



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

June 3, 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 June 3, 2021.

CALL TO ORDER – ACTING PLAN COMMISSIONER CHAIRPERSON WEST called to order the Regular Meeting of the Plan Commission for June 3, 2021 at 7:05 p.m.

ACTING CHAIRPERSON WEST 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. She noted that the meeting is being recorded and that some attendees are participating by web/audio conference.

Lori Kosmatka called the roll.

Present and responding to roll call were the following:

Acting Chairperson Kehla West
Eduardo Mani
Angela Gatto
James Gaskill
Frank Loscuito (participated remotely)
Mary Aitchison (participated remotely)

Absent Plan Commissioners:

Chairman Garrett Gray
Steven Vick

Village Officials and Staff:

Dan Ritter, Senior Planner
Kimberly Clarke, Community Development Director
Lori Kosmatka, Associate Planner
Kathy Congreve, Interim Commission Secretary

Petitioners:

Parker Lange, Development Mgr. with CenterPoint Integrated Solutions and members of his team (participated electronically)
Adam Silverman, 7061-7063 159th St. Property Owner (participated electronically)
Jim Wagner, Contractor on behalf of Bettinardi
Peter Tsantilis, Liston & Tsantilis Law, Attorney on behalf of Scannell (participated remotely)
Brian P. Liston, Liston & Tsantilis Law, Attorney on behalf of Scannell (participated remotely)
Monica Shamass, Liston & Tsantilis Law, Attorney on behalf of Scannell (participated remotely)
Dan Harrington – Scannell Properties
Connor Mullady, Jones Lang Lasalle (JLL), on behalf of Scannell

Members of the Public: None

COMMUNICATIONS - None

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE JUNE 3, 2021 REGULAR MEETING

ITEM #1 PUBLIC HEARING – FLOOR & DÉCOR REDEVELOPMENT, 7061-7063 159TH STREET – ARCHITECTURE/SITE PLAN APPROVAL AND SIGN VARIATION

Consider recommending that the Village Board grant Daniel Kelly on behalf of CenterPoint Integrated Solutions A Variation from Section IX.F.1 (Wall Signs – Business Zoning Districts) of the Zoning Code to permit a 290.5 sq. ft. wall sign instead of the maximum 120 sq. ft. at 7061-7063 159th Street in the B-2 (Community Shopping) zoning district. This item also includes Final Site Plan/Architectural Approval.

Present Plan Commissioners: Acting Chairperson Kehla West
Eduardo Mani
Angela Gatto
James Gaskill
Frank Loscuito (participated remotely)
Mary Aitchison (participated remotely)

Absent Plan Commissioners: Chairman Garrett Gray
Steven Vick

Village Officials and Staff: Dan Ritter, Senior Planner
Kimberly Clarke, Community Development Director
Lori Kosmatka, Associate Planner
Kathy Congreve, Interim Commission Secretary

Petitioners: Parker Lange, Development Mgr. with CenterPoint Integrated Solutions and members of his team (participated electronically)
Adam Silverman, 7061-7063 159th St. Property Owner (participated electronically)

Members of the Public: None

ACTING CHAIRPERSON WEST stated she received proof of the Notice of Publication for this Public Hearing, and asked for a motion to open the Public Hearing. Motion made by COMMISSIONER GASKILL, seconded by COMMISSIONER MANI. ACTING CHAIRPERSON WEST requested a voice vote asking if any were opposed to the motion; hearing none, she declared the motion carried.

ACTING CHAIRPERSON WEST invited staff to start with the presentation of this item.

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. He summarized the Staff Report for the Commission and reviewed the Floor & Décor proposed elevation changes, site plan and landscape upgrades, proposed lighting, and sign variation.

ACTING CHAIRPERSON WEST asked if there were any comments or discussion from Commissioners. The Commissioners did not have any comments.

ACTING CHAIRPERSON WEST asked if the Petitioner had anything they would like to present. The Petitioner stated there was nothing to add in addition to the Staff Report.

ACTING CHAIRPERSON WEST asked if there was anyone from the public wishing to speak; there were none.

ACTING CHAIRPERSON WEST asked if there were any further discussion from Commissioners. The Commissioners did not have any comments for discussion.

ACTING CHAIRPERSON WEST asked for a motion to close the Public Hearing. Motion made by COMMISSIONER MANI, seconded by COMMISSIONER GATTO. ACTING CHAIRPERSON WEST requested a voice vote asking if any were opposed to the motion; hearing none, she declared the motion carried.

DAN RITTER reviewed the draft Standards of Approval on these requests, summarizing the Sign Variation and Site Plan Approval, as outlined in the Staff Report.

There were two motions for this item.

Motion 1-Sign Variation

COMMISSIONER GATTO made a motion to recommend that the Village Board grant Daniel Kelly, on behalf of CenterPoint Integrated Solutions, a Variation from Section IX.F.1. (Wall Signs in Business Districts) of the Zoning Ordinance to permit a wall sign that is 290.5 sq. ft. instead of the maximum 120 sq. ft. and is 10'-3" in height instead of the maximum of 7 feet at 7061 159th Street in the B-2 (Community Shopping) zoning district, in accordance with the plans submitted and adopt Findings of Fact as proposed by Village Staff in the June 3, 2021 Staff Report.

Motion seconded by COMMISSIONER LOSCIUTO. Vote taken by Roll Call; all in favor. ACTING CHAIRPERSON WEST declared the motion carried.

Motion 2-Site Plan Approval

COMMISSIONER LOSCIUTO made a motion to grant Daniel Kelly, on behalf of CenterPoint Integrated Solutions, Site Plan and Architectural Approval for proposed changes at 7061-7063 159th Street in the B-2 (Community Shopping) zoning district, in accordance with the plans submitted and subject to the following conditions:

1. Approval is subject to final engineering review and approval by the Village Engineer.
2. Approval is subject to the parking lot light poles/fixtures and building light fixtures matching and being replaced at the same time during the required Phase 1 work.
3. The rear façade shall be painted and completed in Phase 1 of work and be one color/shade.
4. The front façade upgrades that are part of Phase 2 work on the Hobby Lobby portion of the building shall have a permit submitted by December 31, 2021, and be completed by December 31, 2022. The façade changes shall be in conformance with all architectural review standards in Sec. II.U.6 of the Zoning Ordinance.

Motion seconded by COMMISSIONER GATTO. Vote taken by Roll Call; all in favor. ACTING CHAIRPERSON WEST declared the motion carried.

This will be reviewed by the Village Board at their June 15th meeting.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE JUNE 3, 2021 REGULAR MEETING

ITEM #2 WORKSHOP/PUBLIC HEARING – BETTINARDI HQ SITE CHANGES, 7800 GRAPHICS DRIVE – SITE PLAN APPROVAL AND SPECIAL USE FOR A SUBSTANTIAL DEVIATION FROM A PLANNED UNIT DEVELOPMENT

Consider recommending the Village Board grant Robert Bettinardi, on behalf of X-Cel Technologies Inc (d/b/a/ Bettinardi Golf) (Property Owner) a Special Use Permit for a Substantial Deviation from the Planned Unit Development (PUD) with exceptions from the Zoning Ordinance for the property located at 7800 Graphics Drive in the ORI PUD (Office and Restricted Industrial, Hickory Creek PUD) zoning district. The request will include Site Plan Approval to allow a parking expansion in the front yard.

Present Plan Commissioners: Acting Chairperson Kehla West
Eduardo Mani
Angela Gatto
James Gaskill
Frank Loscuito (participated remotely)
Mary Aitchison (participated remotely)

Absent Plan Commissioners: Chairman Garrett Gray
Steven Vick

Village Officials and Staff: Dan Ritter, Senior Planner
Kimberly Clarke, Community Development Director
Lori Kosmatka, Associate Planner
Kathy Congreve, Interim Commission Secretary

Petitioners: Jim Wagner, Contractor on behalf of Bettinardi

Members of the Public: None

ACTING CHAIRPERSON WEST 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. He summarized the Staff Report for the Commission and reviewed the existing conditions and development, noting the Hickory Creek PUD and previously approved plans for Bettinardi's second location at 7650 Graphics Drive that were approved in April. He reviewed the proposed site plan elements occurring at the entrance. This included new guest parking in the front yard, light pole, curb radius, and replaced trees.

ACTING CHAIRPERSON WEST asked if there were any comments or discussion from Commissioners. Comments were as follows:

COMMISSIONER LOSCIUTO stated she agreed with staff recommendations on open items #1 and #2.

ACTING CHAIRPERSON WEST asked if the Petitioner had anything to add. The Petitioner did not have anything to add.

ACTING CHAIRPERSON WEST noted that she received proof of the Notice of Publication for this Public Hearing.

ACTING CHAIRPERSON WEST noted the workshop was completed and asked for a motion to open 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.

ACTING CHAIRPERSON WEST invited staff to start with their presentation. DAN RITTER noted there was nothing further to present.

ACTING CHAIRPERSON WEST asked if the Petitioner wished to present anything to the Commission. The Petitioner did not have anything to present to the Commission.

ACTING CHAIRPERSON WEST asked if there were any comments or discussion from Commissioners. The Commissioners did not have any comments.

ACTING CHAIRPERSON WEST asked if there was anyone from the public wishing to speak; there were none.

ACTING CHAIRPERSON WEST asked for a motion to close the Public Hearing. Motion made by COMMISSIONER MANI, seconded by COMMISSIONER GATTO. ACTING CHAIRPERSON WEST requested a voice vote asking if any were opposed to the motion; hearing none, she declared the motion carried.

DAN RITTER reviewed the draft Standards of Approval on these requests, summarizing the Special Use Permit for a Substantial Deviation from the Planned Unit Development and Site Plan Approval as outlined in the Staff Report.

There were two motions for this item.

Motion 1-Special Use Permit for a Substantial Deviation

COMMISSIONER GASKILL made a motion to recommend that the Village Board grant a Special Use Permit for a Substantial Deviation from the Hickory Creek PUD with an Exception from the Zoning Ordinance for front yard parking location, to the Petitioner Robert Bettinardi on behalf of X-Cel Technologies Inc, to permit site changes at 7800 Graphics Drive in the ORI PD (Office & Restricted Industrial, Hickory Creek PUD) zoning district, in accordance with the plans submitted and adopt Findings of Fact as proposed by Village Staff in the June 3, 2021 Staff Report.

Motion seconded by COMMISSIONER GATTO. Vote taken by Roll Call; all in favor. ACTING CHAIRPERSON WEST declared the motion carried.

Motion 2-Site Plan Approval

COMMISSIONER MANI made a motion to grant the Petitioner, Robert Bettinardi on behalf of X-Cel Technologies Inc, Site Plan Approval for proposed site changes at 7800 Graphics Drive in the ORI PD (Office & Restricted Industrial, Hickory Creek PUD) zoning district, in accordance with the plans submitted and subject to the following conditions:

1. Approval is subject to final engineering review and approval by the Village Engineer.
2. Approval is subject to the acceptance of the request for a Special Use for a Substantial Deviation to the PUD by the Village Board.
3. All landscaping removed shall be replaced with comparable landscaping around the front pond area, including the four trees and any shrubs or bushes.

Motion seconded by COMMISSIONER LOSCUITO. Vote taken by Roll Call; all in favor. ACTING CHAIRPERSON WEST declared the motion carried.

This will be reviewed by the Village Board at their June 15th meeting.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE JUNE 3, 2021 REGULAR MEETING

ITEM #3 PUBLIC HEARING – TINLEY PARK BUSINESS CENTER (SCANNELL) INDUSTRIAL DEVELOPMENT, 19501-19701 HARLEM AVENUE – REZONING, SPECIAL USE FOR A PUD, FINAL PLAT OF SUBDIVISION, SITE PLAN/ARCHITECTURAL APPROVAL

Consider recommending the Village Board grant Chris Carlino on behalf of Scannell Properties (Contract purchaser) a Map Amendment (rezoning) and a Special Use Permit for a Planned Unit Development (PUD) for 110.94 acres at 19501-19701 Harlem Avenue (northeast corner of Harlem Avenue and Vollmer Road). Upon Annexation, the parcels are proposed to be zoned ORI PD (Office and Restricted Industrial, Planned Unit Development). The granting of these requests will allow for the lots to be developed with three light industrial building totaling approximately 1,262,000 sq. ft. in size. This item also includes review of the Final Plat of Subdivision for approval by the Village Board and Final Site Plan/Architectural Approval for Phase 1 work.

Present Plan Commissioners: Acting Chairperson Kehla West
Eduardo Mani
Angela Gatto
James Gaskill
Frank Loscuito (participated remotely)
Mary Aitchison (participated remotely)

Absent Plan Commissioners: Chairman Garrett Gray
Steven Vick

Village Officials and Staff: Dan Ritter, Senior Planner
Kimberly Clarke, Community Development Director
Lori Kosmatka, Associate Planner
Kathy Congreve, Interim Commission Secretary

Petitioners: Peter Tsantilis, Liston & Tsantilis Law, Attorney on behalf of Scannell (participated remotely)
Brian P. Liston, Liston & Tsantilis Law, Attorney on behalf of Scannell (participated remotely)
Monica Shamass, Liston & Tsantilis Law, Attorney on behalf of Scannell (participated remotely)
Dan Harrington – Scannell Properties
Connor Mullady, Jones Lang Lasalle (JLL), on behalf of Scannell

Members of the Public: None

ACTING CHAIRPERSON WEST stated she received proof of the Notice of Publication for this Public Hearing.

ACTING CHAIRPERSON WEST asked for a motion to open the Public Hearing. Motion made by COMMISSIONER GASKILL, seconded by COMMISSIONER MANI. ACTING CHAIRPERSON WEST requested a voice vote asking if any were opposed to the motion; hearing none, she declared the motion carried.

ACTING CHAIRPERSON WEST invited staff to start with the presentation of this item.

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. He summarized the Staff Report for the Commission noting the existing conditions, the surrounding context of residential neighborhoods, and a new Amazon facility located in Matteson that has changed the market and vision for the area. He described the proposed conceptual site plan, which included configuration and architecture of new buildings (noting final site plan review for Building 1), landscaped buffering, utility line locations, vehicle circulation, parking, and lighting. He also reviewed the proposed plat of subdivision, and the requested special use with code exceptions.

COMMISSIONER GATTO recused herself from the discussion on this item due to personal matters with the land.

ACTING CHAIRPERSON WEST asked if there were any comments or discussion from Commissioners. Comments were as follows:

COMMISSIONER GASKILL stated that this is a great situation and something good for Tinley Park.

ACTING CHAIRPERSON WEST asked the Petitioner if they had anything they would like to present. DAN HARRINGTON stated there was nothing to add.

ACTING CHAIRPERSON WEST asked if there was anyone from the public wishing to speak; there were none.

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

DAN RITTER reviewed the draft Standards of Approval on these requests, summarizing the Rezoning (Map Amendment), Special Use Permit for a PUD, Final Plat of Subdivision, and Final Site Plan/Architectural Approval for Phase 1 Work, as outlined in the Staff Report.

There were four motions for this item.

Motion 1-Rezoning (Map Amendment)

COMMISSIONER LOSCIUTO made a motion to recommend that the Village Board grant the Petitioner, Chris Carlino on behalf of Scannell Properties (Contract purchaser), a rezoning of the properties located at 19501-19707 Harlem Avenue, upon annexation, from being unincorporated to the ORI (Office & Restricted Industrial) zoning district and adopt the Findings of Fact submitted by the applicant and as proposed by Village Staff in the June 3, 2021 Staff Report.

Motion seconded by COMMISSIONER GASKILL. Vote taken by Roll Call; all in favor. ACTING CHAIRPERSON WEST declared the motion carried.

Motion 2-Special use Permit for a PUD

COMMISSIONER MANI made a motion to recommend that the Village Board grant a Special Use Permit for a Planned Unit Development for the Tinley Park Business Park to the Petitioner, Chris Carlino on behalf of Scannell Properties (Contract Purchaser), for a 110.94-acre development with approximately 1,262,000 sq. ft. of light industrial floor space to be completed in up to 3 phases at 19501-19701 Harlem Avenue upon rezoning to the ORI zoning district, in accordance with the plans submitted and listed herein and adopt Findings of Fact as proposed by Village Staff in the June 3, 2021 Staff Report.

Motion seconded by COMMISSIONER LOSCIUTO. Vote taken by Roll Call; all in favor. ACTING CHAIRPERSON WEST declared the motion carried.

Motion 3-Final Site Plan/Architectural Approval for Phase 1 Work

COMMISSIONER GASKILL made a motion to grant the Petitioner, Chris Carlino on behalf of Scannell Properties (Contract Purchaser), Final Site Plan Approval to construct Phase 1, including a 195,000 sq. ft. building and Concept Approval for the total 110.94-acre light industrial development with approximately

1,262,000 sq. ft. in floor space with 2 or 3 buildings at 19501-19701 Harlem Avenue in the ORI PD (Office & Restricted Industrial, Tinley Park Business Center PUD) zoning district, in accordance with the plans submitted and listed herein and subject to the following conditions:

1. Site Plan Approval is subject to the approval of the Annexation, Rezoning, PUD and Final Plat by the Village Board.
2. Site Plan Approval is subject to final engineering review and approval.
3. The Harlem Avenue landscape berm shall be installed with Phase 1 from the start of building 1 to Benton Drive.
4. Site Plan Approval is subject to final Landscape Plan review which shall have specific species and planting details submitted with the final permits for each phase.

Motion seconded by COMMISSIONER MANI. Vote taken by Roll Call; all in favor. ACTING CHAIRPERSON WEST declared the motion carried.

Motion 4-Final Plat of Subdivision

COMMISSIONER MANI made a motion to recommend that the Village board grant approval to the Petitioner, Chris Carlino on behalf of Scannell Properties (Contract Purchaser), Final Plat of Subdivision Approval for the Tinley Park Business Center Subdivision in accordance with the Final Plat submitted and listed herein, subject to the following conditions:

1. Approval is subject to Final Engineering Plan approval by the Village Engineer.
2. The Landscape Easement and Access easement language and documents are located on the Final Plat or submitted as a separate document. The easement language shall be approved by Village staff and Village Attorney before Village Board consideration.

This will be reviewed by the Village Board at their June 15th meeting.

APPROVAL OF MINUTES - Minutes of the May 20, 2021 Regular Meeting of the Plan Commission were presented for approval. A motion was made by COMMISSIONER GASKILL, seconded by COMMISSIONER LOSCIUTO to approve the minutes as presented.

ACTING CHAIRPERSON WEST asked for a voice vote; all were in favor. She declared the motion carried.

COMMENTS FROM THE PUBLIC – None.

GOOD OF THE ORDER –

DAN RITTER noted the next Plan Commission meeting is scheduled for June 17th. He noted that items will include Pete's Fresh Market and likely an 8-unit apartment building on Oak Park Avenue.

DAN RITTER noted that the Village Board recently approved the Vequity (Starbucks) projects, and denied George Furcurry's apartment size variance request at 6732 173rd Street.

At 8:25 P.M. COMMISSIONER GATTO reentered the meeting.

CLOSE MEETING -

A Motion was made by COMMISSIONER MANI, seconded by COMMISSIONER GASKILL to adjourn the June 3, 2021 Plan Commission meeting.

ACTING CHAIRPERSON WEST asked for a voice vote; all were in favor. She declared the motion carried and adjourned the meeting at 8:30 P.M.

Petitioner

Daniel Kelly, on behalf of
CenterPoint Integrated
Solutions

Property Location

7061-7063 159th Street

PIN

28-19-100-012-0000

Zoning

B-2 (Community
Shopping)

Approvals Sought

- Variations
- Site Plan &
Architectural
Approval

Project Planner

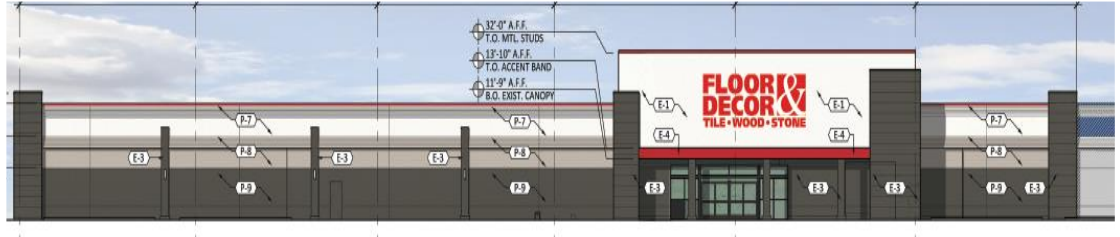
Daniel Ritter, AICP
Senior Planner

PLAN COMMISSION STAFF REPORT

May 20, 2021 – Public Hearing

Floor & Décor Redevelopment

7061-7063 159th Street



EXECUTIVE SUMMARY

Daniel Kelly, on behalf of CenterPoint Integrated Solutions (Petitioner) has requested Site Plan and Architectural Approval for redevelopment of an existing site at 7061-7063 159th Street in the B-2 (Community Shopping) zoning district. The proposal includes façade changes, parking lot changes, landscaping additions, and traffic control upgrades throughout the commercial shopping center. Also requested is that the Village Board grant Sign Variation from Section IX.F.1. (Wall Signs – Business Zoning Districts) of the Zoning Code to permit a 290.5 sq. ft. wall sign, 10.25 ft. in height.

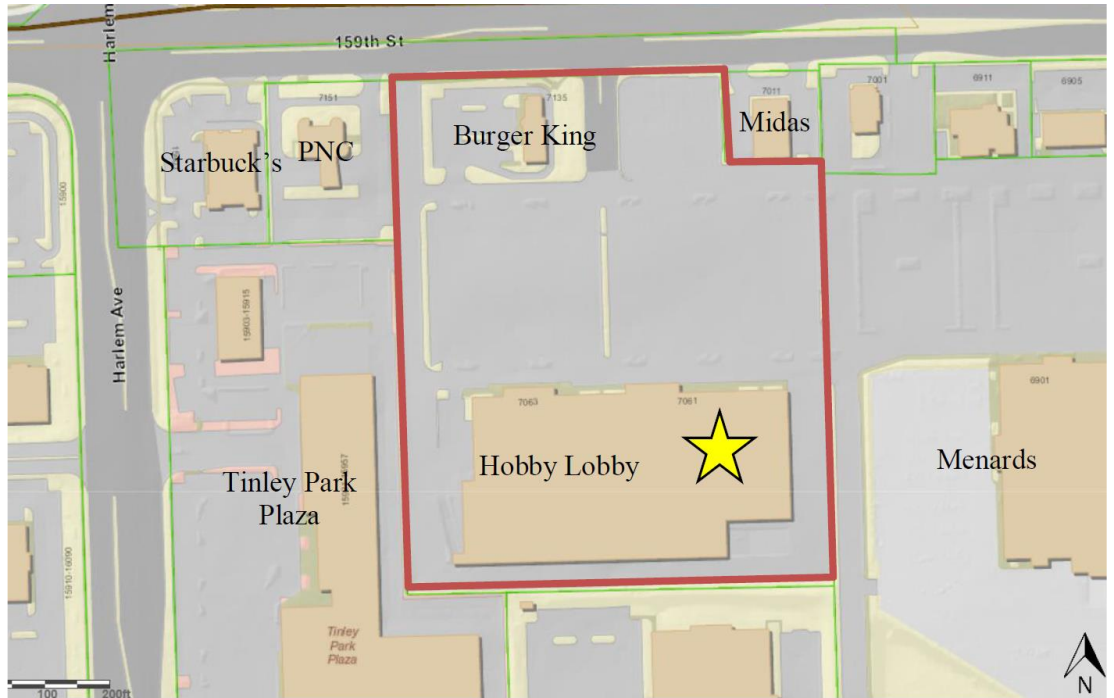
Floor & Décor is proposing to locate in the existing Burlington tenant space, which is expected to be vacated this year when they relocate to their newly constructed space in the adjacent Tinley Park Plaza redevelopment. Floor & Decor is proposing façade upgrades to bring the building in compliance with their corporate standards. Additionally, due to the need for a separate customer pickup area, the east side of the building will have adjustments to the parking and drive aisles. Lastly, the property owner is proposing to make upgrades to the overall site that would increase landscaping, enhance its overall appearance, and improve traffic safety. The improvements help to tie the property into the neighboring interconnected shopping centers with more recent upgrades (Menard's and Tinley Park Plaza).

With many large commercial developments, there is some flexibility given to large anchor tenant signs since those tenants tend to take up a large amount of the building space and are often set back from roadways. Due to these issues, wall signage variations have been previously approved to allow for flexibility with sign regulations, based on the unique design of commercial centers. Sign variations typically consider the proposed sign's proportionality to the building's size and the overall development appearance. The proposed sign exceeds the maximum total size allowed (capped at 120 sq. ft.) and the maximum sign height. The sign is similar in size to those approved for similar anchor tenants in shopping centers (Menards, Sam's Club, Burlington, Aldi, Target, Kohl's, etc.) The overall façade design accommodates the proposed sign well and keeps it looking proportionate to the building's façade.

Changes to the May 20, 2021 Plan Commission Workshop Staff Report are indicated in RED.

EXISTING SITE & HISTORY

The subject site is located along the south side of 159th Street, near the intersection with Harlem Avenue. The property was one of the first commercial developments in the area and was constructed around 1971 for K-Mart Corporation (predating the neighboring Brementowne Mini Mall). K-Mart occupied the building until May 1996, when they relocated to the Super K-mart location on Harlem Avenue (now owned by Pete's Fresh Market). The center has



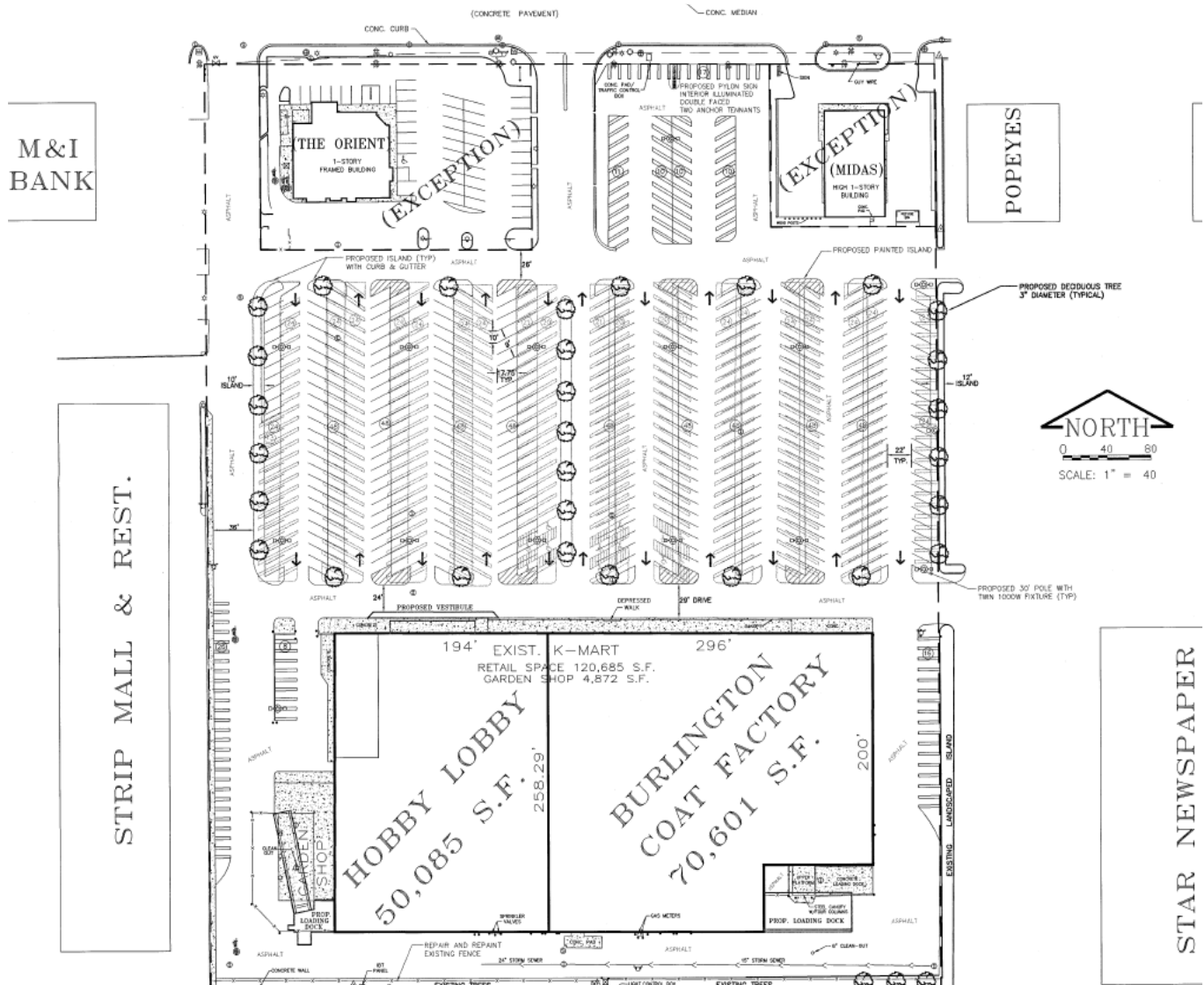
cross-access to the properties to the west (Tinley Park Plaza) and East (Menards/Bremen Towne Mini Mall). The property includes an outlot building (Burger King) located on the northwest corner of the lot and a small parking area along 159th Street that is currently being marketed for future development. The Burger King replaced a previously existing vacant restaurant on the site in 2010.

The building remained vacant for a few years after K-Mart left until it was occupied by Burlington and Hobby Lobby in 1998. The center had façade and site changes in 1998 to make it more accommodating for two tenants and to add some landscaping and end islands to the largely asphalted site. Burlington signed a lease last year to move to a new space being constructed at the adjacent Tinley Park Plaza along Harlem Avenue. The new building has been constructed with interior buildout and final site work underway. Burlington intends to occupy the space by summer this year and will vacate its current space at that time. The current property owner was able to find Floor & Décor as a preferable tenant that could take the large space. Hobby Lobby also intends to remain occupying their portion of the building.



Above: Existing building façade and signage.

The site was believed to be in a Planned Unit Development (PUD) for many years due to a mapping error carried over from a Zoning Map in 1978. However, the error was corrected a few years ago when it was noticed the site has never had a PUD ordinance approved for the site (similarly was discovered on multiple properties in the area). The site was developed before the current version of the Zoning Code (adopted in 1978) and before the Village's first PUD ordinance was adopted. Due to its age, much of the site development is considered "legal non-conforming" to current code requirements. The non-conforming aspects of the site are permitted to remain as they are. However, the Village works to bring sites closer into compliance whenever possible, while also understanding that meeting every aspect of new codes may not be possible on redevelopment sites. It is likely when/if the outlot is developed that the site may request to be a PUD at that time, similar to what was done with Tinley Park Plaza in 2020, and would bring the site into full conformance at that time.



Above: Approved 1998 Site Plan (currently approved site plan).

ZONING & NEARBY LAND USES

The subject site is zoned B-2 (Community Shopping). Adjacent properties to the east (Menards, Midas, Popeyes, etc.), south (Centennial Bowling), and west (PNC Bank, Tinley Park Plaza) are also similarly zoned B-2. All neighboring properties have cross-access between them. To the north of the subject property across 159th Street in Orland Park, where they have a variety of commercial outlots, and zoned BIZ (General Business District). Orland Park's BIZ zoning is similar to Tinley Park's B-2 and B-3 (General Business & Commercial) zoning districts.

Floor & Décor is proposing to reutilize the existing loading docks for deliveries. The loading docks are located more than 500 ft. from the nearest residence and thus do not have limits related to truck loading times that are required of businesses within 300 ft. of a predominantly residential area.



PROPOSED USE

Floor & Décor is a national commercial retailer specializing in residential and commercial remodeling products that include flooring, tile, installation materials, and accessories. They operate mostly as a “Brick and Mortar” company but do allow for some online purchase and ordering options. The retail locations are vital though due to the difficulty with shipping some of the products and a preference for many customers to physically see the products before purchasing. Their retail locations keep a large stock of product on-site and require high ceilings for rack storage systems. Floor & Décor is open to the public but has a strong returning customer base of construction professionals like designers and contractors. Many of their locations are near home improvement stores like Menards and Home Depot and tend to compliment those stores well. Floor & Décor would occupy the full ~70,300 sq. ft. space being vacated by Burlington. Hobby Lobby will continue to occupy their ~53,800 sq. ft. space they do now.



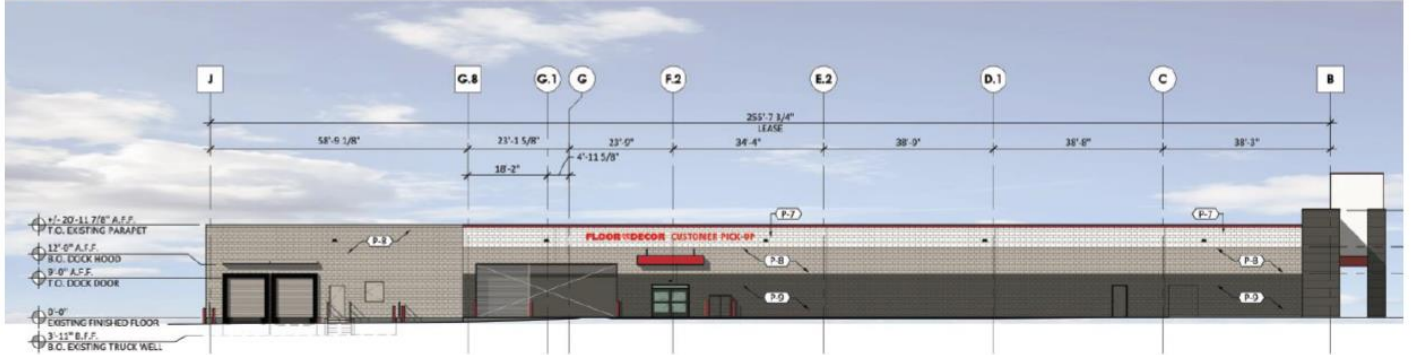
ARCHITECTURE

Among the most important items for Floor & Décor to locate at this site is a need to change the exterior of the building. Floor & Décor strives to create a clean and consistent look across its stores. The changes proposed include new decorative column elements and some vertical striping. Changes also include adding grey decorative vertical elements at the entrance, building corner, and separating the two differing tenant façade styles. These new façade elements help to break up the long and flat façade by giving it some added dimension. Changes have also been proposed on the east/side elevation that was previously dismissed. On that east side there will be a customer pickup entrance along with an overhead door that allows customers to drive their vehicles into the building for quick loading of materials.

Front/North Elevation



Side/East Elevation



Open Item #1: Review the proposed Floor & Décor elevation changes.

One of the major challenges with the proposed façade changes, is to blend the differing façade styles of the two tenant spaces. It is common for larger “anchor tenants (typically over 40,000 sq. ft. in floor space) to have distinct facades from each other or an adjacent shopping center. For example, the neighboring Tinley Park Plaza/Brixmor development has a unique façade for Burlington and the new grocer. Aldi, Target, and Dick’s Sporting Goods are other examples of this trend. However, even with a unique façade, the preference is to have a smooth transition between spaces rather than an abrupt change in the façade color, materials, or design elements. This usually means carrying some common elements through an entire façade.

While the proposal only includes Floor & Décor’s façade changes, the property owner has indicated their agreement and desire to make changes to Hobby Lobby’s portion of the façade. However, they will need additional time to coordinate with the tenant and work with an architect that is beyond Floor & Décor’s timeframe for occupancy of the building. It was also recommended that a deadline be placed on the work to ensure that portion of the façade receives an update and is not left in its outdated state next to the new Floor & Décor Façade. A specific date has been requested from the Petitioner based on what they think is a reasonable timeframe to plan and complete the work. Staff has also recommended that they utilize matching decorative “column” and corner elements through the front façade that are similar in style and color to Floor & Décor’s proposal. The deadline and any required design elements will be included as conditions of approval.

Open Item #2: Discuss and review the overall façade look, including the phasing of the Hobby Lobby front façade and staff recommendations for consistent design elements and a deadline for completion of the Phase 2 work.

Staff will be working with Hobby Lobby and the property owner on the changes to the Hobby Lobby portion of the front façade. The goal is not to have a uniform look since they are two large anchor tenant spaces, but instead to have a smooth transition between the two spaces and not have them contrast along the front façade. The Village’s architectural standards in Section III.U.6. of the Zoning Ordinance have specific language that should guide the review and approval. Color or design coordination is recommended with minimal structural changes anticipated. A recommended condition has been included requiring permit submittal by the end of 2021 and completion of the work by 2022.

While the front and side facades of the building's two tenant spaces will be completed in two phases, staff has recommended that the rear façade be painted one color at one time with the proposed Floor & Décor work. This will ensure that the rear of the building is not different shades or colors along a flat façade. Painting it at one time will be more appealing and avoid future maintenance issues.

Open Item #3: Staff recommends conditioning the approval on the painting of the rear façade with Phase 1 (Floor & Décor) façade work.

A recommended condition has been added to require complete painting of the entire rear façade at the same time and in one color/shade to be completed with the Phase 1 work.

SITE PLAN & LANDSCAPE UPGRADES

The property is showing signs of wear and aging (50+ years old) with a lack of clear traffic control and lacking landscaping compared to the neighboring properties. With the project, the property owner has worked with staff to design the proposed plans that would provide upgrades to the site that bring it closer to compliance with current Village codes.

The proposed work creates a more attractive and safer environment for customers and visitors. Most notably, the installation of end islands and traffic control signage/stripping will create better traffic circulation through the site. Following the site improvements, traffic control and landscaping will remain consistent between the subject site and the adjacent interconnected shopping centers (Menards and Tinley Park Plaza).

Overall Site Upgrades Include:

- Repair and replacement of internal walkways to ensure a smooth walking surface that is Illinois Accessibility Code (IAC) compliant.
- Repaving, restriping, and new signage for required accessible parking spaces.
- Installation of missing landscape end islands along the parking lot to create a more attractive development and well-defined main drive aisles.
- Installation of a landscaped island on the west side of the building by Hobby Lobby where there is an awkward parking area with a grade difference and a large area of undefined pavement.
- Installation of trees and landscaping in any new end islands and in existing islands with missing trees.
- New planter landscaping installed along the front façade.
- Restriping of shopping center entrances and intersections with appropriate traffic control mechanisms (stop bars, arrows, lane striping, etc.)
- Replacement and installation of missing or worn traffic control signage.
- Striping of crosswalk areas in front of the commercial tenant entrances to help slow traffic.
- Create a smooth front curb line between the tenants along the main drive aisle (currently an awkward drive aisle with a walkway bump out in front of Hobby Lobby).

The Petitioner has adjusted the east side of the site where Floor & Décor will be installing a customer pickup area. Parking will shift from being on the east side of the drive aisle to being against the building. Additionally, an existing fire hydrant will be moved to make for a straight access aisle on that east side of the building.

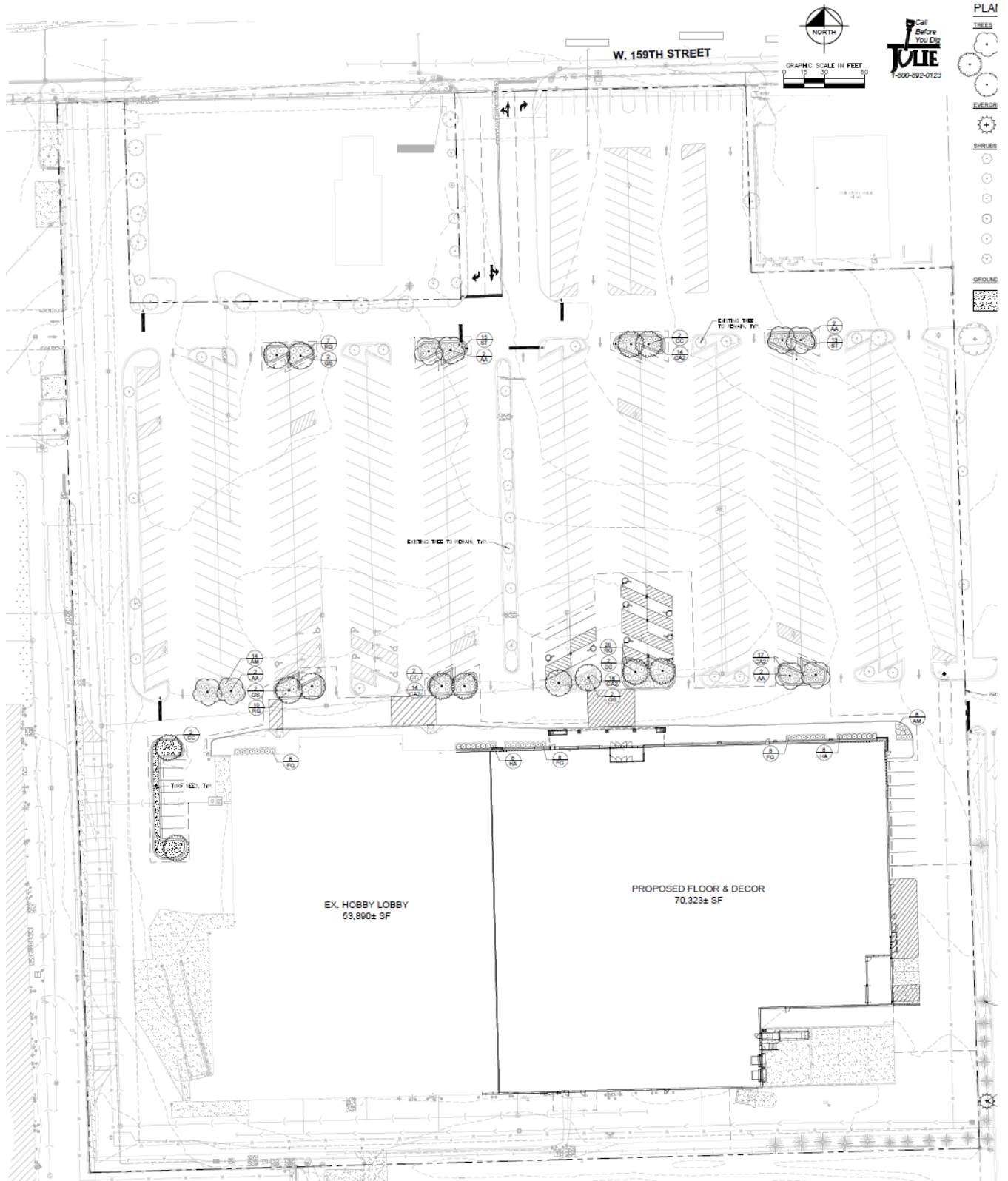
Open Item #4: Review overall site plan and site circulation based on Site Plan Standards.

The plans are still under review from the Village Engineer and are subject to their final review and approval in regards to traffic control and grading. Staff has recommended a standard condition that the approval be subject to Final Engineering Plan review and approval.

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

The overall site plan was seen as a big improvement to its overall appearance and in regards to traffic control and landscaping. A condition has been added requiring final engineering review and approval for the proposed changes.

Proposed Site Plan



PARKING

The site currently has 574 parking spaces and the proposal would have 556 spaces. The reduction is primarily from the removal of spaces added along the east side and the addition of new ADA spaces. These spaces were not a part of the originally approved plan for the site and other spaces were approved along the west side of the site. The original Plans included 554 spaces and thus, there is no reduction to that total with the proposed plans.

The parking spaces on this east side have largely been unused as they are far from the building's entrance. The center was developed in the 1970's for a K-Mart department store. Additionally, the code requirements of 1 space per 650 sq. ft. is a parking requirement dating from 1978 and result in a total requirement of 807 spaces. While the proposed site doesn't comply with the current parking minimum requirements (short 241 stalls), it is considered legal non-conforming and permitted to remain per the original parking approval.

Staff does not have concerns with the proposed parking on the site based on the proposed retail users. While specific parking counts weren't conducted, staff has noticed that the site has a significant amount of open parking, including on nights and weekend peak times. Additionally, Floor & Décor is expected to have even lower parking demand than Burlington currently has. Additional spaces can be added by designing the ADA accessible stalls to share drive aisles, which is now permitted with the newest version of the Illinois Accessibility Code. However, there does not appear to be a need for any additional parking stalls to be added at this time or a need to revise the proposal.

LIGHTING

Lighting in the parking lot and on the building has been proposed to be upgraded with more modern and efficient LED fixtures. However, the submitted plans only indicate this happening on the Floor & Décor side of the building and parking lot. Staff recommends maintaining a consistent light fixture style for

appearance purposes and to ensure a consistent lighting level, color, and intensity on the site. Any exterior lighting upgrades will need to happen simultaneously throughout the property with a uniform pole and fixture appearance.



~~Open Item #6: Staff recommends revising the lighting plans be revised to include consistent lighting upgrades throughout the site to provide a consistent look and lighting intensity to the site.~~

A recommended condition has been added requiring that all light poles and light fixtures match and are replaced with Phase 1 work.

SIGNAGE AND VARIATION

The Floor & Décor wall sign is permitted to be 1 sq. ft. in size per lineal foot of tenant frontage, with a maximum of 120 square feet. Additionally, there is a maximum sign height of 7 ft. Floor & Décor is proposing a sign that is 290.5 sq. ft. and ~10' 3" in height. The total tenant frontage is 294 feet in length so without the 120 sq. ft. cap, the sign's size would be permitted. The sign's overall height is related to its size and the proportionality of its logo. Variations have been requested to exceed the maximum wall sign size and the maximum total sign height.



Floor & Décor Wall Sign Variation Requests		
	Size	Sign Ht. Max.
Code Required	120 sq. ft.	7 ft
Requested	290.5 ft	10' 3"

Wall signage in large commercial centers are viewed as unique because the regulations are largely related to site aesthetics and architectural design of the development. While certain limits are needed, large commercial developments can present challenges that prevent signage from being visible and providing adequate wayfinding. Similar Variations in size (including allowing up to 1.5 sq. ft. in size per lineal foot) have recently been permitted for surrounding anchor tenants like Menards, Aldi, Sam's Clubs, and the Burlington/grocer tenants in Tinley Park Plaza. These spaces are unique in that they are large anchor tenants that take up a large amount of commercial space and set back far from the roadway, making wall signage visibility difficult. These properties also have exterior facades specifically designed for the size signage and results in the sign's size look proportionate to the façade. Due to these unique factors, the request would not set any new precedents that might make for unattractive signage elsewhere in the Village.

Complying with the code is possible but a smaller sign would look disproportionately small on the building's façade. Additionally, it would be difficult to read from 159th Street, which is over 475 feet away, and thus making wayfinding more difficult for customers. Due to these concerns and the proposal being within existing precedent, staff is supportive of the proposed sign Variations.

~~Open Item #7: Review sign Variation requests for signage (max. size, max. sign height, max. rows of lettering).~~

A second wall sign will be added to the east side of the building for customer pickup and complies with code requirements. The ground sign will also comply with the code; it remains largely the same with a panel change and a change in the color of the base.



The Variation request was generally viewed as compatible with the previously approved signage and with regards to similar requests in the area. It was noted by Commissioners that the proposed size beyond the maximum of 120 sq. ft. is proportionate to the size of the tenant space and the overall façade area purposefully designed for the wall sign.

STANDARDS FOR A VARIATION

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

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.
 - *If the sign met code would be difficult to read due to the distance from roadways and the size of the space. The proposed sign's size has been properly designed for and is proportionate to the size of the space and the façade area specifically designed for signage.*
2. The plight of the owner is due to unique circumstances.
 - *The property is existing and has had similar size signage for many years. The size of the signs remains compatible with the size allowance calculations, it just exceeds the maximum size. The overall floor area and frontage length is large compared to many shopping center tenants.*
3. The Variation, if granted, will not alter the essential character of the locality.
 - *An additional signage allowance has been approved for many surrounding commercial properties for their large anchor tenant properties. The sign request is proportionate to the size of the tenant space and façade. It is also similar to approvals from other neighboring commercial shopping centers and thus will not detract from the overall area.*
4. Additionally, the Plan Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:
 - a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
 - b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;
 - c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;
 - d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;
 - e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
 - f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

STANDARDS FOR SITE PLAN & ARCHITECTURAL APPROVAL

Section III.U.6. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan and Architectural 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 act on the Petitioner's requests, the appropriate wording of the motions 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, it simply brings the requested motion forward for a vote. The conditions listed below are recommended by staff, but can be added to, changed, or removed by the Commission based on their discussion and what they wish to approve or recommend.

Motion 1 (Sign Variation)

"...make a motion to recommend that the Village Board grant, Daniel Kelly on behalf of CenterPoint Integrated Solutions, a Variation from Section IX.F.1. (Wall Signs in Business Districts) of the Zoning Ordinance to permit a wall sign that is 290.5 sq. ft. instead of the maximum 120 sq. ft. and is 10' 3" in height instead of the maximum of 7 feet at 7061 159th Street in the B-2 (Community Shopping) zoning district, in accordance with the plans submitted and adopt Findings of Fact as proposed by Village Staff in the June 3, 2021 Staff Report."

Motion 2 (Site Plan):

"...make a motion to grant the Petitioner, Daniel Kelly on behalf of CenterPoint Integrated Solutions, Site Plan and Architectural Approval for proposed changes at 7061-7063 159th Street in the B-2 (Community Shopping) zoning district, in accordance with the plans submitted and subject to the following conditions:

- 1. Approval is subject to final engineering review and approval by the Village Engineer.*
- 2. Approval is subject to the parking lot light poles/fixtures and building light fixtures matching and being replaced at the same time during the required Phase 1 work.*
- 3. The rear façade shall be painted and completed in Phase 1 of work and be one color/shade.*
- 4. The front façade upgrades that are part of Phase 2 work on the Hobby Lobby portion of the building shall have a permit submitted by December 31, 2021, and be completed by December 31, 2022. The façade changes shall be in conformance with all architectural review standards in Sec. II.U.6 of the Zoning Ordinance.*

PLAN COMMISSION STAFF REPORT

June 3, 2021 – Workshop/Public Hearing

Petitioner

Robert Bettinardi, on behalf of X-Cel Technologies Inc (d/b/a as Bettinardi Golf)

Property Location

7800 Graphics Drive

PIN

19-09-01-176-001-0000

Zoning

ORI PD (Office & Restricted Industrial, Hickory Creek PUD)

UDOD (Urban Design Overlay District)

Approvals Sought

- Special Use Permit for a Substantial Deviation From PUD
- Site Plan Approval

Project Planner

Daniel Ritter, AICP
Senior Planner

Bettinardi Golf Parking Expansion

7800 Graphics Drive



EXECUTIVE SUMMARY

The Petitioner, Robert Bettinardi, on behalf of X-Cel Technologies Inc (property owner), is seeking Site Plan Approval and a Special Use Permit for a Substantial Deviation from the Hickory Creek Planned Unit Development (PUD) to allow for site changes and installation of new parking stalls in the front yard at 7800 Graphics Drive.

The proposed changes are due to the growth experienced at Bettinardi Golf and a need for seven additional parking stalls for employees and guests. The majority of the property is already developed and the stalls are proposed in a small green space adjacent to the current parking lot. The request for a Substantial Deviation relates to an Exception to the Zoning Code that prohibits parking in front yards. Front yard parking is common in the PUD and surrounding area, and will not detract from the overall development area. The proposed front yard parking is also similar to the request recently approved at 7650 Graphics Drive (IGOR building) which they will be occupying once an addition is made to the building. Existing trees will be removed where the parking is proposed, but will be replaced in front of the building next to the detention pond. Other minor proposed changes at the entrance include modifications to allow for easier truck turning and a new parking light pole to light the entrance and parking lot.

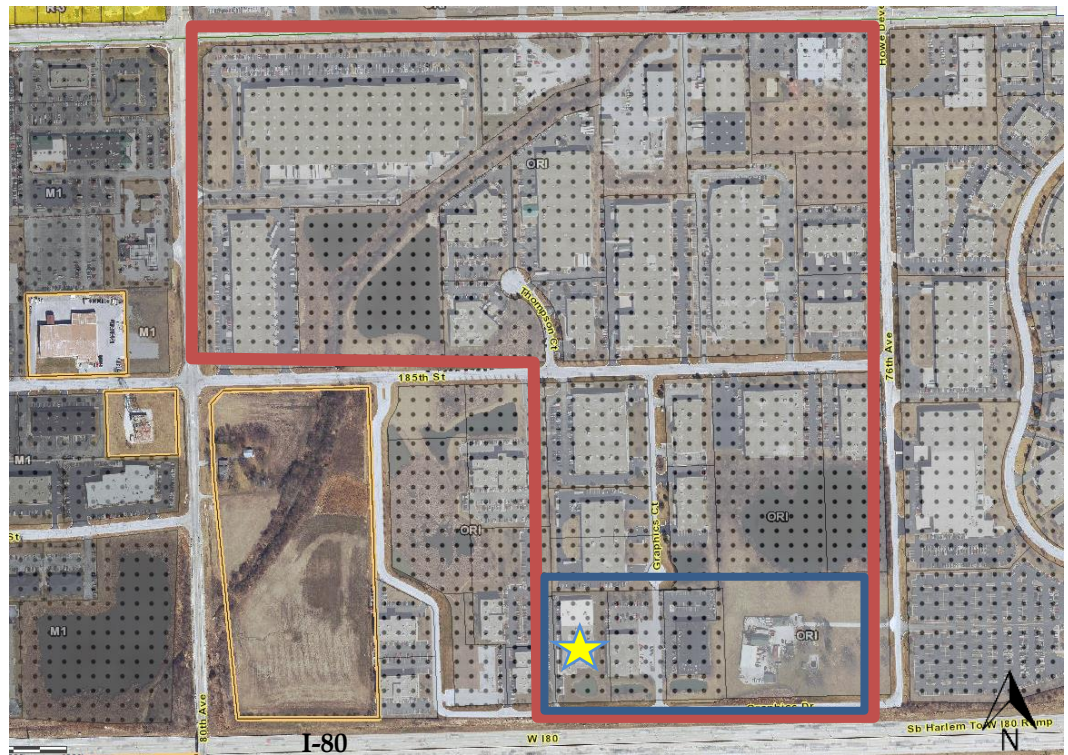
EXISTING SITE & ZONING OVERVIEW

The subject property (shown with a star on the image on the right) consists of a 2.12-acre parcel on the north side of Graphics Drive. The property is zoned Office and Restricted Industrial (ORI) and is part of the Hickory Creek PUD. The existing site includes an approximately 32,780 sq. ft. building, parking lot areas, detention pond, and trash enclosure.

The subject site was originally approved in 1994 by Vernon Development and purchased by Bettinardi in 1996. The building was a ~20,000 sq. ft. office and warehouse building. In 2004 a ~12,000 sq. ft. addition was placed on the rear/north side of the building along with some site changes to increase the parking count.

In 2019, Bettinardi purchased a nearby property at 7650 Graphics Drive (two lots to the east referred to as the IGOR building). That site was approved in April 2021 for a building addition and site changes allowing Bettinardi/X-Cel to utilize the space along with IGOR remaining as a tenant. A request to expand the parking lot into the front yard was approved for that site as well.

The Hickory Creek PUD was originally approved in 2006 (Ord. 2006-O-028) with the ORI base zoning covering the full area. The PUD was unique in that it included four previously constructed properties along Graphics Drive into the plan that allows for some flexibility in uses, dock locations, and other ORI district design requirements. Staff notes that the corner lot east of the subject site (A. Dinovi Heating & Cooling at 18650 76th Avenue) was rezoned as part of the PUD Ordinance, but is not shown as a PUD on the zoning map above. This error will be corrected going forward on the map. The Hickory Creek PUD has been entirely developed, and includes a mixture of office, light industrial, warehouse, and service uses. The majority of uses fit with the industrial/office park feel with limited traffic from the general public. The majority of people traveling through this park are employees or truck drivers.



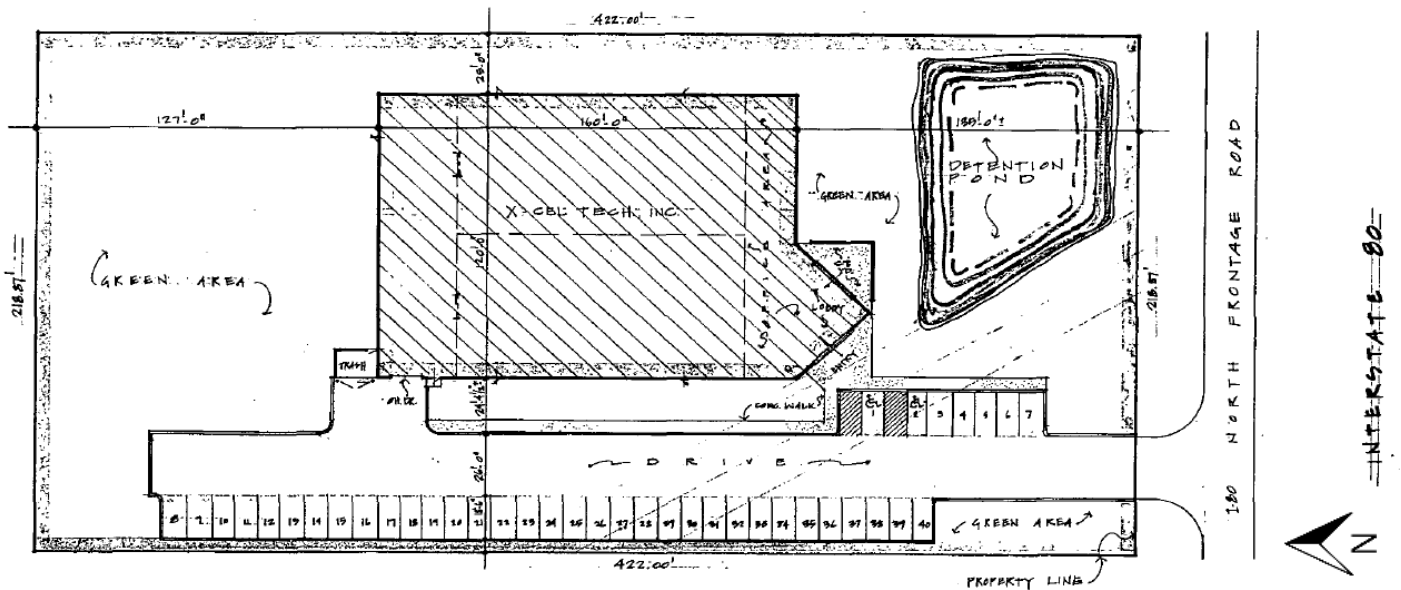
Above: Zoning Map around subject property (indicated with star) in the Hickory Creek PUD (outlined in Red). Four lots (outlined in blue) were previously constructed before the PUD was established.



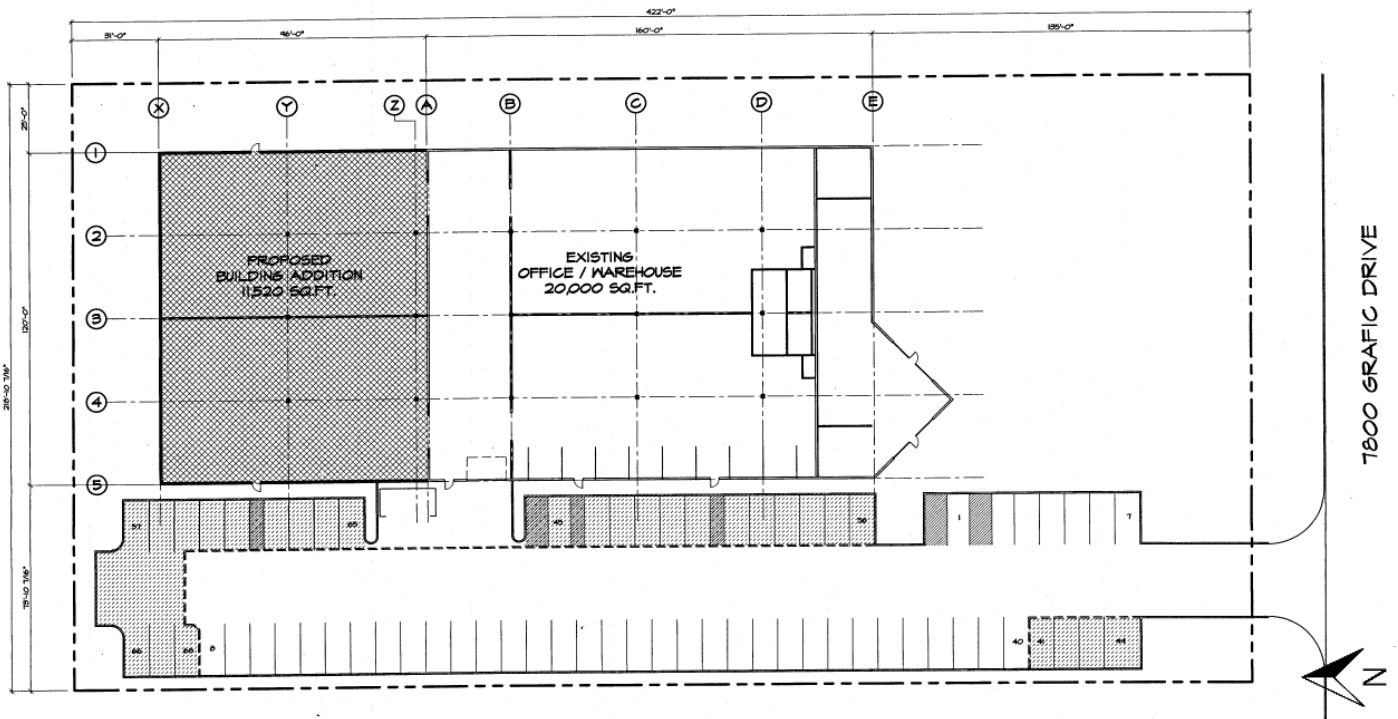
Above: Aerial of subject property.

In PUDs, any changes to approved building sizes require a Special Use Permit for a Substantial Deviation from the approved PUD. Deviations from Village's Zoning Ordinance, when located in a PUD, are considered "Exceptions" rather than "Variations". Exceptions do not require the standard Findings of Fact as required with a Variation. A PUD Exception is typically viewed more specifically to how it relates to the goals and context of that specific PUD, rather than a Variation, that has a larger context which can affect requirements in the entire Village.

The site is also located within the Urban Design Overlay District (UDOD), which promotes walkability, lesser front yard setbacks, and a more urbanized look. The UDOD regulations do not apply to the existing building and layout of the site. However, any changes to the site do need to comply and cannot make the site further non-conforming in any way.



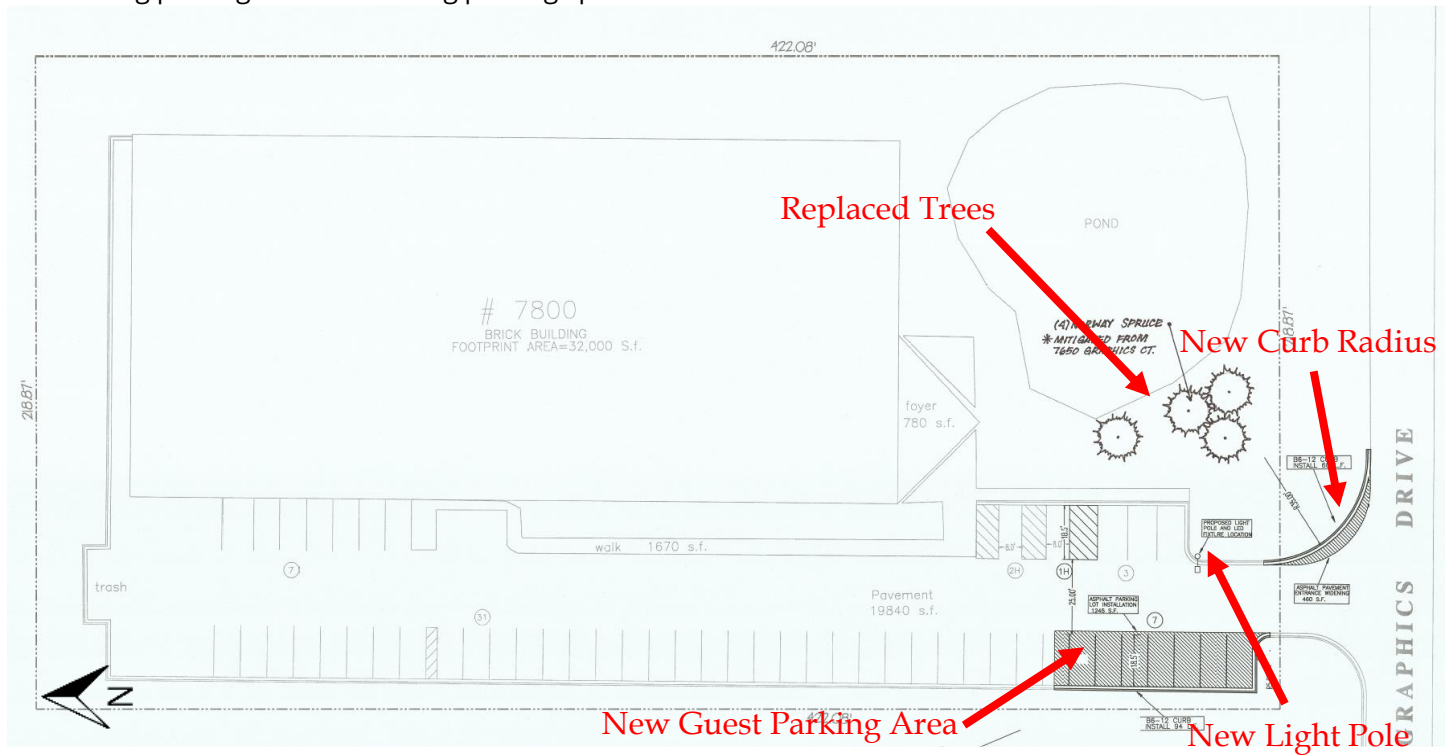
Above: 1994 Original Site Plan.



Above: 2004 Approved Site Plan with building Addition.

SITE PLAN

The primary purpose behind the plan is to increase the available parking on the site as much as possible. The additional parking has been needed due to growth in their business and increased production. The result is the addition of 8 new parking spaces at the southwest corner of the site where there is existing green space adjacent to the existing parking lot. One existing parking space will be converted to an access aisle for a net increase of 7 stalls.



Above: Plan of Proposed Site Changes.

Front Yard Parking

The new parking stalls are located in the front yard which is not permitted, except for single-family residences (who can park on driveways in the front yard). Parking in the front yard requires an exception to the code. The Petitioner has proposed this location for additional parking because it is the best location to add visitor parking near to the main entrance, separate from employee parking. The subject site already has existing front yard parking, and the proposed additional parking will just be extending the existing parking row on the west side of the site. Additionally, there are other sites in the area, including those that have front yard parking (see image below) that are existing or approved. The proposed front yard parking Exception will not negatively change the character of the overall PUD area or the street frontage.



Above: Nearby existing front yard parking (circled in Blue) and approved front yard parking (circled in Purple) on Graphics Drive.

Open Item #1: Review the overall site plan layout and Exception for front yard parking, where it is prohibited.

Since engineering and stormwater management aspects have not been fully submitted or reviewed by the Village Engineer, staff recommends the typical condition to clarify that the approvals are subject to final engineering review which will be submitted with the building permit.

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

LANDSCAPE

The existing green space that will be lost due to the parking expansion includes 4 existing trees and some shrubs. Those trees will be replaced with similar species (spruce/evergreen) around the pond that is currently predominantly bare. Staff notes these locations may block views to the existing ground sign, and the exact tree locations may need to be revised with the permit. While there are landscape aspects of the site that are non-conforming, that is typical of existing sites developed under previous codes. It can be difficult to bring existing properties into precise conformance with newer code requirements including the landscape code. This is even more difficult on industrial sites which are largely developed with impervious surfaces and require truck maneuvering that conflicts with landscaping. However, it has typically been the desire for the Village to bring non-conforming sites into closer compliance when possible and with a focus on public-facing frontages. The trees being replaced were not required originally but are required under the current code, so the focus was on maintaining the existing tree ratio already located on the site. A recommended condition has been added requiring comparable replacement of all existing landscaping on the site. This requirement will be reviewed by staff with the permit submittal.

Open Item #3: Review and discuss the proposed Landscape Plan.

STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission. The Plan Commission is encouraged to consider these standards (listed below) when analyzing a Special Use request. Staff will provide draft Findings in the Staff Report for 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;
 - *The proposed parking exception is safe for the public and employees.*
- 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;
 - *The additional parking does not affect neighboring property enjoyment or impair property values.*
- 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;
 - *Neighboring properties are already developed and the proposal will not negatively affect any future development or redevelopment of the neighboring properties.*
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
 - *The site is already developed with adequate utilities and no additional utilities are needed for the parking lot.*
- 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; and
 - *Site layout is designed to allow for safe circulation by trucks, employees, and the general public.*
- 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.
 - *All other Village code requirements will be met.*
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
 - *The addition allows for an existing successful business to continue to grow and employ people within the community.*

STANDARDS FOR SITE PLAN APPROVAL

Section III.U.6. 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 and approval from the Plan Commission. Since no changes to the building are proposed, only the Site Plan Standards have been included.

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 act on the Petitioner's requests, the appropriate wording of the motions 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.

Motion 1 (Special Use for Substantial Deviation):

"...make a motion to recommend that the Village Board grant a Special Use Permit for a Substantial Deviation from the Hickory Creek PUD with an Exception from the Zoning Ordinance for front yard parking location, to the Petitioner, Robert Bettinardi on behalf of X-Cel Technologies Inc, to permit site changes at 7800 Graphics Drive in the ORI PD (Office & Restricted Industrial, Hickory Creek PUD) zoning district, in accordance with the plans submitted and adopt Findings of Fact as proposed by Village Staff in the June 3, 2021 Staff Report."

[any conditions that the Commission would like to add]

Motion 2 (Site Plan):

"...make a motion to grant the Petitioner, Robert Bettinardi on behalf of X-Cel Technologies Inc, Site Plan Approval for proposed site changes at 7800 Graphics Drive in the ORI PD (Office & Restricted Industrial, Hickory Creek PUD) zoning district, in accordance with the plans submitted and subject to the following conditions:

- 1. Approval is subject to final engineering review and approval by the Village Engineer.*
- 2. Approval is subject to the acceptance of the request for a Special Use for a Substantial Deviation to the PUD by the Village Board.*
- 3. All landscaping removed shall be replaced with comparable landscaping around the front pond area, including the four trees and any shrubs or bushes.*

[any conditions that the Commission would like to add]



PLAN COMMISSION STAFF REPORT

June 3, 2021 – Public Hearing

Petitioner

Chris Carlino, on behalf of Scannell Properties (Contract Purchaser)

Property Location

19501 – 19701 Harlem Avenue (NEC Vollmer Rd & Harlem Ave)

PINs

31-07-103-001-0000 &
31-07-300-001-0000

Zoning

Current: Unincorporated Cook County

Proposed: ORI PD (Office & Restricted Industrial, Planned Unit Development)

Approvals Sought

- Special Use Permit for a PUD
- Site Plan Approval
- Plat Approval
- Rezoning

Project Planner

Daniel Ritter, AICP
Senior Planner

Tinley Park Business Center (Scannell) Industrial Development

19501-19701 Harlem Avenue (NEC Vollmer Rd & Harlem Ave)



EXECUTIVE SUMMARY

The Petitioner, Chris Carlino on behalf of Scannell Properties (Contract Purchaser), is requesting a Rezoning upon annexation to the Office & Restricted Industrial (ORI) zoning district and a Special Use Permit for a Planned Unit Development (PUD) at the property located at 19501-19701 Harlem Avenue (northeast corner of Vollmer Road and Harlem Avenue). Additionally, Final Plat Approval and Final Site Plan Approval are requested for Phase 1 of the multi-phased development.

The development is proposed on 110.94 acres with approximately 1,262,000 sq. ft. of floor space over three industrial buildings, expected to be utilized for light industrial uses. The development may be completed in up to three phases. Phase 1 includes the construction of building 1, internal roadways, utilities, landscaping, and detention ponds. The construction of a watermain connection down Harlem Avenue and Vollmer Road will create a continuous loop that allows for redundancy in the water system. Property will be deeded to the Village for the future construction of an emergency radio tower that will improve emergency response on the southern area of town.

The approval and construction of a large Amazon Fulfillment Center in Matteson across from the Village's boundary has changed the vision for the area. The proposed development is expected to bring additional jobs to the area and property tax revenue to the various taxing districts. Staff has worked with the developer on the site to create an attractive development that mitigates any negative impacts from the area's development as best as possible.

Changes to the May 20, 2021 Plan Commission Workshop Staff Report are indicated in RED.

EXISTING SITE & HISTORY

The subject site consists of two lots with a total of 110.94 acres of property located at the northeast corner of Vollmer Road and Harlem Avenue. The parcels are located in unincorporated Cook County currently under the county's R-4 Single-Family Residence zoning district. The site has an existing vacant home located on it with various accessory structures. The land has largely been used for agricultural purposes.

In 1980, the Village of Tinley Park and Village of Matteson entered into a boundary agreement between, which designated Vollmer Road as the boundary separating the communities. The agreements typically use roads or other “breaks” that create a logical and definable delineation between different communities. Boundary agreements help communities plan for and invest in the necessary infrastructure to support future developments and avoid “annexation wars” between communities. The boundary agreement with Matteson expired in 2000 after the statutory 20-year maximum allowance, and has not been renewed.

The subject property is on the north side of Vollmer Road directly across the street from the Amazon Fulfillment Center that is currently under construction in the Village of Matteson. The Amazon development was approved in 2019 by Matteson with no coordination with neighboring communities, including Tinley Park. Tinley Park's Comprehensive Plan indicates the future land use as “Mixed-Use/PUD”, which is not clear or defined as to the specific uses envisioned. The area has traditionally been expected to be an expansion of commercial and entertainment uses that are located to the north and west of the site. However, commercial development has slowed considerably due to the rise in e-commerce and appears highly unlikely at this location. Additionally, the expenses related to developing floodplain and the property tax rates have not appealed to residential developers.

With the approval and development of the adjacent Amazon Fulfillment Center, the vision and marketability for the surrounding area along Harlem Avenue has been for light-industrial development. Most notably there has been a



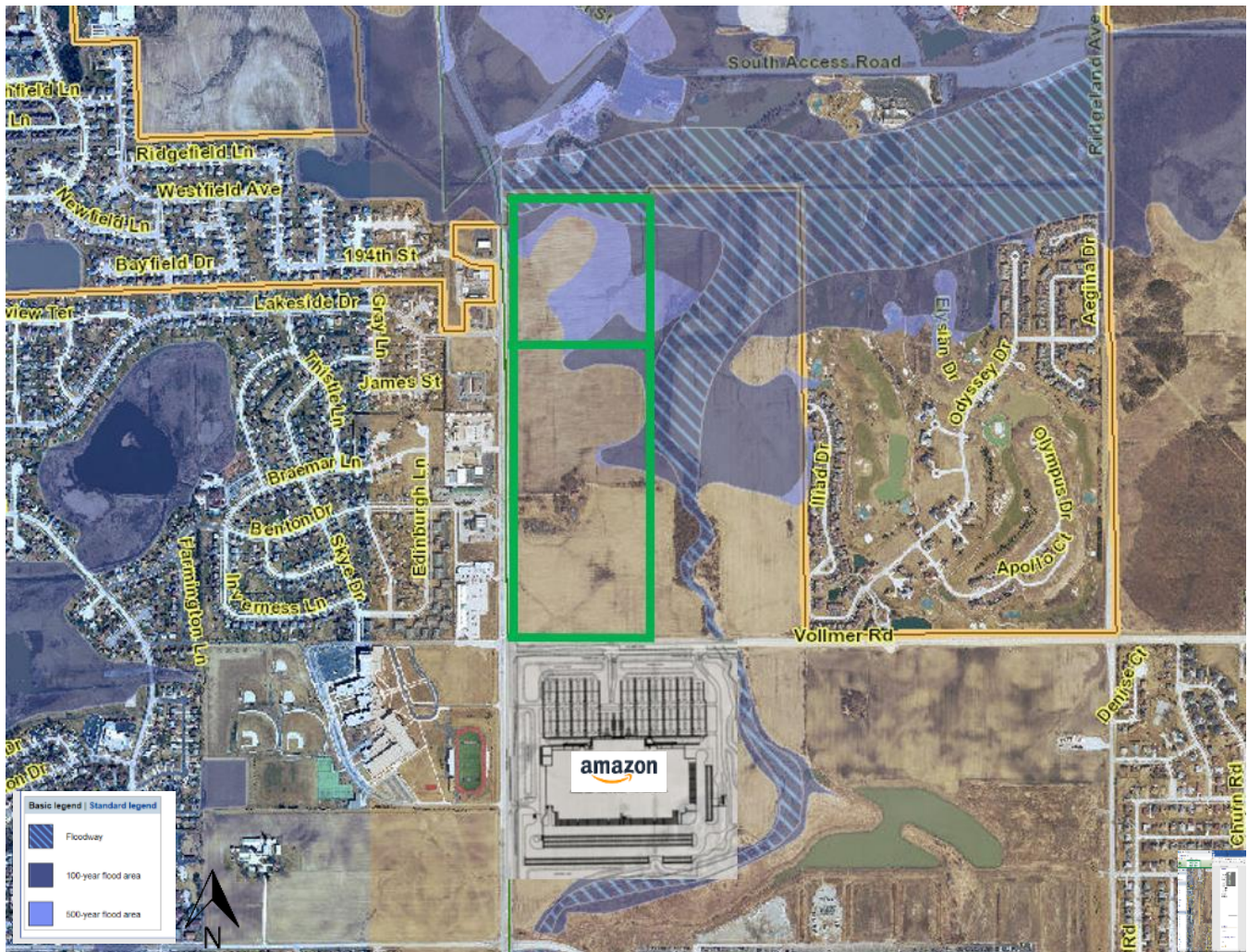
Above: Overall Site Location (indicated in red).



Above: Amazon Distribution Facility Rendering in Matteson.

strong market demand for distribution and warehousing facilities in the Chicagoland area, particularly along the I-80 and I-57 corridors. This site is attractive for these users because the site is less than 1 mile from full access points to both interstate highways. Additionally, Amazon tends to attract a variety of related and ancillary businesses to their immediate area. Due to the Amazon development and existing Manheim Auto Auction on the east side of Harlem Avenue, the expectation is that this land will develop with light-industrial uses including distribution and warehousing. That development is likely whether in Tinley Park, Matteson, or unincorporated Cook County. To ensure the best development for the community, the Village took steps to acquire the property in Fall 2020. However, the property owner found a separate purchaser and developer for the property in Scannell Properties. Scannell Properties (<https://www.scannellproperties.com/>) has an over 30-year history developing and managing build-to-suit and speculative industrial and warehousing facilities over 44 states and internationally. Scannell has a strong reputation in the industry and connections to various regional, national, and international tenants.

The subject site is surrounded by undeveloped land and a creek to the east) and has an encumbrance of floodplain located on it (see map below). The existing floodplain on the site creates some unique development challenges and additional costs in regards to development. Additionally, staff notes that the land to the east of the subject site has an even larger encumbrance of floodplain and floodway. The majority of that neighboring parcel is largely seen as undevelopable due to the technical and financial challenges associated with it; the exception is a small area near Vollmer Road east of the creek.



Above: Location of subject site (outlined in green) and existing floodplain/floodway.

ZONING & NEARBY LAND USES

Zoning District names and regulations differ for every regulatory body, even if the district codes appear similar. The subject site is surrounded by four different local government levels that control zoning including Tinley Park, Matteson, Cook County, and Will County thus a zoning map showing these zoning classifications will not accurately show a clear distinction. The existing uses and the zoning district from the current jurisdiction location are listed below for properties surrounding the subject site.

- North: Tinley Park B-3 (General Business & Commercial) - Odyssey Fun World and Driving Range
- West (Across Harlem Ave): Tinley Park B-3 (General Business & Commercial) – Gas N Wash and Unincorporated Will County C-3 and C-4 zoning – Various Commercial Properties
- East: Unincorporated Cook County vacant land/floodplain zoned R-2 zoning
- South: Matteson C-4 (Highway Commercial) - Amazon Distribution/Fulfillment Center

PROPOSED USE & DEVELOPMENT

Proposed with the development are two or three industrial buildings expected to be utilized for light industrial, distribution, warehouse, and manufacturing uses. While the demand for distribution and warehouse is currently high, the building has the ability to attract various other users such as manufacturing and technology. Specific tenants have not been identified and the first building is going to be constructed on a speculative (“spec”) basis. Spec construction has been typical of recent industrial development to construct buildings without a specific user identified. By starting construction with spec buildings, it provides some proof to potential future tenants that the area, utilities, community, and developer can quickly support their development (as it is similarly done with residential developments).. Spec industrial development has grown since it has been deemed relatively safe by investors with the demand fueled by a rapid expansion of e-commerce that has only increased further with the effects of the COVID-19 pandemic.

The Midwest market for these types of developments has remained strong based on information supplied by commercial real estate consultant CoStar. The location on two major Arterials that connect to two different interstate expressways in less than a mile, along with the location of the Amazon development has made it a desirable location for new businesses to consider. Scannell has experience developing and filling these types of industrial developments throughout the country. They propose to construct the smallest building first to draw interest and the hope is the other sites will be built-to-suit to specific tenants. Existing businesses within Tinley Park who are expanding may also have an interest in relocating to a new and larger development.

SPECIAL APPROVALS NEEDED (ANNEXATION, REZONING, AND SPECIAL USE FOR A PUD)

Annexation

The Petitioner is requesting annexation into the Village of Tinley Park. The Annexation Agreement is scheduled to be reviewed by the Committee of the Whole and then will be scheduled for Village Board review at the same time as all zoning and entitlements requests. A separate public hearing for the Annexation Agreement is held at the Village Board. While the Plan Commission does not specifically review annexations in themselves, the appropriate zoning district and overall development proposal are reviewed. The annexation will include adjacent IDOT right-of-way along Harlem Avenue for a total annexation of 121.33 acres.

Rezoning

There are two possibilities for zoning this property based on the proposed and surrounding land uses; either the ORI (Office and Restricted Industrial) or M-1 (General Manufacturing) zoning districts can accommodate the types of uses expected to be attracted to the development. Upon discussion with staff, the Petitioner decided the best option was to Rezone the property, upon annexation into the Village, to Office and Restricted Industrial (ORI). The ORI zoning district is described in the Zoning Ordinance (Sec.V.A.3.) as follows:

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

The alternative option to the ORI district is to have an underlying M-1 zoning district. The M-1 district is described as *“The M-1 General Manufacturing District is intended to provide for those industrial activities that have moderate environmental effects and are located in areas relatively removed from residential and prime retail development.”* However, due to the proximity to residential and general commercial and its location along a major thoroughfare, the M-1 zoning district is not a preferred fit for the area.

Planned Unit Development (PUD)

In addition to rezoning, the request includes a Special Use for a Planned Unit Development (PUD) due to the unique nature of the development. While the site will still be regulated by the proposed ORI zoning district regulations. The PUD allows for the property to be regulated by a custom set of requirements and allows for flexibility with codes restrictions. PUDs are common with large and phased developments such as this and have been used for the majority of the Village's larger commercial, office, and industrial developments since the 1990's. The Zoning Ordinance (Sec. VII) notes the following about the intent of PUD's:

“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. Although Planned Unit Developments are Special Uses subject to the Special Use provisions of this Ordinance (see Section X.J) (except as otherwise provided in this Section VII), they are also substantially different from other Special Uses so that specific and additional standards and exceptions are necessary to regulate these developments. Therefore, to assist the Tinley Park Plan Commission in their review and processing of Planned Unit Developments and to govern their recommendations and the action of the Village Board of Trustees...”

Through the adoption of a PUD, the Petitioner is requesting allowances for warehouse and distribution uses that are high users of their developments. The site has also been purposefully designed to best mitigate the negative effects of truck traffic and trailer storage of those proposed uses. This approval process utilizing the ORI zoning has been successful in ensuring the developments proposing additional truck-dependent uses are well designed for to mitigate any negative impacts. This specific setup of an ORI district that allows for distribution, warehouses, and wholesale establishments is utilized in many of the Village's other successful industrial parks along the south side of 183rd Street, including North Creek Business Center and Mercury Business Center.

As part of the PUD approval (and similar to many development processes), a final Plat of Subdivision is approved. This plat covers the division of lots and any easements required (utility, drainage, access, sign, landscape, etc.) for the development to properly work as designed. Any future changes to the Plat are “Major Changes” to the PUD, as defined by the Zoning Ordinance, requires a Substantial Deviation from the originally approved plans. Anything not specifically listed in the PUD regulations (including the ordinance, indicated on the plans, or indicated in the covenants and restrictions) defaults back to being regulated by the Zoning Ordinance.

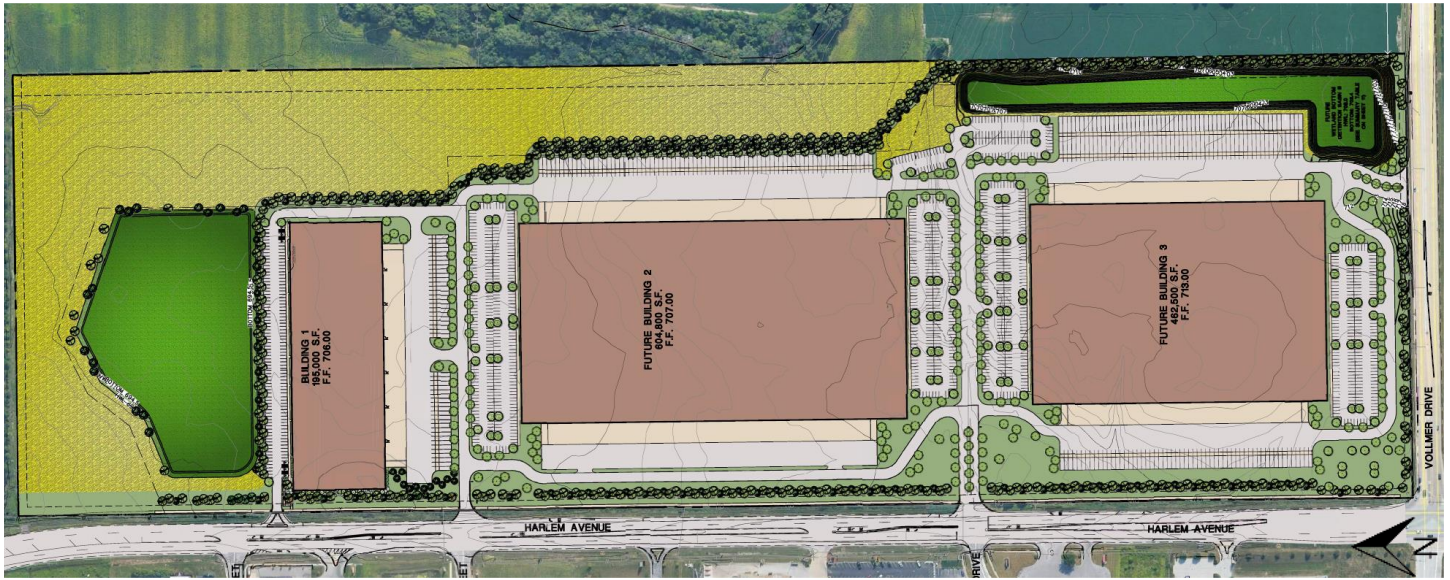
~~Open Item #1: Discuss the proposed ORI zoning district and PUD approval for a larger, unique, and phased development.~~

Plan Commission agreed that the proposed zoning and use of a PUD to allow for certain uses required by the development was an effective route. This allows the Petitioner to move forward with market-driven plans, while also limiting some heavy industrial users that could produce negative external effects.

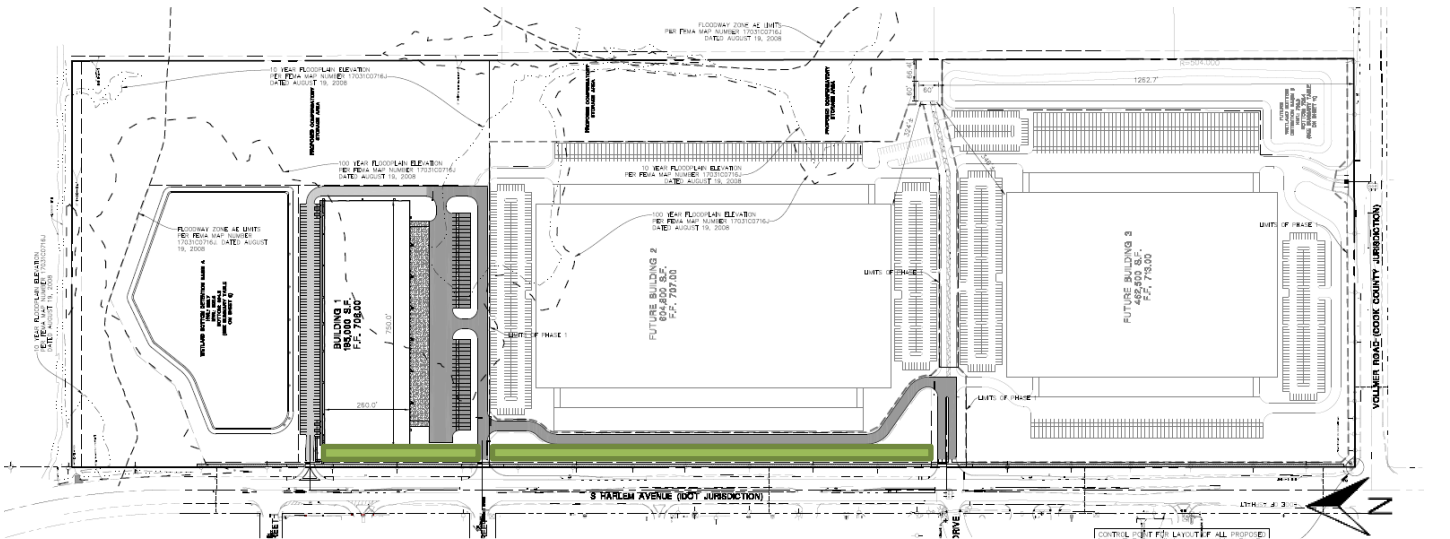
SITE PLAN

Overall Development Plan and Phasing

The approval before the Plan Commission today includes an overall conceptual approval of the development and final approval for “Phase 1”. Phase 1 includes the construction of Building 1 and some larger site development outlined further below. Any future phases are required to come back for final Site Plan and Architectural review and approval; this ensures the final design complies with the PUD’s intent and requirements. The overall concept site plan is shown below indicating three buildings, adjacent parking, truck docks, trailer storage, roadways, detention and landscaping. Overall, they propose approximately 1,262,000 sq. ft. of floor spaces over the three buildings.



While this general concept plan is being approved, the specifics of the area shown for buildings 2 and 3 may be changed based on final approval. However, the development will need to be in substantial conformance with the plan as presented. It has been noted depending on the future users they identify, there is potential for buildings 2 and 3 to be combined and developed within a single phase or for each to be developed separately.



Above: Extent of Phase 1 site work shown in dark grey. Detention, utilities, and right-of-way improvements, and the landscape berm in front of building 1 and 2 will also be part of Phase 1.

The overall plan and building layout were driven by a few main factors. First, the existing floodplain limited the area that can be developed because disturbing floodplain required expensive compensatory storage (1.5x the amount filled) to be located elsewhere on the site (or occasionally off-site and downstream). To minimize costs, the

development largely tries to avoid the floodplain on the north and east sides of the site. Second, the overall location of detention needed to be located at areas the site naturally drains to. Third, was the need to align the development's internal road network with existing curb cuts and lights. This created a rough grid of what areas were buildable. Lastly, is the desire for largely rectangular "cross-dock" buildings which have a high market demand. Based on those factors staff and the developer worked through a large number of alternatives to come up with the proposed plan which aligns good site design with the developer's marketability interests.

Open Item #2: Discuss and review the overall conceptual site plan and phasing.

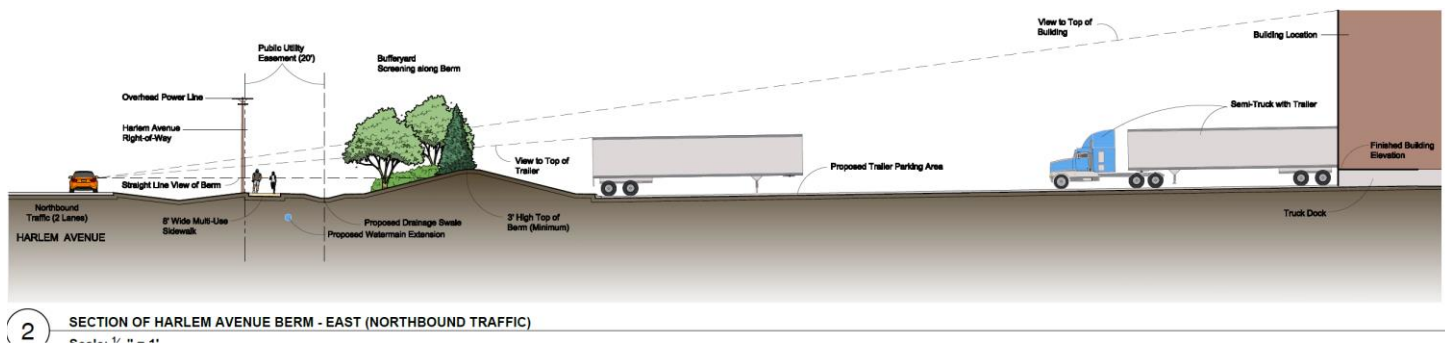
Harlem Avenue Berm

One concern based on the design was the location of truck docks and storage adjacent to Harlem Avenue. While the preference is typically for these items to be located in the rear of buildings, the limited building area and need for cross-docks required them to face the roadway on this project. This specifically happens with buildings 2 and 3. Rotating the building's docks on those to face north and south (similar to building 1) severely limits the overall size of the buildings and the number of docks due to the buildable area of the site. Those alternatives were explored but are not marketable for the developer to potential tenants.

To mitigate the potential views of the docks and trailers along Harlem avenue, a landscape berm has been proposed. The berm includes a 3 to 4-foot-high grade increase along with landscaping planted on it. The image above shows a cross-section of how views from Harlem avenue looking towards buildings 2 and 3 with the 3 to 4-foot-high berm.

A smaller berm will also exist adjacent to building 1. However, building 1 does not have docks or trailer storage parallel to the public roadway and the topography is harder to accomplish the berm height, so the berm height will be reduced to between 2 to 2.5 feet in some areas. The berm will be phased with the development in order to finalize a grading plan and accommodate utilities on the site. The berm will be installed in front of all developed land (in front of buildings 1 and 2) with phase 1. The berm in front of building 3 will be completed with that phase when the engineering and utility connections are known.

The landscape berms are covered by a "Landscape Easement" on the Final Plat of Subdivision requiring the be maintained per the approved plans. The easement provides the Village access to maintain the berm in the future if need be and can recoup any costs by mechanisms established in the Annexation Agreement. This insures the berm will be properly maintained beyond the original developer and owner of the land.



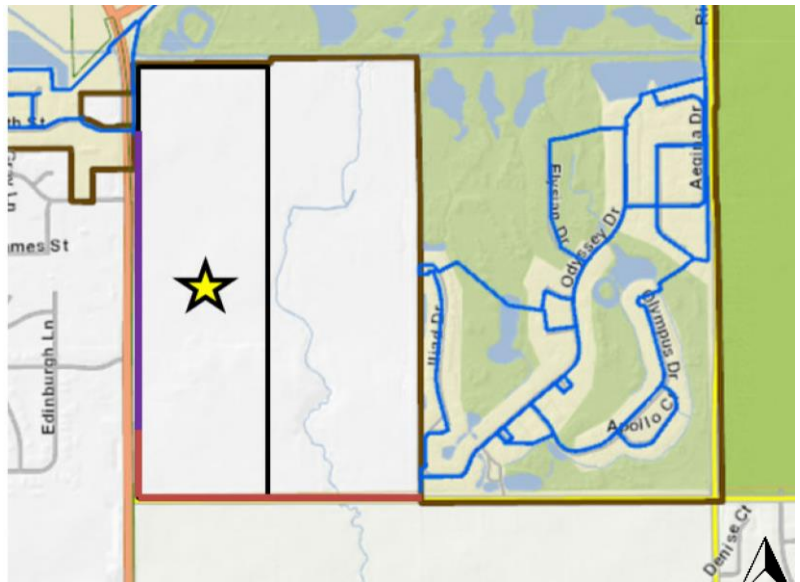
Open Item #3: Discuss the proposed 3'-4' landscape berm buffering the buildings, docks, and trailers from Harlem Avenue.

Watermain and Utilities (Phase 1 Final)

One significant benefit of the development will be the expansion and looping of the Village's watermain system. Currently, watermains dead-end at the Odyssey subdivision and at the Lenny's Gas N Wash. The issue with dead-end watermains is that if any work needs to be done on the mains (main break, maintenance, etc.), water needs to be completely shut off to anything that is downstream from the work. By looping a watermain, it provides redundancy and limits any need to shut water off to residents. This is concerning because a break along Ridgeland Avenue will

lead to the entire Odyssey subdivision being without water for an extended period of time while it is repaired. While this issue hasn't happened yet, the infrastructure to the subdivision is now beyond 30 years in age and as time passes breaks and maintenance requirements are likely to increase as well. By completing this water loop, it will not only avoid inconvenience for residents, but also ensures that resident fire protection isn't compromised for any period of time.

To complete the watermain loop, the developer will need to extend the watermain much further than their development requires down Vollmer Road (shown as the red line on the image above). The developer has agreed to complete this work with their project to create the benefit to their development and the larger community. Any cost reimbursement for watermain beyond their development's requirements will be covered within the Annexation Agreement. The watermain work will be completed with Phase 1 of the project. In addition to water, other utilities such as sanitary and storm sewer will be run to the sites but phased with the development since they are not as crucial to public safety. The location of the utilities will be located on the private site within a utility easement based on the preference of the Public Works Department to not have the utilities in IDOT right-of-way.



Above: Existing watermain (blue), required extension for the development (purple), and additional extension beyond the development to create water system loop (red).

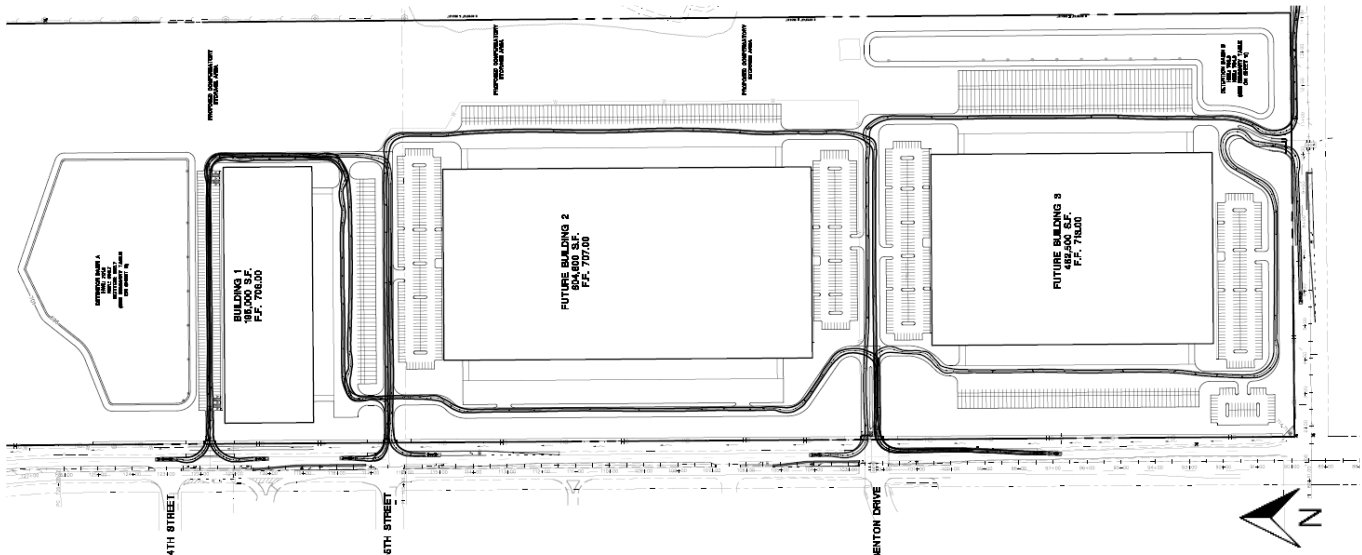
Open Item #4: Discuss proposed watermain extension and utility improvements.

Truck and Vehicle Access (Overall and Phase 1)

The addition of Amazon to the area has led to some roadway improvements along Vollmer Road and Harlem Avenue that will allow for better truck access through the intersection. Signal timing will also be studied with the development to ensure the best traffic flow through the intersection. These changes have been coordinated with IDOT and Cook County Highway Department.

The development's overall traffic flow is driven by existing lighted intersections on Vollmer Road (being installed with the Amazon development) and at Benton Drive on Harlem Avenue. These are the primary access points for trucks to enter and leave from. Internal roadways design for truck movement run throughout the development. Two additional access points have been added along Harlem Avenue and can also be used by trucks entering from or leaving to go northbound on Harlem Avenue. Employee and visitor parking are largely planned to be separated from truck and loading areas but will utilize many of the same entrances. These access points and right-of-way improvements will be subject to review and corrections from IDOT and Cook County. The plans have been supplied to those agencies in an effort to get initial feedback and ensure proper planning is completed with any roadway improvements. The drive aisles have been reduced to 24 feet in width from the required 26 foot minimum to allow for some additional space. 24foot aisle widths are standard in many communities and acceptable to staff on various projects if turning radii show adequate space for vehicle movements including fire and semi-trucks.

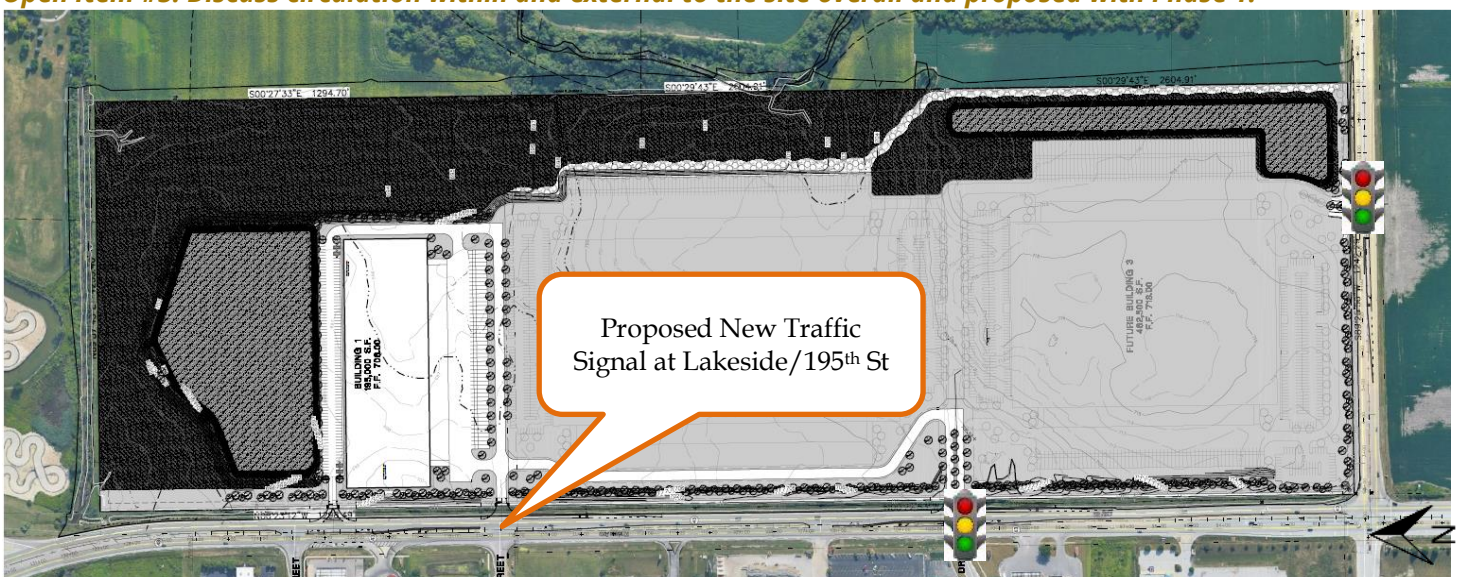
Overall traffic flow within the site was analyzed by their consultant KLOA in a Traffic Impact Study (3-11-21). The report shows adequate roadway access and capacity for the development. One large advantage of the location is the development is at the intersection of two major arterial roads that are designed for heavy traffic volumes. The Village's engineering consultant also reviewed the report and found the data used, conclusions drawn, and recommendations to be fair and correct to their knowledge. The specific details of the access points will be subject to the requirements of each roadway's jurisdiction (IDOT and Cook County).



As part of phase 1, there will be the construction of the turning lane at the signalized access at Benton drive and the roadway connecting building 1. That roadway serves primarily as a truck access between the three sites. Additionally, the two Harlem Avenue right-in/right-out driveways will be constructed pending IDOT approval. Lastly, work at the Vollmer Road lighted entrance will be completed so that it is installed from the beginning (with Amazon's improvements) and doesn't need to be modified later. However, while the work is going to be completed, that intersection will not be connected by roadway to building 1. The work to be completed as part of Phase 1 is shown in white below while the light gray indicates the pad that will be left for future phases and final approvals. **The Vollmer Road entrance is anticipated to be used only by Building 3 (or building 2 if developed as one large building).**

An important comment heard during previous developments and by residents in the area is that a light is desired at Lakeside Drive/195th Street. This light is also a preference. This intersection has the most direct access to the subdivision to the west (Brookside Glen) and the wait to make a left turn out to go northbound on Harlem Avenue is difficult. The developer and the Village are committed to working on applying to IDOT for installation of this signal. Work on a Warrant Study would be completed by KLOA that shows the existing and projected traffic and wait time. The study and a formal request for the light will be submitted by the Village to IDOT. Ultimately the acceptance and allowance of a traffic signal on Harlem Avenue is at IDOT's discretion. However, the Village and Petitioner are committed to pursuing one as soon as possible at this location.

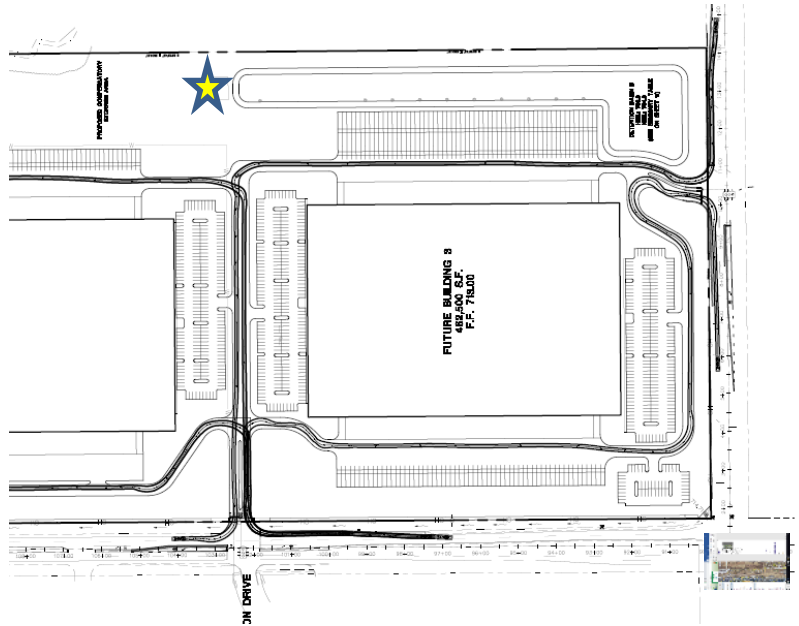
Open Item #5: Discuss circulation within and external to the site overall and proposed with Phase 1.



An 8foot wide multi-purpose path is proposed along Harlem Avenue. This will connect from the north to the south. While the path won't immediately connect to the Village's sidewalk and bike path system, there is plans for paths to be installed down Oak Park Avenue by the amphitheater that may connect to the proposed path in the future. A walkway is also required along Vollmer Road, however, whether it is installed or not will be determined by the Village Engineer and their understanding on if it can be extended to connect to any walkway system in the future.

Village Emergency Radio Tower

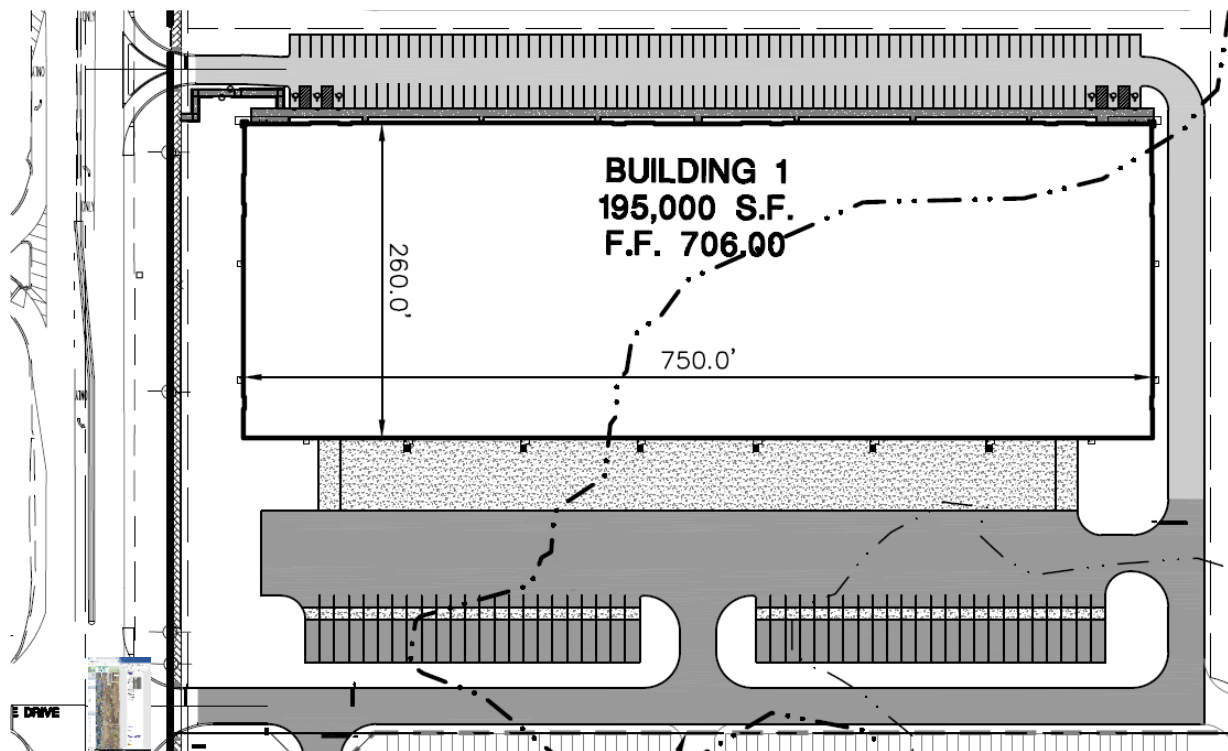
The area that the development is located in was noted to have poor emergency communication consistency between public safety personnel (fire, police, and paramedics) and dispatch. The area with issues includes the proposed development along with the general Odyssey and Brookside Glen subdivisions. To improve the emergency communication in the area, the Village will need to construct a new emergency communication radio tower in the near future. To assist in resolving the issue, the developer is donating area lot to be given to the Village. The Village will own the parcel and can construct the tower as they deem fit. Having the land to locate the tower ensures there isn't an extended process of acquiring or subdividing land in the future. Since the lot has no public frontage, construction access and permanent cross-access to the site has been provided on the Final Plat of Subdivision.



Building 1 Final

As part of Phase 1, final approval is being given to the building 1 site. The site includes an approximately 195,000 sq. ft. building, 125 parking spaces on the north side of the building, 24 docks and 50 trailer storage locations on the south side of the building. The site will tie into the internal roadway system and will have access to three access points including the signalized intersection at Benton Drive that will be constructed with Phase 1. The building is setback 63' 9" from the Harlem avenue right-of-way line. In that setback will include the 2 to 2.5-foot-high landscape berm to help block views of the docks and trailer storage in front of building 1. The berm will then go up to 3 to 4 feet in height as it moves south where building 2 is proposed on the concept plan. All garbage will be kept internal to the building and placed outside on pickup days only.

Open Item #6: Discuss the final site plan approval for Building 1.



Engineering

The plans for building 1 and phase 1 require final engineering review and approvals. Additionally, the plans are subject to review by a variety of other jurisdictions including MWRD, IDOT, Cook County, IEPA, and others. Any comments or corrections are not expected to significantly change the conceptual overall of phase 1 final site plans. However, staff recommends a standard condition be placed on the approvals, requiring final engineering review and approval of all plans.

Open Item #7: Staff is recommending the site plan approval be conditioned upon final engineering review and approval.

PARKING

Warehouse and distribution use minimum parking requirements in the zoning ordinance are based on the number of employees with the requirement being “One (1) space for each two (2) employees, plus one (1) space for each vehicle used in the conduct of the business.” However, this is not an efficient way to understand the parking based when a building is built speculatively or in general since tenants can come and go. When a specific minimum parking requirement is not existent or possible, parking requirements for these uses are approved by Plan Commission with the Final Site Plan Approvals. To offer guidance, staff looked at other resources and communities as a guide that utilize more of a generic square footage value. Staff found examples of “warehouses” of anywhere from 1 space per 800 sq. ft. to 1 space to 2,000 sq. ft. (APA Parking Standards, PAS Report 510/511, 2002). The ITE (institute of Traffic Engineers) Parking Generation Manual also offers a large range but results in an average parking requirement of .39 spaces per 1,000 sq. ft.

Minimum parking requirements are particularly tough to determine on industrial and warehouse properties due to the variety of different potential uses and tenants that result in a wide range of employment totals. However, it will be up to the developer and owners to regulate parking. Ultimately if a tenant needs more parking than is provided, they are unlikely to locate there. Having too little parking is to the detriment of the developer and their properties marketability. Having too much reduces the buildable area. The developer has noted that they have extensive

experience in the market and have had success with regards to the parking and trailer storage totals shown. An estimate of the parking data is shown in the table below:

	Approximate Floor Area		Parking Stalls Proposed	Stalls per 1,000 sq. ft.		Required based on 1 stall per 1,000 sq. ft.	Required based on 1 stall per 2,000 sq. ft.
Phase 1 (Final)	±195k sq. ft.		152 (6 ADA)	.77		195 (-43)	97.5 (+54.5)
Building 2 (Conceptual)	±605k sq. ft.		±514 (11 ADA)	.85		605 (-91)	302.5 (+211.5)
Building 3 (Conceptual)	±462.5k sq. ft.		±381 (8 ADA)	.82		462 (-81.5)	231 (+150)

Staff notes that the following phases will be subject to parking reviews with their final site plan approvals. One benefit afforded to those future reviews/approvals is that the developer expects those projects to be a build-to-suit with at least some of the tenancy known at the approval process. Knowing the tenants ahead of time ensures a more detailed parking review based on proposed employment can be met. There is also a benefit of starting with the smallest building first as the speculative building, as it has the smallest impact if there is some future parking issue. If additional parking is needed for building 1 after occupancy, there will still be an opportunity to add parking for their use with the land available for the future phases (although it might be at the cost of building square footage in the future phases). Additionally, if a future tenant may require less trailer storage spaces and more parking the storage locations can be replaced with parking. Due to this future flexibility and need for final approvals, staff is comfortable with the proposed parking on the speculative building 1.

Open Item #8: Review overall proposed parking with an emphasis on the Final approval for building 1.

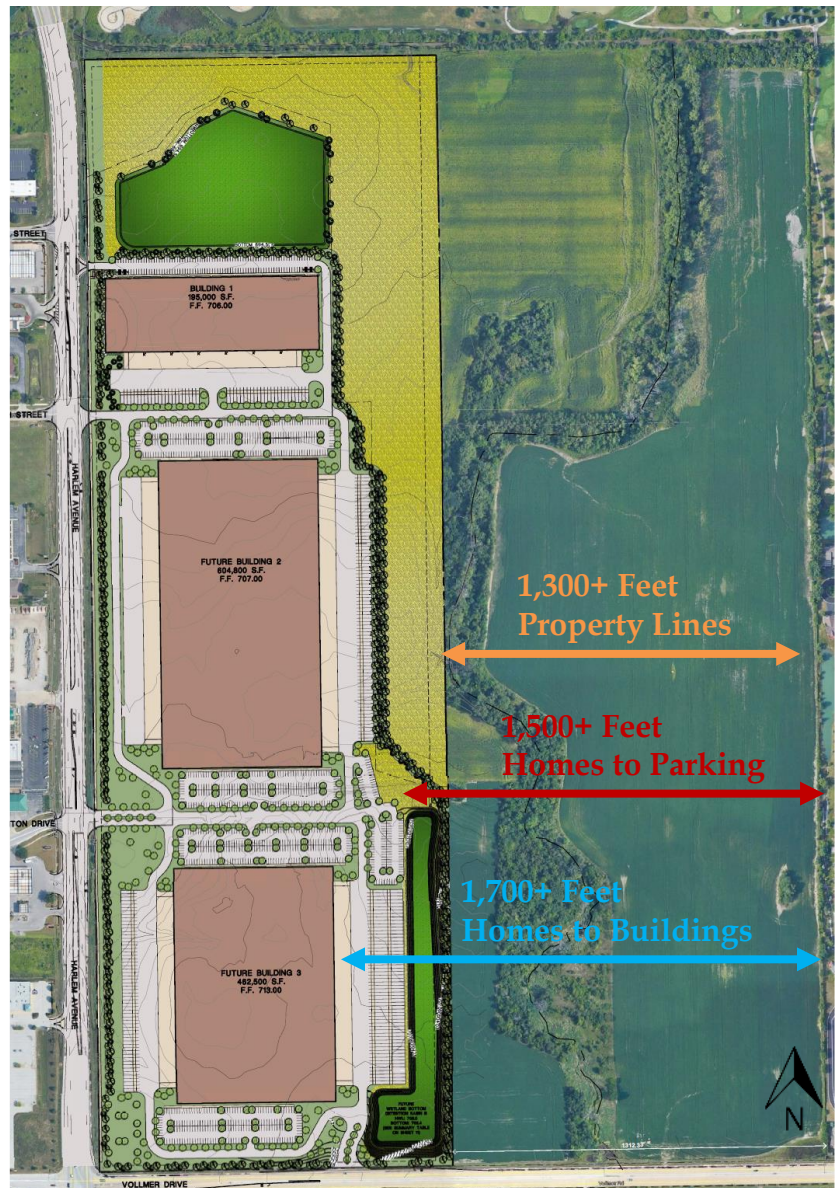
Plan commission overall noted at the workshop they felt comfortable with the parking proposed with building 1. Overall the future phase or phases can be reassessed with those final approvals.

LANDSCAPE & SITE BUFFERING

The Village's Landscape Ordinance generally provides direction for certain development within the Village. Staff has noted though that the code was largely designed for commercial and office, style developments, without larger industrial parks or auto oriented in mind. As such, while it provides guidance, a variety of waivers have been requested over the years depending on the specific circumstances of unique developments. Particularly, a focus is given to create an attractive streetscape and community by creating a substantial buffer around developments to mitigate and substantial negative effects or views from roadways or neighboring properties. For the subject site, this has meant a focus on the perimeter, especially along Harlem Avenue, where it will be most visible to the public. Along with planting a substantial year-round landscape buffer of large trees, under-story trees, bushes, and shrubs, the landscaping is being placed on a berm that is 3' - 4' in height. The berm further creates a buffer of views to the proposed building docks and trailers. The view angles from Harlem Avenue and the berm are located on page

In addition to the berm along Harlem Avenue, landscaping is proposed around the perimeter of the development on the north and east sides of the property. Landscaping along the east side was designed to be thick and buffer any potential views to the development to the residents in the Odyssey subdivision. The subdivision sits more than 1,300 feet to the east of the proposed development, with a distance of more than 1,500 feet from the closest home to any pavement and more than 1,700 feet from any of the proposed buildings.

In addition to the development's proposed landscape buffer, there are two other landscape buffers between the nearest homes and the development. First, the Odyssey subdivision's bufferyard and the second buffer is the naturalized buffer along the creek on the adjacent unincorporated property. While that land is privately owned, it is severely encumbered with floodplain and floodway (see map on page 3 above). A small area close to Vollmer Road is the only area considered reasonable to build upon. While development appears difficult, any new development will be required to construct bufferyards if located within the Village of Tinley Park. Additionally, the "floodway", which is the area closest to and including the creek, is unlikely to be substantially altered due to those requirements. The expectation is that with the distance, proposed landscape buffer, and existing landscaping buffers, any potential visible negative effects of the facilities will be mitigated.



Above: Naturalized buffer along creek looking east toward Odyssey subdivision.

Landscaping internal to the site is proposed at the development's various entrance/exits, lining internal drive aisles and with the placement of landscape islands within employee/visitor parking lots. Landscaping is not proposed in loading dock or storage areas as landscaping/curbs and large trucks trying to maneuver through the sites do not mix well. The final Phase 1 approval includes all landscaping shown below including the buffers along Harlem Avenue and Vollmer Road, the driveway entrances, and around the internal drive aisles and parking lots associated with building 1. Additionally, the detention ponds will be constructed to include native wetland prairie grass that allow for an attractive open space and helps to filter stormwater without needing excessive pesticides. The natively planted open space and detention ponds are expected to blend into the surrounding golf course and the adjacent undeveloped land to the east (with the creek).



Open Item #9: Review overall Landscape Plan including overall bufferyard proposals and final approval for Phase/Building 1.

Commissioners at the workshop noted they were fairly comfortable with the proposed landscape plan and they appreciated the focus on the perimeter landscaping buffer that will make the development more attractive along the roadway and nearby properties.

LIGHTING

All lighting has been proposed with light levels below .5 fc at all property lines in compliance with Village Code requirements. All light fixtures are parallel to the ground and full cutoff so that the light source isn't visible or create any off-site glare on roadways or adjacent properties. Parking lot and internal drive aisle lights are mounted at 25 ft. in height. Staff is recommending a condition that all lighting within the development utilize the same fixtures proposed with Phase 1. This will ensure a cohesive look to the lighting and a constant lighting color/intensity on the site.



Lighting will be supplied at the intersection and at entrances to the development, however street lighting along Vollmer Road and Harlem Avenue will be subject to each of the roadway jurisdictions in regards to requirements.

Open Item #10: Discuss staff recommendation for matching lighting fixture requirement throughout the PUD.

ARCHITECTURE

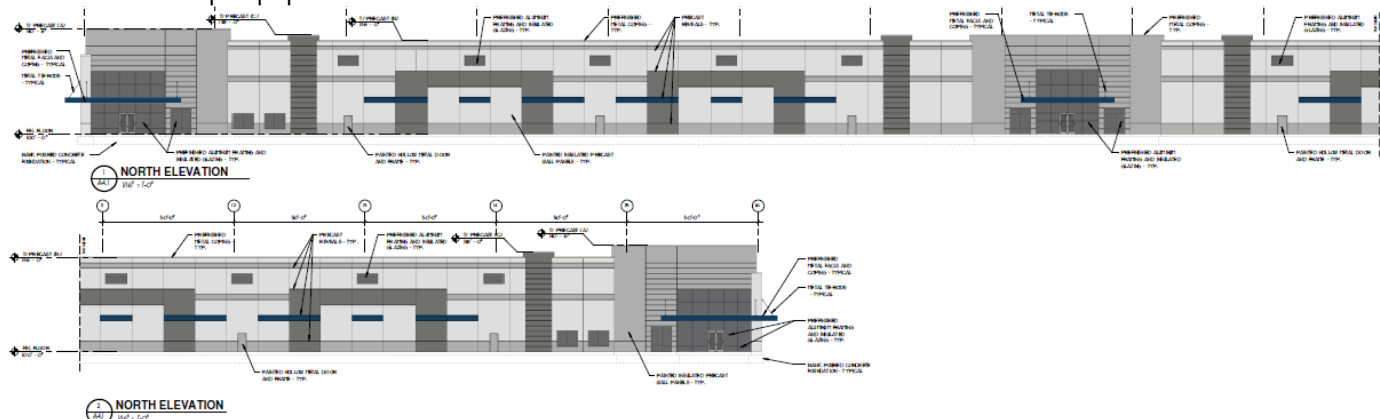
Overall Development – Concept

The buildings are expected to be constructed of concrete precast panels typical of industrial buildings today. These panels allow for cost-effective construction of large buildings. The ORI district is largely considered a commercial zoning district and therefore does not permit buildings with 100% concrete precast panels (over 80,000 sq. ft. requires 25% face brick or stone). However, if the project was located in the M-1 district, no brick or stone is required. Due to the size of the structure, brick and stone are not economical and atypical of this type of development. Since this is a unique development that is branching the two zoning districts, they have requested the buildings be permitted to be constructed wholly of precast concrete masonry material. This exception is being requested for all three buildings. However, the buildings are subject to the Village's architectural guidelines and standards that promote attractive design and ensure that a flat-looking boxy building is not permitted. Notably, it requires vertical and horizontal articulation with changes in materials, colors, and breaks within the elevation.

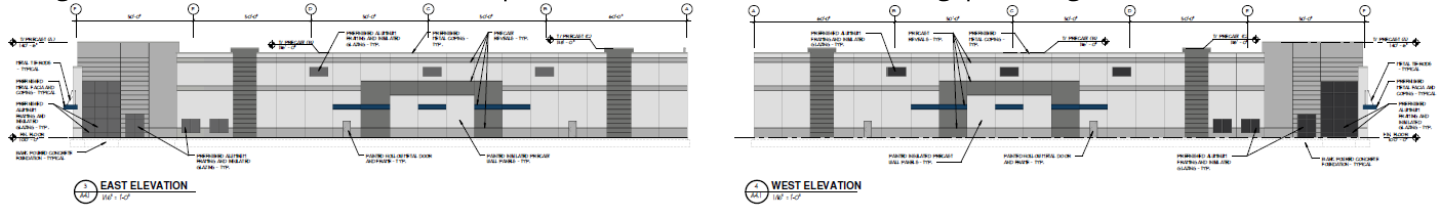
Overall the development's buildings are expected to be similar to the final building 1 approval outlined further below. However, buildings 1 and 2 will need to be reviewed and approved with their final site plan and architectural approvals. While there are not specific design standards in the PUD regulations, the Architectural Guidelines in the Zoning Ordinance provide some overall guidance. Additionally, staff has notes that while the preference is not to have three buildings that all exactly match, there is a preference to see some common elements carried over between the buildings and within the ground signage. These common elements might include the geometric design, scale, and color that helps identify make the development look purposeful and cohesive.

Building 1 – Final Approval

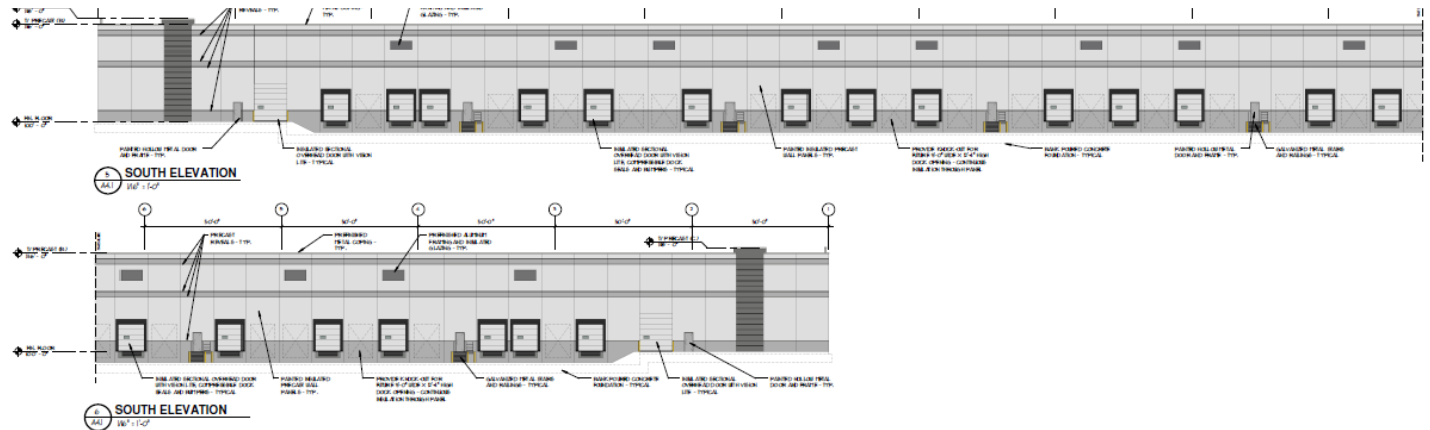
The building will be largely constructed of precast concrete panels. There are three glass architectural elements to anchor the building's two corners and the center for the north/front façade that will be most visible to Harlem Avenue. While the total number of tenants and internal layout will be determined based on the tenants chosen, this provides a natural space for up to three main entrances for employees. Canopies have also been placed over the entrance points to draw attention to them as customer or employee entrances. Overall there is articulation in the buildings appearance and roof line that makes it look attractive and not "boxy". The rooftop parapet has been designed to screen all rooftop equipment from view of the street.



The glass architectural elements will wrap around the corners of the building, providing attractive side facades.



The rear/south side of the of the building is where the dock location has been proposed. However, the common architectural design elements have been carried through to this side. Due to the unknown needs of the future tenants, some of the docks have been proposed to be installed while other locations will have “knock-out” areas where docks doors can be added or enlarged if needed by the future tenants.



Open Item #11: Review and discuss the proposed architecture of building 1 and need for any overall development standards.

SIGNAGE

Wall signage for individual tenants is proposed to be regulated by the Zoning Code. Ground signs are proposed at the entrances to the subdivision which will include allowances for individual tenants to be listed. The PUD allows for off-site signage for businesses within the development due to the signs being located at only a few access points and the need for directional signage throughout the development to businesses for way-finding purposes. Directional sign locations are also indicated on the engineering plans. Specific design details for the ground and directional signage have not been determined and would need to comply with the Zoning Code requirements as well if no specific examples or requests are made

Open Item #12: Review signage locations and acceptability of not submitting a Unified Sign Plan.

SPECIAL USE PERMIT FOR A PUD

This project proposes to rezone the subject properties to ORI along with a Special Use for a PUD over the subject property. The PUD will allow for certain uses not typically permitted in the ORI zoning district, but relevant to the proposed project. A similar zoning allowance for distribution and warehousing uses has been utilized in other areas of the Village with success. The zoning allows for those uses while still limiting some of the more obtrusive manufacturing uses allowed in the M-1 (General Manufacturing) zoning district. The PUD allows for a phased development that is interconnected between the different parcels. The CCC&Rs, Annexation Agreement, and Approved Plans will all be exhibits of the PUD ordinance.

Any items that don't meet zoning code are considered “Exceptions” instead of Variations and are covered by the PUD approval. The specifics of the PUD Ordinance allowances are listed below.

- a. Additional Permitted Uses – All uses of the ORI district will be permitted. The following uses are added as additional permitted uses on the property:
 - a. Warehouses, distributions plants, and wholesale establishments
 - b. Exterior storage of trucks and vehicles accessory to a principal permitted use.
- b. Exceptions - The Following Exceptions will be requested as part of the PUD:
 - a. Permit parking in the front yard.
 - b. Permit loading docks to front a public frontage with the establishment of the proposed landscape berm.
 - c. Permit open exterior storage of trucks and semi-trailers directly related to a principal business established on the premise where indicated on the Final Site Plan Approval and with the establishment of the proposed landscape berm. There shall be no maximum time limit for truck or trailer storage.
 - d. Permit a drive aisle width of 24 ft. in width instead of 26 ft. minimum width required.
 - e. Allow for the use of exterior building materials required for industrial uses (typically M-1 and Mu-1 districts) instead of commercial uses (includes ORI). This will allow for structures over 80,000 sq. ft. in size to utilize precast concrete panels instead of using 20% brick.
 - f. Signage
 - 1. Permit off-site signage for businesses within the PUD to be placed on any approved ground or monument signs.
 - 2. Permit business names and logos to be placed on directional signage.
 - 3. Permit up to one ground sign per driveway/entrance into the development.
 - 4. Permit ground signs to be located as close as 5 feet from a property line.
 - g. A waiver from minimum parking requirements (Sec. VIII.A.10) to allow for the parking to be permitted as shown on the Final Site Plan Approvals.
 - h. Permit the parcel to be subdivided into a maximum of 3 developable lots with a Plat of Subdivision Approval and filing of appropriate covenants to establish a Property Owners Association (POA) to own and maintain common area property and shared development signage.
 - i. All bulk regulations related to the Village of Tinley Park emergency communication tower parcel.

~~Open Item #13: Discuss the overall proposed PUD documents.~~

FINAL PLAT APPROVAL

The proposed Plat of Subdivision will consolidate the two existing lots into one large lot at this time. A second lot will be subdivided off for the Village emergency communication tower site. Conservation and drainage easements are being placed over the detention pond and floodplain areas. Cross-access easements are being placed over main drive aisles. Utility and public walkway easements along Harlem Avenue and Vollmer Road. Because the Plat is not proposing any additional lots, the land cannot be sold separately until such time as they come back to resubdivide the property. At that time additional requirements may be needed including the establishment of a Property Owners Association through recording of covenants and additional cross-access easements through all the of the properties. Since the developer will need to come back to resubdivide the lot with final approvals of future phases, and no portions of the lot can be sold separately until that time, staff does not have a concern with the proposal. If the developer would like to avoid resubdividing again in the future, a complete subdivision breaking out each parcel is required to be submitted along with completed CC&Rs that would establish an association if not under a single ownership.

~~Open Item #14: Review the proposed Plat of Subdivision for recommendation to the Village Board.~~

The proposed Plat has been modified to include a breakout of three building lots and the fourth lot to be used for the Village's emergency radio tower. If lots 2 and 3 are developed as one, they will need to request a consolidation of the lots. The plats also include some changes to the utility, landscape and access easements.

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 rural to commercial and industrial uses. The surrounding area has specifically changed with the approval and development of the neighboring Amazon Fulfillment Center at the property across Vollmer Road in the Village of Matteson. Other neighboring properties also include existing commercial development.*
- b. The extent to which property values are diminished by the particular zoning;
 - *The area along Harlem Avenue has mostly commercial and light-industrial uses existing or under construction. Views of docks and trailer storage will be screened from view by a landscape berm. Commercial or residential zoning both appear unlikely to generate development interest in the land. The purposeful and orderly development of vacant properties is expected to enhance area property values instead of diminishing 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 with an encumbrance of floodplain making it difficult to develop. The project will contribute directly to the economic development of the community by providing additional jobs and additional property tax revenue to various local governments where the existing vacant property is generating no benefits to the community.*
- d. The relative gain to the public as compared to the hardship imposed on the individual property owner;
 - *Perimeter landscape buffering is provided on all sides of the development that does not currently exist. The overall site layout and circulation patterns were designed to avoid any issues with the neighboring properties and minimize traffic issues. The roadways are major arterials that have been planned and designed as commercial routes. The project will contribute directly to the economic development of the community by providing additional jobs and additional property tax revenue to various local governments where the existing vacant property is generating no benefits to the community.*
- e. The suitability of the property for the zoned purpose;
 - *The proposed use as a multi-business light-industrial business center is suitable for the subject property due to the availability of high traffic volumes and available access points. The site is difficult to develop due to floodplain encumbrance and tax implications. Light industrial is the highest and best use of the property at this time.*
- f. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;
 - *The property was used as agricultural land but has otherwise been vacant for many (10+) years. Commercial or residential zoning both appear unlikely to generate development interest in the land.*
- g. The public need for the proposed use; and
 - *There is a high market demand for additional high-quality light industrial space in the area, particularly along the I-80 and I-57 corridors. The approval and construction of the Amazon Fulfillment Center has created even higher market demand for light-industrial users to be adjacent to that site.*
- h. The thoroughness with which the municipality has planned and zoned its land use.
 - *The property is shown as a mixed-use/PUD use in the Comprehensive Plan. The zoning of Office & Restrict Industrial and a request for a PUD is compatible with the past planning for this land.*

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 over 110 acres in size. The PUD is otherwise developed in accordance with the PUD provisions.*
- 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 along Harlem Avenue has mostly commercial and light-industrial uses existing or under construction. Views of docks and trailer storage will be screened from view by a landscape berm. Commercial or residential zoning both appear unlikely to generate development interest in the land. The purposeful and orderly development of vacant properties is expected to enhance area property values instead of diminishing them.*
- c. The uses permitted in the development are necessary or desirable and that the need for such uses has been clearly demonstrated;
 - *Light industrial uses permitted within the PUD are the highest and best use of the property due to the existing roadway with high traffic volumes, quick interstate access, and location of the adjacent Amazon Fulfillment Center in the Village of Matteson that is currently under construction. Alternative uses do not appear likely at this location.*
- 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 being developed with all necessary utilities. The extension of the watermain beyond the development site will improve service and safety to the surrounding area. The dedication for land for a new emergency radio tower will also help improve emergency response in this area of town.*
- 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 will begin with a speculative building to drive interest to the rest of the site. The high demand for the product should create a quick development timeline and full completion of the entire project. The site phasing has been designed to mitigate negative effects or unattractive views of the development if development occurs slower than anticipated.*
- 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. A traffic signal is being pursued through IDOT by the Village and developer at the intersection of Harlem Avenue and 195th St/Lakeside Drive.*

- 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;
 - *All roadways will be that specific property owner's responsibility to maintain. Easements have been established to ensure the landscape berm and bufferyards are maintained or can be maintained by the Village in the future through a Special Service Area (SSA).*
- 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, utility, and landscape easements have been recorded with the plat for control and enforcement by the Village. Any private agreements or private association covenants can be recorded by the developer at a later date.*
- 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
 - *Typical project guarantees required by code (such as public right-of-way and utility guarantees) will be required with the permit. The phasing of the development aspects has been planned to avoid problems if the project stalls for an extended period of time by requiring landscape beaming, utilities, detention, and public roadway work to be completed with Phase 1.*
- 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 and large scale of this specific and unique 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 act 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, it only moves the request to a vote. The conditions listed below are recommended by staff but can be added to, changed, or removed by the Commission based on their discussion of the approval of recommendation.

Motion 1 (Rezoning):

"...make a motion to recommend that the Village Board grant the Petitioner, Chris Carlino on behalf of Scannell Properties (Contract Purchaser), a rezoning of the properties located at 19501 -19701 Harlem Avenue, upon annexation, from being unincorporated to the ORI (Office & Restricted Industrial) zoning district and adopt the Findings of Fact submitted by the applicant and as proposed by Village Staff in the June 3, 2021 Staff Report."

Motion 2 (Special Use for a PUD):

"...make a motion to recommend that the Village Board grant a Special Use Permit for a Planned Unit Development for the Tinley Park Business Park to the Petitioner, Chris Carlino on behalf of Scannell Properties (Contract Purchaser), for a 110.94-acre development with approximately 1,262,000 sq. ft. of light industrial floor space to be completed in up to 3 phases at 19501 -19701 Harlem Avenue upon rezoning to the ORI zoning district, in accordance with the plans submitted and listed herein and adopt Findings of Fact as proposed by Village Staff in the June 3, 2021 Staff Report."

Motion 3 (Site Plan):

"...make a motion to grant the Petitioner, Chris Carlino on behalf of Scannell Properties (Contract Purchaser), Final Site Plan Approval to construct Phase 1, including a 195,000 sq. ft. building and Concept Approval for the total 110.94-acre light industrial development with approximately 1,262,000 sq. ft. in floor space with 2 or 3 buildings at 19501 -19701 Harlem Avenue in the ORI PD (Office & Restricted Industrial, Tinley Park Business Center PUD) zoning district, in accordance with the plans submitted and listed herein and subject to the following conditions:

- 1. Site Plan Approval is subject to the approval of the Annexation, Rezoning, PUD and Final Plat by the Village Board.*
- 2. Site Plan Approval is subject to final engineering plan review and approval.*
- 3. The Harlem Avenue landscape berm shall be installed with Phase 1 from the start of building 1 to Benton Drive.*
- 4. Site Plan Approval is subject to final Landscape Plan review which shall have specific species and planting details submitted with the final permits for each phase.*

Motion 4 (Final Plat):

"...make a motion to recommend that the Village Board grant approval to the Petitioner, Chris Carlino on behalf of Scannell Properties (Contract Purchaser), Final Plat of Subdivision Approval for the Tinley Park Business Center Subdivision in accordance with the Final Plat submitted and listed herein, subject to the following conditions:

- 1. The approval is subject to Final Engineering Plan approval by the Village Engineer.*
- 2. The Landscape Easement and Access Easement language and documents are located on the Final Plat or submitted as a separate document. The easement language shall be approved by Village staff and Village Attorney before Village Board consideration."*