



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

May 27, 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 May 27, 2021.

CALL TO ORDER – PLAN COMMISSIONER CHAIRMAN GRAY called to order the Special Meeting of the Plan Commission for May 27, 2021 at 7:00 p.m.

CHAIRMAN GRAY stated the meeting was being held remotely consistent with Governor Pritzker's Executive Order 2020-07 issued on March 16, 2020, which suspends the Open Meetings Act provisions relating to in-person attendance by members of a public body. The Open Meetings Act (OMA) requires public bodies to allow for public comment, therefore, this meeting will include public comment via the established protocol. Even if members of the public do not provide comment, participants are advised that people may be listening who do not provide comment, and those persons are not required to identify themselves. He noted that the meeting is being recorded and that some attendees are participating by web/audio conference.

Kathy Congreve called the roll.

Present and responding to roll call were the following:

Chairman Garrett Gray
Eduardo Mani
Steven Vick
James Gaskill
Frank Loscuito (participated remotely)

Absent Plan Commissioners:

Angela Gatto
Mary Aitchison
Kehla West

Village Officials and Staff:

Dan Ritter, Senior Planner
Paula Wallrich, Planning Manager
Kathy Congreve, Commission Secretary
Lori Kosmatka, Associate Planner

Petitioners:

Bill Perry, Weaver Consultants Group, Engineer for Vequity (participated remotely)
David Sosin, Attorney on behalf of Vequity LLC
Ivan Nockov, Vequity LLC
Joseph Colucci, Union Bar & Grill
Anthony Cortese, Union Bar & Grill
Petros Drimonas, Pete's Fresh Market
Eugene Ginkovich, PM Realty Inc for Pete's Fresh Market
John Bradshaw, Camburas Theodore, Architect for Pete's Fresh Market

Members of the Public:

None

COMMUNICATIONS - None

APPROVAL OF MINUTES - None (The Minutes of the May 20th meeting will be reviewed on June 3rd.)

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE MAY 27, 2021 SPECIAL MEETING

ITEM #1 VEQUITY MULTI-TENANT REMODEL, 17111-17119 LAGRANGE ROAD – SITE PLAN/ARCHITECTURAL APPROVAL

Consider recommending approval of the Site Plan and Architecture for an existing building at 17111-17119 LaGrange Road (formally 9561 171st St) in the B3 PD (General Business and Commercial, Park Hills Towne Centre PUD) Zoning District. The proposed project allows for the former MD Financial/Fifth-Third Bank building to be converted to a multi-tenant commercial building that includes a Starbucks Coffee drive-thru.

Present Plan Commissioners: Chairman Garrett Gray
Eduardo Mani
Steven Vick
James Gaskill
Frank Loscuito (participated remotely)

Absent Plan Commissioners: Angela Gatto
Mary Aitchison
Kehla West

Village Officials and Staff: Dan Ritter, Senior Planner
Paula Wallrich, Planning Manager
Kathy Congreve, Commission Secretary
Lori Kosmatka, Associate Planner

Petitioners: David Sosin – Sosin, Arnold, & Schoenbeck Ltd.
Ivan Nockov – Vequity LLC
Bill Perry, Weaver Consultants, Engineer (participated remotely)

Members of the Public: None

CHAIRMAN GRAY noted that there was an error in the agenda and that this is not a Public Hearing tonight. A Workshop was held on May 6, 2021. There is only a Site Plan and Architectural approval for this project, therefore a Public Hearing is not required. This item is up for a vote this evening.

CHAIRMAN GRAY invited staff to start with their presentation.

DAN RITTER, Senior Planner, noted that the Staff Report has been distributed to the Commission and posted on the Village website and will be attached to the minutes as part of the meeting record. Since much was covered in the workshop, Dan covered the main points which had changed due to workshop discussions and suggestions. One of the main points he noted was that an allowance for an additional drive-thru menu sign will require a new application. The Exception can be applied for once they are closer to permitting for the site and have specific sign details. Or the Commission may discuss a code change at that time.

CHAIRMAN GRAY asked if there were any comments or discussion from Commissioners. Comments were as follows:

COMMISSIONER VICK stated that everything looks good; the changes to the front facade looks improved.

COMMISSIONER MANI stated he likes the brick border on the front façade. The changes are positive.

CHAIRMAN GRAY concurred, stating that the brick façade minimizing the EIFS looks very good. Adding the bike rack so quickly is appreciated.

CHAIRMAN GRAY asked if the Petitioner had anything to add. DAVID SOSIN, the attorney for the Petitioner, stated they were very happy to work out issues, changing the building's front look from a one-tenant user to a multi-tenant building. It's a great compromise between their clients and the staff; he thanked the staff for their time spent on coming to a resolution.

CHAIRMAN GRAY asked for a motion. COMMISSIONER MANI made a motion to grant the Petitioner, Christopher Ileakis, on behalf of 9561 W 171st Tinley Park LLC (d/b/a Vequity), Site Plan and Architectural Approval to make site and façade changes on the existing former bank building to be converted to a multi-tenant commercial building with a Starbucks Coffee drive-thru at 17111-17119 LaGrange Road (formally 9561 171st Street) in the B-3 PUD (Neighborhood Shopping, Park Hills Towne Centre PUD) zoning district, in accordance with the plans submitted and listed herein subject to the following conditions:

1. Any changes in drive-thru or parking demand from what was presented would require a new traffic/drive-thru analysis and prior approval to ensure the on-site drive-thru stacking and parking is sufficient.
2. Site Plan Approval is subject to final engineering plan review and approval.

Motion seconded by COMMISSIONER LOSCUITO. Vote taken by Roll Call; all in favor. CHAIRMAN GRAY declared the motion carried. The item is approved today with Plan Commission.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE MAY 27, 2021 SPECIAL MEETING

ITEM #2 PUBLIC HEARING - VEQUITY MULTI-TENANT COMMERCIAL, 17120-26 HARLEM AVENUE – SITE PLAN/ARCHITECTURAL APPROVAL, REZONING (MAP AMENDMENT), SPECIAL USE FOR A PUD, FINAL PLAT APPROVAL

Consider recommending the Village Board grant Vequity, LLC (Contract Purchaser/Owner) a map amendment to rezone the subject properties from R-1 (Single-Family Residential) to a B-1 (Neighborhood Shopping) zoning district. Additionally, the Petitioner is requesting a Special Use for a Planned Unit Development (PUD) with Exceptions from the Zoning Ordinance on both the subject site and the neighboring 7-Eleven site currently under construction. The requests will permit a multi-tenant building with a Starbuck's drive-thru to be constructed at the properties located at 17120 - 17126 Harlem Avenue. Architecture/Site Plan and Final Plat Approval will also be considered at the meeting.

Present Plan Commissioners: Chairman Garrett Gray
Eduardo Mani
Steven Vick
James Gaskill
Frank Loscuito (participated remotely)

Absent Plan Commissioners: Angela Gatto
Mary Aitchison
Kehla West

Village Officials and Staff: Dan Ritter, Senior Planner
Paula Wallrich, Planning Manager
Kathy Congreve, Commission Secretary
Lori Kosmatka, Associate Planner

Petitioners: David Sosin – Sosin, Arnold, & Schoenbeck Ltd.
Ivan Nockov – Vequity LLC
Bill Perry, Weaver Consultants, Engineer (participated remotely)

Members of the Public: None

CHAIRMAN GRAY asked for a motion to open the Public Hearing. Motion made by COMMISSIONER GASKILL, seconded by COMMISSIONER VICK. CHAIRMAN GRAY requested a voice vote asking if any were opposed to the motion; hearing none, he declared the motion carried.

CHAIRMAN GRAY noted that he received proof of the Notice of Publication for this Public Hearing and invited staff to start with their presentation.

DAN RITTER, Senior Planner, noted that the Staff Report has been distributed to the Commission and posted on the Village website and will be attached to the minutes as part of the meeting record. Dan then presented his Staff Report, pointing out that this is the same developer as our first item with a multi-tenant building—a Starbucks with a drive-thru. This one is new construction though with Rezoning, PUD, and Plat requests.

CHAIRMAN GRAY asked if there were any comments or discussion from Commissioners. Comments were as follows:

COMMISSIONER GASKILL stated that it looks to be a good job.

COMMISSIONER VICK stated the parking and zoning requests make sense. The landscape plan with the year-round evergreen buffer looks good and will be beneficial for the neighbors.

COMMISSIONER LOSCUITO agreed with Commissioner Vick and staff. He stated that this site isn't suited for residential anymore and is better suited for commercial purposes along Harlem Avenue. He liked the landscaping and buffering to the west to protect the residential properties there from any impacts. He likes that they are extending the sidewalks along Harlem Avenue to give pedestrians ease of access to the properties. These additional Starbucks may ease some congestion at the 159th St and Harlem Ave location.

CHAIRMAN GRAY echoed their comments, stating that the buffer is good and protects the residents and he likes that the landscaping and fence continue consistently from the bank to the gas station. He doesn't have a problem with the menu board sign request; there may be a time to revisit the code regarding these types of drive-thru signs. He likes the addition of the bike rack and sidewalk; it should invite some non-vehicular customers and may help with congestion. Overall the appearance looks good. He appreciates the petitioner bringing the material samples.

CHAIRMAN GRAY asked if the Petitioner had anything to add. DAVID SOSIN, the attorney for the Petitioner, stated that he and IVAN NOCKOV, a Principal with Vequity, were there to answer any questions that there may be. They agreed with staff in removing the two houses, enabling them to integrate Phase 2 with Phase 1.

CHAIRMAN GRAY asked if there was anyone from the public wishing to speak; there were none and there had not been any comments submitted in writing.

CHAIRMAN GRAY asked for a motion to close the Public Hearing. Motion made by COMMISSIONER MANI, seconded by COMMISSIONER LOSCUITO. CHAIRMAN GRAY requested a voice vote asking if any were opposed to the motion; hearing none, he declared the motion carried.

DAN RITTER reviewed the draft Standards of Approval on these requests, summarizing the Rezoning, PUD, and Site Plan & Architectural Approvals as outlined in the Staff Report.

There were four motions for this item.

Rezoning

COMMISSIONER VICK made a motion to recommend that the Village Board grant the Petitioner, Christopher Ileakis on behalf of 17118 S. Harlem Tinley Park LLC (d/b/a Vequity), a rezoning of the properties located at 17120-17126 Harlem Avenue from their existing R-1 (Single-Family Residential) zoning district to the B-1 (Neighborhood Shopping) zoning district and adopt the Findings of Fact submitted by the applicant and as proposed in the May 27, 2021 Staff Report. Motion seconded by COMMISSIONER GASKILL. Vote taken by Roll Call; all in favor. CHAIRMAN GRAY declared the motion carried.

Special Use for a Planned Unit Development

COMMISSIONER LOSCUITO made a motion to recommend that the Village Board grant a Special Use Permit to the Petitioner, Christopher Ileakis on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), for a Planned Unit Development for the properties located at 17100 Harlem Avenue and 17120-17126 Harlem Avenue in the B-1 (Neighborhood Shopping) zoning district, in accordance with the plans submitted and listed herein, following the list of Exceptions listed, and adopt Findings of Fact as proposed by in the May 27, 2021 Staff Report. Motion seconded by COMMISSIONER MANI. Vote taken by Roll Call; all in favor. CHAIRMAN GRAY declared the motion carried.

Final Plat

COMMISSIONER GASKILL made a motion to recommend that the Village Board grant approval to the Petitioner, Christopher Ileakis on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), Final Plat of Subdivision Approval for Southlands Second Consolidation in accordance with the Final Plat submitted and listed herein, subject to the condition that the Final Plat approval is subject to Final Engineering Plan approval

by the Village Engineer. Motion seconded by COMMISSIONER VICK. Vote taken by Roll Call; all in favor. CHAIRMAN GRAY declared the motion carried.

Site Plan

COMMISSIONER MANI made a motion to grant the Petitioner, Christopher Ileki, on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), Site Plan and Architectural Approval to construct a 7,422 sq. ft. multi-tenant-tenant commercial building with a Starbucks drive-thru at 17120-17126 Harlem Avenue in the B-1 PUD (Neighborhood Shopping) zoning district, in accordance with the plans submitted and listed herein and subject to the following conditions:

1. The proposed fence shall be a minimum of 8 feet in height and match the existing fence on the adjacent bank and 7-Eleven properties in height, color, and style.
2. Site Plan Approval is subject to the approval of the Rezoning and the Special Use for a PUD by the Village Board.
3. Site Plan Approval is subject to final engineering plan review and approval.

Motion seconded by COMMISSIONER LOSCUITO. Vote taken by Roll Call; all in favor. CHAIRMAN GRAY declared the motion carried.

This will be reviewed by the Village Board at their June 1st meeting.

DAVID SOSIN commented on Paula Wallrich's retirement, noting that he's known her for many years and that she left every village that she worked in a little bit better. He wished her well in her retirement.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE MAY 27, 2021 SPECIAL MEETING

ITEM #3 WORKSHOP/PUBLIC HEARING – UNION BAR & GRILL PATIO ADDITION, 17821 80TH AVENUE – SITE PLAN APPROVAL AND PARKING VARIATION

Consider recommending the Village Board grant Joseph Colucci, on behalf of Union Bar & Grill (Tenant), a Variation from Section VIII.A.10. of the Zoning Ordinance to reduce the total number of parking stalls by 7 for a total of 155 parking stalls instead of the minimum required 188 stalls at 17821 80th Avenue in The Junction at 80th Avenue shopping center. The approval of the Variation and accompanying Site Plan Approval request will allow for the construction of an approximately 900 sq. ft. outdoor dining patio.

Present Plan Commissioners:	Chairman Garrett Gray Eduardo Mani Steven Vick James Gaskill Frank Loscuito (participated remotely)
Absent Plan Commissioners:	Angela Gatto Mary Aitchison Kehla West
Village Officials and Staff:	Dan Ritter, Senior Planner Paula Wallrich, Planning Manager Kathy Congreve, Commission Secretary Lori Kosmatka, Associate Planner
Petitioners	Joseph Colucci, Union Bar & Grill Anthony Cortese, Union Bar & Grill
Members of the Public:	None

CHAIRMAN GRAY invited staff to start with their presentation.

DAN RITTER, Senior Planner, noted that the Staff Report has been distributed to the Commission and posted on the Village website and will be attached to the minutes as part of the meeting record. This is a combined Workshop/Public Hearing. They're doing a temporary patio and are looking to construct a permanent patio with a pergola.

CHAIRMAN GRAY asked if there were any comments or discussion from Commissioners. Comments were as follows:

COMMISSIONER MANI stated that parking could be an issue with events, but with the Metra station parking so close he thinks it will be fine and not cause issues for any residents.

COMMISSIONER VICK said he doesn't see a parking issue there, even on the nights when there is a car show. The Metra lot is a convenient spillover lot. He likes the design of the patio and thinks it will be a nice addition to that shopping center.

COMMISSIONER LOSCUITO likes the site plan and agrees with staff that if additional parking is needed, the Metra lot is right there.

CHAIRMAN GRAY echoed some of the other commissioner's comments. He feels it's smart to have an outdoor patio in this day and age, and he doesn't feel parking will be an issue. He agrees with Open Item #2

and getting final engineering and the Building Department on board with the final design. He likes the layout, where it is, and feels it is properly screened from residents; the pergola and fence will look attractive.

CHAIRMAN GRAY asked if the Petitioner if they had anything they would like to present. JOSEPH COLUCCI stated that he just had an envelope to drop off with staff for the property owner's approval.

With the Workshop portion now complete, CHAIRMAN GRAY asked for a motion to open the Public Hearing. Motion made by COMMISSIONER GASKILL, seconded by COMMISSIONER LOSCUITO. CHAIRMAN GRAY requested a voice vote asking if any were opposed to the motion; hearing none, he declared the motion carried.

CHAIRMAN GRAY noted that he received proof of the Notice of Publication for this Public Hearing and invited staff to start with their presentation. DAN RITTER, Senior Planner stated that he had nothing else to add.

CHAIRMAN GRAY asked Commissioners if they have any further comments or discussion; there were none. He asked if the Petitioner has anything to present or add on this item; he did not.

CHAIRMAN GRAY asked if there was anyone from the public wishing to comment; there was not.

CHAIRMAN GRAY asked for a motion to close the Public Hearing. Motion made by COMMISSIONER GASKILL, seconded by COMMISSIONER MANI. CHAIRMAN GRAY requested a voice vote asking if any were opposed to the motion; hearing none, he declared the motion carried.

CHAIRMAN GRAY asked if there are any further comments or discussion from Commissioners; hearing none, he invited staff to review the draft Standards for a Variation.

DAN RITTER, Senior Planner reviewed the Standards for a Variation as outlined in the Staff Report.

There were two motions for this item:

Site Plan

COMMISSIONER GASKILL made a motion to grant the Petitioner, Joseph Colucci on behalf of Union Bar & Grill, Site Plan Approval to construct an outdoor dining patio at 17821 80th Avenue in the B-1 (Neighborhood Shopping) zoning district, in accordance with the plans submitted and subject to the following conditions:

1. The proposed accessible parking stall and access aisle shall be constructed, striped, and signed in accordance with ADA and Illinois Accessibility Code requirements.
2. Site Plan Approval is subject to approval of the parking Variation by the Village Board.
3. Site Plan Approval is subject to engineering and building department permit review and approval of final plans including any grading or drainage changes."

Motion seconded by COMMISSIONER VICK. Vote taken by Roll Call; all in favor. CHAIRMAN GRAY declared the motion carried.

Variation

COMMISSIONER VICK made a motion to recommend that the Village Board grant a Variation to the Petitioner, Joseph Colucci on behalf of Union Bar & Grill, from Section VIII.A.10. (Number of Parking Spaces Required) of the Zoning Code to permit 155 parking stalls, where a minimum of 188 stalls are required, at the property located at 17821 80th Avenue (The Junction at 80th Avenue Shopping Center) in the B-1 (Neighborhood Shopping) zoning district, in accordance with the plans submitted and adopt Findings of Fact as proposed by Village Staff in the May 27, 2021 Staff Report.

Motion seconded by COMMISSIONER GASKILL. Vote taken by Roll Call; all in favor. CHAIRMAN GRAY declared the motion carried.

This will be reviewed by the Village Board at their June 1st meeting.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE MAY 27, 2021 SPECIAL MEETING

ITEM #4 WORKSHOP - PETE'S FRESH MARKET, 16300 HARLEM AVENUE-SITE PLAN/ARCHITECTURAL APPROVAL, SPECIAL USE PERMIT FOR A SUBSTANTIAL DEVIATION WITH EXCEPTIONS, PLAT OF SUBDIVISION, PLAT OF VACATION APPROVAL

Consider recommending the Village Board grant Petros Drimonas, on behalf of 163rd and Harlem LLC. a Special Use Permit for a substantial deviation from the Park Place Planned Unit Development and Plat of Subdivision/Plat of Vacation for their 24.2 acre property located at 16300 Harlem Avenue (former K-Mart property). The proposed development is Phase 2 of a three phase project. Phase 2 includes the construction of an 88,608 Sq. Ft. Pete's Fresh Market (PFM) store; 51,831 Sq. Ft. of in-line retail tenant space north of the grocery store; a ±12,400 Sq. Ft. expansion of the warehouse; an expansion of the existing dock on the south side of the warehouse building and the addition of a new dock area south of the warehouse addition. This review will include Site and Architectural plan review.

Present Plan Commissioners: Chairman Garrett Gray
Eduardo Mani
Steven Vick
James Gaskill
Frank Loscuito (participated remotely)

Absent Plan Commissioners: Angela Gatto
Mary Aitchison
Kehla West

Village Officials and Staff: Dan Ritter, Senior Planner
Paula Wallrich, Planning Manager
Kathy Congreve, Commission Secretary
Lori Kosmatka, Associate Planner

Petitioners: Petros Drimonas, Pete's Fresh Market
Eugene Ginkovich, PM Realty Inc for Pete's Fresh Market
John Bradshaw, Camburas Theodore, Architect for Pete's Fresh Market

Members of the Public: None

CHAIRMAN GRAY invited staff to start with their presentation.

PAULA WALLRICH, Planning Manager, presented her Staff Report, noting that there are four issues to look at in this Workshop—the Site & Architectural Approval, Special Use for the substantial deviation and the Plat Approval. She outlined the nine Open Items as outlined in the Staff Report which has been distributed to the Commission and posted on the Village website and will be attached to the minutes as part of the meeting record.

CHAIRMAN GRAY asked if there were any comments or discussion from Commissioners. Comments were as follows:

COMMISSIONER LOSCUITO stated that staff did a very thorough job with the report and he agrees with the recommendations and conditions.

COMMISSIONER VICK feels it is a great addition and the renderings look nice. He likes the redevelopment of the area and doesn't think there's a problem with parking or storage of trucks. He is worried about the turning radius coming out of the south exit and the limited room there is. JOHN BRADSHAW addressed Commissioner Vick's concerns, stating that the engineer would like to see if the truck can come out onto Harlem and stay in the far-right lane as opposed to a wider swing. He said they will also look at some gaps in the traffic that will exist because of the signalized intersection being so close. They will do some analysis on it to see if there is an adequate gap for a truck to be able to come out and will work with engineering to resolve that.

COMMISSIONER VICK stated that the staff recommendations are really good and the sign variances will work with that area.

COMMISSIONER MANI echoed Commissioner Vick's comments, He stated that the architecture was awesome and liked the materials being used, He agrees on making sure the turning radius is safe and applauds the Petitioner for listening to the community's concerns.

CHAIRMAN GRAY stated that he appreciates that they pushed the building a little towards the east to accommodate the neighbors on the west, and he likes the safe pedestrian crosswalks, On Open Item #1, he is ok with the parking exception. He questioned the parking of trucks and trailers and wondered why there are so many.

EUGENE GINKOVICH from Pete's Fresh Market replied to Chairman Gray's question stating that the east docks are the receiving area and distribution would be to the west of the warehouse. The trucks being stocked for distribution to other stores are in the back. The trucks that are sitting there are primarily only during the busier seasons.

CHAIRMAN GRAY had another question about traffic flow in terms of when they expect trucks to be coming in and going out.

EUGENE GINKOVICH replied, stating that for the warehouse, the stores start receiving deliveries about 7:30 in the morning, continuing throughout the day. Because of the close proximity to the warehouse, the deliveries to the store right there would be from about 7:00am to 3:00pm or 3:30pm, cutting off at 4:00pm. It might be stretched a little bit during the holiday season to 5:00pm or 5:30pm, but they are usually done by 4:00pm or 4:30pm.

COMMISSIONER VICK asked that since the new portion added on there is just deliveries, there's not going to be trucks sitting there all the time; they're delivering, emptied, and leave again?

EUGENE GINKOVICH stated that is correct and the truck screening is there for the trucks that may be there for some time.

PAULA WALLRICH asked JOHN BRADSHAW to have building samples sent to the office before the Public Hearing.

CHAIRMAN GRAY echoed COMMISSIONER MANI's comments on the architecture, stating that it's consistent with the inline retail. He agrees with staff on Open Item #5, keeping the RTU's properly screened. He's ok with Open Item #7 regarding the size of the sign. He concurs that they need to rectify the turn on to Harlem Ave.

The Public Hearing for this item will be at the June 17, 2021 Plan Commission Meeting.

EUGENE GINKOVICH stated that it has been a pleasure to work with Paula and the staff; they have been helpful and it has been a very smooth process.

GOOD OF THE ORDER –

DAN RITTER introduced Lori Kosmatka, the new Associate Planner. Lori stated she has a background in architecture and planning and has worked for other municipalities in the past and has some private sector experience. Paula Wallrich is retiring but still being kept on as a Planning Consultant. Dan thanked her for being a mentor and for doing a great job for Tinley Park. She has left it better than she found it.

PAULA WALLRICH stated that she feels incredibly blessed to work for Tinley Park. She loves what she does and it made it hard to retire; she appreciates the transition that the Village allowed her to do.

CHAIRMAN GRAY shared that Paula set up the Commission for success by pulling good people in as staff members. He appreciates everything she's done for the Commission and the Village of Tinley Park.

COMMENTS FROM THE PUBLIC – None.

CLOSE MEETING -

A Motion was made by COMMISSIONER LOSCUITO, seconded by COMMISSIONER MANI to adjourn the May 27, 2021 Plan Commission meeting.

CHAIRMAN GRAY asked for a voice vote; all were in favor. He declared the motion carried and adjourned the meeting at 9:07 P.M.

PLAN COMMISSION STAFF REPORT

May 27, 2021 – Public Hearing

Petitioner

Christopher Ileakis, on
behalf of 9561 W 171st
Tinley Park LLC (Contract
Purchaser)

Property Location

17111-19 LaGrange Rd
(Formally 9561 171st St)

PIN

27-27-320-006-0000

Zoning

B-3 PD (General Business
& Commercial, Park Hills
Town Centre PUD)

Approvals Sought

Site Plan & Architectural
Approval

Project Planner

Daniel Ritter, AICP
Senior Planner

Vequity/Starbucks Multi-Tenant Building Conversion

17111 - 17119 LaGrange Road (Formally 9561 171st Street)



EXECUTIVE SUMMARY

The Petitioner, Christopher Ileakis, on behalf of 9561 W 171st Tinley Park LLC (Contract Purchaser), is seeking Site Plan and Architectural Approval to make site and façade changes on an existing building at 17111-17119 LaGrange Road (formally 9561 171st St) in the B3 PD (General Business and Commercial, Park Hills Towne Centre PUD) Zoning District.

The proposed Site Plan Amendment allows for the former MD Financial/Fifth-Third Bank building to be converted to a multi-tenant commercial building that includes a Starbucks Coffee drive-thru. The changes include removal of the rear canopy area, installation of a drive-thru lane, changes to the parking lot, an outdoor patio addition, and minor changes to the façade that allow for additional doorways and tenants. The Petitioner has supplied a professional traffic and parking analysis with a focus on the drive-thru lane stacking and design. The report concludes that drive-thru design and parking is acceptable for the expected demand. Any additional stacking beyond the lane will be rare, but happens within the site and not on any public roadways or main drive aisles.

The adaptive reuse of a vacant bank building is likely to create a more economically productive site than a bank, which has experienced decreased market demand for physical locations. Beyond Starbucks, the remaining tenant space will be used by one or two additional tenants depending on their space needs. The proposed site changes upgrade the property by allowing for successful and safe site circulation and drive-thru operations. The landscaping, pedestrian connectivity, and the exterior appearance of the site are also improved with the redevelopment.

Changes to the May 6, 2021 Workshop Staff Report are indicated in red.

EXISTING SITE & HISTORY

The subject property is located in an outlot of the Park Hills Towne Centre, which is anchored by Lou Malnati's, Frankie's Ristorante, CVS Pharmacy, and previously Tribes Alehouse. The majority of the shopping center and outlots were approved and constructed in 2006 and 2007. The subject property was originally designed for American Chartered Bank, which occupied the building from 2006 until 2016. It was converted to MB Financial in 2016 following a bank acquisition and then briefly Fifth Third Bank in 2019 after another acquisition. Fifth Third Bank closed the branch to the public in July 2019 and has used it as bank office space through the pandemic. Based on the original meeting minutes, it was noted that the building was designed in a way it can be easily repurposed for commercial uses beyond a bank in the future by removing the canopy area.

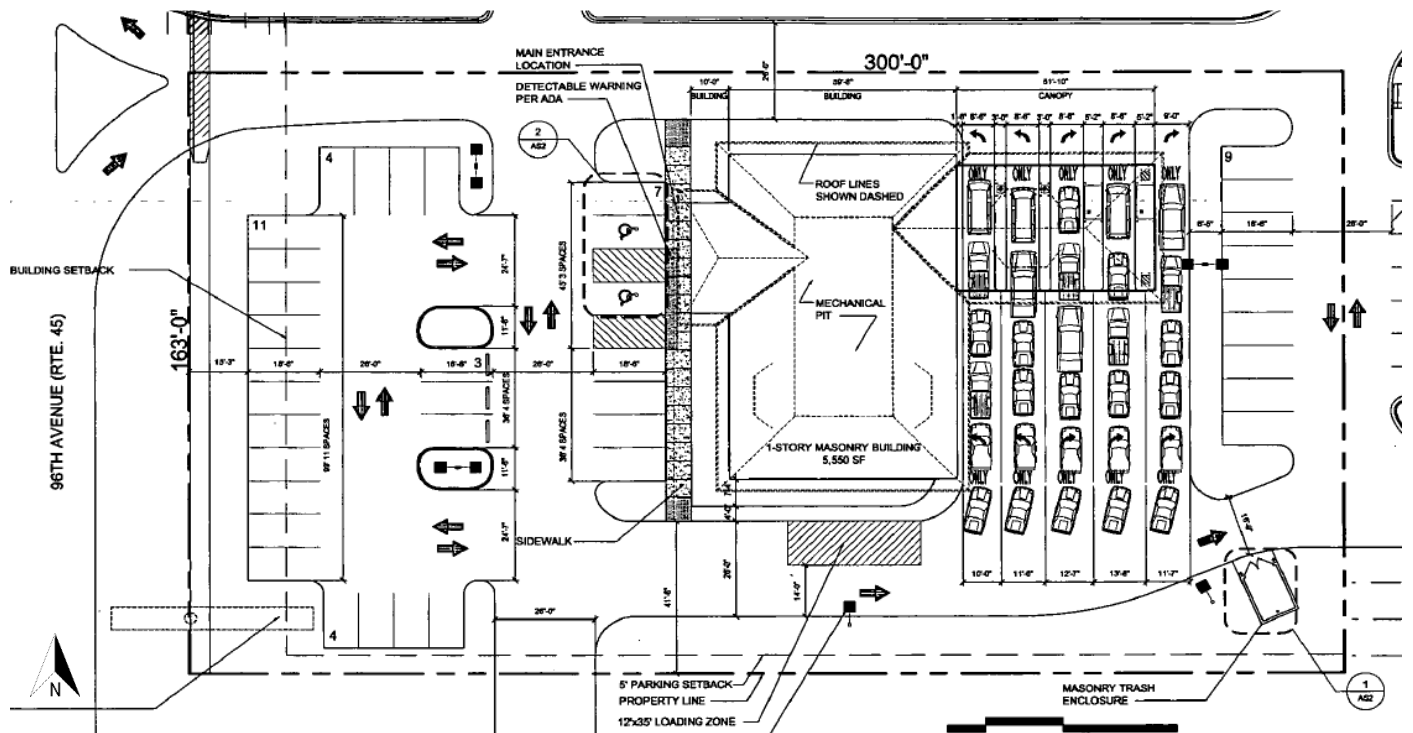
In 2015 the site was required to shrink its front parking field along LaGrange Road and alter landscaping based on IDOT plans for the road expansion and reconstruction. The result was a reduction in 4 parking stalls and a designated loading area on the site (six angled stalls along the south drive aisle were added) and a reduction in the front bufferyard landscaping area.



Above: Existing Site Bird's Eye View (Bing Maps).



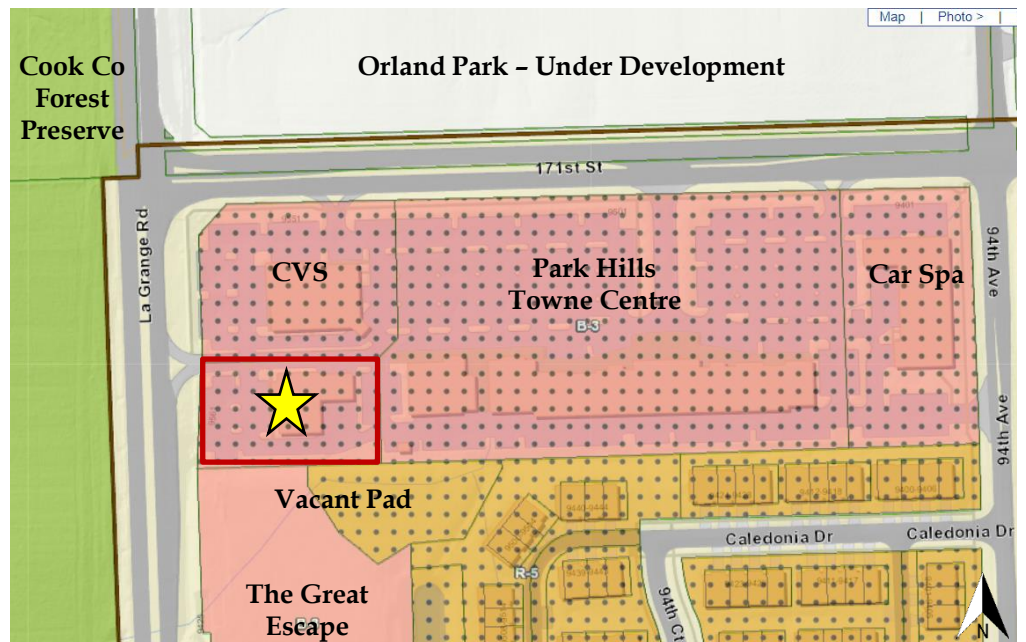
Above: Pictures of existing building west/front façade (left) and east/rear (right) façade.



Above: Originally Approved Site Plan for American Chartered Bank (2006).

ZONING & NEARBY LAND USES

The subject property (see the yellow star on the graphic to the right) is zoned B-3 PD (General Business and Commercial, Park Hills Towne Centre Planned Unit Development). The Park Hills Towne Centre located to the north and east of the subject site was designed with a cohesive master plan and building design standards. The center includes such businesses such as: Frankie's Ristorante, Lou Malnati's, CVS, The Car Spa, Subway, Trouville Med Spa, among many others. To the south of the subject site is The Great Escape along with a vacant pad, also zoned B-3. To the west is the Orland Grassland, which is unincorporated land owned and operated by the Cook County Forest Preserve District.



PROPOSED USE

The proposed building will include a Starbucks Coffee with a drive-thru lane and window. The building is 5,593 sq. ft. in total size, with 5,241 sq. ft. leasable space (excluding mechanical and sprinkler rooms). The Starbucks will use approximately 2,364 sq. ft. of the leasable floor space (Tenant Space "A"). They have a high reliance on drive-thru business, particularly during the pandemic. However, they will also offer dine-in and patio seating, which they expect to return to pre-pandemic levels. The remaining 2,877 sq. ft. of commercial floor space has been designed to accommodate up to two additional tenants depending on the space needs by the future tenant(s). There is not a contract on the other tenant space but it will be marketed upon site approval.



SITE PLAN & CIRCULATION

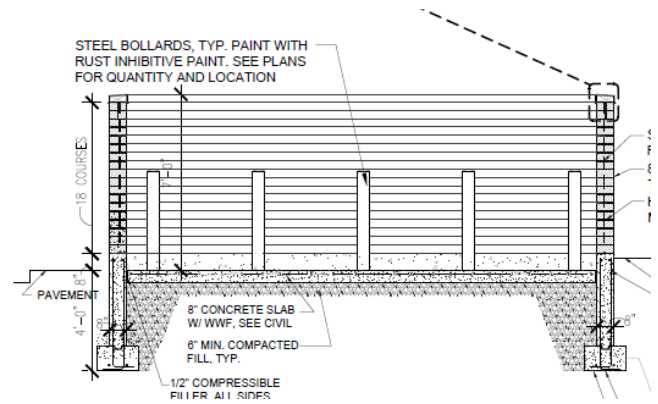
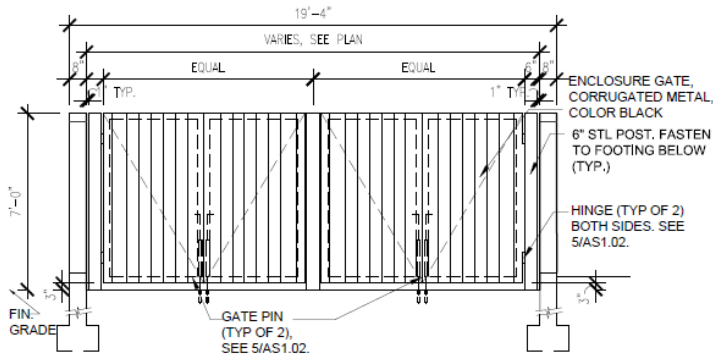
The proposed site plan includes several site plan changes. The most significant is the removal of the drive-up bank canopy and the installation of a drive-thru lane. Overall site circulation will remain similar to the bank with one-way counter-clockwise circulation around the south and east side of the building where the drive-thru lane is being added. The west side main aisle will remain two-way, along with the north drive aisle that connects to the larger Park Hills Towne Centre development. Parking stalls have been removed from the south side of the site to allow for space for the drive-thru lane. However, parking has been added to the east side of the building where the bank canopy existed and an additional two stalls have also been added where the dumpster enclosure existed.

Drive-thru ordering will happen at the south end of the site with vehicles then pulling around the rear of the building where a window will be installed for order pick-up on the east façade at the northeast corner of the building. A total of 9-10 vehicles will be able to stack within the lane. A Parking and Traffic Analysis from their traffic consultant, KLOA, has been submitted outlining the expected demand and concluding adequate parking and drive-thru stacking is present in the proposed plan. Any drive-thru stacking beyond the drive-thru lane will happen on-site and not in any public roadways or shared drive aisles.



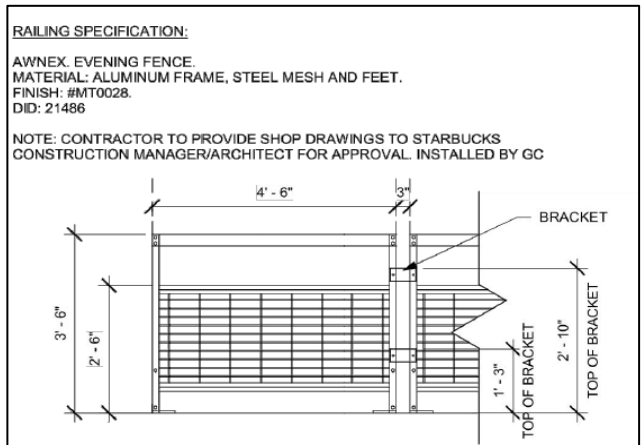
The property did not have a public sidewalk along LaGrange Road when it was originally developed. However, now with a public sidewalk is constructed along LaGrange Avenue, a pedestrian connection to the site is being proposed. The walkway allows for better pedestrian connectivity and accessibility to the site.

A new trash enclosure has been proposed and sized proportionately for Starbucks and up to two other commercial tenants. The enclosure will be constructed with exterior brick that matches the existing building façade. The old dumpster smaller enclosure will be removed and replaced with parking stalls.



An outdoor patio is being installed near the Starbucks entrance to allow for outdoor seating for their customers. The patio will be surrounded by a 3-4 ft. tall open-design aluminum fence. The patio has been set back from the drive aisle and parking areas to ensure vehicles won't conflict with the new patio or fencing. There are some shrubs and landscaping surrounding the patio to soften its appearance and make it a more pleasant place to sit.

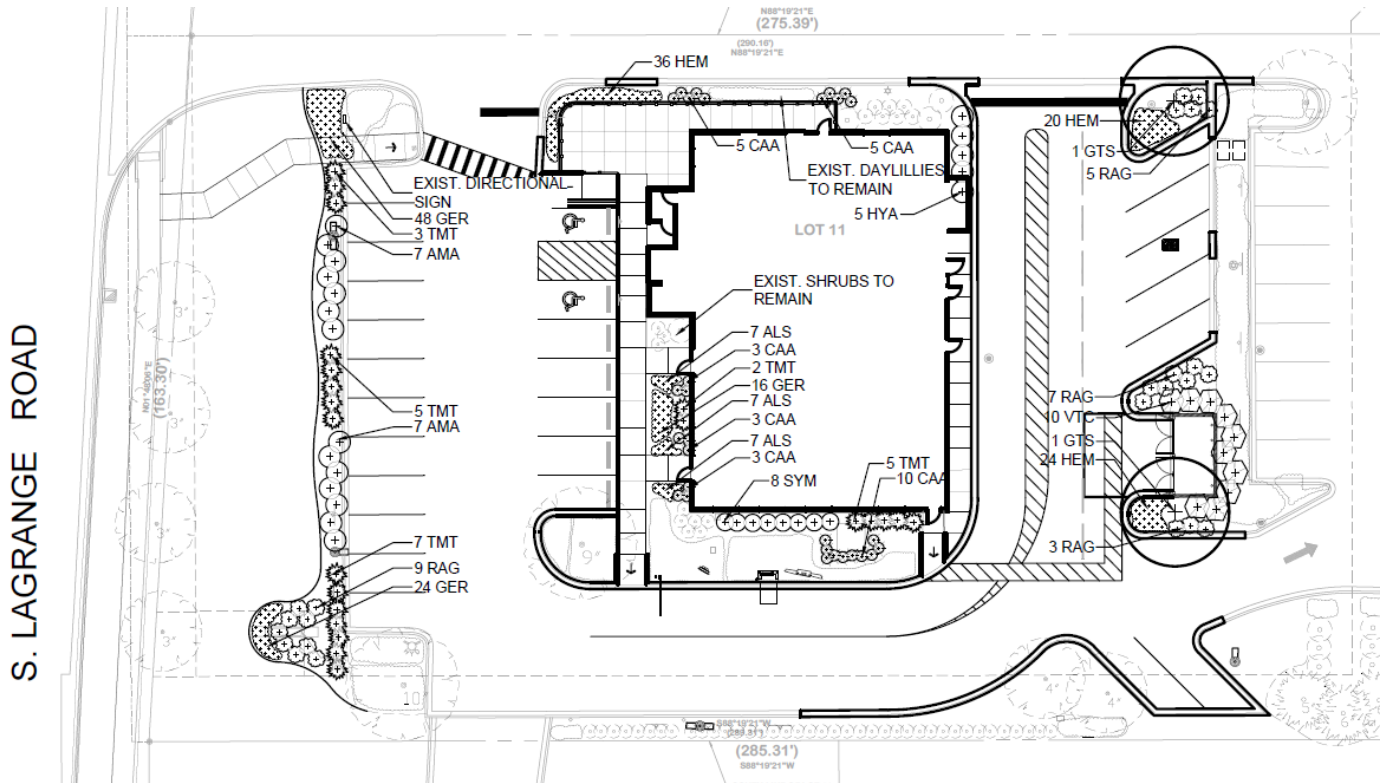
Open Item #1: Review overall proposed Site Plan changes, layout, site circulation, and drive-thru stacking.



The Plan Commission liked the overall site layout and circulation proposed. It was preferred the plans be revised to include some bicycle racks for customers and employees to use.

LANDSCAPE

Landscaping on the site is largely in compliance with the originally approved plan. The west side buffer was reduced in 2015 due to the LaGrange Road expansion and a waiver was approved at that time. Some landscaping is being altered due to the changes. One tree is proposed to be removed due to the new patio area. However, two new trees are proposed in the end islands where space is available. Additionally, several shrubs, bushes, and grasses have been proposed along the LaGrange Road frontage adjacent to the parking lot and next to the building foundation to enhance the site's overall appearance. The proposed plan enhances and improves the landscaping existing on the site where possible and is similar to adjacent commercial property landscaping along LaGrange Road.



ARCHITECTURE

The building's architecture will largely remain the same and meets the intent of the architectural guidelines in the PUD documents. The majority of the structure's exterior utilizes face brick, but there is limestone uses along the base, window headers, and as a design element along the top of the structure. Changes include a new storefront system with doors to allow for one or two tenants to occupy the site. A metal canopy has been added over the Starbucks entrance.

EIFS is proposed to be installed around the top band of the building on the west/front and south/side of the building to help divide the spaces and allow for signage. Staff is recommending that the EIFS band not be installed along the east side of the building as it makes for an awkward transition along the façade when the band stops and removes details that make the building more attractive (shown with a red circle on the south elevation below). A wall sign can still be permitted at that location but may require a different style to run electric through the brick area. For example, a wall sign with a backing plate or a raceway may be required here. By keeping the façade as it is, the quality building appearance is maintained, while also saving money on the renovations.

Staff also has concerns with the EIFS addition on the front/west façade as it creates a portion of the façade that looks less appealing than the rest of the building. Staff has recommended that the Petitioner look at alternative options to reduce the EIFS area that includes more brick or the ability to mount signage on the brick on a raceway or backer plate.

Open Item #2: Review façade changes and discuss staff's recommendation that the south façade does not include an EIFS band at the top of the building and there be changes to make the west EIFS band area more appealing.

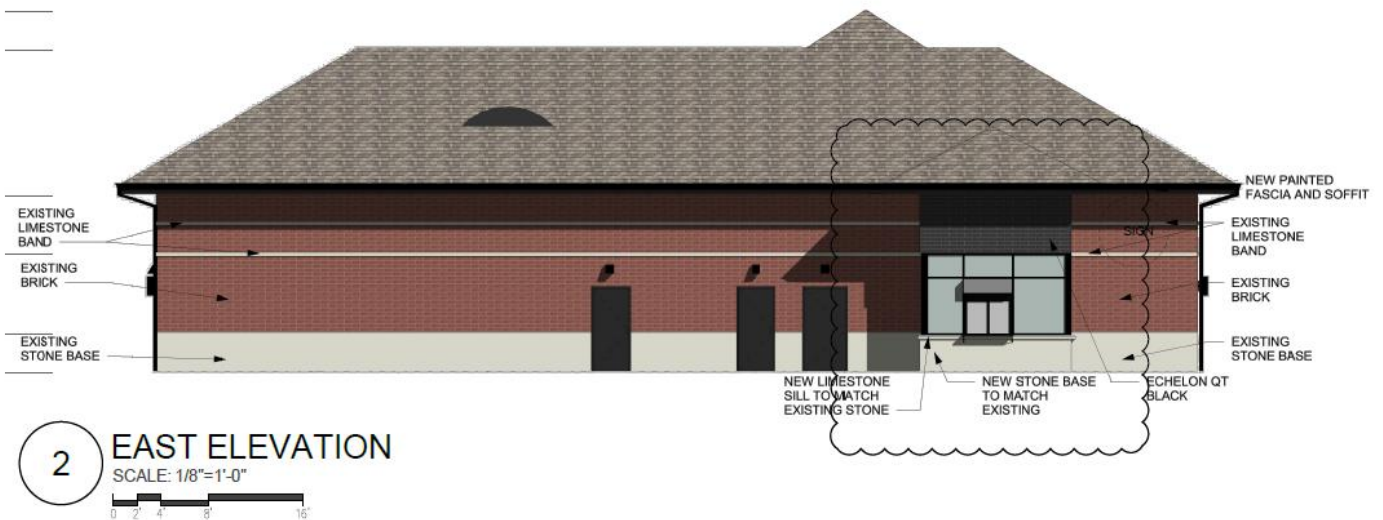
The Commission noted they agreed with staff on the removal of the EIFS along the south façade that is awkward and ends abruptly. The preference was to see some sort of changes to the front/west façade to add some brick and help frame the EIFS sign area better. The Petitioner revised plans to accomplish the recommendations on both facades and are shown below.



Above: New west/front elevation with brick framing around the new EIFS area.



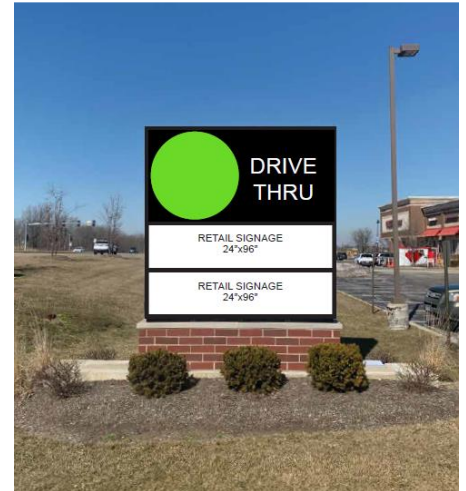
Above: New south/side elevation with brick remaining as-is and EIFS area from previous plans removed.



SIGNAGE

The existing foundation and sign base will be utilized with a new ground sign box proposed that will have space for the building's two or three tenants. The proposed ground sign complies with the size, height, and design requirements of the zoning code and PUD sign regulations.

No wall, directional, or drive-thru signage has been proposed at this time. Typically, staff likes to see these signs for any known tenants with new development proposals to avoid any future delays or additional meetings. Specifically, staff notes that a preview menu board, which is typical of Starbucks locations and shown on the site plan, is not permitted (only one sign accessory to a drive-thru is permitted). The Petitioner has noted that all signage beyond the ground sign (wall, directional and drive-thru signage) is the responsibility of the tenants. They have noted it is understood by both them and Starbucks that any signage that isn't in compliance with the existing codes may require a separate review and public hearing process to receive approval.



As requested at the Workshop, the Petitioner cannot request any Variation or Exception from the code requirements for the drive-thru sign because the request was only for Site Plan and Architectural Approval. There is not a public hearing and no ordinance goes to the Village Board. So, an allowance for an additional drive-thru menu sign will require a new application. The need for the information and request was relayed to the Petitioner in their staff review letter of the project. Either they or Starbucks will apply for the Exception once they are closer to permitting for the site and have specific sign details.

PARKING

There is 5,241 sq. ft. of leasable commercial floor space in the building. With the requirement of 6.5 spaces per 1,000 sq. ft. for planned commercial centers, this requires a total of 34 stalls on the site. 35 parking stalls have been provided on the site and cross-parking is recorded within the overall Park Hills Towne Centre development. Ideally most parking spaces are located near the business entrances for easy customer access; however, there is no space for expansion due to the IDOT takings related to LaGrange Road. The Petitioner has noted, that as the building owner, they plan to instruct all tenants to have employees park at the farthest spots in the rear for customer convenience. A Parking and Traffic Analysis from their traffic consultant KLOA has been supplied outlining the expected traffic demand and concluding that adequate parking supply and drive-thru stacking is present in the proposed plan.

The ADA stalls have been redesigned according to current Illinois Accessibility Code standards that allow for sharing of an access aisle. The previously existing aisle space will be added to the patio area to ensure there is adequate space around the patio to avoid vehicle conflicts and for space to place a walkway connecting the storefront and public sidewalk. The one-way spaces on the south side of the site have been removed to allow for space for the drive-thru lane. New angled one-way spaces were added on the east side of the building where the existing dumpster enclosure is located. Truck loading will happen at the rear of the property during non-peak hours to avoid blocking any parked vehicles.

LIGHTING

The shopping center (and CVS and carwash outlots) utilizes a unique decorative light pole fixture. However, the bank development was approved without the use of those decorative fixtures, likely since it was not as interconnected to the larger shopping center development. The existing light poles will remain at their existing locations with new LED fixtures installed. All light fixtures will be downcast and full-cutoff (no visible light source) to avoid any off-site glare.

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.

MOTION TO CONSIDER

If the Plan Commission wishes to act on the Petitioner's request, the appropriate wording of the motion is listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan.

"...make a motion to grant the Petitioner, Christopher Ileakis, on behalf of 9561 W 171st Tinley Park LLC (d/b/a Vequity), Site Plan Approval to make site and façade changes on an existing former bank building to be converted to a multi-tenant commercial building with a Starbucks Coffee drive-thru at 17111-17119 LaGrange Road (formally 9561 171st Street) in the B-3 PUD (Neighborhood Shopping, Park Hills Towne Centre PUD) zoning district, in accordance with the plans submitted and listed herein and subject to the following conditions:

- 1. Any changes in drive-thru or parking demand from what was presented would require a new traffic/drive-thru analysis and prior approval to ensure the on-site drive-thru stacking and parking is sufficient.*
- 2. Site Plan Approval is subject to final engineering plan review and approval."*

[any conditions that the Commission would like to add]

PLAN COMMISSION STAFF REPORT

May 27, 2021 – Public Hearing

Vequity/Starbucks New Multi-Tenant Building

17120 - 17126 Harlem Avenue

Petitioner

Christopher Ileakis, on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity) (Contract Purchaser)

Property Location

17120-26 Harlem Ave
(New Building)

17100 Harlem Ave (7-11)

PIN

27-25-403-013-0000,
27-25-403-014-0000,
27-25-403-015-0000 &
27-25-403-016-0000

Zoning

Existing: R-1 (Single-Family Residential)

Proposed: B-1 PD
(Neighborhood Commercial, Planned Unit Development)

Approvals Sought

- Site Plan/Architecture
- Rezoning
- Special Use for a PUD w/ Exceptions
- Final Plat Approval

Project Planner

Daniel Ritter, AICP
Senior Planner



EXECUTIVE SUMMARY

The Petitioner, Christopher Ileakis, on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity) (Contract Purchaser), is seeking approval to construct a 7,422 sq. ft. multi-tenant commercial building with a Starbucks drive-thru at 17120-17126 Harlem Avenue. The project requires the Rezoning of the property to the B-1 (Neighborhood Shopping) zoning district, Site Plan/Architecture Approval, and Final Plat Approval. Additionally, a Special Use for a Planned Unit Development(PUD) with Exceptions is requested over both the new development and the 7-Eleven project immediately adjacent to the north which is currently under construction by the same developer. The PUD allows for a drive-thru use to be permitted as well as a cohesive development pattern, shared access, and shared signage between the developments.

The subject site area on the west side of Harlem Ave was originally developed in the county with single-family homes for the full block. Starting in the 1980s the area began to transition from residential to commercial uses; the Comprehensive Plan designates the area as a “commercial/office” use. As the homes have been demolished and new commercial buildings constructed, the properties have been rezoned to low-intensity districts like B-1 (Neighborhood Shopping) or B-4 (Office and Service) due to their proximity to single-family residential homes. The conversion of this area to commercial uses is nearly complete. The Petitioner has added fencing and landscaping to buffer noise or light from the development. The lighting plan was designed so that no light spillage occurs and no light glare will be visible to the residences to the west. Additionally, the Petitioner has noted that the speaker system on the drive-thru ordering system has a low volume and the fencing and landscaping proposed have further been designed to limit any off-site noise (closest home is ~180 ft. from the speaker).

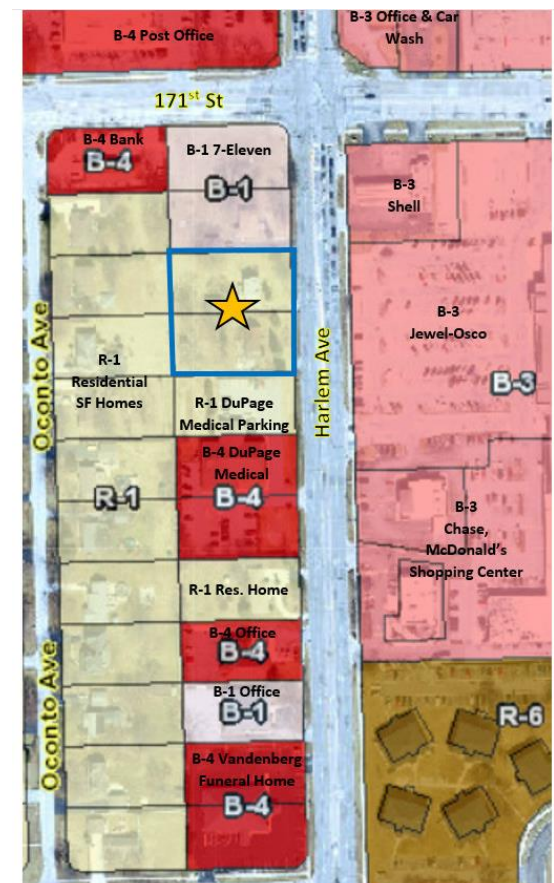
Changes to the May 6, 2021 Workshop Staff Report are indicated in red.

EXISTING SITE & ZONING

The subject property consists of two interior lots on the western side of Harlem Avenue. The subject property is just south of 171st Street and the 7-Eleven gas station and convenience store development currently under construction by the same developer at 17100 Harlem Ave. The subject property lots are zoned R-1 (Single-Family Residential) indicated by the yellow star below. Both lots previously had vacant single-family homes on them. The homes were blighted and in violation of multiple property maintenance codes. The demolition of the homes was part of the 7-Eleven project approval and took place in 2020 leaving only one residential home on the block.

The west side of Harlem Ave was originally developed with single-family homes in the 1950s-1960s. Starting in the 1980s this area began to transition from residential to commercial uses due to their frontage along the heavily traveled commercial corridor and the development of the Jewel-Osco shopping center on the east side of Harlem Avenue. Due to the multiple curb cuts and difficulty of access from an arterial roadway, residential uses are not considered the highest and best use for this area. The expectation in the transition of this area is supported by the commercial/office use designation in the Village's Comprehensive Plan. As the lots have been redeveloped with commercial buildings, the properties have been rezoned to lower-intensity zoning districts like B-1 (Neighborhood Shopping) and B-4 (Office and Service Business), due to the proximity of single-family residential homes to the west.

To the north of the subject property is the 7-Eleven property currently under construction and zoned B-1. To the east of the property across Harlem Avenue is Jewel-Osco and Tinley Park Commons Shopping Center zoned B-3 (General Business & Commercial). To the west are single-family homes (R-1). To the south is the DuPage Medical Group office zoned B-4, with a portion of the parking lot still zoned R-1.



PROPOSED USE

The proposed building will include a Starbucks Coffee with a drive-thru lane and window. The building is 7,422 sq. ft. in total size, with 7,279 sq. ft. leasable space (excluding mechanical and sprinkler rooms). The Starbucks will use approximately 2,202 sq. ft. of the leasable floor space. They have a high reliance on drive-thru business, particularly during the pandemic, but also will offer dine-in and patio seating at the location. The additional 5,077 sq. ft. of floor space has been designed to be able to accommodate up to three tenants depending on the space needs of the businesses. There is no contract on the other tenant spaces but it will be marketed upon approval to other commercial uses permitted in the B-1 zoning district.

SITE PLAN

The site plan includes the commercial building, vehicle parking, drive-thru lane, walkways, landscaping, and a dumpster enclosure. Due to the size of the parcel there are several bulk regulations that do not meet code and will require an Exception to the PUD and underlying zoning district. These exceptions are the same as those approved for the 7-Eleven development to the north that were treated as Variations.

These include an exception for the lot size of .938 acres instead of the minimum of 4 acres in the B-1 district; a lot width of 205.90 ft. instead of the minimum of 600 ft.; a lot depth of 198.52 instead of the minimum of 250 ft.; and a front yard setback of 81 ft. instead of the minimum of 125 ft. The exceptions are basically a result of the original platting of the area that did not contemplate the commercial uses that are now being developed in this area.

Access to the site will primarily be through a curb cut on Harlem Avenue at the south end of the parcel. However, cross-access is provided between the 7-Eleven site to the north and the bank (7231 171st St) along 171st Street. Cross-access has also been planned to the south so that a future connection can potentially be made to the DuPage Medical property.

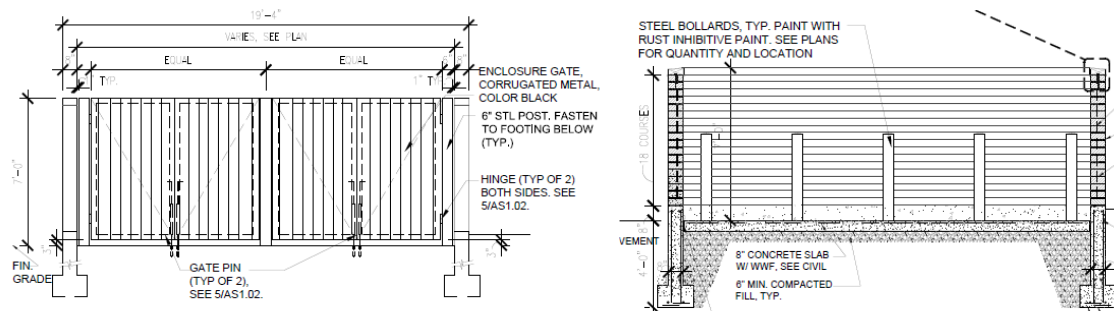
The new access point on Harlem Avenue is limited to right-in/right-out turns. A raised "pork chop" and directional signage have been proposed to ensure left turns are not made. The geometrics of the access has been altered slightly to allow for safe delivery truck and fire engine circulation through the site. Two-way drive aisles meet the required 26 ft. width minimum. The drive-thru lane is proposed at 23 ft. wide and includes the stacking lane and an "escape" lane.



The site generally circulates in a counter-clockwise fashion with order taking on the west side of the building and then order pickup on the south side of the building. The dedicated drive-thru lane includes stacking for up to 11 vehicles. A *Parking and Traffic Analysis* from their traffic consultant, KLOA, has been submitted outlining the expected demand. The report concluded adequate parking and drive-thru stacking is present in the proposed plan. Any drive-thru stacking beyond the drive-thru lane will happen on-site and not in any public roadways or shared drive aisles.

A public sidewalk is proposed as part of the development in compliance with the Village's Subdivision and Development Regulations. The sidewalk will connect to the 7-Eleven development's sidewalk. A private walkway will connect the stores to the public sidewalk that allows for better pedestrian connectivity and accessibility.

A new trash enclosure has been proposed at the northwest corner of the site and sized proportionately for Starbucks and up to three other commercial tenants. The enclosure will be constructed with exterior brick that matches the existing building façade texture and color.



An outdoor patio will be constructed near the entrance of the Starbucks. A 2-3 ft. high brick knee wall will be constructed around two sides of the patio area to protect patrons from vehicles.

Open Item #1: Review overall proposed Site Plan, layout, site circulation, and drive-thru stacking and the Exceptions required to approve the Site Plan.

The Plan Commission overall like the proposed layout. It was recommended that the Petitioner revise based on the Engineer's review comments to the traffic analysis, including the addition of a stop sign. Additionally, it was recommended that a bike be located on the site for customers and employees. Plans and the traffic analysis were revised to address all of these comments.

As with most new developments, the site plan is finalized, but the engineering of the site still has some outstanding comments and revisions that will need to be addressed prior to permit submittal. Staff is recommending that the site plan approval be conditioned upon final engineering review and approval.

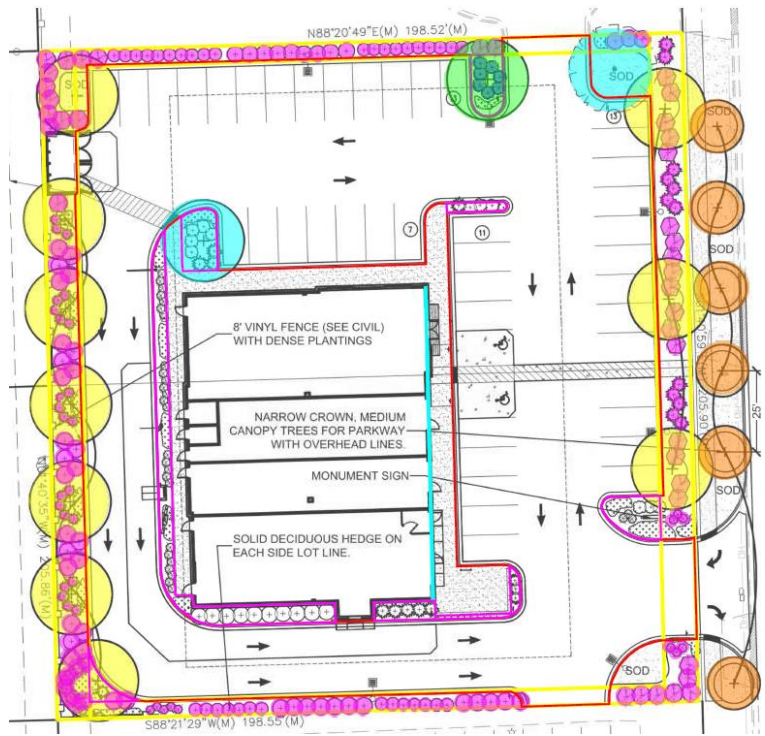
		FORMS+SURFACES <small>30 Pine Street, Pittsburgh, PA 15223 Tel (412) 781-9003 Fax (412) 781-7840</small>	
<small>UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES</small> <small>TOLERANCES (UNLESS OTHERWISE SPECIFIED):</small> <small>FRACTIONAL: 1/32"</small> <small>ANGULAR/BEND: 21°</small> <small>TWO PLACE DECIMAL: ±.030</small> <small>THREE PLACE DECIMAL: ±.020</small>		<small>NAME</small> <small>DATE</small> <small>DESCRIPTION:</small>	
<small>MATERIAL:</small> <small>FINISH:</small> <small>WEIGHT:</small> <small>SOURCE:</small> <small>SCALE: N.T.S.</small>		<small>CHK.</small> <small>DO NOT SCALE DRAWING</small> <small>PROPRIETARY AND CONFIDENTIAL</small> <small>THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF FORMS+SURFACES. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT WRITTEN PERMISSION IS PROHIBITED.</small>	
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Open Item #2: Staff is recommending the site plan approval be conditioned upon final engineering review and approval.

A recommended condition has been added to the Site Plan and Final Plat approvals.

LANDSCAPE ARCHITECTURE

The proposed Landscape Plan has been reviewed by the Village's Landscape Architect and finds it to be in general conformance with the Village's Landscape Ordinance with a few exceptions due to the site's constraints. The proposal requests a waiver from a few of the bufferyard requirements, parkway tree requirements, and interior landscaping requirements. The Petitioner has indicated that they have worked to meet the landscape requirements to the greatest extent possible and focused on making their available bufferyard width and landscaping adequate to buffer views from the residential properties to the west. The requirements of the landscape code are largely designed for new development "green" sites and are more difficult to meet on redevelopment or infill development due to limited site dimensions. When the requirements cannot be met, waivers can be requested, but the goal is to meet the intent of the requirements and create an attractively landscaped site. The total analysis and deficiencies are outlined in the table below.



Landscape Review Table A

Please review the landscape requirements within the following tables on the next page. Deficiencies must be addressed in a revised Landscape Plan. Please note the following abbreviations: CT = Canopy Tree, US = Understory Tree, SH = Shrub, T = Tree.

BUFFERYARD REQUIREMENTS							
Bufferyard Location	Required Width	Proposed Width	Length	Required Plantings	Proposed Plantings	Deficit	Comments
North ("B" Bufferyard)	5'	5'	179'	8 CT 3 US 36 SH	0 CT 0 US 36 SH	-8 CT -3 US -	Overlap of east and west proposed bufferyards excluded.
East ("C" Bufferyard)	10'	10'	206'	11 CT 5 US 42 SH	3 CT 0 US 39 SH	-8 CT -5 US -3 SH	
South ("B" Bufferyard)	5'	5'	179"	8 CT 3 US 36 SH	0 CT 0 US 36 SH	-8 CT -3 US -	Overlap of east and west proposed bufferyards excluded.
West ("D" Bufferyard)	30'	10'	206'	7 CT 4 US 29 SH	7 CT 0 US 67 SH	- -4 US +38 SH	Required plantings reduced by 50% due to proposed fencing. Bufferyard calculations utilize 30' wide requirements.

INTERIOR LOT LANDSCAPING REQUIREMENTS				
Location	Requirement	Proposed	Deficit	Comments
Foundation	Landscape coverage along 70% of building foundation that faces public right-of-way; 10' wide landscaped area	0% (lineal feet)	100% (67 lineal feet)	Total lineal feet of foundation fronting Harlem Ave. = 95'
Interior	4 canopy trees	2	-2 CT	40,873 s.f. of lot area (Audit includes 1 existing tree to remain)

PARKWAY STANDARDS					
Location	Requirement	Required Trees	Proposed Trees	Deficit	Comments
Parkway	1 Tree per 25 Lineal Feet	7	6	-1	Final plans to ensure low mature height trees to not conflict with existing power lines.

PARKING LOT LANDSCAPING STANDARDS				
Location	Requirement	Provided	Deficit	Comments
Parking Lot	15% of parking lot area to be landscaped or 3,291 square feet	1,680 square feet	-1,611 square feet	21,945 s.f. of parking lot shown on landscape plan
Parking Lot	Screening of adjacent properties and streets.	Continuous screening not provided.	-	Bufferyard plantings counted towards continuous screening requirements.
Parking Lot Islands	1 CT and 1 SH per 200 square feet (2 CT and 2 SH required)	1 CT 7 SH	-1 CT +5 SH	NE island = 169 s.f.

Two staff recommendations were utilized in the revised plan including the use of evergreen/spruce along the western buffer to allow for year-round screening of the development from the residents to the west. These trees provide for a better visual and noise buffer between commercial and residential properties. Additionally, trees throughout the site have been "upsized" from the minimum requirements to ensure quicker establishment and growth. The evergreen/spruce trees will be planted at an 8-foot height which will allow for quick maturity and additional screening.

A fence is proposed along the west property line; it will match the fence installed with the 7-Eleven and bank developments. The fence is an eight-foot-high beige PVC fence. This will create a cohesive look along the property line between the commercial and residential developments. PVC fencing has also been preferred between most commercial developments as they require less maintenance to keep a high-quality appearance.

Staff has recognized the difficulty in meeting the Landscape Ordinance requirements for smaller “infill” sites. The Petitioner has met the majority of the Landscape Ordinance, yet these few deficiencies remain due to site constraints. The proposed landscaping is similar to or exceeds the quality of landscaping on surrounding area properties and along Harlem Avenue. The proposed plan provides a plethora of screening (natural and fencing) along the west property line to help buffer views and noise from the residential homes the property adjoins.

Open Item #3: Discuss the proposed landscape plan and requested Landscape Ordinance waivers.

Plan Commission did not have concerns about the proposed plan. It was largely understood the waivers are due to the limited development area. It was also preferred to see a focus on the western bufferyard having hearty year-round plantings that will help buffer views of the development from the residents.

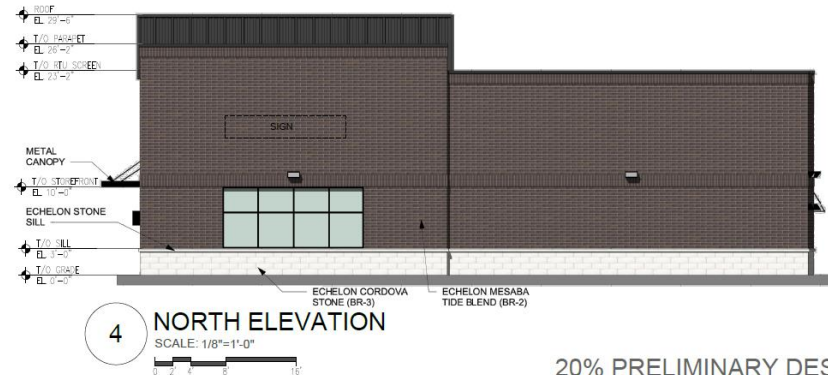
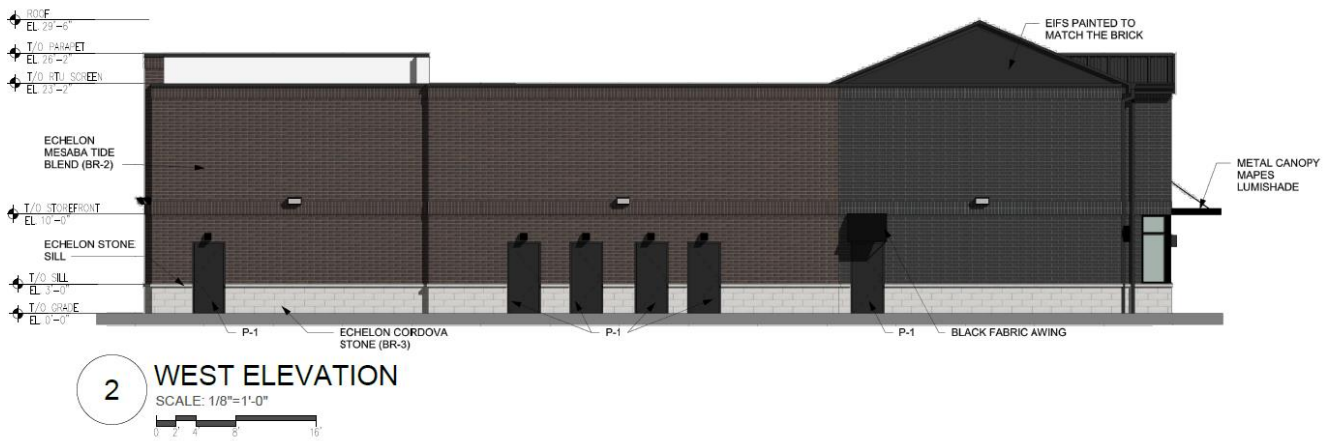
ARCHITECTURE

The design of the building utilizes high-quality materials, including face brick and a stone base. All mechanical equipment will be screened by the rooftop parapet. The majority of the face brick will be a shade of brown/espresso with the Starbucks portion of the building being a black/gray color brick. The use of different color brick and a different roofline is atypical for one tenant on strip center/outlet properties. However, the Petitioner wishes to differentiate that tenant space since the drive-thru component is likely to mean that it will be an anchor tenant in the future. The front façade does have a small ~6-inch offset to help transition between the different brick colors on the front facade. The proposed structure will have metal architectural canopies on the front façade over windows and doors. The dumpster enclosure is also proposed to match the building's brick material in color and style.

Open Item #4: Review the proposed architectural design, brick color, rooflines, and materials used throughout the development.

Plan Commission was largely supportive in regards to the developments overall appearance.





20% PRELIMINARY DESIGN

SIGNAGE

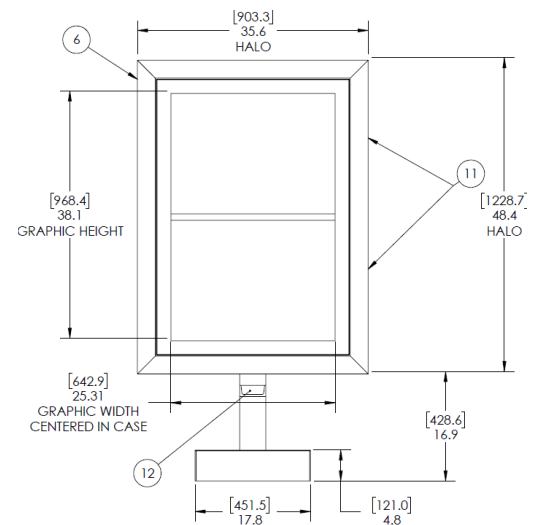
A new monument sign is proposed that will have space for up to five tenants. One of these tenants will be 7-Eleven who will also be dedicating a space on their ground sign for Starbucks. The shared signage between the properties is useful because they will have shared access/entrances and are part of the same PUD. An Exception covered under the PUD allows for this offsite signage for businesses within the same PUD. The new proposed ground sign complies with the size (10 ft.), height, and design requirements of the zoning code and PUD sign regulations. The brick base will match in color to the brick used on the Starbucks portion of the building.

No wall, directional, or drive-thru signage has been proposed at this time. Typically, staff requests to review these signs for any known tenants as part of a new proposal. Specifically, staff has noted that no preview menu board, which is typical of Starbucks,



is permitted (code only allows one sign accessory to a drive-thru use). The Petitioner has noted that all other signage except for the primary ground sign will be the responsibility of the tenants. They have noted it is understood by both them and Starbucks that any signage that isn't in compliance with the existing codes may require a separate review and public hearing process to receive approval.

A pre-menu board is proposed and an example of similar drive-thru signs were submitted. To assist the developer and tenant, staff has provided some additional flexibility within the PUD to allow for a second menu board sign up to 15 sq. ft. in sign area and 7 feet in height. This is similar to the size permitted for other drive-thru food establishments like McDonald, Wendy's Burger King, and Do-Rite Donuts. This has been added to the list of Exceptions to the code.



7-Eleven Site

As part of the interconnection of the two sites, the Petitioner has requested to modify the approved sign. In addition to allowing offsite signage within the PUD, an Exception is also requested for an additional one foot in height, for a total of 11 ft. height on the sign. This will allow for the sign to have space for one tenant on the new development in addition to the signage required for the gas station and convenience store. The gas station signage is unique in that it provides changing gas prices. The sign will be the most visible sign at the main intersection near both developments. Due to the increased height the sign also increases to 128 sq. ft. which exceeds the 120 sq. ft. maximum size. The sign will otherwise remain the same general design as originally proposed and meet other zoning code requirements.



Open Item #5: Review the proposed signage and the Exceptions required for the additional one-foot height and size of the ground sign at the intersection of 171st St & Harlem Ave.

PARKING

The petitioner has 7,279 sq. ft. of leasable commercial floor space. With the requirement of 6.5 spaces per 1,000 sq. ft. for planned commercial centers, this requires a total of 47 stalls on the site. A total of 44 parking stalls have been provided on the site resulting in a shortage of three stalls and thereby requiring an Exception as part of the PUD. A *Parking and Traffic Analysis* from their traffic consultant KLOA has been supplied outlining the expected traffic demand and concluding there is adequate parking and drive-thru stacking present in the proposed plan.

Parking for multi-tenant properties is sometimes difficult to predict due to unknown tenant-specific demand and changes in the tenancy over time. Parking requirements, which are already an imperfect science are thus even more difficult to determine. The property owners will have the ability to manage the tenancy to ensure an adequate supply of parking spaces.

~~Open Item #6: Review the proposed parking and the requested exception to reduce parking requirements by a total of three stalls.~~

The request for fewer stalls is relatively minor and the belief is that the developer, who ultimately has to manage the tenant's parking demand, has experience with this type of multi-tenant development.

LIGHTING

A new lighting ordinance was recently adopted in September 2019. The lighting plan for the proposed development complies with the new lighting standards with respect to fixture type, illumination intensity, and light intensity at the property lines.

The Petitioner has provided a Photometric Plan that provides lighting via six LED light poles and five LED wall mount fixtures throughout the site. The Photometric Plan indicates light spillage of less than one-foot candle at the roadway and zero at the western property line, which is adjacent to residential uses. All light fixtures are full cutoff and downcast to prevent glare on adjacent properties and roadways. Particular thought was put into the light placement and height (20' pole height) to avoid their visibility from the residential properties to the west.

~~Open Item #7: Discuss the overall light plan and light fixture placement.~~

ZONING (MAP AMENDMENT, SPECIAL USE FOR A PLANNED UNIT DEVELOPMENT WITH EXCEPTIONS)

The Petitioner has requested a rezoning from R-1 (Single Family Residential) to B-1 (Neighborhood Commercial) with a Special Use for a Planned Unit Development (PUD). The area along the west side of Harlem Avenue is in transition from residential to commercial uses. The property's adjacency to one of the Village's major commercial corridors (Harlem Avenue) and B-3 (General Business and Commercial) zoning district with the Jewel/Osco center to the east has influenced this transition. Additionally, the Village's Comprehensive Plan identifies this property as a "commercial/office" use. The demolition of blighted residential structures has provided the opportunity to develop new quality commercial uses that are designed to minimize potential impact on residential uses to the west. Per staff recommendation, the Petitioner is seeking a PUD with the underlying B-1 zoning district that will include the recently approved 7-Eleven parcel to the north.

Village code requires a minimum of 5 acres for a Planned unit Development (PUD); the proposed PUD is 1.89 acres. Planned Unit Developments are intended to *encourage the most imaginative and best possible design of building forms and site planning for tracts of land where a unitary plan would best adapt to the natural and physical characteristics of the site. Under this procedure, well planned residential, commercial, industrial, and other types of land use, individually or in combination, may be developed with complete design flexibility. Planned Unit Developments are of such a size and character that they may create their own environment.* The establishment of a minimum size addresses the need to create a distinct environment as in some of the Village's larger PUDs like Brookside Marketplace. While this area does not meet the minimum size requirement, the prominence of the corner, the consistency of design and landscape, the cross-access easements and the request to provide comprehensive signage on each parcel, supports Staff's recommendation to develop the two sites under a common Planned Unit Development.

The proposed underlying B-1 zoning district is often located adjacent to single-family residential development and is among the most restrictive commercial zoning, limiting high-intensity and other objectionable uses (loud noise, smells, tobacco sales, etc.) While restaurants are a permitted use in a B-1 district, drive-thrus are not. The petitioner has identified the Starbucks as the tenant and the drive thru is a critical component of their business. Additionally, a

few other uses have been requested as permitted uses, which are not included in the B-1 district. A full list of additional uses requested by the Petitioner is listed below:

- Only one (1) drive thru facility;
- Automotive parts & accessories, no on-site repairs or installation;
- Office Supply and equipment sales; and
- Personal service establishments – which services are performed on premises (ex. spas, massage, 1-on-1 personal training, beauty/makeup/eyebrow threading, weight loss counseling, etc.)

These uses will be considered as part of the PUD request and be included as permitted uses in the PUD ordinance. A complete list of permitted and special uses can be found in Schedule I, page 11 of Section V in the Zoning Ordinance. The PUD ordinance will include all approvals of the previously approved Special Use for the 7-Eleven development.

~~Open Item # 8: Review the requested zoning district of B-1, the establishment of a PUD and the additional uses requested with the PUD.~~

Similar to the 7-Eleven development, which included Variations for items such as the lot depth, minimum lot size, and drive aisle widths, the subject site will include Exceptions to the Zoning Code for a number of items. As a PUD these deviations from code are considered 'exceptions' not 'variations' and therefore to not follow the standard findings required of Variations. There are three exceptions related to the size of the parcel (similar to the 7-Eleven parcel). These exceptions to the bulk regulations include lot size, lot width and depth. The exceptions are needed for redevelopment to occur on the site and due to the limited lot area available for the development. The Following Exceptions will be requested as part of the PUD:

- a. Permit a ground sign at the intersection on 17100 Harlem to be 11 ft. high, instead of the maximum of 10ft.
- b. Permit a ground sign at the intersection on 17100 Harlem to be 128 sq. ft. instead of the maximum of 120 sq. ft.
- c. Permit off-site signage for businesses within the PUD to be placed on either of the two permitted ground signs.
- d. Permit 44 parking stalls instead of the minimum requirement of 47 stalls.
- e. Permit a lot size of .938 acres instead of the minimum of 4 acres in the B-1 district.
- f. Permit a lot width of 205.90 ft. instead of the minimum of 600 ft.
- g. Permit a lot depth of 198.52 instead of the minimum of 250 ft.
- h. Permit a front yard setback of 81 ft. instead of the minimum of 125 ft.
- i. A second sign accessory to a drive thru lane (pre-menu board) that is a maximum of 15 sq. ft. in size and 7 ft. in height.

~~Open Item #9: Review the requested Exceptions from the Zoning Ordinance in the PUD.~~

FINAL PLAT OF SUBDIVISION

The proposed Plat of Subdivision will consolidate two existing lots (17118 and 17130 Harlem Avenue) resulting in a single lot that is .938 acres in size. Existing drainage and utility easements will remain on the property with a new easement where the watermain extension will run. Easements for cross-access to north and south have been included in the Final Plat of Subdivision.

~~Open Item #10: Review the Plat of Subdivision for recommendation to the Village Board.~~

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;
 - *The area is in a transition from residential to commercial uses. The surrounding areas and other corners of the nearby intersection are all commercial zoning districts and commercial uses. The areas to the north and south of the subject property have similar infill/redevelopment properties that have been rezoned to similar lower-intensity commercial districts (B-1 and B-4) upon their redevelopment.*
- b. The extent to which property values are diminished by the particular zoning;
 - *The area along Harlem Avenue transitioning from residential to commercial uses and is indicated as commercial/office in the Village's Comprehensive Plan. The existing zoning has resulted in dilapidated structures in the past and vacant land now. The orderly development of vacant properties is expected to enhance property values instead of diminish them.*
- c. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;
 - *The new development creates orderly developed land that improves the look of the vacant land or previously deteriorating homes. The project will contribute directly to the economic development of the community by providing retail and commercial services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.*
- d. The relative gain to the public as compared to the hardship imposed on the individual property owner;
 - *Landscape and fence buffering are provided that is nonexistent now. Lighting and overall site layout were designed to avoid any issues with the neighboring residential properties. The project will contribute directly to the economic development of the community by providing retail and commercial services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.*
- e. The suitability of the property for the zoned purpose;
 - *The proposed use as a multi-tenant commercial center with a restaurant drive-thru is suitable for the subject property due to the availability of high traffic volumes and available access points.*
- f. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;
 - *The residential houses were vacant for 5-6 years before being demolished around a year ago. They were not suitable for residential use due to the traffic and noise along Harlem Avenue.*
- g. The public need for the proposed use; and
 - *There is a demand for additional high-quality commercial space in the area, particularly with a drive-thru. The area has a low commercial vacancy and those that do have vacancy are mostly aging or blighted buildings.*
- h. The thoroughness with which the municipality has planned and zoned its land use.
 - *The property is shown as a Commercial/Office use in the Comprehensive Plan. The rezoning as a B-1, Neighborhood Shopping zoning district limits the ability for many non-desirable uses with negative effects to be located adjacent to residential properties.*

STANDARDS FOR A SPECIAL USE FOR A PLANNED UNIT DEVELOPMENT

No Planned Unit Development shall be authorized by the Village Board unless the following standards and criteria are met. The Plan Commission is encouraged to consider these standards (listed below) when analyzing any request for a Planned Unit Development. Staff has provided draft Findings in the below for adoption by the Commission at the public hearing.

General Provisions for All Planned Unit Developments:

- 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;
 - *The PUD is under a single control and relief requested with the PUD to allow for it to be less than 5 acres due to the property being in a unique situation unable to expand and being in a small infill area with unique development challenges.*
- b. The Planned Unit 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;
 - *The area is in a transition from residential to commercial uses. The surrounding areas and other corners of the nearby intersection are all commercial zoning districts and uses. The areas to the north and south of the subject property have similar infill/redevelopment properties that have been rezoned to similar lower-intensity commercial districts upon their redevelopment with a large number of variations required for them to be permitted. The PUD allows additional flexibility to the development area.*
- c. The uses permitted in the development are necessary or desirable and that the need for such uses has been clearly demonstrated;
 - *Commercial uses are the highest and best use of the property due to the existing roadway with high traffic volumes to help provide success to the businesses that locate there.*
- 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;
 - *The site is an infill development with adequate service provided.*
- e. The proposed development can be substantially completed within the period of time specified in the schedule of development submitted by the developer;
 - *The development has already been started with the approval of the 7-Eleven site currently under construction. The second phase will be completed shortly after approval and provide continuity across the new developments.*
- f. The street system serving the Planned Unit 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 Unit Development will be adequate to serve the residents or occupants of the proposed development;
 - *The street system was determined to have adequate capacity per the submitted Traffic Impact Report and that was reviewed by the Village's engineering consultant.*
- 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;

- *Cross-access and shared driveways have been proposed where possible with the development and neighboring properties outside of the PUD.*
- 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 Unit Development and the Village. All such covenants shall specifically provide for enforcement by the Village of Tinley Park in addition to the landowners within the development;
 - *No covenants or private restrictions have been proposed. Any cross-access and utility easements have been recorded with the plat for control and enforcement by the Village.*
- 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 be 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; and
 - *As a single-phased plan, no additional guarantees are requested or required besides those typical of commercial development and required by code (such as a public right-of-way guarantee).*
- 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.
 - *Code exceptions are similar to the surrounding developments that were previously approved and related to the unique nature of this development.*

It should be noted that Planned Unit Developments, unlike other Special Use requests, run covenant with the land and are not specific to a developer or the current ownership. While a PUD must be under single ownership at the start of the development, it can be sold off to different owners following the phasing plan or other documents regulating the development plan.

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.

MOTIONS TO CONSIDER

If the Plan Commission wishes to take action on the Petitioner's requests, the appropriate wording of the motions are listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan.

Motion 1 (Rezoning):

"...make a motion to recommend that the Village Board grant the Petitioner, Christopher Ileakis on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), a rezoning of the properties located at 17120-17126 Harlem Avenue from their existing R-1 (Single-Family Residential) zoning district to the B-1 (Neighborhood Shopping) zoning district and adopt the Findings of Fact submitted by the applicant and as proposed in the May 27, 2021 Staff Report."

Motion 2 (Special Use for a PUD):

"...make a motion to recommend that the Village Board grant a Special Use Permit to the Petitioner, Christopher Ileakis on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), for a Planned Unit Development for the properties located at 17100 Harlem Avenue and 17120-17126 Harlem Avenue in the B-1 (Neighborhood Shopping) zoning district, in accordance with the plans submitted and listed herein, following the list of Exceptions listed, and adopt Findings of Fact as proposed by in the May 27, 2021 Staff Report."

[any conditions that the Commission would like to add]

Motion 3 (Final Plat):

"...make a motion to recommend that the Village Board grant approval to the Petitioner, Christopher Ileakis on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), Final Plat of Subdivision Approval for Southlands Second Consolidation in accordance with the Final Plat submitted and listed herein, subject to the condition that the Final Plat approval is subject to Final Engineering Plan approval by the Village Engineer."

[any conditions that the Commissioners would like to add]

Motion 4 (Site Plan):

"...make a motion to grant the Petitioner, Christopher Ileakis, on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), Site Plan Approval to construct a 7,422 sq. ft. multi-tenant-tenant commercial building with a Starbucks drive-thru at 17120-17126 Harlem Avenue in the B-1 PUD (Neighborhood Shopping) zoning district, in accordance with the plans submitted and listed herein and subject to the following conditions:

- 1. The proposed fence shall be a minimum of 8 feet in height and match the existing fence on the adjacent bank and 7-Eleven properties in height, color, and style.*
- 2. Site Plan Approval is subject to the approval of the Rezoning and the Special Use for a PUD by the Village Board.*
- 3. Site Plan Approval is subject to final engineering plan review and approval."*

[any conditions that the Commission would like to add]

LIST OF REVIEWED PLANS

Submitted Sheet Name		Prepared By	Date On Sheet
	LaSalle Standard Responses	Vequity	N/A
	Standards for a Special Use Responses	Vequity	N/A
G0.00 to A4.01	Site and Shell Development Plans (Including Site, Architectural, Landscape, and Lighting)	Ilekis	5/17/21
C-1 to C-12	Preliminary Civil Engineering Plans	Weaver	5/17/21
	ALTA/NSPS Land Title & Topographic Survey	Compass	12/20/20
	Access Point and Vehicle Movement Exhibit	Weaver	5/18/21
	Fire Truck and Delivery Truck Plan	Weaver	N/A
	7-Eleven and Starbucks Site Ground Signs	Everbrite	1/12/21 & 12/10/20
2 pgs	Final Plat of Subdivision – Southlands Second Consolidation	Compass	4/21/21
113 pgs	Traffic Impact Study <i>(Revised)</i>	KLOA	5/17/21

Vequity – Vequity Inc.

Ilekis – Ilekis Associates (Architect)

Weaver – Weaver Consultants Group

Compass – Compass Surveying LTD

KLOA – Kenig, Lindgren, O'Hara, Aboona, Inc.

PLAN COMMISSION STAFF REPORT

May 27, 2021 – Workshop & Public Hearing

Union Bar & Grill Patio Addition

17821 80th Avenue



Petitioner

Joseph Colucci of Union
Bar & Grill (tenant)

Property Location

17821 80th Avenue

PIN

27-36-121-031-0000

Zoning

B-1, Neighborhood
Shopping

Urban Design Overlay
District (UDOD)

Approvals Sought

Site Plan Approval
Variation

Project Planner

Daniel Ritter, AICP
Senior Planner

EXECUTIVE SUMMARY

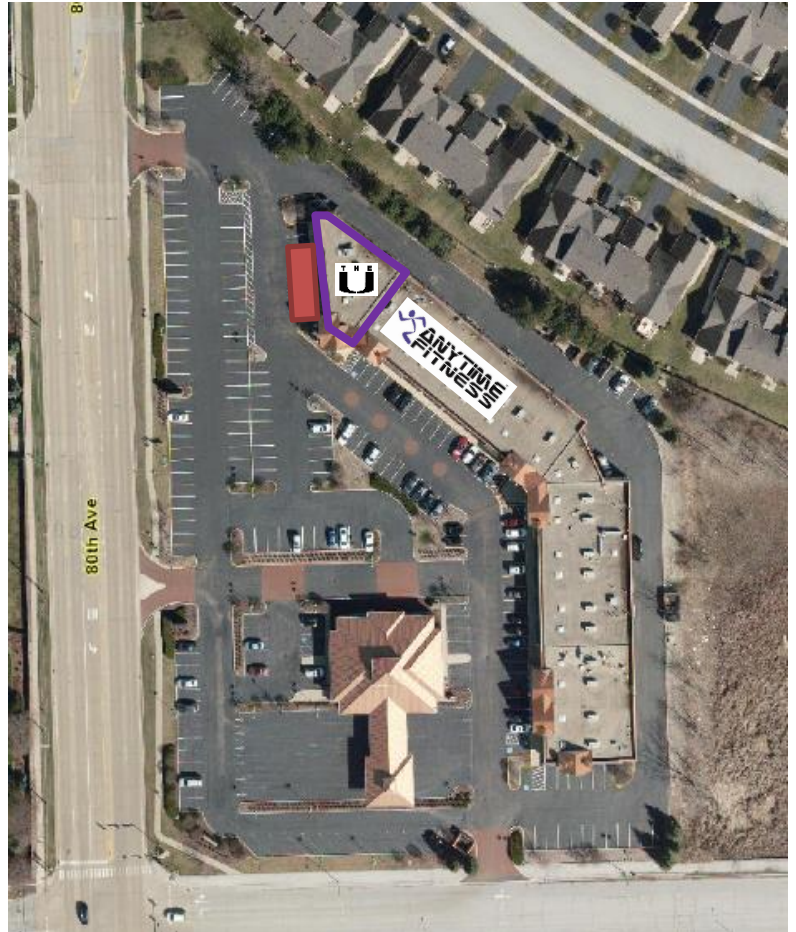
Joseph Colucci of Union Bar & Grill (Tenant/Petitioner) has requested Site Plan Approval for the construction of an outdoor dining patio at their restaurant located at 17821 80th Avenue in the B-1 (Neighborhood Shopping) zoning district. The proposal includes the addition of an approximately 900 sq. ft. patio with a pergola where there is currently parking. Additionally, a Variation from Section VIII.A.10. (Number of Parking Spaces Required) of the Zoning Code is being requested due to the proposed reduction of parking stalls below the minimum required for the overall shopping center.

The Petitioner is proposing the patio for an attractive and inviting entrance to their restaurant. The plan for the patio addition has been accelerated due to the pandemic and an increased desire for customers to sit outside. The patio area will be added where there is currently parking and will be elevated to the height of the current walkway that is adjacent to the restaurant. Changes to the ADA access and accessible parking are also proposed to ensure that accessibility remains to the business and the new patio area.

The overall shopping center is approximately 29,000 sq. ft. in size and has 162 existing parking stalls. Based on the current code requirements, 188 parking stalls are required. The Petitioner proposes to reduce the parking field by 7 total stalls where the patio is proposed. The result is a proposed total of 155 parking stalls on the site. Parking in the overall shopping center has not been an issue based on recent parking counts. While there are 3 vacancies those spaces are relatively small and not expected to generate large amounts of traffic. Additionally, Union Bar & Grill's peak times run counter to many of the other businesses in the center including the largest tenant, Anytime Fitness.

EXISTING SITE & HISTORY

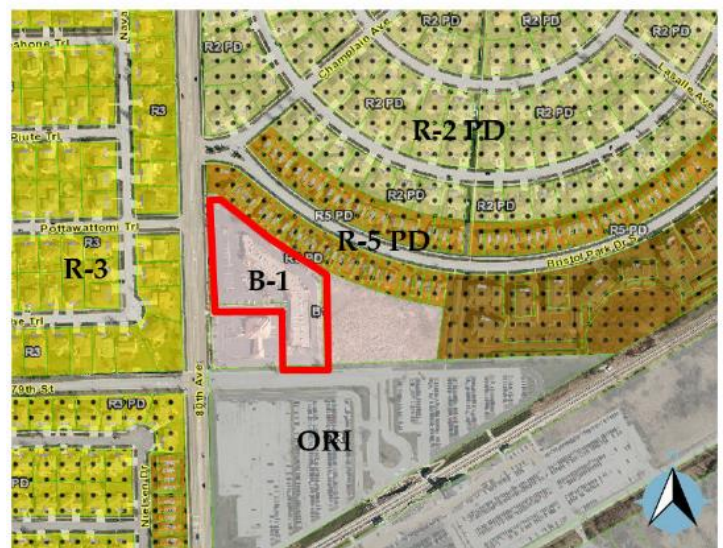
The proposed tenant space is located within The Junction at 80th Avenue shopping center which includes approximately 29,000 square feet of commercial space and is located just north of the 80th Avenue train station. The shopping center was approved in 1997 and constructed in 1998. The architecture, site layout, and high-quality materials used throughout the center were required to complement the location near the train station. The center currently includes many tenants including a Chinese restaurant, travel agent, cleaners, dentist, salon, physical therapist, and an accountant service. Additionally, there is a bank out lot (currently CIBC) on the southwest corner of the site. The bank and shopping center have an existing cross-parking agreement that was required during the initial development approvals. The existing Anytime Fitness opened in 2020 and was previously Sanfrantello's Pizza, a casual Italian restaurant and banquet facility. The approximately 6,000 square foot tenant space is the largest tenant space in the shopping center and did previously result. Three tenant spaces are currently vacant.



ZONING & NEARBY LAND USES

The shopping center is zoned B-1 Neighborhood Shopping. The B-1 zoning district permits mostly lower-intensity uses so that traffic generation and other negative effects on surrounding residential areas are limited. The shopping center is located within the Urban Design Overlay District (UDOD), but was developed before its adoption into the zoning code. The UDOD intends to promote development that is walkable, utilizes alternative forms of transportation, and reduce the undesirable effects of automobiles.

The surrounding area includes single-family homes zoned R-3 (Single-Family Residential) to the west across 80th Avenue. To the south is the Tinley Park 80th Avenue Metra Station parking lot zoned ORI (Office and Restricted Industrial). To the east are single-family attached townhomes zoned R-5 PD (Low-Density Residential, Bristol Park PUD).



PROPOSED USE & SITE PLAN

The Petitioner is proposing to replace a parking area directly outside of their restaurant with a permanent outdoor patio for dining. The patio would be approximately 900 sq. ft. (18'x55') but may change slightly depending on how the final building and engineering plans result. The patio will be on the other side of an existing walkway that is used as the main entrance to the business. The walkway will remain but there will be minor changes to it due to relocating the accessible access and parking for the tenant space. The new accessible stall will be north of the patio with an adjacent access aisle. The access aisle will lead to a depression in the sidewalk for wheelchair access to the business.

The patio location has been push south so that it is located behind the building. This was done to avoid any potential visibility or noise issues from the patio to the neighboring properties to the north. Additionally, planters are proposed to be installed on the top of the adjacent dumpster to further buffer views of the patio and parking lot.

The patio will be raised to be level with the existing walkway and building entrance height. This will mean there is at least a 6" grade separation from the patio and the adjacent parking stall and drive aisle. Additionally, a permanent 4.5-foot-high open-style aluminum fence will surround the patio area on the north, west, and south sides. The fence will be set it a minimum of 1 foot from the curb to avoid any conflict with vehicles. The patio will be open to the east side that is adjacent to the building's main entrance/exit.

A freestanding pergola is proposed over a portion of the patio that will create an attractive architectural feature and make for a more inviting atmosphere. The hope with the patio is to give alternative seating options to customers, particularly with a higher demand for outdoor seating due to the pandemic. Additionally, it makes for a more attractive and inviting entrance to a restaurant rather than the existing parking lot.

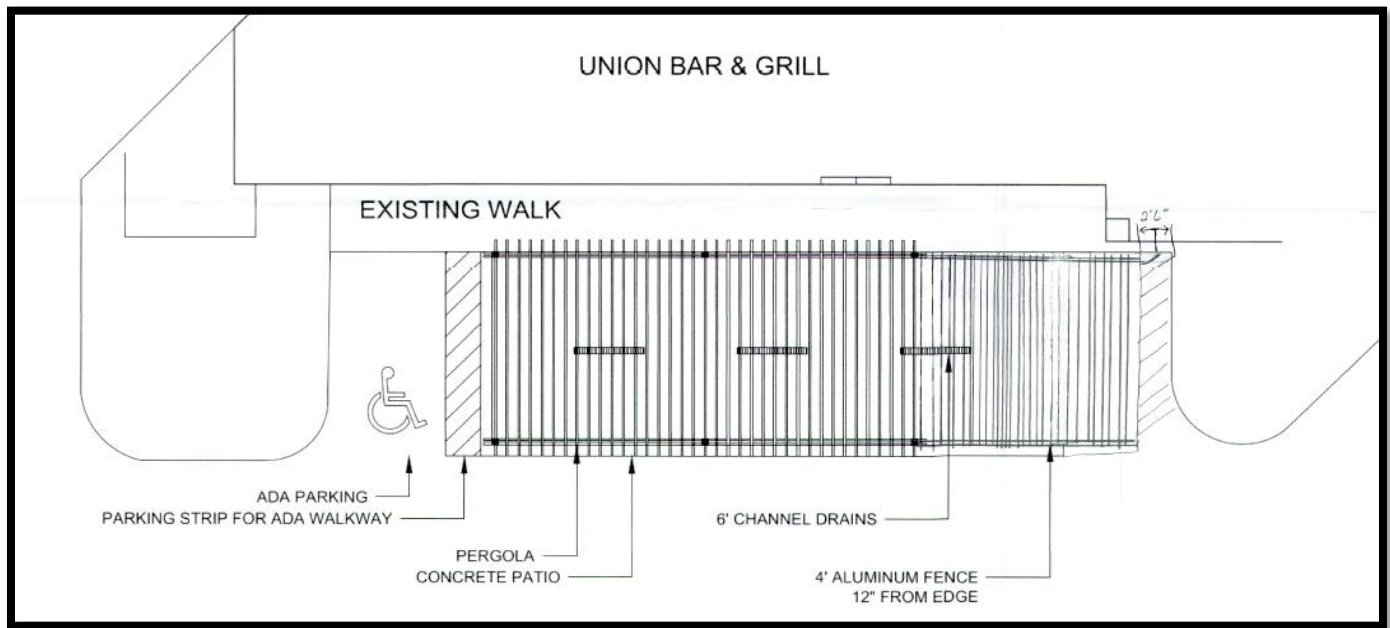
Open Item #1: Review proposed site plan changes with new patio and pergola additions.



Above: Example of proposed aluminum fencing around patio.



Above: Example of a wood pergola similar to one over proposed patio.



As with most new projects, the site plan is finalized, but the engineering of the site still has some outstanding comments and revisions that will need to be addressed prior to permit approval. These revisions are needed to ensure the proposal is safe and complies with all building and accessibility code requirements. Additionally, it ensures that there is no stormwater ponding or other issues arise due to the grade changes. Staff is recommending that the site plan approval be conditioned upon final engineering and Building Department review and approval.

Open Item #2: Staff is recommending the site plan approval be conditioned upon final engineering and Building Department review and approval.

PARKING

Similar to other recent commercial projects, staff has noted parking is more of an art than a science. There is no standard practice and parking requirements can change over time depending on overall vehicle usage and based upon the specific tenants and business operations. While the parking minimums can act as a guide, they are also relatively outdated and much of the data dates back to 1978. Per the existing code 6.5 spaces are required per 1,000 sq. ft. of leasable floor space for a “Planned Shopping Area”; there is not a delineation in that requirement based upon the zoning or size of the site. Staff notes that the subject site is a neighborhood shopping center, which typically has less parking demand compared to larger regional shopping centers.

The most recent site plan approval includes 162 parking stalls. However, 2 stalls in front of the business entrance were recently striped with hash marks so that customers can more easily access the business and not have to walk between vehicles, resulting in 160 stalls existing on the site. The proposed patio results in a total of 155 parking stalls. The shopping center has approximately 29,000 sq. ft. of commercial space and thus requires ~188 parking stalls based on the zoning codes requirement of 6.5 spaces per 1,000 sq. ft. The existing site is nonsufficient and can remain but due to the proposed reduction of parking spaces due to the patio, a Variation is required for the site to be 33 spaces below the minimum required.

Junction at 80 th Ave Shopping Center		
		Parking Stall Totals
Current	Code	188
Required		
Approved Site Plan		162
Existing		160
Proposed		155

Parking estimates for multi-tenant properties are made even more difficult to predict due to tenant-specific demand and changes in the tenancy over time. As with other commercial properties, the property owners have an incentive to manage the tenancy and ensure an adequate supply of parking spaces. Having too few is likely to affect the tenants, marketability, lease rates, and ultimately total profit on a site. Having too much parking can also have economic and ecological costs.

The Variation request has the advantage of proposing the reduction on an existing site, which data can be gathered in regards to the need for the parking reduction. Professional parking counts were not conducted due to the reduction being relatively small and the abnormal COVID conditions. However, the Petitioner did conduct a count of the parking lot on Friday and Saturday evenings during dinner (6-7pm) and found 74-80 total parking stalls available during those peak times. While staff did not conduct parking counts, they have visited the site during weekday day and evening hours and witnessed a plethora of parking availability. While there are three vacancies in the center that may add additional demand, the available spaces are smaller and not expected to cause any large increase in parking demand. Additionally, while it appears unlikely, if parking issues ever occurred within the center, overflow parking will likely happen in the Metra train station parking lot that is open to the public after 10:30am and is located directly to the south of the property.

Open Item #3: Discuss and review the requested parking Variation for the overall shopping center.

LIGHTING, LANDSCAPING, ARCHITECTURE, AND SIGNAGE

The patio area will have sufficient light supplied from the building's soffit and the parking lot lighting. Beyond the patio area, the site will not change with regards to existing lighting, landscaping, building architecture, or signage. Parking lot lights were replaced within the last two years to LED light fixtures.

SUMMARY OF OPEN ITEMS

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

1. Review proposed site plan changes with new patio and pergola additions.
2. Staff is recommending the site plan approval be conditioned upon final engineering and Building Department review and approval.
3. Discuss and review the requested parking Variation for the overall shopping center.

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 has prepared the draft responses for the Findings of Fact for adoption by the Commission below.

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.
 - ***A reduction in 7 spaces assists in the prolonged occupancy and success of the center. The reduction of unused parking spaces is a more efficient and economical use of the land.***
2. The plight of the owner is due to unique circumstances.
 - ***The Petitioner has a unique property and tenant mix that provides a unique treatment in regards to parking. A reduction in 7 spaces assists in the prolonged occupancy and success of the center.***
3. The Variation, if granted, will not alter the essential character of the locality.
 - ***The property owner will need to manage parking demand as all multi-tenant commercial centers do. If additional parking is ever needed, there is an available parking at the train station commuter lot to the south and parking is unlikely to occur in any neighboring properties or residential areas.***
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 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 Standards were not included since there is no proposed changes to the structure.

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.

MOTIONS TO CONSIDER

If the Plan Commission wishes to take action on the Petitioner's requests, the appropriate wording of the motions are listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan.

Motion 1 - Site Plan:

"...make a motion to grant the Petitioner, Joseph Colucci on behalf of Union Bar & Grill, Site Plan Approval to construct an outdoor dining patio at 17821 80th Avenue in the B-1 (Neighborhood Shopping) zoning district, in accordance with the plans submitted and subject to the following conditions:

- 1. The proposed accessible parking stall and access aisle shall be constructed, striped, and signed in accordance with ADA and Illinois Accessibility Code requirements.*
- 2. Site Plan Approval is subject to approval of the parking Variation by the Village Board.*
- 3. Site Plan Approval is subject to engineering and building department permit review and approval of final plans including any grading or drainage changes."*

[any conditions that the Commission would like to add]

Motion 2 - Variation:

"...make a motion to recommend that the Village Board grant a Variation to the Petitioner, Joseph Colucci on behalf of Union Bar & Grill, from Section VIII.A.10. (Number of Parking Spaces Required) of the Zoning Code to permit 155 parking stalls, where a minimum of 188 stalls are required, at the property located at 17821 80th Avenue (The Junction at 80th Avenue Shopping Center) in the B-1 (Neighborhood Shopping) zoning district, in accordance with the plans submitted and adopt Findings of Fact as proposed by Village Staff in the May 27, 2021 Staff Report."

PLAN COMMISSION STAFF REPORT

March 18, 2021 – WORKSHOP

PETE'S FRESH MARKET PHASE 2

16300 S. Harlem Avenue

Petitioner

Petros Drimonas, Pete's Fresh Market, on behalf of 163rd & Harlem LLC (property owner)

Property Location

16300 S. Harlem Avenue

PIN

27-24-202-020-0000 &
27-24-202-021-0000

Zoning

B-3 PD (General Business and Commercial, Park Place PUD)

Approvals Sought

Special Use Permit for a Substantial Deviation from PUD
Plat of Subdivision
Site Plan/Architectural Approval

Project Planner

Paula J. Wallrich, AICP
Planning Manager



EXECUTIVE SUMMARY

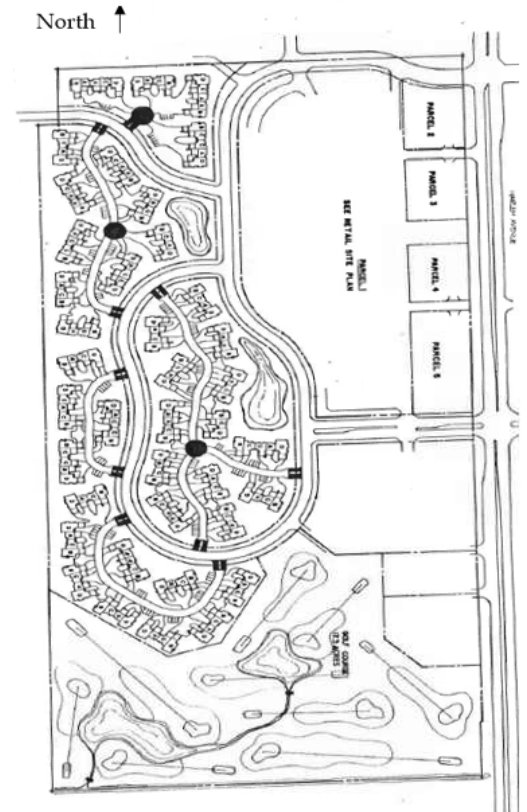
The Petitioner, Petros Drimonas, on behalf of 163rd & Harlem LLC. for Pete's Fresh Market, is requesting approval of the proposed Site /Architecture Plans, a Substantial Deviation from the Park Place Planned Unit Development (PUD), and Plat of Subdivision for their 24.2 acre property located at 16300 Harlem Avenue (former K-Mart property). The proposed development is Phase 2 of a three phase project. Phase 2 includes the construction of an 88,608 Sq. Ft. Pete's Fresh Market (PFM) store; 51,831 Sq. Ft. of in-line retail tenant space north of the grocery store; a \pm 12,400 Sq. Ft. expansion of the warehouse; an expansion of the existing dock on the south side of the warehouse building and the addition of a new dock area south of the warehouse addition.

Phase 1 was approved in September of 2020 and included the granting of a Special Use for the warehouse in the former K-Mart building. The approvals were conditioned upon occupancy of the grocery store by September 1, 2022. Phase 3 will involve the subdivision of property along Harlem Avenue for outlots.

BACKGROUND

Pete's Fresh Market is headquartered in Chicago IL. They currently operate 17 different existing locations in the metropolitan area with ongoing plans to open more stores in the Chicagoland area. Most recently they opened a store in Matteson and have plans for stores in New Lenox, Orland Park and Oak Lawn.

The proposed development will require an amendment to the existing Park Place Planned Unit Development (PUD) as a Substantial Deviation. Park Place was adopted November 7, 1989 (89-O-045) and included Single Family (R-1) and General Business and Commercial uses (B-3) with the hope of attracting a hotel, restaurant, office and retail uses. Additionally, there were plans to build a 9-hole golf course as part of the mixed-use PUD. The residential uses were constructed on the west side of the property and in 1993 the Village amended the PUD (93-O-36) to allow for the construction of the Aldi store. A PACE Warehouse Store (a membership buyer's club) was already constructed north of Aldi and is now occupied by Sam's Club. Two years later in 1995, the Village amended the PUD again to provide for the K-Mart store (95-O-001) and outlot; the required stormwater management essentially eliminated any future plans for a golf course. The perimeter fencing, landscape berms and parking lot improvements were all constructed with the development of the K-Mart store.



The subject site comprises 24.2 acres and will be developed in three phases. Phase 1, approved in September of 2020, included the granting of a Special Use for a Substantial Deviation to allow a warehouse/distribution use in the B-3 zoning district. The approvals were conditioned upon occupancy of the grocery store by September 1, 2022 and allowed for the overnight storage of five (5) delivery vehicles. The Petitioner has cleaned up the site and landscaping, and the building was recently painted. The new color represents a great improvement to the façade and complements the new proposed market..

Phase 2 represents the current proposal under consideration and includes the construction of an 88,608 Sq. Ft. Pete's Fresh Market (PFM) store; 51,831 Sq. Ft. of in-line retail tenant space north of the grocery store; a +12,400 Sq. Ft. expansion of the warehouse; an expansion of the existing dock on the south side of the warehouse building to accommodate additional trucks and the addition of a new dock area south of the warehouse addition. Phase 3 will involve the subdivision of property along Harlem Avenue for outlots.

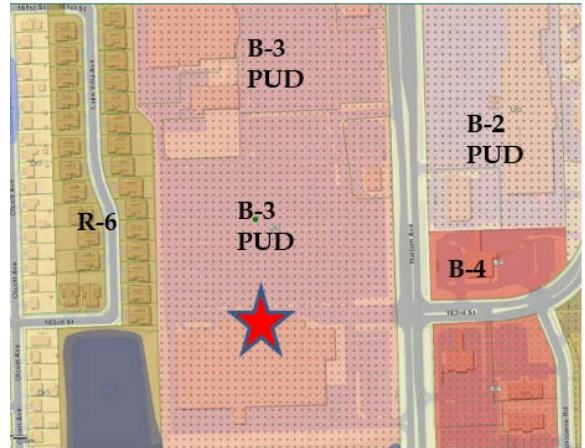


Before

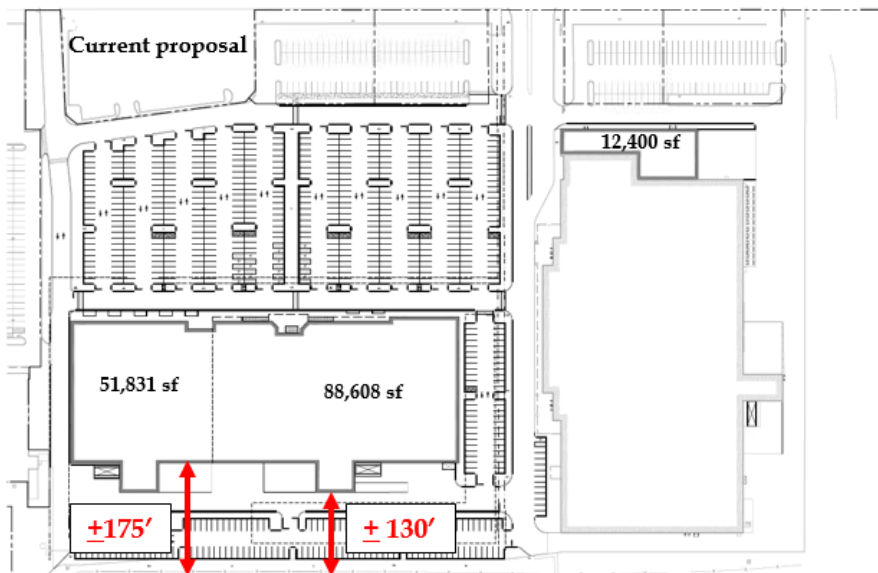


After

The property to the north is also zoned B-3 PUD (Park Center Plaza PUD) and is developed with commercial uses. The property to the west is developed with residential duplexes, zoned R-6. To the east, across Harlem Avenue, the property is zoned B-4 (Office and Service Business District) and is occupied by a medical office building. Just north of the medical office building is the Tinley Park Plaza retail center and is zoned B-3 PUD. South of the subject property is an unincorporated and undeveloped parcel that has been used for various recreational uses (frisbee golf and dog park) that is operated by the Tinley Park-Park District.



SITE PLAN



Phase 1 proposal

Harlem Avenue

43,000 SF Retail

76,000 SF Grocery

38,000 SF Retail

118,000 SF Warehouse/distribution

The revised site plan also provides for improved pedestrian access throughout the site as well as from Harlem Avenue. All of the comments recommended by staff regarding sidewalks and landscape buffers between vehicular drive aisles and pedestrian ways have been incorporated into the final design. Crosswalks have been incorporated where necessary and overhangs from vehicles have been taken into consideration where sidewalks abut vehicular parking. A minimum 8' sidewalk has been provided in those areas. A central landscaped boulevard has been provided which provides an east-west pedestrian accessway that focuses on the front access of the grocery store. This area also helps to break up the asphalt parking lot with fifteen (15) canopy trees. All parking aisles and parking spaces meet code requirements. Bike racks are provided near the entrance of the grocery store. An area has also been designated for outdoor dining near the grocery store main entrance.

The site has three points of access. One at 163rd as a signalized intersection; the north and south entrances have right-in/right-out access. As part of the Park Place PUD a blanket access and parking easement extends north to the 161st signalized intersection. It is expected that some of PFM's customers may use that access as well.

Parking

As previously stated by staff, *"parking is an imperfect science"* and while zoning ordinances attempt to assign parking ratios based on the average intensity of the uses, the reality is that there is no real standard of the industry and municipalities enforce a range of parking requirements. In the proposed multi-tenant plaza, which also has a cross parking easement with the development to the north (Sam's Club), there are many shared parking opportunities; depending on the future mix of tenants there will be a range in parking demand as well.

The proposed site plan provides a total of 665 spaces available to customers and employees of the 140,439 Sq. Ft. development. This represents a ratio of 4.7 spaces per 1,000 Sq. Ft. of gross leasable floor area. As a point of comparison, the recent approval for the Brixmor development (across the street from the subject site) provided the same parking ratio (4.7/1,000) for their entire Phase I & II development (511 spaces for 108,328 Sq. Ft. of development). The Zoning Ordinance requires 6.5 spaces per 1,000 Sq. Ft. of gross leasable floor area for a planned shopping center. However, that ratio dates back to the 80's and 90's. By today's standard this is considered excessive and is based on *'the day after Thanksgiving'* parking counts. If the current standard is applied to the Pete's development, a total of 913 parking spaces would be required resulting in the need for an additional 248 parking spaces beyond what they are currently proposing. In speaking with the Petitioner, who has experience operating 17 grocery stores, some stores operate successfully with ratios as low as 3 spaces /1,000 Sq. Ft. The parking fields located at the front and side of the store provide a ratio of 3.7 spaces/1,000 Sq. Ft. (excluding the rear parking area). The rear parking area (134 spaces) will be used primarily for employees. The Petitioner has not finalized their labor requirements but do not anticipate more than 200 employees working over 3 shifts. They do not anticipate more than 120-140 employees on site at any given time. The warehouse is expected to have between 10-20 employees; there is a parking area (13 spaces) dedicated for warehouse employees at the northwest end of the warehouse building.

It is staff's contention that retail locations are often 'overparked' resulting in expansive areas of asphalt that are mostly unused and result in high energy, development and environmental costs. As society continues to trend to more efficient modes of travel and less car dependent shopping patterns, it is Staff's opinion that the relationship and proximity of parking to the uses, along with a balance of green space and good circulation patterns, translates to an appropriate parking ratio as proposed. As an exception to the code it will however still need to be noted as part of the PUD approval.

Open Item #1: Identify the parking ratio as an exception to the Village parking requirements.

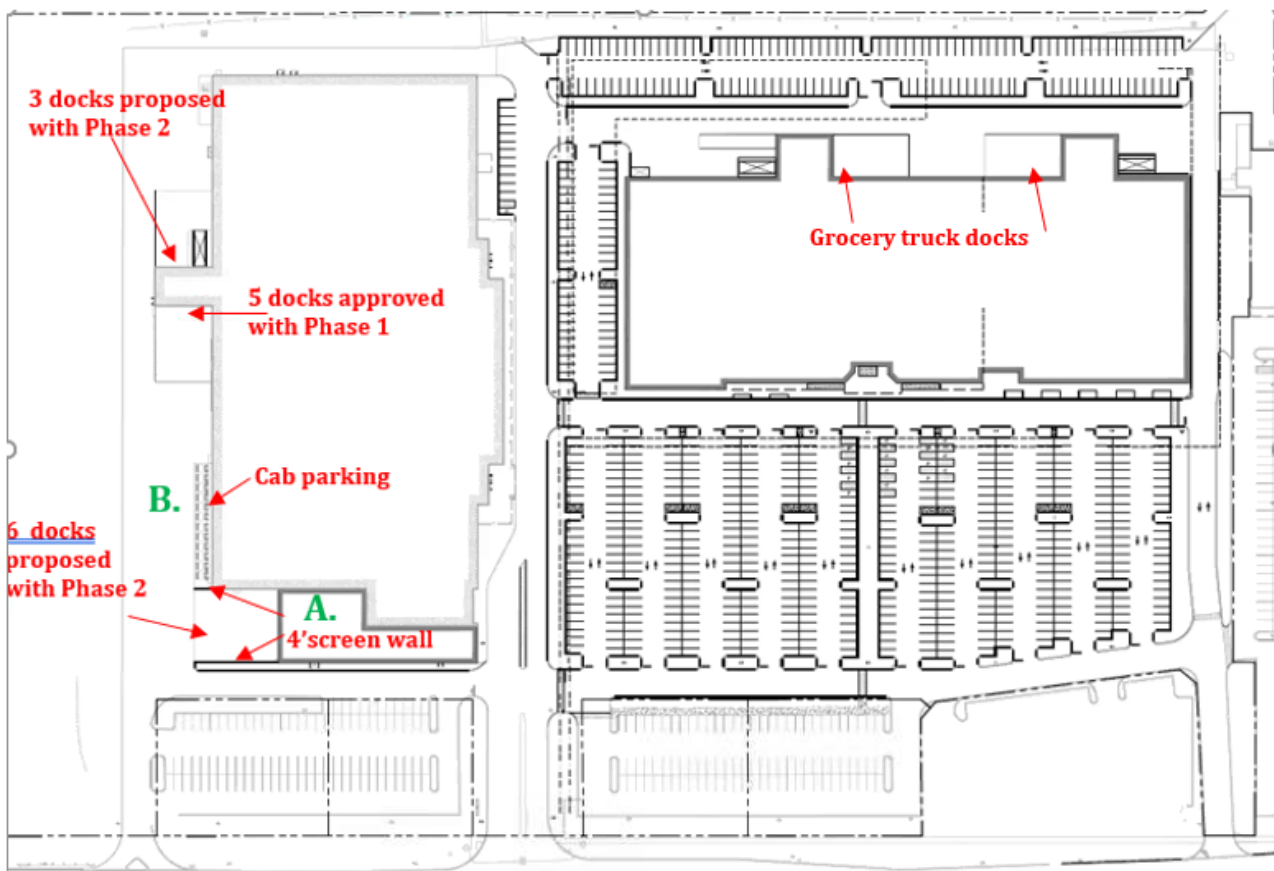
Delivery operations

There are five (5) existing docks on the south side of the warehouse that were approved for use with Phase 1 approvals. In Phase 2 there are three (3) additional docks added to the west side of the existing dock and another

dock area has been added to the south side of the warehouse addition. This is a recessed dock area with a 4' screen wall (see A. below) to be constructed along the east side of the dock area. This screen wall, along with existing and new proposed evergreen plantings, will provide screening of the dock area.

There is also a proposed truck cab parking area along the south side of the warehouse (See B. below). There is room for twelve (12) cabs to be parked in this area which may include overnight parking. There is a 4' screen wall that will be constructed along the east side of this area.

There will be delivery operations for both the grocery store and the warehouse. Hours of operation for both facilities will be between the hours of 7:00 to 10:00 p.m. This conforms with the Village's noise abatement ordinances. The grocery store anticipates no more than five (5) semi-truck deliveries per day and 5-7 smaller panel trucks for a total of 10-12 truck movements a day for the grocery store. This is consistent with industry standards that cite 10-12 deliveries/day. (TransNow Transportation Northwest "Truck Trip Generation by Grocery Stores", August 2010, Commissioned by U.S. Department of Transportation), with suburban store averages as high as 14 trucks per day ("Food Distribution Supply Chain Data Collection", Washington State Department of Transportation, February 2016). With Phase 1 approvals it was noted that the warehouse anticipates 10-12 truck movements per day.



Overnight parking.

There are two code requirements governing the overnight storage of delivery vehicle: Per Section V.C.7.e.: "Parking of trucks, when accessory to the conduct of a permitted use, shall be limited to vehicles having not more than 1 ½ tons capacity – except for pick-up or delivery service during normal business hours. Any truck exceeding 1 ½ tons capacity shall be adequately screened from public view when parked." It is staff's opinion that the dock area south of the warehouse is adequately screened from public view. It is also important to note that there is a landscape berm to the south and a fence with landscaping to the west of this area. There are no homes immediately adjacent to this area.

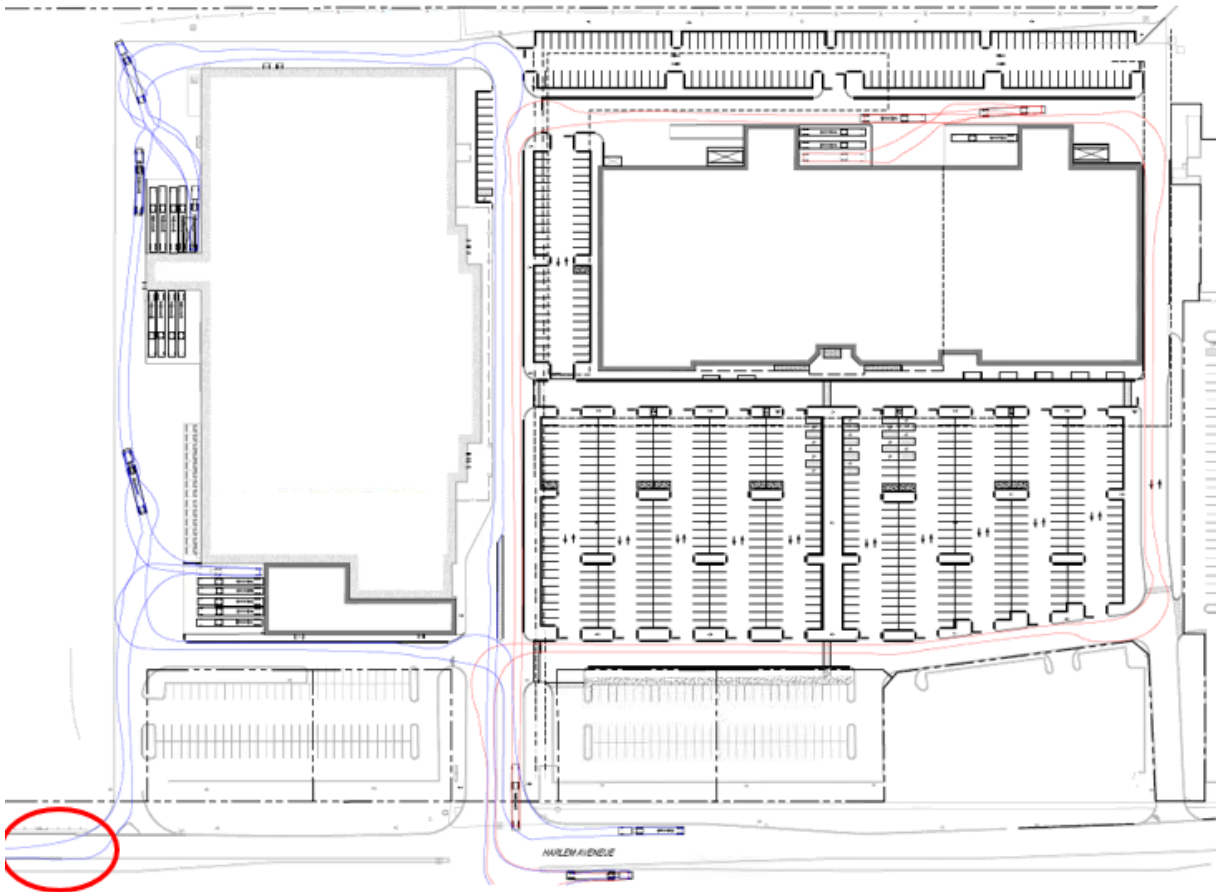
In addition, per Section III.O., overnight parking of delivery vehicles defined as “*Open Storage- Level 1, and over 8,000 pounds in weight*” is prohibited in the B-3. PFM is requesting an exception to this requirement. The approval of overnight storage of delivery vehicles will require an exception to the PUD ordinance.

As part of Phase 1 there was approval for storage of five (5) trucks overnight. As part of Phase 2 there is a request to park an additional five (5) trucks, for a maximum of ten (10) trucks to be parked overnight (with or without cabs). There is also a request to park up to six (6) cabs overnight. Although the cab may not fit the definition with respect to the weight limit, staff recommends noting it as an exception as well to best document the proposed operations.

Open Item #2: Discuss the parking of trucks and cabs overnight and identify the overnight parking of ten (10) trucks and six (6) cabs as an exception to the Village requirements.

Truck route/turning radius

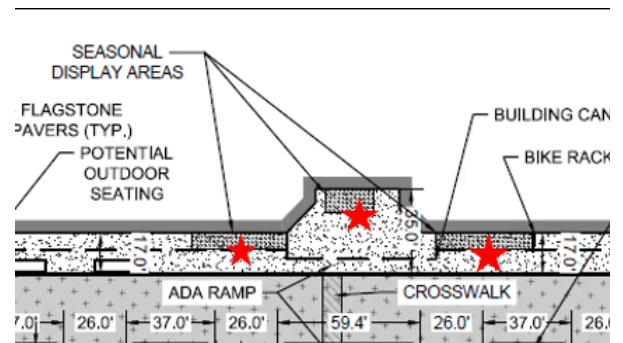
The graphic below outlines the delivery truck routes for the grocery store and the warehouse. These routes have been reviewed and approved by the Village Engineer with the exception of the egress route from the southern access. As depicted in the graphic, the truck will encroach the passing lane upon exiting the site and therefore does not meet IDOT standards. The Petitioner is working through this issue with the engineers, however it will remain as an ‘*Open Item*’ until resolved.



Open Item #3: Satisfy engineering concerns regarding turning radius for delivery truck.

Outdoor Sales Display.

Pete's Fresh Market typically provides outdoor display areas along the frontage of the store. This can be addressed as part of an Outdoor Sales Display Level 1 application which requires administrative approval, however, Level 1 outdoor sales are limited to times between April 15 and October 15. The Petitioner is requesting sales beyond this time frame (for winter holiday displays). PFM has agreed to limit outdoor sales to the areas depicted on the site plan and limit the height of the display to five (5) feet in height. This can be provided within the PUD as an exception.



Open Item #4: Discuss providing for Level 1 Outdoor Sales Display without limitation to the time of year as an exception in the PUD within the designated areas (Plan C1.0) to a height no greater than 5'.

As part of the site plan review the following issues have been satisfactorily reviewed:

Site Plan

- Arrangement of buildings, parking, access, lighting, landscaping and drainage is compatible with adjacent land uses;
- Loading areas at rear or side;
- Vehicular ingress and egress provide safe, efficient and convenient movement to traffic;
- Safe movement of pedestrians;
- Attractive balance of green space; and
- Trash areas are screened.

ARCHITECTURE

GROCERY/IN-LINE RETAIL STORE

Staff has worked closely with the project architect to create unique architecture for the grocery and in-line retail building. The project architect created a clean and modern aesthetic that complements the plaza while providing contrast with the warm colors of the landscape and seasonal displays.

Staff also wanted to ensure the character of this plaza was compatible with other buildings in the PUD. With the recent painting of the warehouse in cool tones (white and gray) and the gray palette of the Sam's Club to the



north, the final architecture establishes a compatible architectural character for the entire parcel including future outlots.

As stated by the project architect: *"Architecturally, the success of this design is intended to transcend raw utility. It is intended to combine the energy and dynamics of a crafted exterior that carries the same quality and experience into the store with a program that encourages the user to enjoy the complete shopping experience. The architecture of the center represents a forward-looking design comprised of traditional materials (brick) that will be used in a timeless way. Colors, textures, and patterns will mesh to create dynamic surfaces that will give the building a unique character, both during the day and at night".*

The architecture has evolved since the first submittal; staff is supportive of the final selection and proportion of materials. There is movement in the front façade with varying heights of the different blocks of material. The amount of masonry has been increased from the first proposal and contrasting tones of gray have been added to increase the 'warmth' of the color tones.



The in-line retail follows the aesthetic of the grocery store yet provides its own distinct architecture. The face brick is designed in a stipple pattern resulting in dramatic shadow patterns highlighted with accent lighting.



Building Materials

Structures measuring greater than 80,000 square feet must be constructed with at least 25% of each façade with face brick or decorative stone; the remaining 75% of each façade must be constructed of an approved masonry material. Alternate building materials may be used for architectural treatments, decorations or architectural accents provided they do not constitute more than 15% of any façade. All facades meet the minimum masonry requirements.

The front façade will be constructed of two different colors of face brick (Ghibli Black and Panama White), an expanded metal screen system (white), clear and spandrel glazing and a prefinished aluminum curtain wall. The Panama White face brick will be constructed in a stippled pattern which provides opportunities for dramatic shadow patterns during the day as well as at night with the proposed lighting.

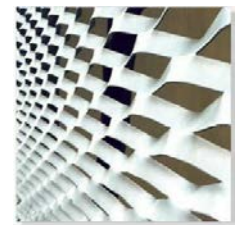


MASONRY (STIPPLED)

The Ghibli Black face brick will be constructed in a stacked pattern resulting in a modern clean design. It will also be used in a stipple pattern for the inline retail storefronts. The metal mesh (Signal White) offers a contrast to the masonry.



MASONRY (STACKED)



METAL MESH

The north and south facades will be comprised primarily of the Ghibli Black face brick in a 'stacked' design. The expanse of the facades is broken up with the use of Panama White face brick and spandrel glazing. The north façade also includes the white curtain wall and metal architectural screen.



SPLITFACE CMU



SSG CURTAIN WALL

The rear (west) façade is primarily split face block (QT Black).



South Facade



Rear Facade

LIGHTING

A Photometric Plan has been provided that provides light readings for the property as well as cut sheets for the selected light fixtures and standards. The light fixtures limit off-site glare and exceed photometric requirements at the property lines with a 0.0 FC reading. Light poles will not exceed 25' in height (maximum height allowed per ordinance).



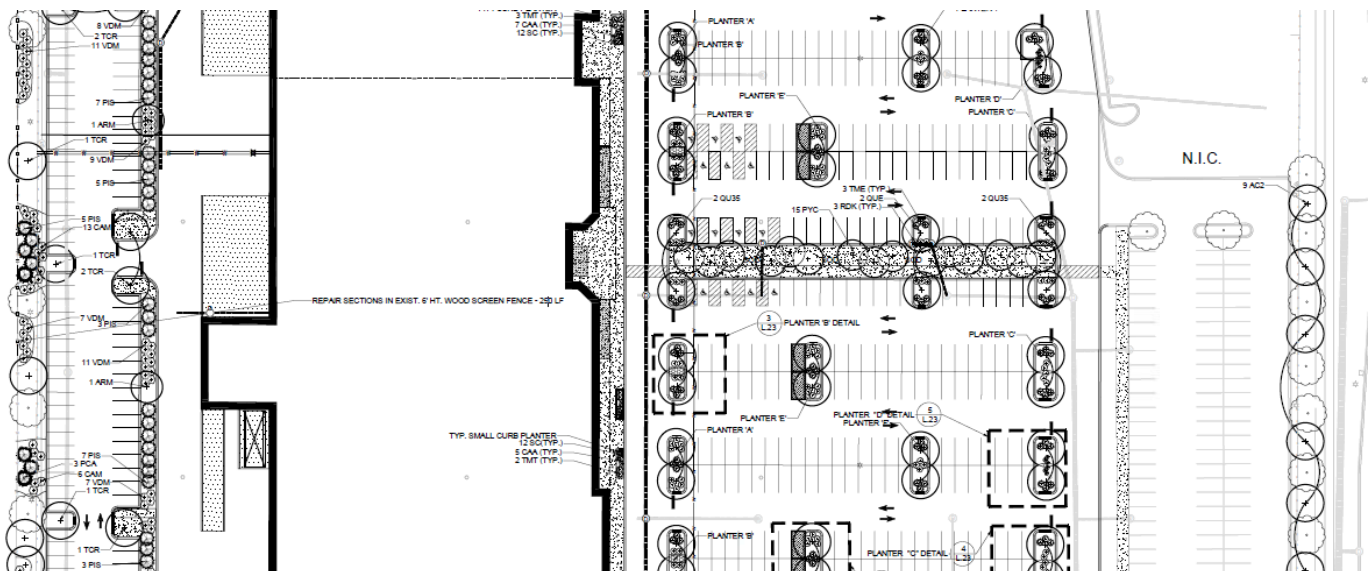
LANDSCAPE ARCHITECTURE

The project Landscape Architect has worked cooperatively with Staff to create a landscape plan that meets or exceeds the intent of the code. With the redevelopment of the expansive parking area east of the new grocery store, there is an opportunity to break up the 'sea of asphalt' and create a long 24' x 260' landscape island that not only bisects the parking area but creates a visual vista and pedestrian access to the main entrance of the store. A tree preservation plan has been submitted that will retain the landscape berms and existing bufferyard along the south and west property lines. Where there are some deficiencies in plant count, inadequate space makes it difficult to provide additional landscaping. Therefore, the caliper of the trees has been increased to 3.5" and 4" in certain areas of high visibility. The screening of the dock areas has been prioritized and evergreen plantings will supplement the screening provided by the 4' masonry walls. Foundation plantings have been provided for the warehouse addition and curbed planter areas have been provided along the front of the grocery and in-line stores. Landscape islands will be irrigated.

An inventory of the existing fence has been made and there are areas in need of repair. The Petitioner has identified approximately 250 l.f. in need of repair. Staff recommends making this a condition of approval with a deadline.



Open Item #6: Condition approvals on the repair of the existing fence along the west property line by August 1, 2021.



SIGNAGE

GROUND SIGN

There is an existing ground sign left on the property from the former K-Mart. The applicant requested to use the structure as part of the Phase 1 approvals; however, staff was unaware that it did not meet the code with respect to height. Additionally it exceeds the height variance granted for the ground sign at Tinley Park Plaza across the street. The applicant has agreed to reduce the current height from 25' to 20' to match prior Village approvals of 20' in height and 267 Sq. Ft in area for Tinley Park Plaza.. Therefore, staff supports the proposed ground sign for Pete's with a height of 20' and overall area of 256 Sq. Ft.



The proposed ground sign also includes an electronic message display. Ordinance limits the size of electronic signs to 20% of the total sign face area. The proposed sign is 85.28 Sq. Ft. in size which represents 33% of the overall size. While this exceeds the ordinance limitations, staff believes it to be in proportion to the overall sign. If the electronic sign were to be reduced to the required 20% it would have to be reduced by 2'2" for a height of 3'2". This would significantly limit the signs usability.

WALL SIGNS

The Petitioner has proposed two (2) wall signs for the grocery store. Sign proposals for the in-line retailer have not been provided; the Petitioner has been advised that the future tenants will have to submit for their signs as part of their occupancy.

Wall signs for tenants with greater than 80,000 GFA (Gross floor area) are allowed one (1) wall sign per tenant frontage (Pete's is recognized as having two frontages- one being on a public accessway) at a ratio of 1 Sq. Ft. per 1 l.f. not to exceed 120 Sq. Ft. The proposed sign for Pete's is 147 Sq. Ft. which exceeds ordinance by 27 Sq. Ft. As a point of comparison, Tinley Park Plaza was given a variance of 76 Sq. Ft. The variance on size of the wall sign was based on the increased distance from Harlem Avenue; this can also provide a defense for Pete's variance request for the size of the wall sign.



Open Item #7: Consideration of an exception for the height and size of the ground sign to allow a 20' tall ground sign 256 Sq. Ft. in area and an exception to the maximum size of a wall sign to allow a wall sign of 147 Sq. Ft in size along each of the grocery store's two frontages.

PLAT OF SUBDIVISION

A final Plat of Subdivision has been submitted which provides for the consolidation of lots 3,4 and 6. The Plat is still under review by the engineer. There will also need to be approval of a Plat

of Vacation for a Public Utility Easement that conflicts with the proposed development plans. Staff recommends all plats be conditioned upon engineering approval.

Open Item #8: Condition approval of Plat of Subdivision and Plat of Vacation on final engineering approval.

FIRE DEPARTMENT REVIEW

All items have been satisfied

ENGINEERING REVIEW

There are several open items identified by the Village Engineer, most of which will be resolved upon submittal of final engineering. The most critical issue appears to be the turning radius of trucks exiting the south entrance. The Petitioner is working with the Village engineer to resolve this issue. Staff recommends conditioning approvals on Engineering approval.

Open Item #9: Condition approvals on final engineering approval.

SUMMARY OF OPEN ITEMS

The following open items are recommended for discussion at the workshop:

Open Item	Recommended Action
#1	<i>Identify the parking ratio as an exception to the Village parking requirements</i>
#2	<i>Discuss the parking of trucks and cabs overnight and identify the overnight parking of ten (10) trucks and twelve (12) cabs as an exception to the Village requirements.</i>
# 3	<i>Satisfy engineering concerns regarding turning radius for delivery truck.</i>
#4	<i>Discuss providing for Level 1 Outdoor Sales Display without limitation to the time of year as an exception in the PUD within the designated areas (Plan C1.0) to a height no greater than 5'.</i>
#5	<i>Verify rooftop mechanical units are not visible from public view. Discuss the screening requirements for RTU and outside equipment.</i>
#6	<i>Condition approvals on the repair of the existing fence along the west property line by August 1, 2021.</i>
#7	<i>Consideration of an exception for the height and size of the ground sign to allow a 20' tall ground sign 256 Sq. Ft. in area and an exception to the maximum size of a wall sign to allow a wall sign of 147 Sq. Ft in size along each of the grocery stores two frontages</i>
#8	<i>Condition approval of Plat of Subdivision and Plat of Vacation on final engineering approval.</i>
#9	<i>Condition approvals on final engineering approval.</i>

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 at the Public Hearing.

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.

It is also important to recognize that a Special Use Permit does not run with the land and instead the Special Use Permit is tied to the Petitioner. This is different from a process such as a variance, since a variance will forever apply to the property to which it is granted. Staff encourages the Plan Commission to refer to Section X.J.6. to examine the conditions where a Special Use Permit will expire.

STANDARDS FOR SITE PLAN APPROVAL & ARCHITECTURAL REVIEW

Section III.U. 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 should 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.

- 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 June 17, 2021 Plan Commission meeting