



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

June 1, 2023

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 1, 2023.

CALL TO ORDER –CHAIRMAN GRAY called to order the Regular Meeting of the Plan Commission for June 1, 2023 at 7:05 p.m.

Jarell Blakely, Management Analyst, called the roll.

Present and responding to roll call were the following:

Chairman Gray
Donald Bettenhausen
James Gaskill
Angela Gatto
Terry Hamilton
Andrae Marak
Kurt Truxal

Absent Plan Commissioners:

Eduardo Mani
Steve Sepessy

Village Officials and Staff:

Dan Ritter, Community Development Director
John Urbanski, Public Works Director
Michael O. Whalen, Associate Planner
Jarell Blakely, Management Analyst
Dana West, Robinson Engineering

Petitioners:

Chris Kalischefski

Members of the Public:

none

COMMUNICATIONS – Dan Ritter, Community Development Director, noted there are no communications.

APPROVAL OF THE MINUTES - Minutes of the May 18, 2023, Regular Meeting of the Plan Commission were presented for approval. A motion was made by COMMISSIONER GASKILL, seconded by COMMISSIONER TRUXAL to approve the May 18, 2023, minutes as presented. CHAIRMAN GRAY asked for a voice vote; all were in favor. He declared the motion carried.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE JUNE 1, 2023 REGULAR MEETING

ITEM #1: WORKSHOP – GAS N WASH, 18301 LAGRANGE RD – SPECIAL USE, FINAL PLAT, VARIATIONS, AND SITE PLAN/ARCHITECTURAL APPROVAL

Consider recommending that the Village Board grant Leonard McEnery on behalf of Gas N Wash a Special Use for a Automobile Service Station and an Automobile Car Wash and Variations (Urban Design Overlay, Parking Minimum, Parking Minimum, Parking Locations, Wall/Ground Signs, etc.) to permit an gas station with a convenience store, car wash, and two drive-thru restaurant uses at the property located at 18301 LaGrange Road (SEC LaGrange Rd and 183rd St) in the B-3 (General Business and Commercial) zoning district. Site Plan and Final Plat approval are also being considered at the meeting.

Present and responding to roll call were the following:

Chairman Gray
Donald Bettenhausen
James Gaskill
Angela Gatto
Terry Hamilton
Andrae Marak
Kurt Truxal

Absent Plan Commissioners: Eduardo Mani
Steve Sepessy

Village Officials and Staff: Dan Ritter, Community Development Director
John Urbanski, Public Works Director
Michael O. Whalen, Associate Planner
Jarell Blakely, Management Analyst
Dana West, Robinson Engineering

Petitioners: Chris Kalischefski

Members of the Public: none

CHAIRMAN GRAY introduced Item #1.

Dan Ritter, Community Development Director, provided a brief introduction on the project. He noted that traffic and parking are major components since it is a proposed gas station on a busy corner. Dana West from Robinson Engineering and John Urbanski, our Public Works Director, are both here as a resource. Gas N Wash has been a good partner thus far given the challenges of

topography and access to the site. He noted that following Staff's presentation that the Petitioner may have some updates. He stated this is a Workshop, so there is no voting today. The Commissioners are welcome to ask questions.

Michael O. Whalen, Associate Planner, presented the staff report.

Dan Ritter said the Urban Design Overlay District (UDO) has required variations for many projects. He said that the UDO provisions are strong, however making a gas station and carwash is challenging for walkable urban design. He added that the project has added some pedestrian walkways to help meet the intent of the UDO. He said that the signage variations are similar to the variations approved for both other Gas N Wash gas stations. He said the Zoning Ordinance sign provisions are not well suited to the design of a gas station. He said some signs could meet the code. He asked Dana West whether the Robinson Engineering team had anything to elaborate on from the traffic report and their memo included in the agenda packet. Dan Ritter said that the approval can be conditioned to say that Gas N Wash will be responsible for some traffic improvements if problems arise. He said that any developer would have difficulty developing a good site plan without access to La Grange Road. He said this scenario is also found on Harlem Avenue near the I-80 and Harlem Ave interchange.

CHAIRMAN GRAY raised a concern with the location of the stormwater facility at the high point of the site. Dana West said the strategy is unconventional, but that the developer's engineers are confident the facility will work. She added that the details will be worked out at final engineering. Dan Ritter noted that there would be a retaining wall as the site is leveled out. CHAIRMAN GRAY said the grading approach will be costlier for maintenance.

Dana West said that 183rd Street is a Cook County Department of Transportation and Highways roadway and the Village and Robinson are awaiting comments on what roadway and site plan adjustments may be required by the County. CHAIRMAN GRAY asked about whether or not a signal at White Eagle Drive and 183rd Street was needed. Dan Ritter said a traffic warrant analysis may be required by the County. He noted that there are existing traffic issues at the 183rd and La Grange intersection and that the roadway is wide enough to accommodate a dual left turn lane. He said this may be requested or required by the County.

CHAIRMAN GRAY noted he was also concerned with the site plan's vehicle circulation and referred to a number of pinch points for drive-thru traffic. He said the site was crowded internally. John Urbanski said he supported and agreed with the comments provided by Robinson Engineering relating to traffic and site circulation.

CHAIRMAN GRAY asked the Petitioner to come up to speak. Chris Kalischefski introduced the members of his team. He stated that site was difficult to develop because of its proximity to I-80. He noted the traffic counts and roadway characteristics in the area. He said the site was appropriate for a gas station. He said he would work with his team to reduce the number of signage variances being requested. He was under the impression the total square footage of signage allowed was around 700 square feet and said the proposal was around 300 square feet. He noted there is a number of businesses and components of the gas station proposed on the site. He said the Petitioner would not spend so much money to design a site that they felt was unsafe. He said the existing traffic is

enough to generate enough customers to justify the cost of having the stormwater facility at the high point of the site. He commented on previous submittals and described some specifics of vehicle access. He said the Petitioner's team will work with Staff. He made reference to the proposed floor area ratio to describe the intensity of the development. He said that other Gas N Wash drive-thrus do not have stacking problems. He commented on the traffic generation of potential future tenants and the stacking that might be needed for low generating drive-thru tenants. He commented on vehicle movements. He said confusing site design will lead customers to go to other gas stations. He said gas stations are less successful if they are not right on the street. He said that placing the pond at the high point of the site is intended to place the gas station as close as possible to the 183rd and La Grange intersection. He said most of the grading would use on-site materials, and that digging the pond will generate additional on-site fill to use to raise the lower portion of the site. He commented on the quality of Gas N Wash developments. He committed to enhancing the building entry on the east side of the convenience store building. He stated that in his team's opinion there would be limited pedestrian trip generation in the area. He stated that other developments in the vicinity had less sidewalks. He referred to his earlier signage and development intensity comments. He said his team is willing to work with staff.

CHAIRMAN GRAY thanked the Petitioner. He said he agreed that the site is appropriate for a gas station.

COMMISSIONER BETTENHAUSEN said he had concerns about traffic and site circulation.

COMMISSIONER MARAK said he is concerned with the 183rd right-in-right-out driveway. He noted high-speed vehicle movements. He said the pedestrian connections between the convenience store and the hotels in the vicinity are important. He added that as sidewalks continue to fill in, residents may want to walk to the convenience store, though noted most people would probably drive instead of taking a ten-minute walk. He reiterated that pedestrian connectivity is very important.

COMMISSIONER GASKILL had no comment.

COMMISSIONER GATTO said she was concerned that there were two drive-thrus proposed. She noted that the Gas N Wash location on 183rd Street only has one drive-thru. She said that eliminating one drive-thru would reduce some of the site circulation issues. COMMISSIONER HAMILTON agreed. CHAIRMAN GRAY said the vehicle movements for the u-shaped drive-thru were complicated and that there was potential for a pinch point and for traffic to back up onto 183rd Street. COMMISSIONER GATTO said The Plan Commission was concerned about traffic circulation for the Gas N Wash location on 183rd Street and that the single-drive-thru design makes the site easy to navigate and there is limited congestion within the site. She added that she was glad the Dunkin Donuts franchise rules eliminated the possibility of a Dunkin Donuts at the proposed site. She again said she was concerned about the proposed site having two drive-thrus. She said that at the 183rd Street location the gas station and car wash are divided by a street and asked whether a similar solution was possible at the proposed site. CHAIRMAN GRAY said the lack of access from La Grange was an issue.

CHAIRMAN GRAY asked if the Petitioner had some potential drive-thru tenants in mind. He noted

that some users, like the Starbucks on 171st and Harlem generate so much traffic that they cause problems on public roadways. COMMISSIONER GATTO said the Dunkin Donuts on 171th and 80th Avenue is a well-designed drive-thru.

COMMISSIONER GATTO said she thought there is a better way to configure the site. Dan Ritter said the issue is not having two drive-thrus, the issue is which tenants move in. He said that the approval will be conditioned to require a new traffic analysis if a different type of business were to move into one of the drive-thrus. He said the main issue is the 183rd Street access point since users for all of the components of the site will enter at that one location which creates the potential for backups. Dan Ritter said that additional stacking was added and menu boards were relocated to try to make the drive-thrus work better. He said that the Petitioner has worked to improve the site plan, but knowing the maximum drive-thru traffic generation is important to understand whether the site will function as intended. He said other locations work well and directional signage will help.

COMMISSIONER MARAK asked if there were sites with similar layouts. Dan Ritter deferred to the Petitioner. CHAIRMAN GRAY said knowing the tenants would be helpful. He commented on a potential site reconfiguration and said proposed vehicle movements may be non-instinctual. Chris Kalischefski said the Petitioner's team would look at potential reconfiguration. He commented on the nature of the potential tenants. Dan Ritter said the more intense user should be located at the rear drive-thru so that potential backups can occur in the site instead of onto public roads. Michael O. Whalen commented on the traffic report user parameters and said a revised report would be needed if those parameters changed. Dana West said the parameters of the report could shift peak traffic times depending on the drive-thru users. The Chris Kalischefski agreed that revised traffic studies would be submitted if users changed.

Chris Kalischefski asked about parking ratio calculations. Michael O. Whalen said that fueling bays serve as parking stalls for many convenience store customers. CHAIRMAN GRAY asked about the difference in parking counts. Dan Ritter said the Zoning Ordinance's parking provisions are outdated and that a variance can be supported if the Petitioner can show the proposed number of parking spaces is appropriate.

COMMISSIONER TRUXAL said he goes to both Gas N Wash locations in Mokena. He said the parking at both is constrained and said the issue may be caused by the presence of gaming machines as some people can stay for hours. He said he occasionally parks in the carwash vacuum bays because all parking spaces are taken. He also noted that crashes might occur at the 183rd right-in-right-out driveway at the proposed site. He said the northernmost driveway could cause more crashes with motorists trying to turn left. He said the proposal of having two drive-thrus was too much for the site. Chris Kalischefski said the Mokena locations have less parking. COMMISSIONER TRUXAL said the Gas N Wash location on 191st and 88th Avenue in Mokena only has one drive-thru. He said the drive-thru at that location, a Dunkin Donuts, regularly backs up onto 88th Avenue and blocks access to the site. He said proposed site including a second drive-thru may create the same problem. CHAIRMAN GRAY referred to the staff report which noted that there is no parking requirement for gaming seats. COMMISSIONERS GATTO and TRUXAL said people sit at the gaming machines for hours. Dan Ritter likened gaming seats to tables at a restaurant but said a one-to-one ratio was probably appropriate. COMMISSIONER TRUXAL said two drive-thrus were too much for the location. Chris Kalischefski said there will be six gaming

seats.

COMMISSIONER BETTENHAUSEN asked if White Eagle Drive will ever run through north of 183rd Street. Dan Ritter said that a driveway would be more likely. COMMISSIONER BETTENHAUSEN said he was concerned about traffic from the hotels. Dan Ritter said hotels generate a limited amount of traffic. Dana West said the Marriott hotels site on the east side of White Eagle will have as many trips in a day as the proposed Gas N Wash will in an hour. Dan Ritter said a condition will be added to the approvals that Gas N Wash will have to cover its portion of road modifications if problems occur. COMMISSIONER BETTENHAUSEN said the site circulation was complicated and likened it to the CVS on 171st and La Grange.

COMMISSIONER TRUXAL said Gas N Washes are very clean and very popular, which is both a good and bad thing. Chris Kalischefski commented about CC DOTH and IDOT approvals.

COMMISSIONER TRUXAL said that the current proposal was scary. CHAIRMAN GRAY commented on pedestrian-motorist conflicts and that the site plan cause safety concerns. Dan Ritter commented that pedestrian connectivity to hotels is important because the convenience store side of the business is a strong driver of trips. He said the Petitioner's team did its best to design the walkways but that topography of the site made more conveniently located walkways not possible. Chris Kalischefski responded. Dan Ritter noted the importance of walkability as the area continues to develop.

John Urbanski said the current proposal is a lot closer to what the Village wants to see from an engineering and traffic perspective. He said the Petitioner's team has expressed a willingness to work with Village Staff.

COMMISSIONER HAMILTON said it appeared there were conflicting goals for the site. He said there's a balance between a site design that is strongly oriented towards vehicles and a need for more pedestrian oriented urban design. He questioned whether bringing the item back to the June 15th hearing would allow enough time to make revisions and complete reviews. Dan Ritter said making the 15th public hearing is the goal and that Staff will work with the Petitioner on a realistic timeline. He said the item could be continued if the timeline becomes an issue. CHAIRMAN GRAY said it appears Village Staff and the Petitioner are all acting in good faith. Dan Ritter noted that workshops help guide petitioners to improve projects. Chris Kalischefski thanked the Plan Commissioners.

CHAIRMAN GRAY reiterated the public hearing is scheduled for two weeks from now on June 15th. If more progress still needs to be made, staff will let us know.

Good of the Order

Dan Ritter, Community Development Director, provided status on the following projects:

Lori Kosmatka, Associate Planner, passed her AICP exam to be a Certified Planner.

Planning Manager position was accepted today.

Per COMMISSIONER GASKILL's inquiry on Amazon (noting signage is down and they have closed many stores because it isn't working the way they thought it would): This is one of approximately 40 locations in the nation. They are not telling us anything they are not telling anyone else. They are not pulling out of the Chicago market, but may be changing prototypes. The hope is they still go in the space. The property owner is committed to having a grocer in that space. We have a good relationship with the property owner who also does not know anything. They have been paying their lease. They removed signage at other locations as well, like Arlington Heights, and across the country. There is nothing we have to force them to open. The property owners worked well with us. We are hopeful they will pivot to another model and stay there. If not, we will work with the property owners to find another use. COMMISSIONER GASKILL noted it would be nice if Walt's came back. Dan Ritter responded it has more to do with the property owner and what Walt's would have agreed to. COMMISSIONER GASKILL noted it would be helpful to broker something to put them back there. Dan Ritter responded they are looking at all types of users that could go in the space.

Pete's has been moving forward across the street.

Per COMMISSIONER GATTO'S inquiry on the (former state) mental institution: Dan Ritter noted the public updates are what has been communicated in the newspapers/media. The bill passed in the State for the Park District to get it. The Village's vision for being able fund the cleanup for the site was going to be through some private development and not parks. We are trying to work with the Park District. He would have to defer to the Village Manager on any further information. Everyone wants to see cleanup and development on the site one way or another. That would be a step in the right direction, and everyone's goal in Tinley Park. COMMISSIONER HAMILTON then asked whether any of the mental institution would come to the Plan Commission. Dan Ritter responded it could potentially come to the Plan Commission, because as the zoning currently is, it does not allow for a public park on it. There may be requests for rezoning and subdivision. It is currently one lot without utilities, easements or roads. Regardless of the owner, these things need to be thought out as pieces are split off. COMMISSIONER MARAK remarked that it strikes him that the upcoming master plan would be an appropriate place to address how that space fits into the rest of the Village. Dan Ritter responded that we are doing the comprehensive plan for the entire Village. We don't know if that will come before or after. 280 acres in the center of town is a major focal point.

Receive Comments from the Public

There were no comments from the public.

CHAIRMAN GRAY requested a motion to adjourn the meeting.

COMMISSIONER GATTO made a motion to adjourn the Meeting. Second by COMMISSIONER GASKILL. CHAIRMAN GRAY requested a voice vote. Hearing no opposition, he declared the Meeting Adjourned. Meeting was adjourned at 8:36 p.m.



PLAN COMMISSION STAFF REPORT

March 6, 2022 – Public Hearing

Petitioner

Leonard McEnergy, on behalf of Lenny's Gas N Wash Tinley Park, LLC

Property Location

18301 La Grange Rd

PIN

27-33-401-013-0000

Zoning

B-3 (General Business and Commercial)

Approvals Sought

Special Use Permits
Variations
Site Plan Approval
Plat Approval

Project Planner

Michael O. Whalen, AICP
Associate Planner

Gas N Wash La Grange Road

SEC 183rd Street and La Grange Road / 18301 La Grange Road



EXECUTIVE SUMMARY

The Petitioner, Leonard McEnergy on the behalf of Lenny's Gas N Wash Tinley Park, LLC, is requesting: Special Use Permits for an *Automobile Service Station* and an *Automobile Car Wash, When Attached to a Service Station*; Variations (Urban Design Overlay, Parking Minimums, Signage etc.); Site Plan/Architectural Approval; and Plat of Subdivision. The requests are to allow for the construction of a new gas station/truck stop with a carwash and a convenience store with two drive-thru tenants. The Petitioner is also pursuing a liquor license for the site.

A Special Use Permit is required to operate both an *Automobile Service Station* and an *Automobile Car Wash, When Attached to a Service Station* in the B-3 General Business and Commercial zoning district. The site is 8.759 acres and is currently undeveloped. The construction of this development will fill the vacant, high-profile corner of 183rd Street and La Grange Road with a gas station. The development will serve expressway traffic, as well as a number of existing and new hotels under construction in the vicinity.

The subject property is located within the Urban Design Overlay District, which is intended to promote pedestrian-oriented design and orient buildings onto the street, rather than onto parking lots. The nature of this development is generally incompatible with the intent of the Urban Design Overlay District. Because of its proximity to the Interstate-80 and La Grange Road interchange, variations from several Overlay District provisions may be appropriate.

The proposed development will create substantial traffic impacts.

This will be the third Gas N Wash location in Tinley Park; there are twenty-one existing and under-construction locations throughout Chicagoland and downstate Illinois.

EXISTING SITE & HISTORY

The subject property is located at the southeast corner of 183rd Street and La Grange Road. The approximately 8.579-acre property is undeveloped and has a significant slope, with the southeast corner being approximately eighteen feet higher than the northwest corner.

The property was annexed into the Village in 1978 (Ord. No. 78-O-038).

ZONING & NEARBY LAND USES

The property is designated B-3 (General Business and Commercial). The Zoning Ordinance states the B-3 zoning district “is designed to accommodate a wide range of specialized commercial uses, including highway-oriented services and commercial types of establishments to serve the needs of motorists. This district is intended to include those uses which would not be compatible in a neighborhood or community-type shopping center.”

The property is also located in the UD-1 Urban Design Overlay District. This Overlay District is “intended to promote specific design standards concerned with the character and placement of non-residential buildings, including parking and other accessory uses, as well as the role and nature of the spaces between the buildings and the public streets.”

Surrounding zoning:

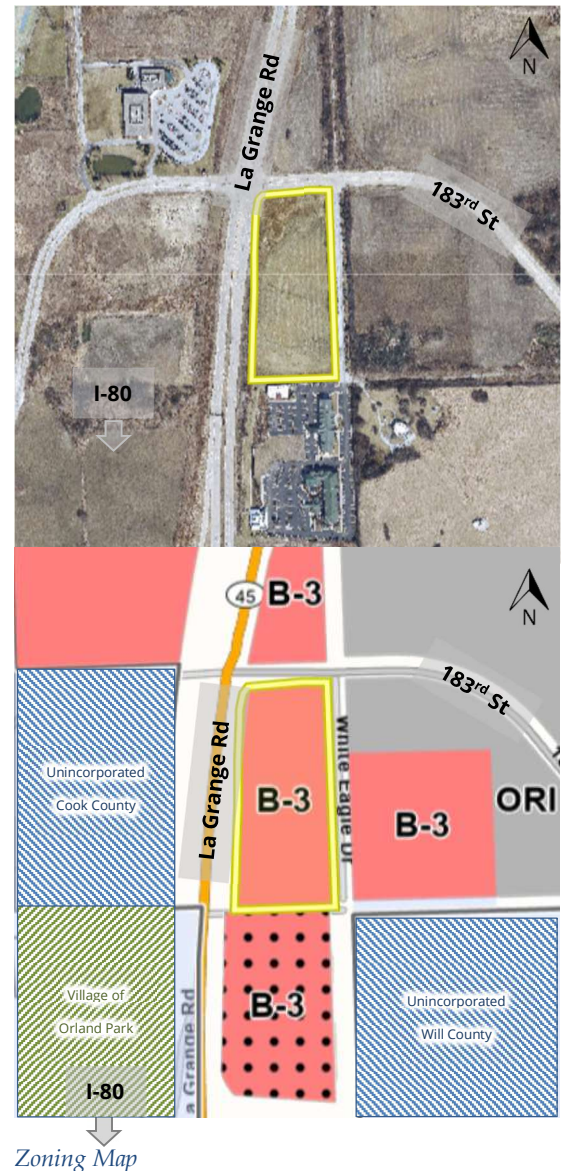
- South: B-3 PD (General Business and Commercial; Mid-Continent PUD), hotels and restaurant
- East: B-3 (General Business and Commercial), undeveloped land (future Marriott Hotels site)
- North: B-3 (General Business and Commercial), undeveloped land
- West: Unincorporated Cook County, undeveloped land

PROPOSED USE AND EXCEPTIONS

The proposed truck-stop/gas station and carwash will serve both local and interstate traffic. An 8,110 square foot convenience store with two drive-thru restaurant tenants and a car wash will also be developed on-site. The drive-thru tenants are not confirmed, and future tenants may generate a substantial amount of traffic. A Special Use Permit is required for both the gas station and car wash as described above. The Petitioner is also pursuing a liquor license for the site.

The nature of this development requires major Exceptions from the Zoning Ordinance, specifically almost all provisions of the Urban Design Overlay District. In addition, Exceptions relating to signage and parking are requested by the Petitioner. The Petitioner is also seeking waivers from the Landscape Ordinance due to the configuration and stormwater needs of the site. Exceptions and waivers are detailed below.

Open Item #1: Consider the appropriateness of granting two Special Use Permits to allow the development of an Automobile Service Station and a Car Wash when Attached to a Service Station.



FINAL PLAT OF SUBDIVISION

The Village received a signed plat of subdivision on May 19, 2023.

The proposed subdivision divides the property known as 18200 96th Avenue (PIN 27-33-401-013-0000). The proposed plat splits the property into two lots: the subject site and a southern lot owned by a separate entity.

The proposed final plat of subdivision includes existing and proposed utility and access easements. The 26-foot access easement on the Gas N Wash site will parallel La Grange Road between the western property line and the stormwater pond. The Petitioner is not proposing building a cross-access driveway to the southern property line at this time, which is reasonable given the parcel to the south is undeveloped. A ten-foot utility easement is proposed (as required) on the south side of the Gas N Wash property line and on the north side of the undeveloped southern lot.

SITE AND NEIGHBORHOOD DESCRIPTION

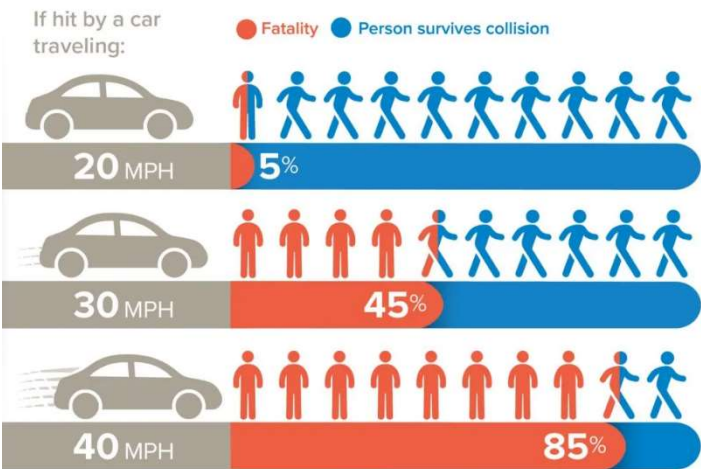
Neighborhood.

North of the subject site is undeveloped commercially zoned land within the Village. Less than half a mile north are Moraine Valley Community College Southwest Education Center and the future Loyola Southwest Ambulatory Care Center. Northeast of the site is a residential pod neighborhood. Northwest of the site is Advocate Medical Campus South; a golf course and Orland Grassland nature preserve are further northwest. East of the site are two future hotels with single-family residential nearby. South of the site are undeveloped land, two hotels, and a restaurant. Further south is the I-80/La Grange Road interchange. Southwest of the site is the WLS radio transmission tower. West of the site is undeveloped, unincorporated land. Further west is undeveloped land within Orland Park; the land is zoned RMC Regional Mixed-Use Campus and BIZ General Business District.

Streets and Roads.

The subject site has three frontages—La Grange Road, 183rd Street, and White Eagle Drive.

La Grange in the vicinity is a high-speed, six-lane principal arterial road with wide lanes, wide shoulders, and an interchange to access Interstate-80. The speed limit on this segment of La Grange is signed as 45 miles per hour. The road is designed to safely accommodate and encourage substantially higher speeds and there is no infrastructure to encourage compliance with the posted speed limit. At the signalized intersection with 183rd Street, the road has nine lanes and is approximately 150 feet wide. The turn radii at the intersection are very wide to accommodate high-speed, free-flow right-turn traffic on all four corners, and curbs are only present near the intersection. There are no sidewalks, crosswalks, or bicycle facilities. This road, signed as US Highway 45, is owned and maintained by the Illinois Department of Transportation.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

183rd Street in the vicinity is a four-lane, moderate speed collector road owned and maintained by the Cook County Department of Transportation and Highways. The road has wide lanes and turn radii, and the speed limit is signed as 35 miles per hour. The road is designed to safely accommodate and encourage higher speeds. At the intersection with La Grange Rd., 183rd Street is six lanes (with striped space for a seventh for a dual left turn) and is over 100 feet wide. There are no sidewalks, marked crosswalks, or bicycle facilities.

White Eagle Drive is a moderate speed local street owned and maintained by the Village. The street is 40 feet wide and does not have lane striping. The posted speed limit is 35 miles per hour but there is no infrastructure is present to encourage compliance. There are currently no sidewalks, crosswalks, or bicycle facilities, however as development occurs, sidewalk segments will be installed by each developer. White Eagle Drive terminates at a parking lot for a restaurant and hotels.

There are no existing or proposed public transportation routes in the vicinity.

In general, the roadways in this area create an uncomfortable, unsafe, and potentially deadly environment for pedestrians and cyclists. The site location, site use, and site design are not compatible with non-motorized travel as proposed.

Topography.

The subject site is sloped significantly. The high point at the southeast corner is approximately eighteen feet higher than the low point at the northwest corner. The Petitioner proposes a detention pond near the high point of the site—the southern property line. The topography and significant grading required to develop the site in the Petitioner's preferred configuration substantially constrain the site design.

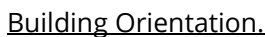
PROPOSED SITE PLAN

Transportation Infrastructure Additions.

As a part of this approval, the Village will require construction of six-foot sidewalks along the 183rd Street and White Eagle Drive frontages. The Village will not require a sidewalk along the La Grange Road frontage because the Village's Public Works department does not anticipate the Illinois Department of Transportation constructing a sidewalk or path through the I-80/La Grange Rd interchange.

There are two walkways connecting the to-be-constructed sidewalks to the convenience store. The walkway to 183rd Street is reasonably direct and is located on the western side of a right-in-right-out driveway. The location of this walkway will likely limit its utility to pedestrians as more direct routes through driveways are present. The walkway to the sidewalk along White Eagle Drive takes a circuitous route from the north side of the central right-and-left-out driveway in the center of the site. The location of this walkway will limit its utility to pedestrians as direct routes through driveways are present. Village Staff recommends the walkway along the eastern property line be relocated towards the southern end of the site to provide more useful pedestrian infrastructure. The Petitioner states the slope of the property make relocating the walkway unfeasible. There are five curb cuts of varying widths across the sidewalks on 183rd Street and White Eagle Drive.

The Petitioner is proposing five curb cuts for vehicle access: a right-in-right-out driveway (two cuts) onto eastbound 183rd Street; a right-in on White Eagle Drive (northernmost); a left-right out on White Eagle Drive (central); and a full access on White Eagle Drive (southernmost). The Urban Design Overlay District limits curb cuts to one per site and any curb-cut must not be greater than 30 feet in width. The curb cut width limit and quantity is intended to reduce pedestrian and motorist conflicts by slowing vehicles. While the driveways on 183rd Street encourage high-speed vehicle movements and pedestrian conflicts, the design may limit vehicle access backups. The site is somewhat constrained by having truck fueling, which is accompanied by very large turn radii, which widens intersections and facilitates and encourages higher speed automobile movements. The site is further constrained by the proposed automobile fueling location, the presence of two drive-thrus, a carwash, and on-site stormwater detention. These constraints require complicated routing of vehicles throughout the site. The proposed drive-thru restaurants have six and nine stacking spaces. A proposed fourteen space parking area dead-ends at the entrance of one of the two drive-thrus. The Petitioner's most recent zoning submittal did not provide an exhibit indicating whether any additional vehicle stacking is proposed. The proposed site plan accommodates semi-trailer, delivery, and fire trucks. A cross-



The convenience store is proposed at the center of the site, with fueling area canopies on the east and west sides of the building. The building is situated approximately 150 feet from La Grange, 200 feet from 183rd Street, and 150 feet from White Eagle Drive. The Urban Design Overlay District prescribes a build-to line between zero and twenty feet from the property line. The Zoning Ordinance (Sec. II.B: yard, front/primary front) defines the front lot line as the 183rd frontage—the narrowest frontage. This frontage is instead designed as the side of the property, with access driveways, a drive-thru queue, and parking lot between the building and the road.

The building will be addressed as 18301 La Grange Road, however there is no access from La Grange. The primary façade of the building and main entrance are oriented onto La Grange, which functions as the rear of the building for pedestrians. The north side of the convenience store building and drive-thru queueing are oriented onto the 183rd Street frontage. The rear of the convenience store building is oriented onto White Eagle Drive, no architectural detailing is present to indicate the entrance to pedestrians or people arriving by truck. The south side of the convenience store is oriented towards a parking area and the car wash. The convenience store building is substantially set back from the primary and secondary frontages of the site, and large driveway areas eliminate the possibility of creating some semblance of a streetscape with a street-wall—a primary goal of the Urban Design Overlay District. The overlay requires the primary frontage of the building, exclusive of driveways, cover at least one-third of the frontage. The Overlay also requires that drive-thrus and parking lots must be oriented to the side or rear of the building.

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Drive-thrus and Queues.

The Petitioner is proposing two drive-thrus—the drive-thru tenants are not confirmed, and future tenants may generate a substantial or a negligible amount of traffic. It is important to consider the impacts of a high-volume tenant when considering the proposed site plan.

One drive-thru is proposed on the northern side of the building with the queue in a U-shaped configuration. The entrance to this drive-thru is near the right-in-right-out driveway on 183rd. The drive-thru queueing is not indicated on the most recent site plan submittal, however the traffic report indicates that this drive-thru will accommodate 13 vehicles. Queue space is typically indicated with small vehicles in a bumper-to-bumper configuration and not a real world configuration. In a suburban context in the vicinity of I-80, it may be likely this queueing space is insufficient during peak hours for a high-volume tenant. For the purposes of determining trip generation, the Petitioner's consultant KLOA considered one drive-thru tenant as a coffee-donut shop drive-thru and the other as a quick service restaurant drive-thru. Both of these trip generation uses can generate limited or heavy traffic. KLOA states that the ITE trip generation manual states that most traffic for gas stations and drive-thrus are local traffic. With this property being designed as a truck stop located very close to a major interchange with a heavily trafficked interstate expressway that sees both peak hour commute traffic and all-day interstate traffic, this assertion may be less accurate. The traffic report states that a previous survey of a coffee-donut shop drive-thru indicated that ten to eleven vehicle queueing spaces were needed at peak times. The report does not indicate where or when or which business was surveyed. There is potential for this drive-thru to generate enough traffic that access to the site backs up into drive aisles and at worst, onto 183rd street.

The second drive-thru is proposed on the rear façade of the building facing White Eagle Drive. The queue begins at the end of the parking lot on the south side of the building and wraps the south and east facades. The traffic report states that stacking for seven vehicles is provided, with additional potential stacking occurring in the parking lot. This drive-thru has stacking space for three spaces between the window and the order board and four spaces between the entrance and the order board, according to a previous submittal. If this drive-thru has insufficient queueing, which may occur if a high volume tenant moves in, vehicles may back up into parking areas. The currently proposed restaurant is a quick service restaurant and not a fast-food restaurant.

The queueing area for the car wash has space for 21 bumper-to-bumper vehicles across three lanes.

Open Item #2: Discuss the buildings deep setback from all roadways.

Open Item #3: Discuss pedestrian and vehicle circulation and conflicts. Are additional directional signs needed?

Open Item #4: Discuss the intent of the Urban Design Overlay District as it applies to this project and discuss the appropriateness of all variations needed.

TRAFFIC IMPACT

The Village Engineer states that the proposed development will cause significant backups to 183rd and La Grange intersection. Backups at this intersection are already a common occurrence. Backups on White Eagle Drive are also anticipated due to insufficient stacking space. Traffic may back up onto 183rd Street if the northern drive-thru stacks into the driveway. Vehicles exiting onto White Eagle Drive from the northern driveway may block traffic attempting to get into the northbound lanes. Directional signage and changing driveway ingress and egress may help reduce this issue. Additionally, White Eagle Drive needs to be repaired and resurfaced.

The image displays four architectural elevation drawings of a building, each with associated height markers and material samples.

- WEST ELEVATION (3/16" x 1'-0"):** Shows the side profile of the building. Height markers on the right indicate: T. PEAK (33'-0"), T. TOWER (24'-0"), T. PARAPET (18'-0"), T. WINDOW @ WASH. BAY (9'-0"), and T. FOUNDATION (0'-0").
- NORTH ELEVATION (3/16" x 1'-0"):** Shows the front facade. Height markers on the right indicate: T. PEAK (33'-0"), T. TOWER (24'-0"), T. PARAPET (18'-0"), and T. FOUNDATION (0'-0"). Material callouts include: QUIN BRICK, HESTING BLEND; RED ALUMINUM COPING; ASPHALT SHINGLED; WOOD TRUSS; MINERAL TYP.; PRECAST SILL; COLOR BRICK; and MEND STONE; LIMESTONE.
- SOUTH ELEVATION (3/16" x 1'-0"):** Shows the back facade. Height markers on the right indicate: T. PEAK (33'-0"), T. TOWER (24'-0"), T. PARAPET (18'-0"), and T. FOUNDATION (0'-0"). Material callouts include: RED ALUMINUM COPING; QUIN BRICK, HESTING BLEND; PRECAST SILL; COLOR BRICK; and MEND STONE; LIMESTONE.
- EAST ELEVATION (3/16" x 1'-0"):** Shows the side profile from the opposite side. Height markers on the right indicate: T. PEAK (33'-0"), T. TOWER (24'-0"), T. PARAPET (18'-0"), B. ROOF L.P. (13'-0"), T. WINDOW @ WASH. BAY (9'-0"), and T. FOUNDATION (0'-0").

Material samples are provided for:

- BRICK SAMPLE (N.Y.S.):** A sample of Quin Brick, Hesting Blend.
- STONE SAMPLE (N.Y.S.):** A sample of Mend Stone, Limestone.
- AWNING GLAZING RED METAL (N.Y.S.):** A sample of the metal used for the awning glazing.

There is a trash enclosure and a storage building located in front of the building along White Eagle Drive. These structures will be designed in a manner compatible with the convenience store building. These structures must be located to the side or rear of the site (Sec. III.H.2.).

Open Item #5: Discuss the prominence of the rear/main pedestrian entrance to the building, and whether additional architectural treatments of this façade are desired and justified.

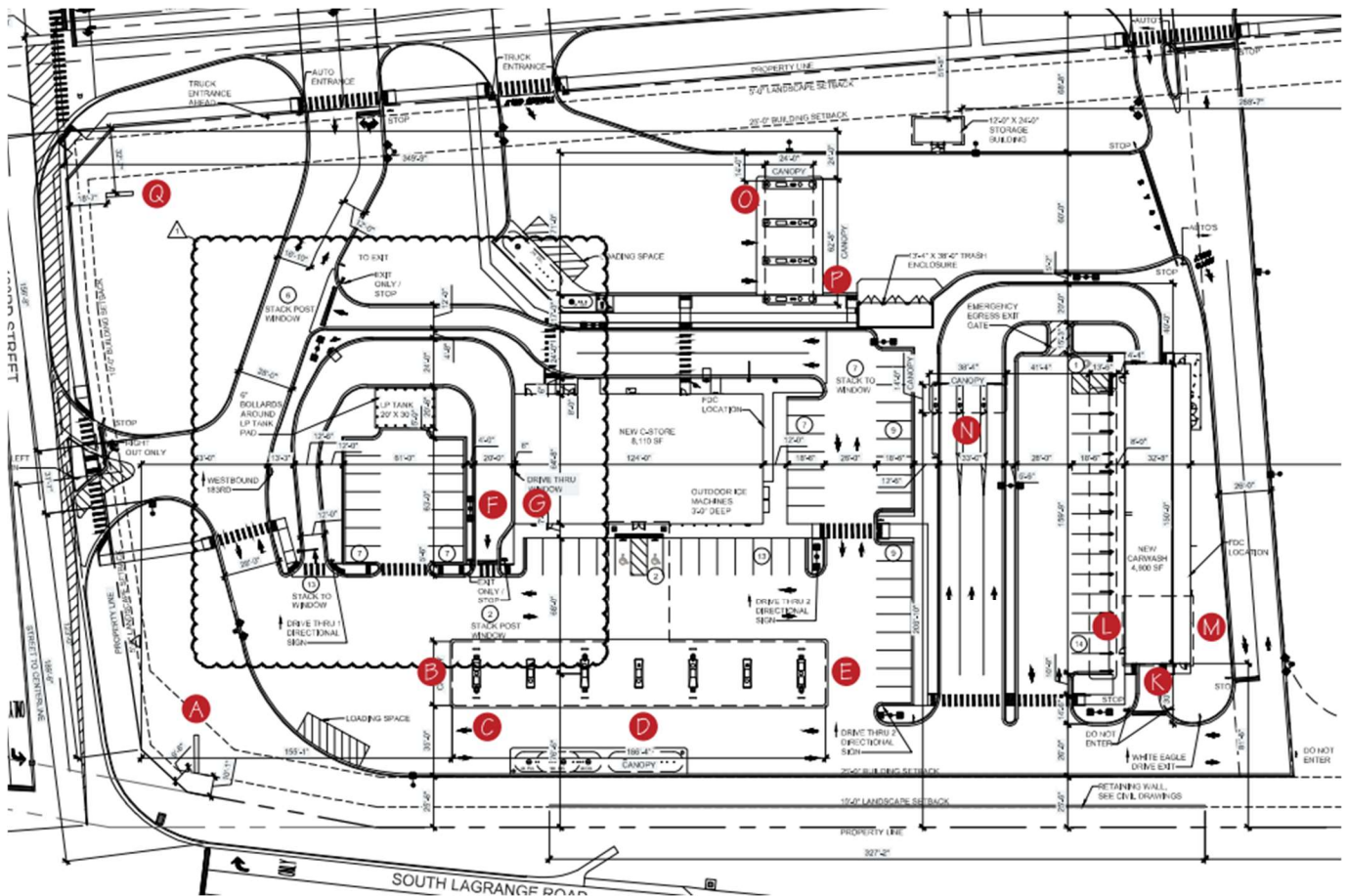
LANDSCAPE

The proposed landscape plan does a relatively good job of fulfilling the requirements prescribed in the Landscape Ordinance. Since the use and configuration of the site require excessive pavement, there is limited space to accommodate all required landscaping. The Petitioner is installing street trees and a landscape buffer which will mostly be comprised of canopy trees and will soften the appearance of the site. All areas not covered by pavement are receiving some landscape treatment. Building perimeter landscaping is absent on two facades of both the convenience store and the carwash building due to the nature of the development. It is both feasible and preferable to decrease the amount of unnecessary pavement to make space for more of the required landscaping.

SIGNAGE

The Petitioner is proposing 25 signs:

- Two ground signs;
- Three wall signs on the convenience store;
- Three signs on the carwash near the tunnel entry.
- Four signs on the automobile fueling canopy;
- Two signs on the truck fueling canopy;
- One sign on the carwash pay station;
- Three signs on the carwash vacuum station canopy; and
- Seven directional signs.



Freestanding Signs.

The proposed ground sign (Location A) at the 183rd and La Grange intersection is eighteen feet and nine inches wide by eleven feet two inches tall. The overall height exceeds the maximum height of ten feet—a Variation is required; however, Staff generally will not support this Variation from Sec. IX.D.I. The sign features materials compatible with the convenience store and carwash buildings, a red background, and signs for each of the three businesses on site: Gas N Wash, a coffee-donut shop drive-thru, and a quick service restaurant drive-thru. There is also an electronic pricing display for gas prices. The gasoline sales sign is not dimensioned. The maximum allowable size for a gasoline sales sign is twenty square feet in size. A Variation from Sec. IX.L.1.a. to increase the size of the gasoline sales sign may be needed—Staff would be generally supportive of this variation at this location. The overall sign area is fourteen foot two inches wide by seven foot six inches tall, or 106.25 square feet.

The second proposed ground sign (Location Q) at the 183rd and White Eagle Drive intersection is thirteen foot four inches wide by ten foot tall. The sign features materials compatible with the convenience store and carwash buildings, a red background, a sign for the car wash, and an electronic message center (EMC). The overall sign area is ten foot wide by seven foot wide, or 70 square feet. The EMC is seven foot wide by three foot tall, or twenty-one square feet. The EMC makes up 30 percent of the overall sign area—the Zoning Ordinance specifies a maximum ratio of twenty percent, so a Variation is needed. Staff is generally supportive of this Variation from Sec. IX.J.4. to allow for a larger EMC at this location.

Given the length of each of the three public frontages, two ground signs are allowed. The Zoning Ordinance specifies that ground signs are situated at least 300 feet apart—the two proposed ground signs are less than 300 feet apart, so a Variation is required. Staff is generally supportive of this Variation from Sec. IX.F.2. to allow the two ground signs to be situated less than 300 feet apart.

Wall Signs.

The convenience store building is proposed to have two wall signs—one on the northern façade and one on the western façade. The carwash building is proposed to have three wall signs—one on the northern façade, one on the western façade, and one on the southern façade.

The northern convenience store sign (Location F) is for the coffee-donut shop drive-thru. It is nine foot three inches wide by six foot four inches tall, or 58.5 square feet. The maximum allowed wall sign size for a tenant within another business (in this case, a coffee-donut shop located within a Gas N Wash convenience store) is fifteen square feet. Staff is generally supportive of this Variance from Sec. IX.D.f. to allow for a larger wall sign at this location.

The northwestern convenience store sign (Location G) is also for the coffee-donut drive-thru. This sign is twelve foot four inches wide by two foot six inches tall, or 31 square feet. The maximum allowed wall sign size for a tenant within another business is fifteen square feet. Staff is generally supportive of this Variance from Sec. IX.D.f. to allow for a larger wall sign at this location.

The southwestern convenience store sign is for the quick service restaurant drive-thru.

The northern carwash sign (Location L) is for the carwash. This sign is 23 feet wide by five foot five and a half inches tall, or 126 and a half square feet. The façade on which this sign is affixed is 150 linear feet. The maximum sign size allowance per building façade is one linear foot to one square foot up to a maximum of 120 square feet. Staff is generally supportive of this Variance from Sec. IX.F.1 to allow for a larger wall sign at this location.

The western carwash sign (Location K) is for the carwash. The sign is nine and a half foot wide by two foot three and a half inches tall, or 21.7 square feet. The façade on which this sign is affixed is 32.8 linear feet, which would allow up to 32.8 square feet for a sign.

The southern carwash sign (Location M) is for the car wash. This sign is 23 feet wide by five foot five and a half inches tall, or 126 and a half square feet. The façade on which this sign is affixed is 150 linear feet. The maximum sign size allowance per building façade is one linear foot to one square foot up to a maximum of 120 square feet. Staff is generally supportive of this Variance from Sec. IX.F.1 to allow for a larger wall sign at this location.

Canopy Signs.

The Petitioner is proposing eight canopy signs: four on the automobile fueling area canopy, two on the truck fueling area canopy, one on the carwash pay station canopy, and one on the carwash vacuum canopy.

On the northern side of the automobile fueling canopy, there is one sign (Location B) proposed for Gas N Wash. The sign on the north side of the automobile fueling canopy is fourteen foot eight inches wide by two foot eight inches tall, or 39.1 square feet. The north side of the canopy is 32 linear feet—based on this number, the maximum sign area for the north side of the canopy is sixteen square feet. A Variance is required. Staff is generally supportive of this Variance from Sec. IX.L.1.c. to allow a larger canopy sign at this location.

On the western side of the automobile fueling area canopy, two signs are proposed: one sign (Location D) for Gas N Wash and one sign (Location C) for the coffee-donut shop drive-thru. The Gas N Wash sign is twenty foot eight inches wide by three foot nine inches tall, or 77.5 square feet. The coffee-donut shop drive-thru sign on the west side of the automobile fueling canopy is twelve foot wide by two foot eight inches tall, or 32 square feet. The west side of the canopy is 186.4 linear feet—based on this number, the maximum sign area for the west side of the canopy is 93.2 square feet. A Variance is required. Staff is generally supportive of this Variances from Sec. IX.L.1.c. to allow for two larger canopy signs at this location.

On the southern side of the automobile fueling area canopy, there is one sign (Location E) for Gas N Wash. The sign is fourteen foot eight inches wide by two foot eight inches tall, or 39.1 square feet. The south side of the canopy is 32 linear feet—based on this number, the maximum sign area for the south side of the canopy is sixteen square feet. A Variance is required. Staff is generally supportive of a Variance from Sec. IX.L.1.c. to allow a larger canopy sign at this location.

The signs (Locations O & P) on the north and south sides of the truck fueling area canopy are identical. The signs are each eleven foot nine inches wide by two foot tall, or 23.5 square feet. The north and south sides of the canopy are each 63 linear feet—based on this number, the maximum sign area for the north and south sides of the canopy is eleven foot nine inches each. Two Variances are required—one for each sign. Staff is generally supportive of these two Variances from Sec. IX.L.1.c. to allow larger canopy signs at these locations.

The sign (Location N) on the west side of the carwash pay station canopy is seventeen foot ten inches wide by two foot tall, or 35.7 square feet. The west side of the canopy is 38.3 linear feet—based on this number, the maximum sign area for the west side of the canopy is 19.2 square feet. A Variance is required. Staff is generally supportive of a Variance from Sec. IX.L.1.c. to allow a larger canopy sign at this location.

Finally, the three signs (Location R) on the north side of the carwash vacuum station canopy are identical. Each is nine foot five inches wide by one foot tall, or 9.4 square feet. The signs total 28.2 square feet. The north side of the canopy is 145 linear feet—based on this number, the maximum sign area for the north side of this canopy is 72.5 square feet.

Directional Signs.

The Zoning Administrator or designee determines the quantity of directional signs allowed. This number allowed for this site is not determined; the Applicant has proposed seven.

Four directional signs are proposed to direct motorists to drive-thru entrances—three for the quick service restaurant drive-thru and one for the coffee-donut shop drive-thrus. The coffee-donut shop drive-thru customers are also alerted to the presence of the drive-thru by its proposed prominent location and oversized wall sign. One drive-thru exit/“do not enter” sign for the coffee-donut shop drive-thru is proposed. Finally there are two proposed drive-thru height clearance bar/drive-thru entrance signs.

Two signs for the quick service restaurant drive-thru have identical dimensions: two foot by three foot, or six square feet. The signs depict the tenants logo with a directional arrow. These signs are posted on a black pole with no height provided; the Zoning Ordinance prohibits signs of this type to exceed four feet in total height. The proposed location of these signs is along the western curbed area.

The other directional sign for the quick service restaurant drive-thru is located in a landscape island near the drive-thru entrance. It is two foot eleven and a half inches by one foot one inch, or 2.75 square feet. The height of this sign is four foot ten inches, which is over the maximum by ten inches. This sign is posted on a red pole/support. Staff is generally not supportive of a Variation from IX.L.2.d.i. to allow for greater directional sign height.

The directional sign for the coffee-donut shop drive-thru is located at the entrance to the drive-thru. It is two foot eleven and a half inches by one foot one inch, or 2.75 square feet. The height of this sign is four foot ten inches, which is over the maximum by ten inches. This sign is posted on an orange pole/support. Staff is generally not supportive of a Variation from IX.L.2.d.i. to allow for greater directional sign height.

The height clearance sign for the coffee-donut shop drive-thru has a projection above the support with pink text that says “DRIVE THRU”. The bar is pink and white striped. These branding elements are not allowed. Staff is generally not supportive of a Variation from IX.L.3.c. to allow for branding elements on the height bar directional sign.

The height clearance sign for the quick service restaurant drive-thru will the logo for the restaurant and a red and white striped bar. These branding elements are not allowed. Staff is generally not supportive of a Variation from IX.L.3.c. to allow for branding elements on the height bar directional sign.

Several Variations are necessary for the project’s signage to proceed as proposed. There are thirteen variations which Staff generally supports, and six variations which Staff generally does not support.

Open Item #6: Discuss quantity of sign variations needed with the current proposal. Discuss the appropriateness of recommending approval of these variations.

PARKING AND STACKING

Calculating parking requirements for the proposed project is complicated as four of the five proposed uses share the same space: the gas station, two drive-thru restaurant tenants, and the gaming area. The Table in Sec. VIII.A.10. does not prescribe a parking ratio for gaming seats.

The Petitioner is proposing 54 parking spaces for the gas station, car wash, and two drive-thru restaurants. The table in Sec. VIII.A.10. requires approximately 93 spaces. The number of spaces is difficult to calculate because there are so many different uses happening on site. An accurate number of required spaces cannot be determined with the information provided.

The latest provided site plan does not include an exhibit on vehicle queueing. In a previous submittal, the coffee-donut shop drive-thru proposes space for nine vehicles to queue and the quick service restaurant drive-thru proposes space for six vehicles to queue.

Open Item #7: Discuss whether 54 parking spaces adequate for this development.

LIGHTING

Exterior lighting is comprised of wall sconce lighting along the building and site light poles. There are four proposed site/parking light poles. Two are located near the northeast and northwest parts of the site near the parking lot. The third is located on the east side of the lot, and the fourth is at the south, near the trash enclosure. The proposed lights are downcast LED and mounted at 25'. The submitted photometric plan meets the code requirement of maximum 2.0 foot candles at the property lines.

VARIATIONS FOR THIS PROPOSAL

Variations from Urban Design Overlay District.

A typical highway serving gas station is not compatible with the Urban Design Overlay District, so several variations are required. The sales tax revenue generated by the gas station, convenience store, and two drive-thru restaurants may justify the nine variations from the Urban Design Overlay District required for the proposed type and configuration of the development.

- Sec. V.D.2.B.(2).a. requires that surface parking lots must be located to the side or rear of buildings. A Variation from this provision may be necessary given the configuration of the site if fueling areas are determined to be parking, as both are similar in nature and duration of use.
- Sec. V.D.2.B.(2).b. requires that drive-thru facilities be located to the side and rear of buildings. With the primary frontage being on White Eagle Drive, a Variation may be necessary given the configuration of the site.
- Sec. V.D.2.C.(2).c. requires that Direct access must be provided into the buildings via a walkway. Since the overwhelming majority of pedestrian traffic will come from the White Eagle Drive frontage, the poorly located walkway that routes through a truck fueling area is insufficient. A Variation may be necessary given the configuration of the site.
- Sec. V.D.2.C.(2).f. requires that only one curb cut is permitted per property. While granting all five curb cuts is discretionary and contingent on approvals from Cook County, the nature of the development, especially the truck fueling, requires at least two curb cuts. A Variation is necessary given the configuration of the site.
- Sec. V.D.2.C.(2).h. requires, among other things, that the maximum width of a curb cut is 30 feet. Three curb cuts proposed are wider than 30 feet. Narrower curb cuts are necessary to promote pedestrian safety by decreasing vehicle speeds; 30 feet may even be considered too wide to limit dangerous pedestrian-vehicle conflicts. It may be appropriate to grant a single wider curb cut to accommodate turning truck traffic. A Variation may be necessary given the anticipated vehicle circulation on site.
- The table in Sec. V.D.2.D.(2)., requires, among other things, that buildings be situated no more than twenty feet from the front yard property line. The Petitioner is proposing a front setback of approximately 150 feet from the front yard property line. A Variation may be necessary given the proposed building placement, site configuration, and nature of the use.
- Sec. V.D.2.E.(2).a. requires that the main entrance of the building much be oriented toward the major street, be prominent, and pedestrian accessible. The main entrance faces the rear of the site on La Grange Road. The entrance on White Eagle Drive is designed as a back door with no fenestration indicating the entrance, especially when compared to the La Grange Road entrance. The walkway to this entrance requires crossing a truck fueling area. A Variation may be required given the proposed configuration of the site.

- Sec. V.D.2.E.(2).b. requires that at least one third of the length of the front property line be occupied by a façade of the building. The front property line is several times wider than the 124 foot wide convenience store. A Variation is required given the nature of the use and proposed configuration of the site.
- Sec. V.D.2.E.(2).c. requires that the storefront oriented onto a public street be 75 percent transparent. The only transparent glass on the White Eagle Drive façade is a single door and a drive-thru window. The façade along La Grange Road is at least 75 percent transparent glass and also features spandrel glass on the north and south sides of the La Grange façade. A Variation may be required given the proposed building orientation.

Variations from Parking Requirements.

Calculating parking requirements for the proposed project is complicated as four of the five proposed uses share the same space: the gas station, two drive-thru restaurant tenants, and the gaming area. The Table in Sec. VIII.A.10. does not prescribe a parking ratio for gaming seats.

For each use, the table in Section VIII.A.10. prescribes:

- Automobile Service Stations: one space per employee plus three spaces for each service stall.
 - There are 31 service stalls proposed.
 - The Petitioner did not provide a typical number of employees for the convenience store. The car wash will have two to three employees working at any given time.
 - 93+ spaces are required.
- Eating or Drinking Place: one space per employee plus one space per three table seats.
 - The two drive-thru restaurant tenants share a seating area. There are twenty seats proposed.
 - The Petitioner did not provide a typical number of employees for either drive-thru business.
 - 7+ spaces are required.

An accurate number of required spaces cannot be determined with the information provided. The Petitioner is requesting a Variance from VIII.A.10. to allow 57 spaces.

Variations from Signage.

Staff is generally supportive of the following signage variations unless noted otherwise.

Freestanding Signs.

Sign A:

- Sec. IX.D.1.: Sign height exceeds the maximum height. *Staff does not support this variation.*
- Sec. IX.L.1.a.: Sign A electronic pricing display exceeds the maximum area by an undetermined area (no dimensions provided).

Sign Q: Sec. IX.J.4. EMC exceeds maximum area ratio.

Sign A & Q: Sec.IX.F.2. Ground signs are less than 300 feet apart by an undetermined amount (no dimensions provided).

Wall Signs.

Sign F: Sec. IX.D.f. Sign exceeds maximum area.

Sign G: Sec. IX.D.f. Sign exceeds maximum area.

Sign L: Sec. IX.F.1. Sign exceeds maximum area.

Sign M: Sec. IX.F.1. Sign exceeds maximum area.

Canopy Signs.

Sign B: Sec. IX.L.1.c. Sign exceeds maximum area.

Sign D & L: Sec. IX.L.1.c. Combined sign areas exceed maximum area.

Sign E: Sec. IX.L.1.c. Sign exceeds maximum area.

Sign O: Sec. IX.L.1.c. Sign exceeds maximum area.

Sign P: Sec. IX.L.1.c. Sign exceeds maximum area.

Sign N: Sec. IX.L.1.c. Sign exceeds maximum area.

Directional Signs.

Drive-thru 1 entrance sign: Sec. IX.L.2.d.i. Sign exceeds maximum height. *Staff does not support this variation.*

Drive-thru 2 entrance sign: Sec. IX.L.2.d.i. Sign exceeds maximum height. *Staff does not support this variation.*

Drive-thru 1 clearance bar: Sec. IX.L.3.c. Branding elements are not permitted. *Staff does not support this variation.*

Drive-thru 2 clearance bar: Sec. IX.L.3.c. Branding elements are not permitted. *Staff does not support this variation.*

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 has provided 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;
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
- c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
- e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets; and
- 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.
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

STANDARDS FOR SITE PLAN APPROVAL

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

Architectural

- 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.

Motions to be provided prior to the public hearing.

LIST OF REVIEWED PLANS

Submitted Sheet Name		Prepared By	Date On Sheet
1	Application	Petitioner	3/8/22
2	Response to Standards	Petitioner	
3	Boundary/Topo Survey (4 sheets)	WT Group	11/7/22
4	Site Plan	WT Group	5/5/23
5	Landscaping – Sheet L001 Landscape Plan	WT Group	5/5/23
6	Landscaping – Sheets L002, LS-1, LS-2, LS-3, LS-4	WT Group	2/27/23
7	Lighting Photometric Plan	LSI Industries	2/22/23
8	Sign Location Plan	Van Bruggen Signs	8/15/22
9	Signage: Canopies, Indirect Cove Lighting, Monument, Wall, & Directional.	Van Bruggen Signs	8/15/22 & 8/16/22
10	Site Signage Plan	WT Group	5/5/23
11	Floor Plan C-Store	WT Group	2/22/23
12	Floor Plan Car Wash	WT Group	1/20/23
13	Color and Line Exterior Elevations: C-Store	WT Group	2/22/23
14	Color and Line Exterior Elevations: Car Wash	WT Group	1/20/23
15	Color Renderings of Site	WT Group	5/19/23
16	Updated Car Wash Monument Sign, 10' High w/ 7' EMC, Elevation and Foundation (2 sheets)	VanBruggen Signs	8/16/22
17	Signed Plat: White Eagle Drive Subdivision (3 sheets)	WMA *	n/a
18	Preliminary Engineering Drawings (29 sheets)	WT Group	5/5/23
19	Traffic Impact Study	KLOA	5/5/23

* WMA = Webster, McGrath, Ahlberg, Ltd.