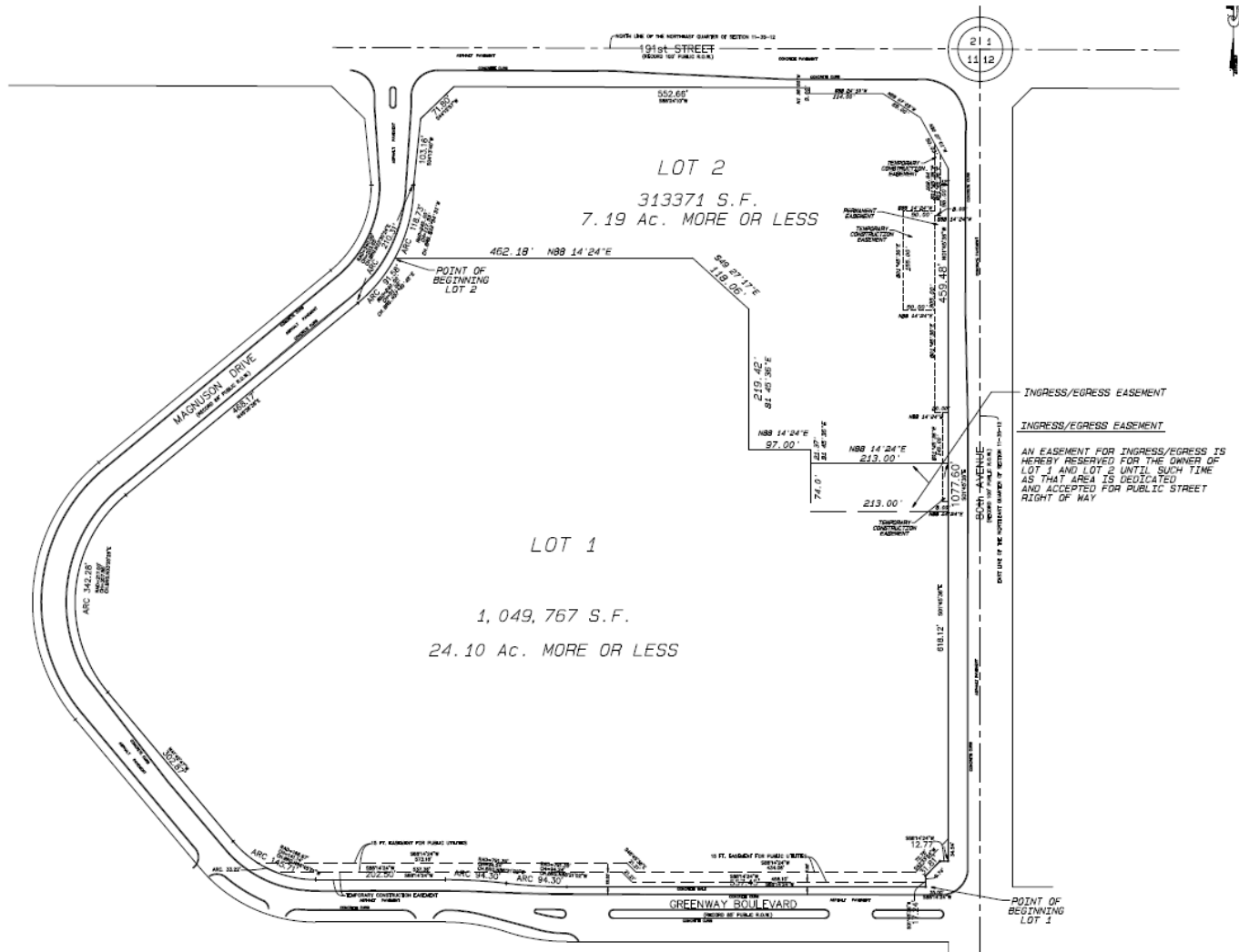
Two existing monument signs are also located at the northwest and southwest corners of Greenway Blvd and 80th Avenue for the larger Brookside Glen area. The signs are not part of the proposed development but the new signs were designed to complement the style of the existing Brookside Glen signs.



PLAT APPROVALS

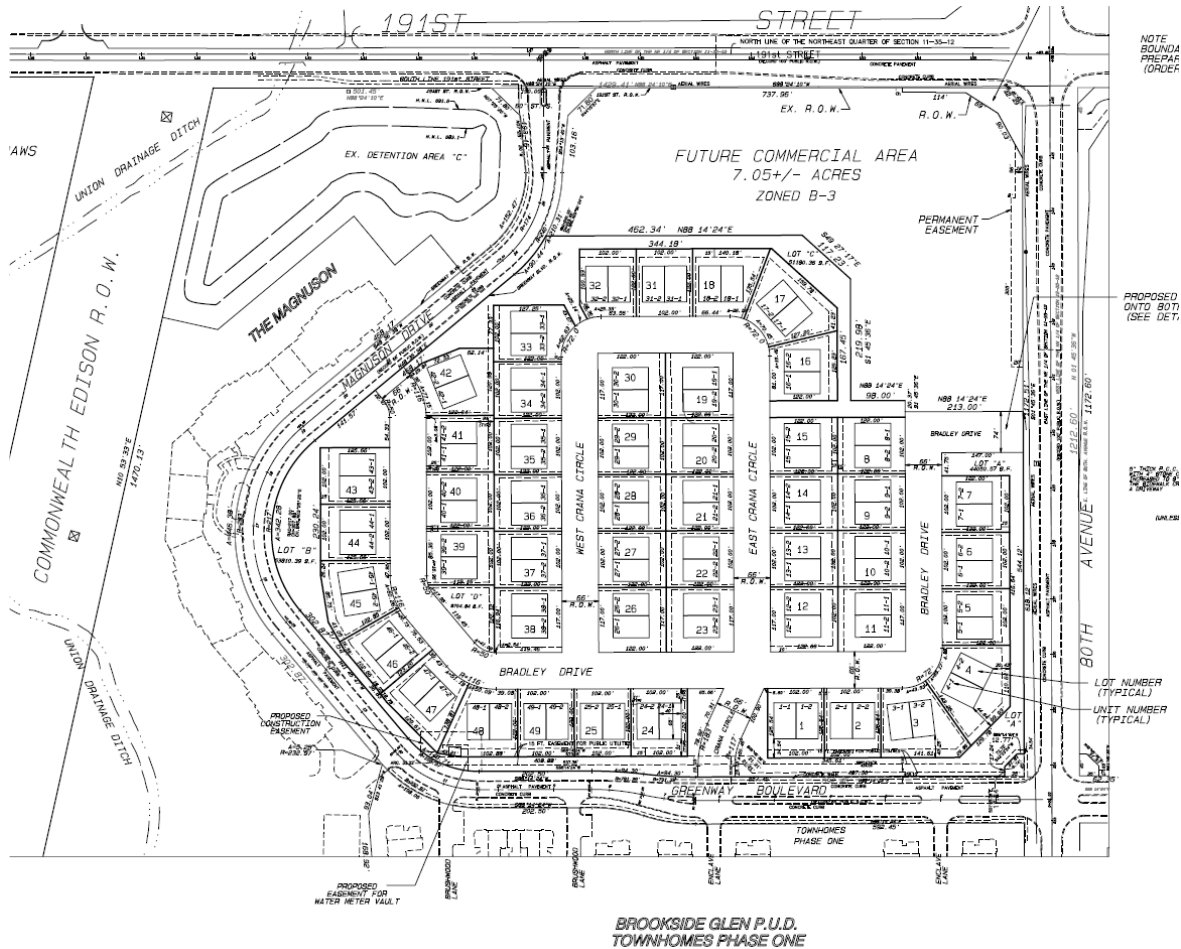
Final Plat of Subdivision (2 Lots)

The purpose of the first plat is to break the existing single lot into two lots that would allow for two separate zoning districts and developments to occur. The division is rather simple and will be final, meaning if the proposed development didn't move forward, they could each be sold off separately and will keep the underlying zoning district being requested. However, the proposed lots are developable on their own based on the concept plans. A cross-access easement was required with this subdivision due to the need to share an access point on 80th Avenue, and the importance of that access point to each lot's future.



Preliminary Plat of Subdivision (Residential)

Unlike the Final Plat, the Preliminary Plat does not formally create any lots of record. However, this plat shows likely dimensions of the proposed residential lots and outlots and gives the developer the right to move forward with the subdivision. The final plat will need to be in substantial conformance with this preliminary plat but requires additional information like signature blocks, exact property lines, and easement locations. A preliminary plat stops short of being final because final engineering usually has not been completed and minor changes may still be required. The Petitioner will return for Final Plat and PUD approval once final engineering has been completed.



STANDARDS FOR REZONING APPROVAL

The Zoning Code does not establish any specific criteria that must be met in order for the Village Board to approve a rezoning request. Likewise, Illinois Statutes does not provide any specific criteria. Historically, Illinois courts have used eight factors enunciated in two court cases. The following “LaSalle Standards” have been supplied for the Commission to consider. Staff will prepare draft responses for these conditions within the next Staff Report.

- a. The existing uses and zoning of nearby property;
- b. The extent to which property values are diminished by the particular zoning;
- c. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;
- d. The relative gain to the public as compared to the hardship imposed on the individual property owner;
- e. The suitability of the property for the zoned purpose;
- f. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;
- g. The public need for the proposed use; and
- h. The thoroughness with which the municipality has planned and zoned its land use.

STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission when analyzing a Special Use request. Staff will provide draft Findings for the Commission’s review in the next Staff Report.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;
- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance; and
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

STANDARDS AND CRITERIA FOR A PLANNED UNIT DEVELOPMENT

Section VII.C. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission for a Planned Unit Development (PUD). The Plan Commission is encouraged to consider these standards (listed below) as well as the Applicant's responses (attached) when analyzing the PUD request. Staff will provide draft Findings for the Commission's review in the next Staff Report.

- a. The site of the proposed planned unit development is not less than five (5) acres in area, is under single ownership and/or unified control, and is suitable to be planned and developed, or redeveloped, as a unit and in a manner consistent with the purpose and intent of this Ordinance and with the Comprehensive Plan of the Village.
- b. The planned development will not substantially injure or damage the use, value and enjoyment of the surrounding property nor hinder or prevent the development of surrounding property in accordance with the land use plan of the Village.
- c. The uses permitted in the development are necessary or desirable and that the need for such uses has been clearly demonstrated.
- d. The proposed development will not impose an undue burden on public facilities and services, such as sewer and water systems, police and fire protection.
- e. The proposed development can be substantially completed within the period of time specified in the schedule of development submitted by the developer.
- f. The street system serving the planned development is adequate to carry the traffic that will be imposed upon the streets by the proposed development, and that the streets and driveways on the site of the planned development will be adequate to serve the residents or occupants of the proposed development.
- g. When a Planned Unit Development proposes the use of private streets, common driveways, private recreation facilities or common open space, the developer shall provide and submit as part of the application the method and arrangement whereby these private facilities shall be operated and maintained.
- h. The general development plan shall contain such proposed covenants, easements and other provisions relating to the bulk, location and density of residential buildings, non-residential uses and structures and public facilities as are necessary for the welfare of the planned development and the Village. All such covenants shall specifically provide for enforcement by the Village of Tinley Park in addition to the land owners within the development.
- i. The developer shall provide and record easements and covenants, and shall make such other arrangements as furnishing a performance bond, escrow deposit, or other financial guarantees as may be reasonably required to assure performance in accordance with the development plan and to protect the public interest in the event of abandonment of said plan before completion.
- j. Any exceptions or modifications of the zoning, subdivision, or other regulations that would otherwise be applicable to the site are warranted by the design of the proposed development plan, and the amenities incorporated in it, are consistent with the general interest of the public.

STANDARDS FOR SITE PLAN & ARCHITECTURAL APPROVAL

Section III.T.2. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required but all standards shall be considered to have been met upon review from the Plan Commission.

Architectural

- a. **Building Materials:** The size of the structure will dictate the required building materials (Section V.C. Supplementary District Regulations). Where tilt-up or pre-cast masonry walls (with face or thin brick inlay) are allowed vertical articulation, features are encouraged to mask the joint lines. Concrete panels must incorporate architectural finishes that comply with “Building Articulation” (Section III.U.5.h.) standards. Cast in place concrete may be used as an accent alternate building material (no greater than 15% per façade) provided there is sufficient articulation and detail to diminish it’s the appearance if used on large, blank walls.
- b. **Cohesive Building Design:** Buildings must be built with approved materials and provide architectural interest on all sides of the structure. Whatever an architectural style is chosen, a consistent style of architectural composition and building materials are to be applied on all building facades.
- c. **Compatible Architecture:** All construction, whether it be new or part of an addition or renovation of an existing structure, must be compatible with the character of the site, adjacent structures and streetscape. Avoid architecture or building materials that significantly diverge from adjacent architecture. Maintain the rhythm of the block in terms of scale, massing and setback. Where a development includes outlots they shall be designed with compatible consistent architecture with the primary building(s). Site lighting, landscaping and architecture shall reflect a consistent design statement throughout the development.
- d. **Color:** Color choices shall consider the context of the surrounding area and shall not be used for purposes of “attention getting” or branding of the proposed use. Color choices shall be harmonious with the surrounding buildings; excessively bright or brilliant colors are to be avoided except to be used on a minor scale for accents.
- e. **Sustainable architectural design:** The overall design must meet the needs of the current use without compromising the ability of future uses. Do not let the current use dictate an architecture so unique that it limits its potential for other uses (i.e. Medieval Times).
- f. **Defined Entry:** Entrance shall be readily identifiable from public right-of-way or parking fields. The entry can be clearly defined by using unique architecture, a canopy, overhang or some other type of weather protection, some form of roof element or enhanced landscaping.
- g. **Roof:** For buildings 10,000 sf or less a pitched roof is required or a parapet that extends the full exterior of the building. For buildings with a continuous roof line of 100 feet or more, a change of at least five feet in height must be made for every 75 feet.
- h. **Building Articulation:** Large expanses of walls void of color, material or texture variation are to be avoided. The use of material and color changes, articulation of details around doors, windows, plate lines, the provision of architectural details such as “belly-bands” (decorative cladding that runs horizontally around the building), the use of recessed design elements, exposed expansion joints, reveals, change in texture, or other methods of visual relief are encouraged as a means to minimize the oppressiveness of large expanses of walls and break down the overall scale of the building into intermediate scaled parts. On commercial buildings, facades greater than 100 feet must include some form of articulation of the façade through the use of recesses or projections of at least 6 inches for at least 20% of the length of the façade. For industrial buildings efforts to break up the long façade shall be accomplished through a change in building material, color or vertical breaks of three feet or more every 250 feet.
- i. **Screen Mechanicals:** All mechanical devices shall be screened from all public views.

- j. Trash Enclosures: Trash enclosures must be screened on three sides by a masonry wall consistent with the architecture and building material of the building it serves. Gates must be kept closed at all times and constructed of a durable material such as wood or steel. They shall not be located in the front or corner side yard and shall be set behind the front building façade.

Site Design

- a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.
- b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.
- c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.
- d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.
- e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.

RECOMMENDATION

Following a successful workshop, proceed to a Public Hearing at the October 21, 2021 Plan Commission meeting.

LIST OF REVIEWED PLANS

Submitted Sheet Name		Prepared By	Date On Sheet
	Plat of Survey	G & B	12.3.2019
	Preliminary Final Site Plan and Site Data	HKM	7.27.21
	Preliminary Improvement (Engineering) Plans and Preliminary Plat	BVA	7.21.21
	Preliminary Landscape Plan	HKM	9.3.21
	Final Plat of Subdivision	G&B	9.30.21
	Auto-turn Templates	BVA	
	Monument Sign Elevation	HKM	7.27.21
	Brookside – Sales Center Site Plan	HKM	7.27.21
	Elevations and Streetscape Examples	HKM	7.27.21
	Material Board	HKM	7.27.21
	Aluminum Fence and Light Specifications	Crana	
	Preliminary Declaration of Covenants for Brookside Glen Villas	Crana	N/A

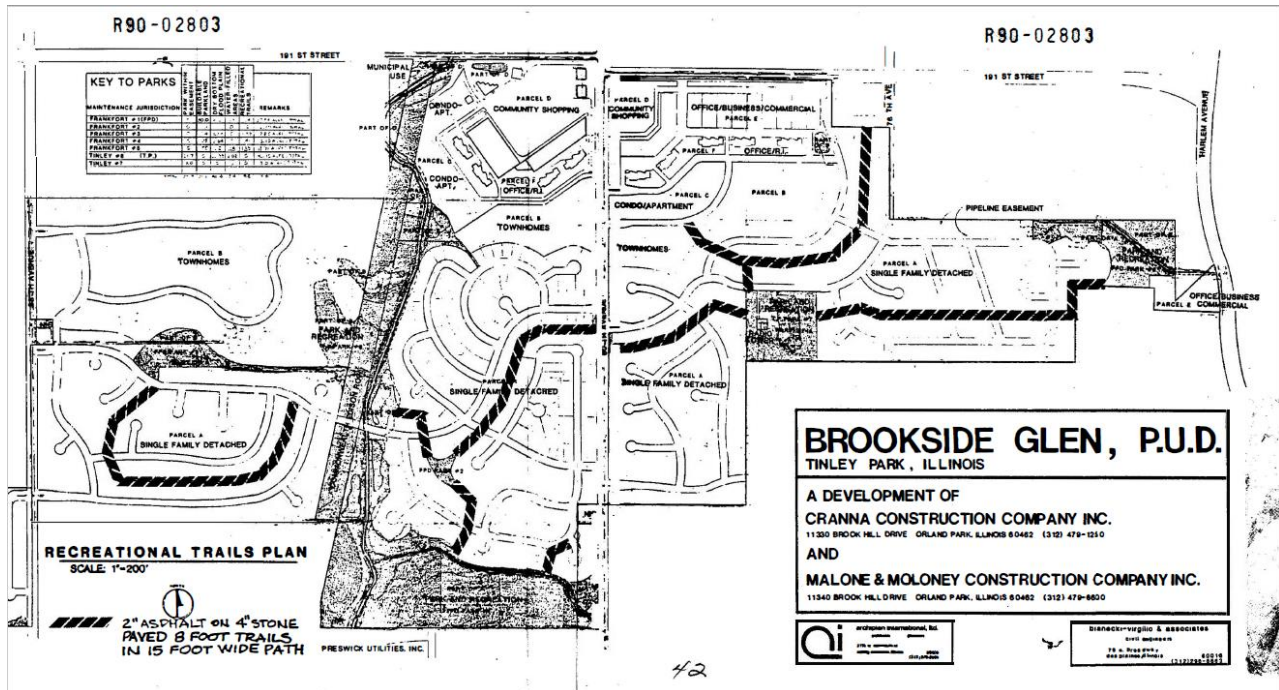
BVA = Branecki-Virgilio & Associates (Civil Engineer)

HKM = HKM Architects + Planners, Inc

G & B = Gremley & Biedermann Surveyors

Exhibit A - Brookside Glen PUD Timeline

- **1989:** A Pre-Annexation Agreement was adopted as Ordinance 89-O-052.
- **1990:** The Annexation Agreement (Resolution 90-R-002) was adopted on January 11, 1990. This agreement also accounted for the Special Use Permit for the Brookside Glen Planned Unit Development. Below is Exhibit C from the Annexation Agreement denoted approved landuses.



The Brookside Glen property was officially annexed under Ordinance 90-O-004 and Ordinance 90-O-005. The first amendment to the Brookside Glen Annexation Agreement was adopted on February 6, 1990 (90-R-004).

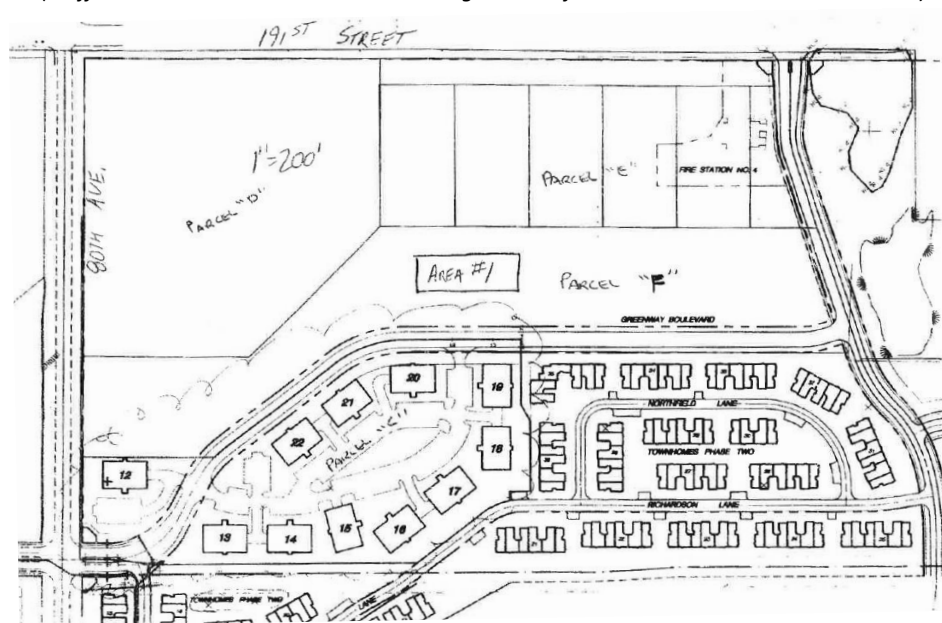
Ordinance 90-O-008 was adopted on February 27, 1990 (although the ordinance itself incorrectly states the adoption year as 1989). This ordinance annexed the Brookside Glen property again due to concerns with proper notice for the annexation. Ordinance 90-O-009 officially rezoned the Brookside Glen property following annexation.

- **1994:** Amendment to the Brookside Glen Annexation Agreement was approved on October 25, 1994 as Resolution 94-R-030 (labeled in error as 94-O-030). This amendment included changes to some of the standards for the single-family residential lots, updated fees, discussed requirements for dedication of public streets and sidewalks, and discussed water mains and sanitary sewers.
- **1998:** A parcel is annexed and added to the Brookside Glen PUD per Ordinance 98-O-018 and Ordinance 98-O-019 on March 17, 1998. A 200' x 209' parcel was annexed and added to the Brookside Glen PUD. The parcel was not available in 1990 when the original PUD was approved. The property that was annexed is located near approximately 19501 88th Avenue (currently this is approximately Brookside Glen Drive and 88th Avenue).
- **1999:** Staff notes that the November 4, 1999 Plan Commission meeting minutes indicate that the New Lenox Pumping Station was considered for a Special Use Permit.
- **2000:** A Substantial Deviation to the original Brookside Glen Planned Unit Development was approved on February 15, 2000 as Ordinance 2000-O-006. This Substantial Deviation amended the acreage and dwelling units

for single-family, townhomes, and condominiums. The allowable acreage of condominiums increased from 21.5 acres to 27 acres and the allowable number of dwelling units increased from 258 to 352 dwelling units. The Ordinance also allowed for an increase in the allowable building height for the condominium buildings (from three stories to four stories with underground parking). The Substantial Deviation was considered at the Plan Commission meetings on 4/15/1999, 5/6/1999, 8/5/1999 and 9/16/1999 and the Village Board meetings on 9/7/1999, 9/21/1999, 1/4/2000, 1/18/2000, 2/1/2000, and 2/15/2000. It appears this is when Greenway Boulevard alignment was changed.



Excerpt from the Site Plan for the Southwest Corner of 191st Street and 80th Avenue
(Staff believes this was included with the Legal Notice for the Substantial Deviation in 1999)



Excerpt from the Site Plan for the Southeast Corner of 191st Street and 80th Avenue
(Staff believes this was included with the Legal Notice for the Substantial Deviation in 1999)

- **2016:** Karli Mayher submits an application (“The Residences at Brookside Glen”) on July 5, 2016 for two (2) four-story, one hundred, forty-four (144) unit multi-family apartment buildings, with surface parking and parking in garages at the rear of the site and an accompanying clubhouse building. On July 11, 2017 Village Board concurred with the Plan Commission’s recommendation to deny the project.
- **2017:** Karlie Mayher submits revised plans on October 2, 2017. These plans include four (4) multi-family residential structures with thirty-six (36) dwelling units per building for a total of 144 dwelling units. Village Board approved December 5, 2017.
- **November 2020:** Conceptual Approval given to proceed with a rezoning and Deviation for the subject site to be rezoned to allow for semi-detached duplexes at the Southwest corner near the intersection of 191st Street and 80th Avenue. The 31-acre site will keep commercial zoning on around 7.2 acres along 191st Street and 80th Avenue. No entitlement or rezoning given but met with general support by the Plan Commission and Village Board.

PLAN COMMISSION STAFF REPORT

October 7, 2021 - Workshop

Loyola Southwest Ambulatory Care Center

17901 LaGrange Road

Petitioner

Shawn Vincent, on behalf
of Loyola Medicine

Property Location

17901 LaGrange Road

PIN

27-34-300-005-0000;
27-34-300-011-0000

Zoning

Existing:

B-3 (General Business
and Commercial) &
ORI (Office and
Restricted Industrial)

Proposed:

ORI (Office and
Restricted Industrial)

Approvals Sought

- Site Plan/ Architecture
Approval
- Variations
- Rezoning
- Final Plat Approval

Project Planner

Kimberly Clarke, AICP
Community
Development Director

Daniel Ritter, AICP
Planning Manager



EXECUTIVE SUMMARY

The Petitioner, Shawn Vincent on behalf of Loyola Medicine (property owner), is requesting Rezoning to the Office & Restricted Industrial (ORI) zoning district and variations from the masonry, urban design overlay district, signage, and parking requirements at the property located at 17901 LaGrange Road. Additionally, Site Plan approval and Preliminary Plat are requested.

The property is to be developed into a two-story tall, 72,000 sq. Ft. medical center on a 25.75-acre lot at the southeast corner of LaGrange Road and 179th Street. The medical clinic will be entirely outpatient. Services include an ambulatory medical clinic for primary care, a range of medical specialties, and a cancer care center. The property is currently two lots with two different zoning districts (ORI and B-3); it is proposed to be consolidated into one lot and zoned ORI. The south portion of the lot would remain undeveloped and farmed until such time it can be subdivided or developed in the future.

This proposed project is expected to begin site and foundation work this fall/winter and be operational in 2023. It is anticipated to bring additional jobs to the area and provide needed medical services to 1,500 patients a week.

EXISTING SITE & HISTORY

The subject site consists of two lots with a total of 25.75-acres, located at the southeast corner of La Grange Road and 179th Street. Parcel one was recently purchased by Loyola, it is the northernmost parcel, approximately 4.13-acres in size, and is zoned B-3 (General Business and Commercial). This parcel was annexed into the Village in 1982. Parcel two has been owned by Loyola for many years and consists of an “L” shaped area zoned ORI (Office Restricted Industrial) approximately 21.62-acres. This site was annexed into the Village in 1984. Both properties have been most recently utilized for farming purposes.

The western edge of the site abuts property formerly occupied by 96th Avenue before the LaGrange Road reconfiguration; the area remains under IDOT’s ownership and control. In 1992, The Village of Tinley Park received Jurisdictional Transfer (JT) of the Cook County segment of Old US Route 45 (96th Avenue) that was no longer used after US Route 45 (LaGrange Road) was realigned for the interchange with Interstate 80. The right-of-way can be used for local transportation-related needs, but restricts permanent buildings or structures within the JT. The Village has utilized approximately 1,000 feet of this 96th Avenue ROW south of 183rd Street for a roadway, renamed White Eagle Drive that provides access to the hotels, restaurants, as well as adjacent properties yet to be developed.

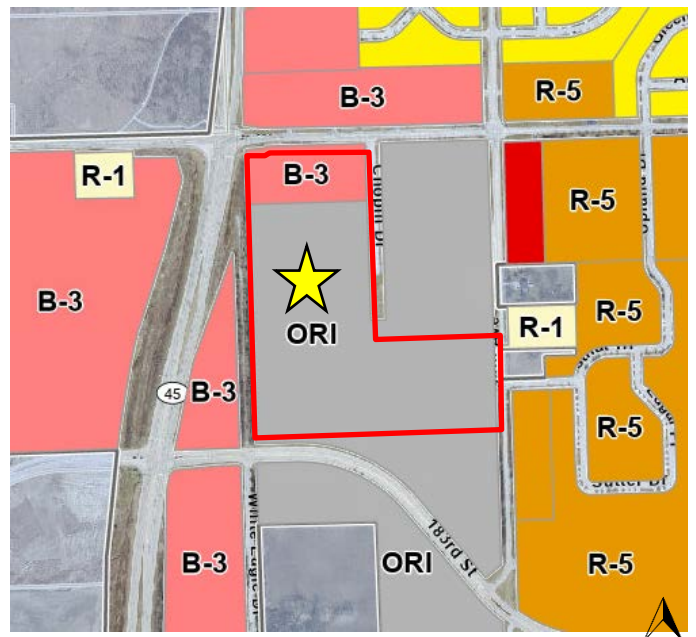
In the interest of economic development, the Village is engineering extensions of our utility systems (water and sanitary sewer) to service adjacent land that has long remained undeveloped, in part because the cost of extending the utilities for any single owner or development is prohibitive. Loyola is partnering with the Village through an easement agreement to use a portion of their land to install a sanitary sewer lift station to service the area.

ZONING & NEARBY LAND USES

The zoning for the site and nearby area is a mix of B-3 (General Business & Commercial) and ORI (Office, Restricted Industrial) zoning districts. There are several businesses to the north with a combination of freestanding buildings and multi-tenant strip centers. The Advocate Medical Campus Southwest is located to the west along with vacant land on LaGrange Road. The northwest corner of the intersection is the 966-acre Orland Grassland Nature Preserve. Directly east is Moraine Valley Community College which was constructed circa 2008. Lawn Funeral Home and residences are located further to the east along 94th Avenue. The site is also located within the Urban Design Overlay District (UDOD), which promotes walkability, lesser front yard setbacks, and overall a more urbanized look. Staff has worked with the Petitioner to ensure that the spirit of the UDOD is met where possible. The site will have planned for pedestrian connections and sidewalks throughout the site.



Location Map 17901 La Grange Road

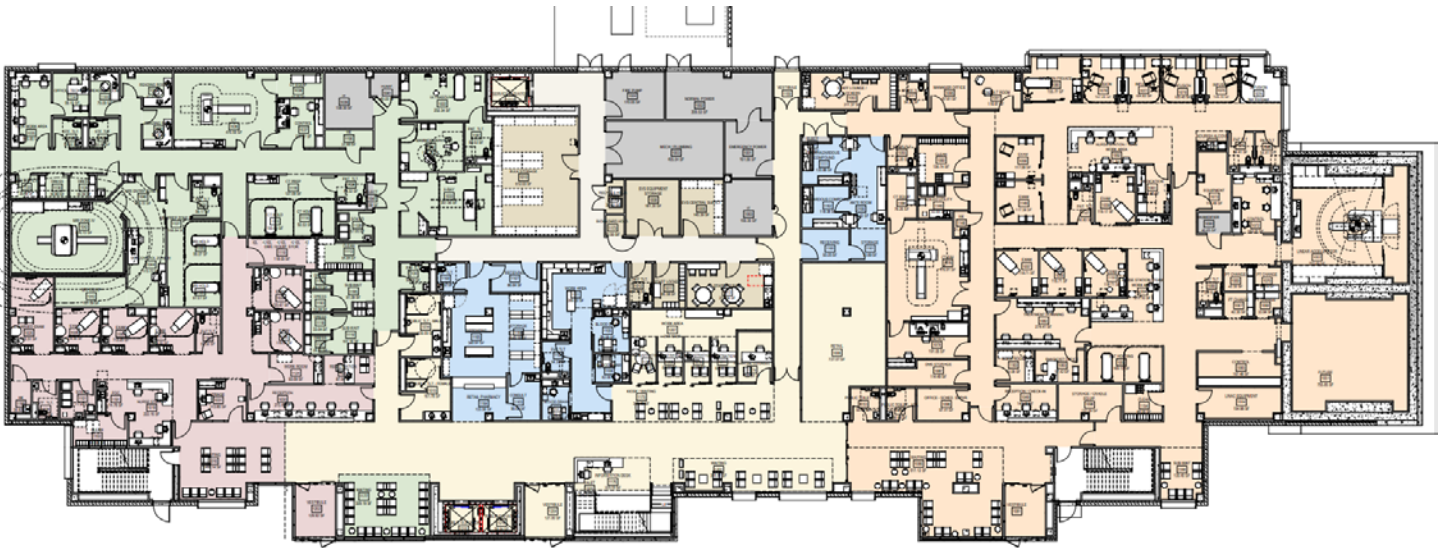


Zoning Map

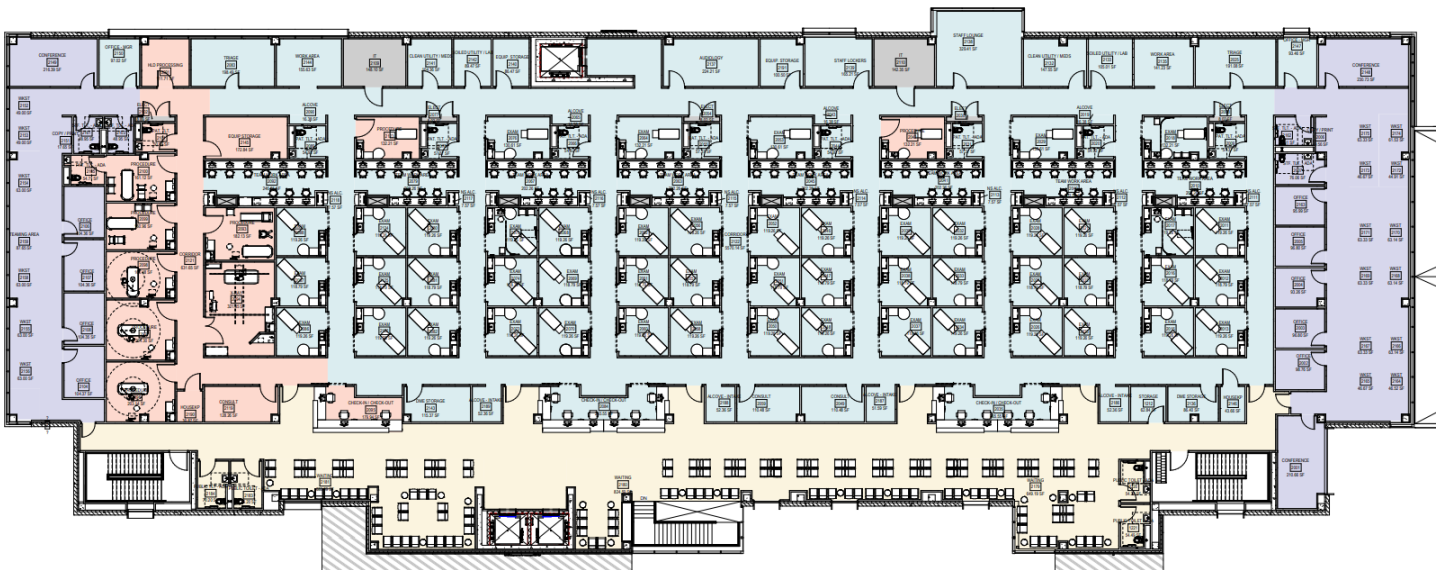
PROPOSED USE

The petitioner is proposing a 72,000 sq. ft. two-story, ambulatory medical clinic for primary care with a range of medical specialties including orthopedic surgery, oncology, cardiology, pulmonary medicine, urology, and general surgery. There will be no overnight accommodations and no patient will be present outside of the anticipated working hours on weekdays 7 a.m. thru 8 p.m., and weekends 8 a.m. thru 3 p.m. A cancer care center will be provided on the north end of the building with exam rooms, infusion rooms as well as CT and Linear Accelerator suites. The overall use is considered a “Medical Clinic”, which is a permitted use in the proposed ORI zoning district.

There is a clustering of other medical users along the LaGrange Road Corridor such as Alpha Med, DuPage Medical Group Immediate Care Center, and Advocate Medical Campus. In addition, there are hotels, food establishments and a local community college nearby and with the close proximity to the I-80 interchange it makes this an ideal location for Loyola to expand their medical availability to service the larger southwest suburban area.



Floor Plan 1st Floor



Floor Plan 2nd Floor

SITE PLAN

Overall

The property will be developed as a medical campus with the building perpendicular to 179th Street and the parking lots situated along Chopin Drive. While there is a large right-of-way setback, the building is oriented to have its highest visibility from LaGrange Road, where there is heavier traffic and most customers will be traveling to and from the site.

The building will have two main public entrances facing east towards the parking lot and Chopin Drive. One entrance is for the main medical center and ambulatory care and the second entrance is for the cancer care center. These areas generally have their own drop-off/pick-up areas and parking fields. However, patients and visitors can park anywhere on the property and they are connected internal to the building.

There will be a variety of gardens and sitting areas provided for patients that may be getting treatment for extended periods. These are located in the northwest corner of the site along 179th Street and part of the required landscaped bufferyard.



Site Plan

An employee entrance, break area, and loading will happen at the rear of the building that faces west towards LaGrange Road. This area will be largely screened from view by a screen wall, overhead canopy, and landscaping.

Vehicle Access

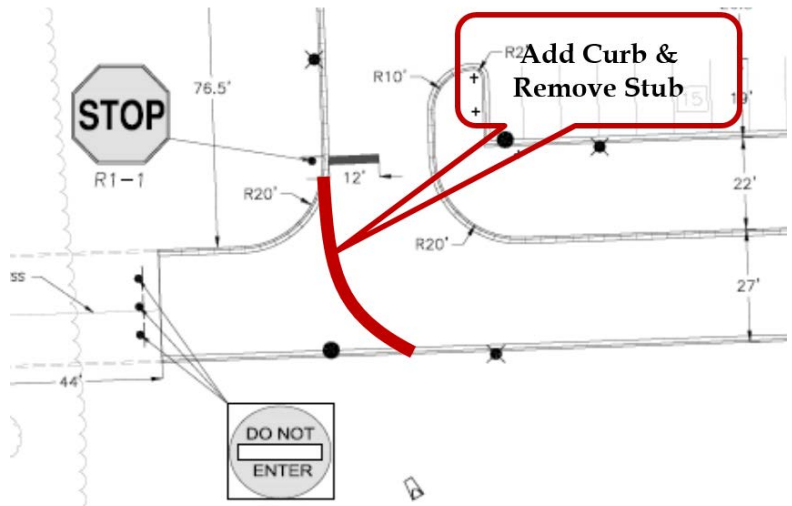
The plan provides multiple access points to the site. The main full access points will be on Chopin Drive which connects to 179th Street to the north. A right-in/right-out is indicated on LaGrange Road. That access point allowance will be determined by IDOT as it traverses their property and connects to their roadway. The LaGrange access point is a strong preference of the Petitioner since the majority of their traffic will enter and leave via LaGrange Road. However, the access point main or may not be possible due to grading and IDOT standards for LaGrange Road. Its approval may lag behind the rest of the site, but the site has been designed to be successful regardless. Additionally, a right-in only is shown as a possibility on 179th Street; this access will be subject to Cook County DOT review. The two access points on Chopin Drive align with the two access points (the main access and one for emergency access only) for Moraine Valley Community College to the east.

Open Item #1: A condition is recommended clarifying that approval of access points on 179th Street (Cook County DOT) and LaGrange Road (IDOT) are subject to approval by their controlling jurisdictions.

The UDOD only permits one curb cut for a property. The goal is to limit vehicle access points, which makes the area more walkable with one controlled point of access. However, that requirement is not feasible due to the size and scale of the subject site and the amount of traffic. The subject site is requesting to have as many as 4 curb cut access points as described above.

Open Item #2: Discuss Variation required from UDOD for additional curb cuts.

Since the LaGrange Road access may lag behind the project significantly, staff is recommending that the plans be revised to remove the “stubbed” access point on the southwest corner of the site and create a rounded curbed bend unless preliminary or Final IDOT approval is given to that access ahead of the site’s construction. This will provide the more conservative approach to the initial construction by avoiding an awkward dead end that can be a safety hazard, but still allow for the connection when approved in the future.



Open Item #3: Discuss plan revision to remove “stubbed” access point to LaGrange Road.

Walkways and Sidewalks

An extensive walkway system is proposed around the building and through the parking lot that will provide a safe route for pedestrians. This walkway system is also proposed to tie into the public walkway system. Public sidewalks will also be constructed around the site along 179th Street and Chopin Drive as required by the Village’s subdivision code.

Stormwater

There are stormwater detention areas proposed at the northeast corner and the southwest corner of the property. The image to the right shows how the two parcels are to be developed. Only 12.6-acres of the total 25.75-acre site is proposed to be developed, while the remaining southern 13-acres will remain farmed. The site is proposed to be one lot at this time, with a future subdivision possible for the remaining undeveloped land. The proposed detention will only be designed to accommodate the proposed Loyola development and additional detention will be needed if the remaining vacant land is developed in the future.

Setbacks and Site Layout

The required building setbacks for the Urban Design Overlay District include a 20’ maximum front yard, 10’ minimum side yard, and 10’ minimum rear yard. Additionally, parking setbacks include a 25’ front yard setback and 10’ side yard setbacks. The site fronts three public right of ways and three front yards, so it would be very difficult to meet these setbacks on such a large lot. The Petitioner chose to focus the building’s main frontage nearest to LaGrange Road which is the most heavily traveled, while using the other side as a second frontage that is adjacent to the building’s parking field. This requires Variations from these various UDOD requirements as noted in the table below in red due to the requirements for a maximum setback along public frontages and limited front yard parking. The proposal meets the overall development pattern in the area and is a unique use that will require a focus on traffic access since there are customers traveling for medical care and ambulatory service on the site. Pedestrian accommodations have been made in and around the site to help meet the intent of the overlay district.

Open Item #4: Discuss building and parking setback Variations required from UDOD regulations.

Urban Design Overlay District Setbacks			
	Proposed	Required	Difference
Building – Front (179 th)	95.5'	20' Max.	+75.5
Building – Front (LaGrange)	125.3'	20' Max.	+115.3'
Building – Front (Chopin)	~300' (specific number not noted)	20' Max.	+ More than 280'
Building – Rear	+231.2'	10' Min.	+221.2'
Parking – Front (179 th)	~70' (specific number not note don plans)	25' Min.	+~45'
Parking – Front (Lagrange)	65.7'	25' Min.	+40.7'
Parking – Front (Chopin)	15'	25' Min.	-10'

Engineering and Utilities

The plans require final engineering review and approvals. Additionally, the plans are subject to review by a variety of other jurisdictions including MWRD, IDOT, Cook County, IEPA, and others. Any comments or corrections are not expected to significantly change the final site plans. However, staff recommends a standard condition be placed on the approvals, requiring final engineering review and approval of all plans.

Open Item #5: Staff is recommending the site plan approval be conditioned upon final engineering review and approval.

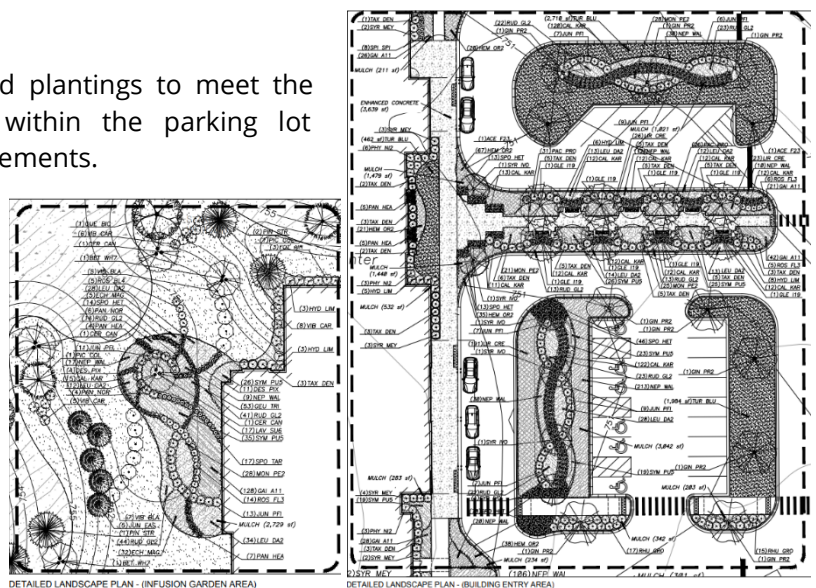
LANDSCAPE

The property has an existing wetland area at the northwest corner that is currently in the process of being mitigated by the owner. The property will have two detention areas one at the northeast corner of the site and the largest at the far south end of the site. The plan has drive-thru aisles for drop off at each entrance. There is a heavy emphasis on landscaping this area to make it an attractive entryway feature for the medical center. On the west side of the building facing LaGrange Road is proposed 3'-4' berm and an infusion garden. The infusion garden is on the north end where the cancer center will be and the goal is to provide a tranquil area for patience to have a calming natural area to look at while being treated. On the west side there is also a planned employee paver patio area with a potential overhead trellis.

The plan needs to provide additional bufferyard plantings to meet the code requirements. In addition, landscaping within the parking lot landscape islands do not fully meet code requirements.

Staff also recommends the buffer plantings for south property line should be dispersed along the drive aisle and the open space to create a more natural aesthetic vs. lining them all within the 25' wide bufferyard. The north and west bufferyards could also have required bufferyard plantings outside of the 25' wide bufferyard to create a more natural appearance.

Open Item #6: Review proposed landscaping plan and waiver requests.



Landscaping @ Infusion Center (Left) and Building Entry (Right)

ARCHITECTURE

The facility is intended to maintain the Loyola branding which is based off their main campus location in Maywood. The architecture has a modern look with the use of cooler colors and accent materials of metal and glass. The applicant initially proposed an all precast building with metal and glass accents as seen below.



First Proposal-38% precast panels; 36% glass and 26% metal panels



Second Proposal Option 1- incorporated a brick base around the building. This image provides 5% face brick; 34% precast panels; 31% glass and 29% metal panels



Second Proposal Option 2- incorporated face brick at the entrance points only. This image provides 32% face brick; 26% precast panels; 31% glass and 11% metal panels.



Final Proposal- This last image incorporates face brick on the base and the main entrances but in a gray stone. This brings the building closer to the masonry requirements with 38% face brick; 19% precast panels; 31% glass and 11% metal panels. A variation is still required.

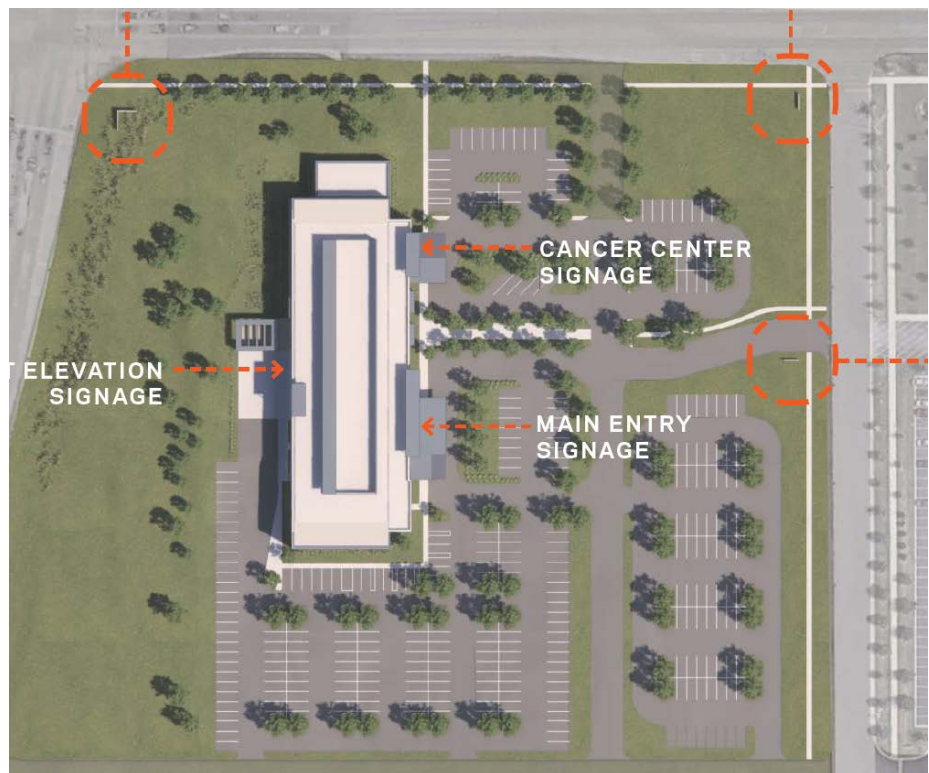
Mechanical equipment will be either housed internally or located in screened locations on the rooftop. An at grade electrical transformer and at grade emergency generator will be located in the service yard on the west side of the proposed project.

The code provisions for Urban Design Overlay District include building design standards for non-residential buildings. Notable, the code states the main entrance to a building shall be oriented toward the major street, be prominent, and pedestrian accessible.

Open Item #7: Review and discuss the proposed architecture and variation in face brick requirement

SIGNAGE

Signage applications for the project are still in development but conceptual information has been provided. The petitioner is providing multiple signs on site due to the large size of the property. There are three monuments signs proposed for the site. The first is proposed at the northwest corner of the site closest to the intersection of LaGrange Road and 179th Street. The second ground sign is at the northwest corner of the site closest to the intersection of Chopin Drive and 179th Street and the last ground sign is at the main entrance drive off of Chopin Drive. Properties within the ORI District are permitted to have one (1) ground base sign per adjacent public frontage with a maximum of two (2) ground based signs.



There are anticipated wall signs to be placed above the two entrances on the east side of the building as well as on the west side of the building facing LaGrange Road. With the conceptual designs, it appears a variation to grant an additional wall sign will be needed. The code permits one (1) wall sign per frontage not to exceed 120 sq. ft. per sign. With the two “wings” of the building, the applicant is proposing walls signs that identify the entrances for their patients. The sizes of the signs were not supplied.

Open Item #8: Discuss proposed ground sign variation to permit one additional ground sign and one additional wall sign. Petitioner to clarify proposed ground sign and wall sign sizes and any need for additional variations.

Directional signs are also important in medical facilities that have emergency care and multiple services offered. Directional signs are permitted at a maximum of 4 ft. in height and a maximum of 6 sq. ft. in size with no logos or organizational names located on them. No details were supplied for the location, design, or size of directional signs. The Petitioner needs to supply additional sign details and will need to meet the code or request a variation from the requirements.

Open Item #9: Discuss the need to supply details or responses for any directional sign relief.

PARKING

The petitioner has supplied a parking demand study by Eriksson Engineering Associates, Ltd., which summarizes the proposed parking use. The proposed development will include 330 parking spaces (28 of which will be accessible and 14 electric vehicle recharging parking spaces), and 2 loading spaces. The property's use is classified within the current Zoning code parking requirements as *Medical or Dental Office* use. Parking requirements are based on a minimum of two spaces for each office, exam room or treatment room, plus one space for each employee. The petitioner has provided a count of the facility's rooms and employees. The proposal includes 83 exam/treatment rooms, 20 offices, 35 workstations, and 130 employees. The code requires a minimum of 406 parking spaces. The code also requires a minimum of four loading spaces for buildings with a gross floor area of 70,001 to 120,000 square feet. The development will require a 76-parking stall Variation from Section VIII.A.10 of the Zoning Ordinance to permit 330 parking stalls instead of the required minimum of 406 stalls. The development will also require a two-loading space Variation from Section VIII.B. of the Zoning Ordinance to permit two loading spaces instead of the required minimum of four spaces.

Tinley Park Zoning Code Requirements

Use	Sized	Tinley Park Zoning Code Requirement	Required Parking
Medical or Dental Office	83 exam/treatment rooms 20 offices 35 work stations 130 employees	Two (2) spaces for each office, examination room, or treatment room, plus one (1) space for each employee	406 spaces

The petitioner suggests that the zoning code parking requirement is based on the outdated healthcare practice of doctors seeing patients in their office after the exam, whereas the current healthcare model uses technology to allow this consultation in the exam rooms. The 55 offices and workstations are anticipated to only be used by doctors and staff, which are already accounted for in the employee count. If the parking requirement is adjusted for this factor, the overall parking need would only be 296 spaces, which is less than the proposed supply.

Eriksson Engineering has also provided two national sources for medical office parking, which conclude that the anticipated parking demand of only 225 spaces and 229 spaces, each less than the zoning code requirement. Eriksson Engineering has recommended the provision of 330 spaces on the site which is 44% higher than the national demand estimates.

Furthermore, the petitioner states in their operational narrative that they are confident that ample parking will be provided for the proposed use, and has stated that, if required, additional site space is available for this purpose.

The development will partially meet the Urban Design Overlay District code provisions for parking. The overlay district requires the parking setbacks are 25' minimum front yard, 10' minimum side yard, and zero-foot rear yard. The parking setback along Chopin Drive is proposed as 15', which is deficient by 10' and will require a Variation from the Zoning Code.

Open Item #10: Discuss proposed parking and loading variations to permit 330 parking spaces instead of the 406 parking spaces required, and two loading spaces instead of the four loading spaces required.

LIGHTING

Photometric plans and lighting cutsheets were not supplied with the submittal. The plans and details need to be supplied to ensure conformance with all applicable codes and regulations.

Open Item #11: Petitioner needs to supply photometric plans and light spec sheets for review.

SPECIAL APPROVALS NEEDED (REZONING AND VARIATIONS)

Rezoning

The smaller parcel adjacent to 179th Street is zoned B-3 (General Business & Commercial District) and the remaining larger “L” shaped parcel is zoned ORI (Office & Restricted Industrial District). The applicant is seeking to rezone the smaller parcel to the ORI District which will be consistent with all of the land surrounding the Loyola properties. The Zoning Ordinance describes the zoning district as follows:

“The ORI Office and Restricted Industrial District is intended to provide land for medium to large office buildings, research activities, and non-objectionable industrial activities which are attractively landscaped and designed to create a “park-like” setting. The low intensity and limiting restrictions are intended to provide for permitted uses which will be compatible with adjacent residential and commercial developments.”

Open Item #12: Discuss the requested rezoning of the subject property to the ORI (Office Restricted Industrial) zoning district.

Variations

1. Urban Design Overlay District
 - a. Increased front yard building setbacks (20’ max)
 - b. Allowance for parking lots in the required front yard (25’ min)
 - c. Allow up to four curb cut access point (max one)
2. Parking Requirements
 - a. Permit 330 parking stalls were 406 are required.
 - b. Permit 2 loading spaces were 4 are required.
3. Masonry
 - a. Allow elevations with 36-42% face brick, where the minimum is 60%.
 - b. Allow alternative building materials (precast concrete, metal panels, and glass panels) to exceed 15% of the exterior façade.
4. Signage
 - a. Additional Ground Signs
 - b. Additional Wall Signs
 - c. Directional sign height or size?

Open Item #13: Discuss all requested Variations.

Preliminary Plat

The plat is currently being produce by the petitioner. The plat will consolidate the two lots into one to avoid building a structure over a property line. Additionally, all required easements (utility, drainage, detention, cross-access, etc.) and dedications (sidewalk, roadway, etc.) will be included in the Plat of Subdivision.

Open Item #14: Discuss the preliminary Plat and the petitioner’s timeframe for submittal prior to the Village Board review/approval.

SUMMARY OF OPEN ITEMS

Staff identified the following open items for discussion at the workshop:

1. **A condition is recommended clarifying that approval of access points on 179th Street (Cook County DOT) and LaGrange Road (IDOT) are subject to approval by their controlling jurisdictions.**
2. **Discuss Variation required from UDOD for additional curb cuts.**
3. **Discuss plan revision to remove “stubbed” access point to LaGrange Road.**
4. **Discuss building and parking setback Variations required from UDOD regulations.**
5. **Staff is recommending the site plan approval be conditioned upon final engineering review and approval.**
6. **Review proposed landscaping plan and waiver requests.**
7. **Review and discuss the proposed architecture and variation in face brick requirement**
8. **Discuss proposed ground sign variation to permit one additional ground sign and one additional wall sign. Petitioner to clarify proposed ground sign and wall sign sizes and any need for additional variations.**
9. **Discuss the need to supply details or responses for any directional sign relief.**
10. **Discuss proposed parking and loading variations to permit 330 parking spaces instead of the 406 parking spaces required, and two loading spaces instead of the four loading spaces required.**
11. **Petitioner needs to supply photometric plans and light spec sheets for review.**
12. **Discuss the requested rezoning of the subject property to the ORI (Office Restricted Industrial) zoning district.**
13. **Discuss all requested Variations.**
14. **Discuss the preliminary Plat and the petitioner’s timeframe for submittal prior to the Village Board review/approval.**

STANDARDS FOR REZONING APPROVAL

The Zoning Code does not establish any specific criteria that must be met in order for the Village Board to approve a rezoning request. Likewise, Illinois Statutes does not provide any specific criteria. Historically, Illinois courts have used eight factors enunciated in two court cases. The following “LaSalle Standards” have been supplied for the Commission to consider. Staff will prepare draft responses for these Standards within the next Staff Report for the public hearing.

- a. The existing uses and zoning of nearby property;
- b. The extent to which property values are diminished by the particular zoning;
- c. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;
- d. The relative gain to the public as compared to the hardship imposed on the individual property owner;
- e. The suitability of the property for the zoned purpose;
- f. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;
- g. The public need for the proposed use; and
- h. The thoroughness with which the municipality has planned and zoned its land use.

STANDARDS FOR A VARIATION

Section X.G.4. of the Zoning Ordinance states the Plan Commission shall not recommend a Variation of the regulations of the Zoning Ordinance unless it shall have made Findings of Fact, based upon the evidence presented for each of the Standards for Variations listed below. The Plan Commission must provide findings for the first three standards; the remaining standards are provided to help the Plan Commission further analyze the request. Staff will prepare draft responses for these Standards within the next Staff

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
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.
4. Additionally, the Plan Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:
 - a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
 - b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
 - c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;

- d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;
- e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
- f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

STANDARDS FOR SITE PLAN & ARCHITECTURAL APPROVAL

Section III.T.2. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required but all standards shall be considered to have been met upon review from the Plan Commission.

Architectural

- a. Building Materials: The size of the structure will dictate the required building materials (Section V.C. Supplementary District Regulations). Where tilt-up or pre-cast masonry walls (with face or thin brick inlay) are allowed vertical articulation, features are encouraged to mask the joint lines. Concrete panels must incorporate architectural finishes that comply with “Building Articulation” (Section III.U.5.h.) standards. Cast in place concrete may be used as an accent alternate building material (no greater than 15% per façade) provided there is sufficient articulation and detail to diminish it’s the appearance if used on large, blank walls.
- b. Cohesive Building Design: Buildings must be built with approved materials and provide architectural interest on all sides of the structure. Whatever an architectural style is chosen, a consistent style of architectural composition and building materials are to be applied on all building facades.
- c. Compatible Architecture: All construction, whether it be new or part of an addition or renovation of an existing structure, must be compatible with the character of the site, adjacent structures and streetscape. Avoid architecture or building materials that significantly diverge from adjacent architecture. Maintain the rhythm of the block in terms of scale, massing and setback. Where a development includes outlots they shall be designed with compatible consistent architecture with the primary building(s). Site lighting, landscaping and architecture shall reflect a consistent design statement throughout the development.
- d. Color: Color choices shall consider the context of the surrounding area and shall not be used for purposes of “attention getting” or branding of the proposed use. Color choices shall be harmonious with the surrounding buildings; excessively bright or brilliant colors are to be avoided except to be used on a minor scale for accents.
- e. Sustainable architectural design: The overall design must meet the needs of the current use without compromising the ability of future uses. Do not let the current use dictate an architecture so unique that it limits its potential for other uses (i.e. Medieval Times).
- f. Defined Entry: Entrance shall be readily identifiable from public right-of-way or parking fields. The entry can be clearly defined by using unique architecture, a canopy, overhang or some other type of weather protection, some form of roof element or enhanced landscaping.
- g. Roof: For buildings 10,000 sf or less a pitched roof is required or a parapet that extends the full exterior of the building. For buildings with a continuous roof line of 100 feet or more, a change of at least five feet in height must be made for every 75 feet.

- h. Building Articulation: Large expanses of walls void of color, material or texture variation are to be avoided. The use of material and color changes, articulation of details around doors, windows, plate lines, the provision of architectural details such as “belly-bands” (decorative cladding that runs horizontally around the building), the use of recessed design elements, exposed expansion joints, reveals, change in texture, or other methods of visual relief are encouraged as a means to minimize the oppressiveness of large expanses of walls and break down the overall scale of the building into intermediate scaled parts. On commercial buildings, facades greater than 100 feet must include some form of articulation of the façade through the use of recesses or projections of at least 6 inches for at least 20% of the length of the façade. For industrial buildings efforts to break up the long façade shall be accomplished through a change in building material, color or vertical breaks of three feet or more every 250 feet.
- i. Screen Mechanicals: All mechanical devices shall be screened from all public views.
- j. Trash Enclosures: Trash enclosures must be screened on three sides by a masonry wall consistent with the architecture and building material of the building it serves. Gates must be kept closed at all times and constructed of a durable material such as wood or steel. They shall not be located in the front or corner side yard and shall be set behind the front building façade.

Site Design

- a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.
- b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.
- c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.
- d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.
- e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.

RECOMMENDATION

Following a successful workshop, proceed to a Public Hearing at the October 21, 2021 Plan Commission meeting.

LIST OF REVIEWED PLANS

Submitted Sheet Name		Prepared By	Date On Sheet
Rec'd. 9/17/21	Application	Loyola Medicine	9/15/21
Rec'd. 9/17/21	Operational Narrative	HOK	9/15/21
Rec'd. 9/17/21	Zoning Review	HOK	9/15/21
Rec'd. 9/28/21	Plat of Survey 5/24/2021	JLH Land Surveying, Inc.	5/24/21
Rec'd. 9/17/21	Development Parcel (Preliminary Topographic Base Sheet C100)	Eriksson Engineering Associates	n/a
Rec'd. 9/30/21	Overall Plan (Floor Plans)	HOK	n/a
Rec'd. 9/13/21	Roof Plan, Sheet A003	HOK	7/28/21
Rec'd. 9/13/21	Site Plan	HOK	8/4/21
Rec'd. 9/13/21	Landscape Plan Sheets L100, L200, L201	HOK	9/10/21
Rec'd. 9/30/21	Exterior Renderings (Elevations)	HOK	9/30/21
Rec'd. 9/15/21	Signage Concepts	HOK	9/17/21
Rec'd. 9/17/21	Parking Study	Eriksson Engineering Associates	9/15/21
Rec'd. 9/15/21	Traffic Study	Eriksson Engineering Associates	9/15/21
Rec'd. 9/28/21	AutoTurn Vehicle Analysis	HOK	9/28/21
Rec'd. 9/28/21	Civil Engineering Plans	HOK, IMEG Corporation, Eriksson Engineering Associates	9/28/21