



Legislation Text

File #: 2020-0336, **Version:** 0

Title/Name/Summary

Chick-Fil-A Drive-Through Expansion and Building Addition - Development Petition for a Special Use Permit Amendment with Modifications, Variance, Site Plan, Elevations, and Landscape Plan

History

QUICKFACTS

Project

Chick-Fil-A Drive-Through Expansion and Building Addition - Development Petition for a Special Use Permit Amendment with Modifications, Variance, Site Plan, Elevations, and Landscape Plan
2020-0336

Petitioner

Randy Kimoto - Chick-Fil-A Corporation
Allan Wiley - GBC Design, Inc.

Purpose

The petitioner proposes to expand the existing single lane drive-through to a double lane drive-through, install new drive-through facility accessories, and construct an 85 square foot building addition at the southeast corner of the building of the existing Chick-Fil-A restaurant located at 15605 South LaGrange Road.

Requested Actions: Site Plan, Landscape Plan, Elevations, Special Use Permit Amendment with Modifications, and Variance

Address: 15605 South LaGrange Road

P.I.N.(s): 27-15-302-037-0000

Parcel Size: 1.26 Acres (54,886 Square Feet)

Comprehensive Plan Planning District & Designation: Regional Core Planning District with Regional Mixed Use Designation

Existing Zoning: COR Mixed Use District

Existing Land Use: Restaurant with Drive-Through (Chick-Fil-A)

Proposed Land Use: Restaurant with Drive-Through (Chick-Fil-A)

Surrounding Land Uses & Zoning:

North: COR Mixed Use District - (across 156th Street) Restaurant (Bonefish Grill)

South: COR Mixed Use District - Multi-Tenant Commercial

East: COR Mixed Use District - (across 95th Avenue) Commercial Retail (Lowe's)

West: COR Mixed Use District - (across LaGrange Road) Restaurant (Chuy's and Miller's Pub)

BACKGROUND

The subject property, Lot 4 of the Lowe's subdivision, was originally developed as the Chick-Fil-A which remains at this property today. The Board of Trustees approved the development of a 4,195 square foot quick-serve restaurant with drive-through service on October 18, 2009 (Legistar File ID 2009-0344) via Ordinance

No. 4512. Aside from minor exterior alterations that took place in 2014 (Legistar File ID 2014-0312), which included the replacement of existing wall sconces with different style light fixtures, construction of a new ground sign, and improved foundation plantings, there have not been any substantial changes to the property or building since the time of its construction.

PROJECT DESCRIPTION & CONTEXT

The petitioner intends to expand the existing single lane drive-through to a two lane drive-through, install freestanding canopies above the drive-through on the north side of the property, install an attached canopy that extends from the buildings south elevation over the existing single lane drive-through, and construct an 85 square foot building addition at the southeast corner of the building. An internal kitchen expansion is proposed as part of the project to increase the efficiency of the drive-through facility. Additional alterations to the parking lot, pedestrian walkways, and landscaping are proposed as a result of the proposed site improvements.

The proposed change requires an amendment to the existing Special Use Permit (Ordinance No. 4512) to allow for the expansion of a single lane drive-through to a two lane drive-through.

In addition to the required Special Use Permit Amendment, four (4) Special Use Permit Modifications and one (1) Variance is sought as part of the project. These requested Modifications and Variance are as follows:

Modifications:

- 1) Increase the number of drive-through lanes from one (1) single lane with a maximum width of fourteen (14) feet to two (2) lanes with a combined width of twenty-four (24) feet (Section 6-210.F.4).
- 2) Increase the allowable projection of the drive-through canopy into the side setback along the south side of the property from three (3) feet to eight (8) feet and nine (9) inches (Section 6-302.C.3).
- 3) Reduce the screening requirements for the proposed drive-through canopy located on the north side of the property to be partially screened from the adjacent public right-of-way (Section 6-302.K).
- 4) Eliminate landscaping requirements around the base of one of the proposed drive-through menu boards, located under the drive-through canopy at the north side of the property (Section 6-302.K).

Variance:

- 1) Reduce the side yard setback along the south property line from the previously approved variance of twelve (12) feet to as little as eleven (11) feet and two (2) inches (Section 6-210.F.2).

With the exception of the requested Special Use Permit Modifications and Variance, the project conforms to the Village's Comprehensive Plan, Land Development Codes and policies for this area.

SITE PLAN

The site plan shows the one-story, 4,280 square foot Chick-Fil-A building located at the northwest corner of the property with frontage along LaGrange Road and 156th Street. Surface parking is provided behind the building and connects to the existing parking lot for the strip retail center to the south via a shared access easement. Currently, the single drive-through lane wraps around the west side of the building, separating drive-through traffic from pedestrian traffic. An existing Lowe's monument sign is located on the northwest corner of the property and an existing Chick-Fil-A monument sign is located at the southwest corner of the site along LaGrange Road. A decorative wrought iron fence with piers exists along the north property line that terminates in a curved pergola feature similar to existing structures at Lowe's and the former Staples building.

The proposed double lane drive-through extension will be located on the north side of the property and constructed of stamped concrete with a fifty-four (54) foot long canopy over a portion of drive-through facility. The proposed drive-through lanes will begin near the northeast corner of the property, adjacent to the existing garbage enclosure. Due to the drive-through expansion, the northern parking row will be removed, resulting in the loss of eleven (11) parking spaces. A two (2) foot wide concrete curb will be constructed to delineate the drive-through lanes from the rest of the site.

To accommodate the drive-through expansion, the northern two-way drive aisle and northern parking lot landscape islands will be shifted to the south by roughly nine (9) feet. This shift will result in a total loss of five (5) interior parking spaces. The parking row located along the eastern property line will not be impacted. The newly constructed drive aisle south of the drive-through lanes will be constructed of permeable pavement.

The existing pedestrian walkway, that connects the sidewalk to the north of the property along 156th Street to the front entrance of the building, will be shifted slightly to the west. The relocation of decorative fencing and landscaping will occur to accommodate the new pedestrian crosswalk. The new pedestrian walkway will be demarcated from the drive-through for pedestrian safety.

Minimal changes will occur to the site plan as a result of the eighty-five (85) square foot building addition at the southeast corner of the building. The existing bicycle racks will be relocated on site.

Other changes to the site plan include the roughly forty-eight (48) foot long attached canopy on the south side of the building, relocation of light poles, a tree grate, the existing flagpole, and existing bicycle racks.

The proposed site plan, with the exception of the south setback for which a Variance is being sought as part of this petition, is compliant with lot coverage and proposed drive-aisle widths.

MOBILITY

Pedestrian and Bicycle:

Sidewalks within the Lowe's street network provide pedestrian access to the site. An eight (8) foot asphalt bicycle path along 156th Street provides an east/west connection through the Lowe's development. Pedestrian access to the site is proposed to be relocated and extend from the bicycle path along 156th Street, across the drive-through, connecting to the sidewalk that provides access to the restaurant.

Vehicular/Traffic:

The property is bound on the west by LaGrange Road, a major arterial under IDOT jurisdiction. To the north, the property is bound by 156th Street, a local street under the Village of Orland Park's jurisdiction. The site is accessible via a full access curb cut located on 95th Avenue, which is shared with the existing strip retail center to the south. The portion of 95th Avenue located south of 156th Street is a privately owned street.

Parking/Loading:

Existing Parking - 66 Spaces (with 3 accessible spaces)
Parking Required - 46 Spaces (with 2 accessible spaces)
Parking Provided - 50 Spaces (with 3 accessible spaces)

At the time of development, requirements for off-street parking of restaurants were calculated by the amount of seats and peak hour employees, resulting in the requirement of sixty-six (66) parking spaces. Current parking requirements are based on the building footprint. Per Section 6-306.B, fast food restaurants require 1 parking space per 100 square feet of the building. In this case, a total of forty-six (46) parking spaces are required. Provided parking may be increased or decreased by no more than 20% without the need for a Special Use Permit Modification. The proposed parking count falls within this 20% range, measuring an 8.7% increase above the minimum required parking count.

A loading zone has been established at the southeast corner of the Chick-Fil-A building and is appropriately indicated with signage. This loading zone will not be altered.

Drive-Through Stacking:

Per Section 6-306.B of the Land Development Code, drive-through lanes are required to have at least seven (7) stacking spaces per lane.

Existing Stacking (Single Lane) - 10
Proposed Stacking (Two Lanes) - 24

Per the Traffic Study, prepared by Palmer Engineering and dated January 2021, and reviewed and deemed acceptable by the Village's Engineering and Programs Services Department, fifteen (15) additional stacking spaces in the drive-aisle can be used without causing traffic congestion at the shared access point. With these additional fifteen (15) stacking spaces, the proposed drive-through configuration can accommodate thirty-nine (39) vehicles without negatively impacting the shared access to the subject property and property to the south.

BUILDING ELEVATIONS

Changes to the exterior of the building are minimal aside from the 85 square foot building addition at the southeast corner of the building. Changes to the elevations include the existing white coping being painted black, installing new awnings above the windows, and a new cantilever canopy over the main entrance. There are no changes to the height of the building.

East Elevation (Facing 95th Avenue)

The building addition will be visible from this elevation and constructed of Red Velour brick manufactured by Cunningham Brick. This brick will closely match the existing brick found on the existing building. In addition, a horizontal accent brick band, tan color manufactured by Cunningham Brick, will be extended to encompass the addition.

A new employee service door will be installed on this elevation for the building addition that will match the other doors on the building. This service door will be used by employees to deliver orders to waiting customers in the drive-through.

Both the north drive-through canopy as well as the south drive-through canopy will be visible from this elevation.

West Elevation (Facing LaGrange Road)

Changes to the west elevation include painting the existing white coping black and installing two (2) new fabric awnings above the single pane windows.

Both the north drive-through canopy as well as the south drive-through canopy will be visible from this elevation.

North Elevation (Facing 156th Street)

Changes to the north elevation include painting the existing white coping black, installing two (2) new fabric awnings, and painting the existing aluminum accent panel under the signage black.

The north drive-through canopy will be most visible from this elevation.

South Elevation (Facing Adjacent Property)

Changes to the south elevation include painting the existing white coping black, the construction of an 85 square foot building addition that will match the existing structure, a new service door, a new drive-through window/door, and the installation of a forty-eight (48) foot long black canopy over the drive-through lane. The canopy will project roughly eight (8) feet, nine (9) inches from the south façade and measure roughly ten (10) feet, four (4) inches in height. Four (4) ceiling heaters and four (4) fans will be attached to the ceiling of the canopy.

The north drive-through canopy will also be visible from this elevation.

The projection of this canopy exceeds the allowed three (3) feet per Section 6-302.C.3. A Special Use Permit Modification has been applied for to allow for the proposed projection.

North Drive-Through Canopy

A roughly fifty-four (54) foot long, twenty-five and a half (25.5) feet wide black canopy is proposed to be constructed over a portion of the two lane drive-through located along the north property line. This canopy will measure roughly ten (10) feet, four (4) inches in height. The canopy support columns will be partially wrapped in masonry to be harmonious with the building design. Four (4) drive-through heaters and four (4) drive-through fans will be attached to the top of the canopy to provide comfort for the employees during hot and cold days.

LANDSCAPING/TREE MITIGATION

A preliminary Landscape Plan has been submitted, reviewed, and approved by the Village's landscape consultant Hey & Associates. Improvements are being made throughout the site to meet current code requirements. Additional landscaping is proposed in the north landscape corridor to provide screening of the new drive-through canopy and the drive-through lanes.

Cash-in-lieu of tree mitigation has been requested for seven (7) trees with a total value of \$2,800. Due to the limited available space for additional tree plantings on site, the Village's landscape consultant has recommended acceptance of cash-in-lieu.

The petitioner is seeking a Special Use Permit Modification to waive the landscape requirement of the northern-most drive-through menu board as it is located between the two drive-through lanes. In addition, a separate modification to allow for partial screening of the proposed drive-through facility canopy located to the north of the site is being sought after as it will not be entirely screened from view. Except for the two requested modifications, landscaping on site has been demonstrated to comply with the Land Development Code.

DETAILED PLANNING DISCUSSION

Traffic Study

A Traffic Study, prepared by Palmer Engineering and dated January 2021, has been submitted to verify that proposed drive-through changes will properly mitigate traffic congestion during peak hours. The study was performed to account for three categories of peak hours: AM, Mid-Day, and PM. As provided in the study, traffic volume counts were taken from 8:00am - 10:00am, 11:00am - 1:00pm, and 4:00pm - 7:00pm.

The study states that the maximum number of vehicles at any point of time was forty-one (41) vehicles during the mid-day peak. It should be noted that the traffic study was conducted at a time when indoor dining was closed due to the ongoing Covid-19 pandemic.

As simulated, a total of twenty-four (24) vehicles can stack in the proposed drive-through facility and another fifteen (15) vehicles can stack in the drive-aisle along the east property line before creating traffic congestion at the shared access point. In total, thirty-nine (39) vehicles can queue for the proposed drive-through without impacting access to the site. Due to site restraints, the amount of provided queuing space for the proposed drive-through configuration cannot be increased further without resulting in inefficient parking.

The study anticipates that the maximum queue will be reduced by approximately ten (10) vehicles during the mid-day and PM peak hours as a result of the drive-through expansion, kitchen expansion, and increased size of the employee "cockpit". The proposed configuration allowing for thirty-nine (39) vehicle stacking spaces has been deemed sufficient by the Village's Programs and Engineering Services Department.

Complaints regarding traffic congestion, which has resulted in vehicles queuing for the drive-through beyond the boundaries of the site, have been received by both impacted businesses as well as members of the public. The Village of Orland Park, in cooperation with Chick-Fil-A, has temporarily incorporated on-site drive-through

patterns to mitigate traffic congestion during the period of time that the proposed project was being prepared for approval.

Preliminary Engineering

Preliminary engineering approval has been granted for this project by the Village's engineering consultant, Christopher B. Burke Engineering Ltd. (CBBEL). Final engineering submittal must address all previous review letter comments as well as any future engineering comments.

Comprehensive Plan

According to the Village's Comprehensive Plan, the subject property is located in the Regional Core Planning District and is designated Regional Mixed Use. The proposed changes to the existing Chick-Fil-A restaurant and drive-through facility are considered an appropriate land use within this designation.

Land Use/Compatibility

A restaurant with drive-through facility, is compatible with the COR Mixed Use District and the surrounding existing uses along LaGrange Road. Other examples of drive-through facilities with two ordering points are seen throughout the Village including along LaGrange Road.

Special Use Permit Amendment

Section 6-210 of the Land Development Code states that drive-through facilities in the setback area shall be allowed via Special Use modification only, when there are no reasonable alternatives. In order to qualify for a Special Use Modification, the drive-through facility must meet the conditions of the lane width, setback from property lines, use of decorative pavement, integration of drive-through facility accessories with the primary structure, and screening in order to provide a solid buffer.

Ordinance No. 4512 granted a Special Use Permit to allow for a single lane drive-through to be constructed in the setback area between the building façade and the street. A Special Use Permit Amendment is being sought to expand the existing drive-through facility into a two lane drive-through that extends further into the northern setback as well as into the eastern setback.

Special Use Permit Modifications

The following Special Use Permit Modifications are being sought by the petitioner:

- 1) Increase the number of drive-through lanes from one (1) single lane with a maximum width of fourteen (14) feet to two (2) lanes with a combined width of twenty-four (24) feet (Section 6-210.F.4).
- 2) Increase the allowable projection of the drive-through canopy into the side setback along the south side of the property from three (3) feet to eight (8) feet and nine (9) inches (Section 6-302.C.3).
- 3) Reduce the screening requirements for the proposed drive-through canopy located on the north side of the property to be partially screened from the adjacent public right-of-way (Section 6-302.K).
- 4) Eliminate landscaping requirements around the base of one of the proposed drive-through menu boards, located under the drive-through canopy at the north side of the property (Section 6-302.K).

Variance

The following Variance is being sought by the petitioner:

- 1) Reduce the side yard setback along the south property line from the previously approved variance of twelve (12) feet to as little as eleven (11) feet and two (2) inches (Section 6-210.F.2).

This is to correct the previously approved Variance to reduce the side yard setback. As constructed, the building extended beyond the approved setback area of twelve (12) feet. The building will not be further encroaching into the existing setback area between Chick-Fil-A and the strip center to the south.

Signage

As shown on the submitted plans, the petitioner is proposing to install new directional signage on the site. Signage is not included as part of this petition. All signs are subject to a separate sign permit review by the Development Services Department and must comply with Section 6-307 of the Land Development Code.

Accessory Structures

Drive-through Accessories

Per Section 6-302.K. of the Land Development Code, drive-through accessories shall not be located between the setback area and the street, except in conjunction with a Special Use Permit.

Drive-Through Canopies. The proposed drive-through canopies meet the requirements of Section 6-302.K of the Land Development Code. The petitioner has stated their interest in incorporating a retractable wind screen for the north drive-through canopy to protect employees from the elements. The proposed wind screen is shown in Exhibit A. Any wind screen that would be attached to the drive-through canopy would require approval from Development Services via an Appearance Review Petition and Building Permit.

Clearance Bar. The proposed clearance bar meets the requirements of Section 6-302.K of the Land Development Code and will be reviewed and approved via a separate sign permit review by Development Services Department.

Drive-Through Menu Boards. The proposed drive-through menu boards, as preliminarily shown, meet the requirements of Section 6-302.K of the Land Development Code with the exception of the landscape planting bed around the northern most menu board. A Special Use Permit Modification is being sought for this deficiency. Drive-through menu boards are subject to a separate sign permit review by Development Services Department.

Flagpole

The flagpole located on site, adjacent to the single lane drive-through is going to be relocated slightly to the east. The existing flagpole meets the requirements of the Land Development Code.

Garbage Enclosure

An existing garbage enclosure is located in the northeast corner of the property. There are no proposed changes to the existing garbage enclosure as, after inspection, it is in good condition and meets the requirements provided in Section 6-302.D. of the Land Development Code.

Mechanicals/Utility Conduits

Per Section 6-308.J of the Land Development Code, roof-mounted mechanical equipment shall be fully screened from view by parapet walls, the roof structure, architectural elements, or an alternative screening structure. The height of the screening shall be equal to or taller than the height of the tallest point of the mechanical equipment installed on the building. Such screening shall be constructed of building materials that match the principal structure to blend in with and complement the architecture of the building.

Within the scope of this project, the petitioner will be installing new roof-top units but as replacements of similar size and weight. As shown, these new roof-top units will be screened from view via the existing parapet wall.

Bulk Requirements

Lot Coverage

Required Lot Coverage: 75% (Up to 80% when Best Management Practices are used)

Existing Lot Coverage: 76.46%

Proposed Lot Coverage: 75.45%

Per the Land Development Code, no more than 75% percent of the parcel shall be covered with building, pavement and storm water storage, leaving at least 25% of total parcel area in green space. Impervious coverage will be allowed up to 80% when Best Management Practices (BMPs) such as porous pavements and green roofs are used. Up to 40% of the BMPs will be considered pervious, provided that the design standards outlined in the code for BMPs are met.

Approximately 2,478 square feet of permeable pavers are proposed to be installed in the drive aisle adjacent to the proposed expanded portion of the drive-through facility. Nine-hundred and ninety-one (991) square feet of these pavers may be counted towards the pervious area. Overall, lot coverage on site will be decreasing as part of the proposed project.

Lot Size

Minimum - 10,000 square feet

Existing - 58,120 square feet

Density/Floor Area Ratio (F.A.R)

Maximum - 1.0

Proposed - 0.074

Setbacks

Front Setback (LaGrange Road):

Required - 15 feet

Existing - 55.38 feet (No Change)

North Interior Side Yard:

Required - 15 feet

Existing - 24.31 feet (No Change)

South Interior Side Yard:

Required - 15 feet

Existing - 11.15 feet (No Change)

The south interior side yard was previously granted a Variance to have a setback of 12'. However, the 12' setback was measured from curb to curb rather than from building to property line. The accurate setback is roughly 11.15'. The requested Variance for the south interior side yard is to correct this error.

Rear Yard (95th Avenue):

Required - 30 feet

Existing - 249 feet (No Change)

Building Height

Maximum - 50'

Existing - 24' - 8" (No Change)

This is now before Plan Commission for consideration.

Recommended Action/Motion

Regarding Case Number **2020-0336**, also known as **Chick-Fil-A Drive-through Expansion and Building Addition**, I move to accept and make findings of fact as discussed at this Plan Commission meeting and within the Staff Report dated March 16, 2021.

And

I move to recommend to the Village Board approval of the **Preliminary Site Plan** titled "Site Plan," Sheet C-200, prepared by GBC Design, Inc., dated May 1, 2020 and last revised January 27, 2021, and the detailed site plan titled "Site Plan Detail", Sheet C-210, prepared by GBC Design, Inc., dated May 1, 2020 and last revised January 27, 2021, subject to the following conditions:

1. Meet all building code requirements and final engineering requirements, including required permits from outside agencies.
2. All ground-based and roof-mounted mechanical equipment must be fully screened from view and shall meet the code requirements listed in Section 6-308.J.
3. Submit a sign permit application to the Development Services Department for separate review. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.

And

I move to recommend to the Village Board approval of the **Landscape Plan** titled "Landscape Plan", Sheet L-100, prepared by Manley Land Design, dated March 10, 2020 and revised March 3, 2021, subject to the same conditions as outlined in the Preliminary Site Plan motion and subject to the following conditions:

1. Submit a final landscape plan meeting all Village Code and all required supporting documentation addressing all outstanding landscape items in conjunction with the final engineering submittal.
2. Provide cash-in-lieu for tree mitigation or for any required trees or plan material that is unable to be provided on site as a result of existing restrictions, in accordance with Section 6-305.F. The petitioner shall pay the final cash-in-lieu amount to the Village prior to the issuance of any building permit.

And

I move to recommend to the Village Board approval of the **Elevations** titled "Exterior Elevations," on Sheets A-2.1 and A-2.2, prepared by Chipman Design Architecture Inc., dated September 24, 2020, as well as Exhibit A showing the conceptual canopy temporary wind screens, subject to the same conditions as outlined in the Preliminary Site Plan motion and subject to the following conditions:

1. All masonry must be of anchored veneer type masonry with a 2.625" minimum thickness.
2. Submit an Appearance Review and Building Permit to Development Services Department for separate review of the conceptual wind screen for the drive-through canopy.

And

I move to recommend to the Village Board approval of a **Special Use Permit Amendment** to the Special Use Permit (Ordinance No. 4512) for Chick-Fil-A located at 15605 South LaGrange Road to allow for the expansion of the existing drive-through facility and one (1) building addition in the COR Mixed Use District, subject to the same conditions as outlined in the Preliminary Site Plan motion. **Modifications** to the Special Use Permit include:

1. Increase the number of drive-through lanes from one (1) single lane with a maximum width of fourteen (14) feet to two (2) lanes with a combined width of twenty-four (24) feet (Section 6-210.F.4).
2. Increase the allowable projection of the drive-through canopy into the side setback along the south side of the property from three (3) feet to eight (8) feet and nine (9) inches (Section 6-302.C.3).
3. Reduce the screening requirements for the proposed drive-through canopy located on the north side of the property to be partially screened from the adjacent public right-of-way (Section 6-302.K).
4. Eliminate landscaping requirements around the base of the proposed second lane drive-through menu board, located under the drive-through canopy at the north side of the property (Section 6-302.K).

And

I move to recommend to the Village Board approval of the following **Variance**:

1. Reduce the side yard setback along the south property line from the previously approved variance of twelve (12) feet to as little as eleven (11) feet and two (2) inches (Section 6-210.F.2).