



**AGENDA ITEM**

**MEETING TYPE:** Village Board

**MEETING DATE:** February 18, 2025

**SUBJECT:** Proposed Grocery Store - Final PUD

**ACTION REQUESTED:**

Approval of an Ordinance Approving the Final PUD to Allow for a Commercial Development Located at Route 34 and Kendall Point Drive.

**BOARD/COMMISSION REVIEW:**

Not Applicable; under the UDO, Final PUDs are subject to Village Board review only.

**ACTION PREVIOUSLY TAKEN:**

Date of Action	Meeting Type	Action Taken
8/2/2004	Village Board meeting	Approved Ord. 04-70 authorizing an Annexation Agreement (expired)
8/2/2004	Village Board meeting	Approved Ord. 04-71 annexing the Steeplechase at Churchill Club territory.
8/2/2004	Village Board meeting	Approved Ord. 04-72 Rezoning the subject property to B-3 Commercial Service and Wholesale District.
8/2/2004	Village Board meeting	Approved Ord. 04-73 approving a Preliminary PUD and Plat for Steeplechase at Churchill Club

**DEPARTMENT:** Community Development

**SUBMITTED BY:** Rachel Riemenschneider, Assistant Development Services Director

**FISCAL IMPACT:**

None.

**BACKGROUND:**

The 5.0-acre site is located at the southwest corner of Route 34 and Kendall Point Drive. It is part of the Steeplechase at Churchill Club development and is vacant pending development.

**DISCUSSION:**

The Petitioner, Benderson Development Company, LLC, is requesting approval of a Final PUD to allow for a Proposed Grocery Store and Proposed Retail/Restaurant in two buildings.

### ***Zoning***

Currently, this property is zoned B-1 Regional Business District. It was originally zoned B-3 as part of the original Steeplechase at Churchill Club development. As part of the UDO, the property was rezoned to B-1 Regional Business District. The proposed uses for a grocery store, general retail, financial institution, and restaurant are permitted uses in the B-1 District.

### ***Site Plan***

The plan shows two commercial buildings:

#### ***Proposed Retail Grocery Building***

Situated in the northeast corner of the site is a 12,500 square foot “Proposed Retail” building, which the applicant proposes to use as a grocery store. This structure would have a loading dock and trash enclosure on the east side of the building. Per the UDO, loading areas and trash enclosures are not permitted in corner side yards, however the applicant is requesting a deviation due to the orientation of the building on the lot. Staff supports the deviation and is working with the applicant to ensure that the proposed screening is adequate.

#### ***Proposed Retail/Restaurant Building***

On the western side of the lot is a 10,000 square foot “Proposed Retail/Restaurant” building. The applicant has indicated it may be used as a restaurant (6,667 sq ft) and bank (3,333 sq ft). This structure includes a drive through with escape lane. Staff has requested clarification on whether the drive through is intended for the restaurant or bank, and for the vehicle stacking spaces to be shown on the site plan. There is also a trash enclosure at the rear of the building.

### ***Architecture***

The applicant has provided elevations for the “Proposed Retail” building. The elevations show a variety of high-quality materials, including brick, cultured stone, and stucco. The storefront entrance is at the southwest corner of the building and is covered with metal awnings. The UDO requires 60% transparency on street-facing facades, but because of the orientation of the building, staff supports a deviation from the UDO.



The applicant has not provided elevations for the “Proposed Retail/Restaurant” building at this time. It will be required to be consistent in architectural style and materials to the “Proposed Retail” building.

**Parking**

Based on the applicants proposed uses, the site should provide between 133 – 220 parking spaces. The applicant is proposing 214 parking spaces.

Use	Minimum – Maximum Parking Spaces per 1,000 sq ft	Square Footage	Minimum	Maximum
Retail Establishment (Grocery)	5 - 8 spaces	12,500	63	100
Restaurant	10 - 16 spaces	6,667	67	107
Financial	1 - 4 spaces	3,333	3	13
Total Required			133	220
Provided				214

Due to the number of parking spaces, the applicant is also required 21 bicycle parking spaces; they are also meeting this requirement by providing 24 spaces. Staff has asked that the spaces at the Proposed Retail building be moved within 50 ft of the primary entrance, per the UDO’s requirements.

**Access**

The site would provide three points of access. The applicant provided a traffic study, which support the proposed access points.

- Route 34 – Western Full Access: There is an existing left turn lane in this area of Route 34 to facilitate left turns into the site. The applicant is not proposing any right turn lanes or deceleration lanes into this access point.

- Kendall Point Drive (northern) – Right-In Only: This access point will be right-in only due to an existing median on Kendall Point Drive. Per the UDO, this access point can only be a maximum of 12 ft in width at the property line; however, staff support a deviation from this requirement.
- Kendall Point Drive (southern) – Full Access: The applicant proposes removing the existing curbing on Kendall Point Drive to allow for full access. No turn lanes or deceleration lanes are proposed for this access point. This access point does not alter the existing access point configuration of the Delta Sonic facility which restricts left (southern) turning movements out of the Delta Sonic site.

The Village Engineer, along with the consulting engineer, continue to review these access points.

Pedestrian circulation is also provided on the site plan, including sidewalks along both Route 34 and Kendall Point Drive. Each building also has sidewalks adjacent to parking spaces and primary entrances. Staff is working with the applicant to provide connections and crosswalks from the internal sidewalks to the sidewalks in the right-of-way.

**Landscaping**

Buffer Yard A is required along Route 34 and Kendall Point Drive; Buffer Yard B is required along the rear property line. Perimeter parking lot landscaping is required wherever a parking area or drive aisle is adjacent to a property line, however perimeter parking lot landscaping counts toward buffer yard requirements. The table below shows required plantings in each yard; staff continues to work with the applicant to ensure these quantities are met:

	PERIMETER PARKING				BUFFER YARD				Combined Needed		
	Required	Provided	Needed	Needed after Substitutions	Required	Provided	Needed	Needed after Substitutions			
<b>Route 34</b>	Canopy	16	16	0	0	Canopy	5	16	-11	0	0
488 ft	Evergreen	0	0	0	0	Evergreen	5	0	5	0*	0
<b>Buffer Yard A</b>	Ornamental	5	5	0	0	Ornamental	2	5	-3	0	0
	Shrub	73	73	0	0	Shrub	59	73	-14	0	0
<b>Kendall Point Dr</b>	Canopy	8	5	3	3	Canopy	3	5	-2	0	3
324 ft	Evergreen	0	0	0	0	Evergreen	3	7	-4	0	0
<b>Buffer Yard A</b>	Ornamental	3	2	1	1	Ornamental	2	2	0	0	1
	Shrub	38	41	-3	0	Shrub	39	41	-2	0	0
<b>Rear</b>	Canopy	24	15	9	6*	Canopy	15	15	0	0	6
728 ft	Ornamental	7	16	-9	0	Ornamental	15	16	-1	0	0
<b>Buffer Yard B</b>	Shrub	109	115	-6	0	Shrub	146	115	31	25*	25

\*Substitutions used to resolve or partially resolve discrepancy

The applicant has provided more than the required number of landscape islands: the UDO requires 21 islands and 26 are provided. The UDO prohibits shrubs in the landscape islands, and staff has asked them to be replaced with another approved planting, such as ornamental grasses or perennials. Staff continues to work with the applicant to ensure that all landscaping standards are met, including street tree and foundation planting requirements, and that the screening near the trash enclosures and loading docks is adequate.

**Signage**

The petitioner has provided a multi-tenant monument sign exhibit, which is in conformance with the UDO requirements. The monument sign would be located at the northeast corner of the site. Staff has asked that the applicant provide a landscaping bed around the monument sign.

Due to the unique configuration of the buildings, the applicant is requesting wall sign standard deviations as outlined in Exhibit F and described in the table below:

	<b>Per UDO</b>	<b>Requested Deviation</b>
<b>Proposed Retail Building</b>		
Front & Corner Side	1 sq ft of sign area per 1 ln ft of façade length	1.6 sq ft of sign area per 1 ln ft of façade length
Rear & Interior Side	0.5 sq ft of sign area per 1 ln ft of façade length	1.6 sq ft of sign area per 1 ln ft of façade length
<b>Proposed Retail/Restaurant</b>		
Front	1 sq ft of sign area per 1 ln ft of façade length	1.6 sq ft of sign area per 1 ln ft of façade length
Rear & Sides	0.5 sq ft of sign area per 1 ln ft of façade length	1 sq ft of sign area per 1 ln ft of façade length

**RECOMMENDATION:**

Staff is recommending Approval of an Ordinance Approving the Final PUD to Allow for a Commercial Development Located at Route 34 and Kendall Point Drive, subject to engineering and staff review.

**ATTACHMENTS:**

- 01 Ordinance
- 02 Exhibit A Legal Description
- 03 Exhibit B Location Map
- 04 Exhibit C Site Plan
- 05 Exhibit D Landscape Plan
- 06 Exhibit E Monument Signage
- 07 Exhibit F Wall Sign Standards
- 08 Exhibit G Proposed Retail Elevation
- 09 Traffic Study