



AGENDA FOR REGULAR MEETING VILLAGE OF TINLEY PARK PLAN COMMISSION

January 20, 2022 – 7:00 P.M.
Council Chambers
Village Hall – 16250 S. Oak Park Avenue

Regular Meeting Called to Order

Pledge of Allegiance

Roll Call Taken

Communications

Approval of Minutes: Minutes of the January 6, 2022 Regular Meeting

**ITEM #1 PUBLIC HEARING – DUNKIN’ DONUTS OUTLOT REDVELOPMENT
(TINLEY DOWNS PLAZA) – SPECIAL USE FOR PUD AND SITE
PLAN/ARCHITECTUAL APPROVAL**

Consider recommending that the Village Board grant Richard Mommsen on behalf of Daley-Mommsen Enterprises (d/b/a Dunkin’ Donuts) a Special Use for a Planned Unit Development for Tinley Downs Plaza located at 7901-7951 171st Street, Tinley Park. The granting of this request will allow for site modifications and the allowance use allowance of a drive-thru restaurant in the existing outlot building. Site Plan and Architectural Approvals are also requested as part of the redevelopment.

Receive Comments from the Public

Good of the Order

Adjourn Meeting



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

January 6, 2022

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 January 6, 2022.

CALL TO ORDER – CHAIRMAN GRAY called to order the Regular Meeting of the Plan Commission for January 6, 2022 at 7:00 p.m.

Lori Kosmatka called the roll.

Present and responding to roll call were the following:

Chairman Garrett Gray
James Gaskill
Angela Gatto
Frank Loscuito
Eduardo Mani
Andrae Marak
Ken Shaw
Kurt Truxal

Absent Plan Commissioners:

None

Village Officials and Staff:

Kimberly Clarke, Community Development Director
Dan Ritter, Planning Manager
Lori Kosmatka, Associate Planner
Kevin Kearney, Village Attorney, PJM Chicago

Petitioners:

Scott Shalvis, Architectural Studio, Ltd.
Andrea Crowley, Griffin Gallagher
Peter Paraskis, Peter G. Paraskis Architect, Ltd.
Richard Mommsen, Daley-Mommsen Enterprise (d/b/a Dunkin' Donuts)

Members of the Public:

Michael Stocklose

COMMUNICATIONS –

There were no communications from Village Staff.

APPROVAL OF MINUTES - Minutes of the December 16, 2021 Regular Meeting of the Plan Commission were presented for approval. A motion was made by COMMISSIONER SHAW. The motion was seconded by COMMISSIONER GASKILL to approve the December 16, 2021 minutes. 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 JANUARY 6, 2022 REGULAR MEETING

ITEM #1 PUBLIC HEARING – RESIDENCES AT BROOKSIDE GLEN/MAGNUSON APARTMENTS, SPECIAL USE FOR A PUD SUBSTANTIAL DEVIATION

Consider recommending that the Village Board grant the Petitioner, Karli Mayer on behalf of One Magnuson Lane, LLC, a Special Use Permit for a Substantial Deviation from the Brookside Glen Planned Unit Development (a.k.a. The Residence at Brookside Glen) to modify the elevations of the residential structures at the properties 19248-88 Magnuson Lane in the R-6 PD (Medium Density Residential) Zoning District.

Present Plan Commissioners:

Chairman Garrett Gray
James Gaskill
Angela Gatto
Frank Loscuito
Eduardo Mani
Andrae Marak
Ken Shaw
Kurt Truxal

Absent Plan Commissioners:

None

Village Officials and Staff:

Kimberly Clarke, Director of Community Development
Dan Ritter, Planning Manager
Lori Kosmatka, Associate Planner
Kevin Kearney, Village Attorney, PJM Chicago

Petitioners:

Scott Shalvis, Architectural Studio, Ltd.
Andrea Crowley, Griffin Gallagher

Members of the Public:

Michael Stocklose

CHAIRMAN GRAY noted this is a continuation of the public hearing.

CHAIRMAN GRAY stated he received proof of the Notice of Publication for this Public Hearing. He invited staff to start with the presentation of this item.

Lori Kosmatka, Associate Planner, summarized the Staff Report for the Commission. She briefly provided the PUD and project history. She reviewed highlights of the previous approval. The petitioner has proposed design changes which require a substantial deviation to the PUD. The PUD has evolved over time due to market demands and a change in exterior wall construction. She briefly compared the previously approved exceptions to the new proposal, including the new setback information. She clarified the setbacks as consistently calculated from the building's face as opposed to calculations from the canopy piers as submitted at the last meeting. At the previous Plan Commission meeting on December 16, 2021, the Plan Commission recommended the petitioner clarify missing or unclear items in their submittal, and calculate setbacks in the same manner as previous approval. She noted the petitioner has not made any changes to the drawings proposed at the December 16th meeting. She reviewed the major proposed building changes which include modification of the length and height of the buildings as well as other elements. The façade materials, offsets, windows, and balconies are being reconfigured, and glazing is being reduced notably in the clubhouse. She reviewed other new information and open items as noted in the Staff Report. She provided a table of

the setbacks, noting that the maximum setback from building #3 of 69'-11" is one of the missing elements from the drawings. She noted the piers were verbally confirmed as stone by the petitioner. She provided the balcony information, noting that a mid-grade AAMA #2604 powder coat finish is provided by the manufacturer. She noted the petitioner agrees to match the color of exterior mechanicals to those of surrounding material, with brick being a reddish brown and color of roof shingles and siding not identified. She noted staff received Commissioner feedback following posting of the Staff Report, which included concerns on the removal of the outdoor trash enclosures, screening of mechanical rooftop units, and maintenance of the balcony paint. She noted the petitioner agreed the ½" adhered and 4" anchored brick veneers will visually match, and that the balcony color will be dark bronze. She noted the petitioner also agreed canopy piers on the residential front and rear entries will be covered with brick, and that the clubhouse's rear horizontal separator will be stone and not soldier-course brick. She noted the petitioner stated that other than this, the clubhouse façade will remain as proposed. She noted staff had new open items, and had inquired to the petitioner as to how the decking tile will drain and avoid freeze-thaw issues, and if the freestanding cabanas will withstand high winds. She noted that staff recommends the petitioner revise the documents and submit to staff for review, prior to being heard by the Village Board.

CHAIRMAN GRAY asked if the applicant had anything to add.

Scott Shalvis, of Architectural Studio, Ltd. and Andrea Crowley, representing the Petitioner, were sworn in. Andrea Crowley noted Scott will handle all architectural items. Out of the nine conditions listed in the staff report, they were in general agreement with the first four conditions. She noted they cannot do Condition #5 because the foundation that is currently existing does not support 4-inch brick. She noted Scott can address Condition #6 regarding the balconies. It was her understanding that he called the company, and the recommendation for the higher grade is not for this region, and was for oceanfront regions, thus is not something done for this area. She noted they cannot do Condition #7, as she is unaware of any construction lender who will allow a letter of credit to destroy their collateral to exist with construction financing in place. She stated that condition is an impossibility. She noted they can be flexible on the terms of Conditions #8 & #9. They are not opposed, but it just depends on how the timing works with Village Board meetings. She noted that Scott would best be able to answer the remaining open items.

Scott Shalvis stated he spoke with the manufacturer of the balconies, and he did research on the ratings. The higher rating is more for a coastal use such as in Florida rather than in the Midwest based on types of environmental impacts such as salt. They have not had any issues such as product recalls.

CHAIRMAN GRAY asked if they noted that the mid-range is appropriate for the Midwest

Scott Shalvis responded that the testing for both products is done in the site's Florida climate. The higher end one is more set-up for coastal use.

CHAIRMAN GRAY asked what the issues are for maintenance.

Scott Shalvis responded he asked the manufacturer, but they had not yet gotten back to him with a document on the maintenance of the decks.

CHAIRMAN GRAY asked that when the petitioner does receive this document, to provide it to staff.

Scott Shalvis agreed. He noted that the color will match the PTEC units. The rooftop units are referred so that the ductwork goes straight down in the building. Putting them down and or screening them would be an issue for us. We can't really build them into the roof themselves. We can see if we can drop it down a little bit further. We can try to match the material and background with the color of the roof. We can put the same roofing material on the vertical surface so visibility would be reduced down. The color of the HVAC units can be painted to match the roof materials. Regarding the cabanas, we'd like to keep some of the ones shown as options. At this point of time in the market, we don't know what's going to be available a year from now when they're ready for looking at the finishes to the clubhouse and the pool. What's available today isn't available tomorrow. They want something similar as to what's shown, but they don't want to be locked in until they're ready to buy it. They don't want to be stuck on something that is a long-term-lead item, which isn't available when they're ready for it. They want the flexibility of one that can be taken down and put back up in the winter so it's not being damaged, or if they have special events

where they don't want to have all the cabanas out there, or in the future if the tenants want to have additional cabanas. They want flexibility to shift those around, and allow for more cabanas if that's what the tenants are looking for. They would be anchored to concrete via anchor bolts. They are done in the same way as they are done in Florida. It is not something that is unusual for those types of products.

CHAIRMAN GRAY noted that you still have to ensure to factor safety in against uplift with the right tension and bolts.

Scott Shalvis agreed.

COMMISSIONER TRUXAL asked for clarification if the terrace would be tile and not concrete.

Scott Shalvis clarified that the main cabanas are on the pool level. There are some cabanas on the upper level, which are not the ones we are talking about. Those would be a different, more permanent structures. The ones down by the pool would be a system more easily broken down. As far as terraces and how it performs with water, it would either be tile on adjustable pedestals with roofing material below, and roof drains underneath to drain off the water. When you are looking at those elevations, you are not seeing the drains because they are underneath the tile itself. There is a gap between the tiles to allow water in there. Green roofs will have semi-intense plantings with some intense bermed up toward Magnuson. This would allow bigger plans for screening. As far as seating, there are one or two chairs missing, we can add those back as well. That is flexible based on the usage of the tenants at the time. It might adjust from time to time, based on tenant use. They would not be out during winter. We wanted more tables toward the center clubhouse and making it more of a gathering focal point. The tables could be adjusted. He asked if there any additional outstanding items.

Lori Kosmatka, Associate Planner, asked for confirmation that the deck tiles will have spacing.

Scott Shalvis responded the pedestals will be adjustable with caps on top which gives a uniform look whether you are placing tiles or pallets on top. The gap allows the water to drain between the tiles. The pedestals are about 6 inches in diameter so water drains around them. The deck below would be insulated with single ply roof on top.

Lori Kosmatka noted that regarding the samples, that the brick was provided, but it would be helpful to also see the stone sample. The renderings provided are not showing true to what the proposal is. It is supposed to be a dark reddish brown as per the sample, but it looks like a light orange. The balconies are also supposed to be dark bronze.

Scott Shalvis responded that for the color in the rendering, he took a Photoshop material from the approved submittal, and put it on, and it came off differently. It was meant to be the same color, and really is just more of a program issue.

Lori Kosmatka noted in regards to the rooftop units, staff's Building Official reviewed the roof plan sheet, which is not part of this submittal, notes that for the residential units, there is a recessed open area meant to house a makeup air unit for positive pressurization of the corridors. Upon looking at the drawings, it appears it is a sort of wall. This appears awkward.

Scott Shalvis responded it would be behind the unit, not in front of the unit because the unit is dropped down for the most part in the well. You are probably seeing the background of that well. We can try to use the roofing material itself to disguise that as a material.

Lori Kosmatka displayed the submitted elevations and noted it looks like a light gray. She asked what that material is.

Scott Shalvis responded we were looking originally at it being the same material as over the clubhouse, it being Hardieboard. We could do shingles.

Kimberly Clarke, Community Development Director, asked if it was a wall.

Scott Shalvis responded that is a back wall. It is a hole in the roof, dropped down, so you can put the rooftop units in out of sight as much as possible.

Dan Ritter, Planning Manager, asked if they could be relocated to the attic.

Scott Shalvis responded that no, you cannot put them inside. They have intakes. Also, if you want to replace it, you need to tear the roof off. We have to think about ten years from now if they need to replace the unit. Here, they just need a crane to lift it off. As far as maintenance, these are not little house furnaces, these are sizeable rooftop units.

Lori Kosmatka asked for clarification if that the reason for the location is for efficiency so the CFMs can travel straight.

Scott Shalvis responded it would have minimal loss there and in the amount of makeup air they can bring in on the outside. If you have furnaces, you're trying to bring other systems to bring outside air in. Rooftop units bring in a lot more makeup air.

Lori Kosmatka noted that it is an awkward configuration on how it cuts across the roofline, and is situated lengthwise so you see more instead of the other way. Staff would like to know if there are other locations and how to make it look less awkward. It is proposed a light gray. Even if it were brick, it would look better.

Scott Shalvis responded it would not be brick because there is no structure below it. We could do a material like architectural roofing shingle going down the vertical surface to match the color. We are looking at this flat on, versus looking at a building five stories up from a distance where you would see more of a little shadow.

Lori Kosmatka asked about the option of having it on the ground.

Scott Shalvis responded they looked at that, but it would require getting ductwork up through the building. It would require sizeable ducts. The most efficient way is to drop the ducts straight down, not pulling the duct twenty feet over before going up.

Dan Ritter noted that staff has never seen rooftop units on pitched roofs like this. They have been on flat roofs with parapets. He referred to the condos across the street.

Scott Shalvis responded he had seen them.

Dan Ritter noted that staff struggles to see what this would look like in real life.

CHAIRMAN GRAY asked if the petitioner had a plan view looking down.

Scott Shalvis responded he could do one. He could find another site that has this. He has seen it before.

CHAIRMAN GRAY noted that this would help. From the flat perspective, it does look awkward.

COMMISSIONER GASKILL noted this is totally incomplete. The questions being asked should have been done in private with the petitioner. We don't need to go through all that here. There are things that are undecided and haven't been shown. There are still too many questions. He suggested we set this aside until you get together and iron this out.

COMMISSIONER MANI agreed. There is a lack of communication and missing holes.

Andrea Crowley noted that some of the items being discussed were not part of the original PUD, like cabana materials. We have had an enormous amount of communication from staff that is sometimes contradictory. Staff has been great, but if this is your position, then we need to get out of here. It is fine if we go to the Board with a no recommendation, but we request a vote tonight.

COMMISSIONER MANI noted he's an architect himself and knows the process. When I submit something, we spell out everything from the get-go. Some materials will change which doesn't affect life safety. There is some leeway. He could see it if they bring something to the Board showing we have all the answers and that some things like color may change, finetuning it.

Andrea Crowley noted there are no architectural plans submitted. This is a site plan approval. Some of the things we are discussing were not requested, required, or the subject matter of the original PUD. Some of those things get fleshed out later on. Some of the things being asked for now were never a matter of the original PUD. She understands the concern and is not an architect, but at this point, we are largely in agreement with the staff report. There is not a huge distance between us and staff. Some of their questions are things that can be easily answered. The cabana materials are all international commercial grade, bolted down like they are in hurricane zones. A lot of the things we are talking about are minor and architecturally laden. From our perspective, we have done everything that staff has asked. We agreed to meet the conditions that we can meet. We are happy to answer questions, but we don't want to continually come back here.

COMMISSIONER GASKILL asked if this is totally new construction, and if the previous approval had 4-inch brick.

Andrea Crowley responded it was thin brick. She noted that the architectural consultant Farnsworth said it looked virtually identical.

CHAIRMAN GRAY noted it was for one face only.

Andrea Crowley noted it was the east façade and by and large the façades are the same.

COMMISSIONER GASKILL asked if the foundation does not support the 4-inch brick.

Andrea Crowley clarified that the foundation does not support the precast, which is what was originally approved. The original approval contained a foundation that would bear a precast structure.

Scott Shalvis noted the foundation can support the brick above. They are asking to add brick onto the face of the exposed side of the foundation wall itself. What we proposed initially was stamped and stained concrete. What we are proposing is more of a thin stone over the existing stone or a thin brick. To add a 4-inch brick on top of it you have to bolt it on and pour another foundation. The 4-inch brick above is supported by the foundation. For the distance from the top of the foundation down to grade is the area we are talking about, that cannot support the brick because there's no foundation underneath.

Andrea Crowley noted the building is a 4-inch brick building, and we are talking about the surface beneath.

CHAIRMAN GRAY asked the petitioner if they can come to an agreement on items #8 and #9. Number 9 is all revised documents to be submitted to staff for review prior to being heard by the Village Board. All contract documents, not just the specifications but also the project plans.

Andrea Crowley noted that that was not what staff told them. Staff had said it did not include architectural plans.

Kimberly Clarke responded that whatever had been submitted, we are reviewing as part of the packet. If there are tweaks to those documents that need to be made, that is what ultimately will be forwarded to Village Board and part of the future ordinance. We like to bring complete documents to Village Board. That is what our goal was. There are items that Lori has called out that need to be identified. We want that to be corrected for the Village Board to see.

Andrea Crowley noted she emailed and called Lori and spoke with Kimberly to confirm that architectural plans are not what are being looked for.

Dan Ritter noted it would be needed for architectural level, but not for construction level.

Andrea Crowley noted she was told it was everything in the submittal that Scott would have to tweak, like the elevations. We have no objection to submitting the tweaked documents for this.

CHAIRMAN GRAY noted that at the last portion of the last public hearing in December, there are question marks. Regarding the printer, one shows more of an orange and another shows a fire-engine red versus a dark brown. We appreciated the sample, but if someone only gets that printout, it should match so that someone knows what the color is, being color-correct while being clear and concise to avoid any confusion. In terms to what we have been presented at the Plan Commission, some drawings are not updated. You're saying they don't have to be, but whatever is submitted should be clear. Maybe what's available for the cabanas may change down the line. We understand that. However in terms of clarity for construction with these exceptions, it should be clear to us as the Plan Commissioners prior to moving it to the Village Board.

COMMISSIONER GASKILL noted he certainly cannot vote yes for something he is unclear on.

Andrea Crowley responded that we are agreeing to the four conditions as posted in the list of 1 to 9. We will change our renderings and elevations prior to Village Board to reflect those. We are asking for an approval subject to these conditions. We will make the modifications prior to the Village Board's second reading as per what Kimberly said to her today. We are happy to do that. We don't think continuing to come back has been productive. We are agreeing to make these changes. These haven't largely shifted as the last staff report. Most of these are identical. We have had discussion. It is my client's position that we would like to be moved on.

Kevin Kearney, Village Attorney, PJM Chicago, noted you can add conditions of approval to the motion. They are making an affirmative statement that the materials are going to match and that any difference in plans are due to issues with the printer's program made to prepare the plans. We can include as a condition that it is approved subject to that affirmation that the materials are consistent throughout and that they provide updated documents for the Village Board. We can include statements like that in the motion.

CHAIRMAN GRAY stated he doesn't have an issue with the thin brick because it is based structurally. He is a P.E., and understands that. As long as it can match, and it looks uniform. We will go through some of these open items. In terms of #7 on the motions to consider, perhaps we can get an alternate type of motion that we are all in agreement on. We will go to the Commissioners for comments.

COMMISSIONER GASKILL had no comment.

COMMISSIONER LOSCUITO asked for clarification from staff on the requirement for #7 the letter of credit. He asked what the purpose for it is.

Kimberly Clarke responded that for the PUD in the Zoning Code, it says the Plan Commission can request additional guarantees to ensure that the project is completed as presented. There is that general language there. Now the Village has a more formal policy on foundations. Unfortunately, in the recession we had to deal with zombie subdivisions with foundations sitting out there. The policy puts into place that if something goes stale, the foundation could be removed and the property restored. It is a newer policy, so it isn't known to staff if it causes issues from a financial construction loan standpoint. Our attorney and I have discussed and understand that we think the PUD allows for a guarantee to be in place. Maybe it is more of a vague guarantee and not specific to the removal of the foundation which we are not looking to jeopardize the construction loan, but it does allow that to be in place. We were open to some other conversations on how that could be put in place before. We all hope that the developer has every intention to move this forward and wants to go vertical, but we want to ensure that if a what-if happens we don't have only foundation walls for the next decade.

COMMISSIONER TRUXAL noted his main concern is with removal of the trash enclosures. The maintenance guy is going to have to run out into the parking lot with the bins when the trash hauler shows up. Not having outdoor trash enclosures doesn't make sense.

Andrea Crowley responded she believes the Brookside East project across the highway has internal trash enclosures.

COMMISSIONER TRUXAL asked how that works.

Andrea Crowley responded the trash companies have a system. We have staff who will be coordinating this. Brookside East has this. She's not the association at Brookside so she doesn't know. She noted it's part of the service.

Scott Shalvis said they probably pay the hauler additional fees to come in to pull the bins.

COMMISSIONER GATTO noted that she has condos across the street from her, and every Thursday, the trash haulers go back and pull the cans or dumpsters onto the street. It must be part of the contract.

COMMISSIONER MARAK had no comment.

COMMISSIONER GATTO felt like there's a better option for the HVAC unit, if it can be better screened. She's concerned how it will look from the street. She tried googling pictures of other buildings. The only thing she could find are buildings downtown with greenery around the rooftop units, but she's never seen it in the suburbs. She thinks there should be another option for that.

COMMISSIONER MANI noted he did something similar by creating a pocket or hole in the roof, but in this case there is something on the roof.

Scott Shalvis responded it's recessed into the roof.

COMMISSIONER MANI responded it looks odd. A parapet might be weird looking and not aesthetically pleasing. Regarding the foundations being high, he still grapples with the length on the building and how it grew. At the last meeting, it was clarified that the foundation drawings were submitted, looked at, and permitted. His question for staff is whether staff became aware it became longer.

Scott Shalvis responded he believed there were comments in the original permit review that mentioned the length of the building. It did have some comments about setbacks. He would have to go back and look.

COMMISSIONER MANI noted that in his experience, if there are changes, he provides a narrative. This came up. This is a PUD and we have to stick to the original footprint. He asked where the checks and balances are. You need to let staff know once it becomes larger and the plan comes in to be permitted and reviewed. It should have been taken care of there and brought back to us to see if it still fits in the vision of the project. It seems to him that it was made bigger and now coming to ask for forgiveness.

Andrea Crowley responded she didn't think it was fair to say they made a mistake. The dimensions were shown. The difference in the distance to the townhomes is 1.3 feet, less than 1 percent on a nearly 200-foot building. She has townhomes that go over more than that for a single family residence. The approval was in the hands of the people issuing the permit. They came out over the course of almost a year and inspected. Everything was disclosed. We didn't not build what we asked the building department for. If she had been told then that it was a substantial deviation and that they'd need to come back, they would have come back, but that wasn't what the Village said when they went in for the permit, they issued it. Now she was told it was a substantial deviation so they are here. The foundation that is in the ground necessitates a majority of these changes. It was asked for and the permit issued.

COMMISSIONER MANI asked if the space inside the trash enclosures will be conditioned so there will not be a foul smell from rotting food. You want to keep the food fresh until the haulers come.

Scott Shalvis responded that we have a compactor with multiple bins in the room.

COMMISSIONER SHAW echoed some of the comments about the mechanical screening. The originally approved drawings did not show the mechanicals. Now they are being shown. He doesn't understand what changed, or if it hadn't been figured out yet. Today, he thinks it looks odd assuming the plan is to put in a pocket. That is a critical point.

Scott Shalvis responded there would be a pocket.

COMMISSIONER SHAW asked for clarification on which conditions the petitioner is OK on. He noted that the petitioner had stated they were OK with conditions 1 through 9, and didn't think that was what was meant.

Andrea Crowley responded she was referring to conditions 1 through 4 out of referencing the list of 1 through 9. We can meet conditions 1 through 4 with no problem. Number 6 we are generally OK with, and Scott can address the maintenance for the balconies. Numbers 5 and 7 we cannot do. Numbers 8 and 9 are time dependent.

COMMISSIONER SHAW doesn't know the appropriate mechanism, but would be in strong favor of a performance bond or as appropriate the Village Board can do. He asked when the project will be done, assuming approval from the Village Board without delay, and assuming weather and labor market.

Andrea Crowley responded construction is expected to last 24 to 36 months as soon as the permit issued. Her client is ready to go and has \$5 million in. Every day costs him money.

COMMISSIONER SHAW noted he didn't recall the original timeline.

A member of the audience noted it was 18 months, four years ago.

COMMISSIONER SHAW notes the time that it's taken from original approval until now, looking at an optimistic 24 to 36 month completion is the reason for his strong favor of some sort of condition for performance bond. He notes the petitioner says it's not possible. He defers to the Village Board and attorneys.

CHAIRMAN GRAY echoed some of the comments said. It's been a while since the foundation has been in and since the original approval. He thinks Commissioner Shaw's point is reasonable, and you have in the language here for the motion that pending approval you will start April 1st and that you have 24 to 36 months and you will adhere to the construction schedule as established. He feels it would be in the best interest to have a form of guarantee, only because of the time of the previous approval about five years ago.

Andrea Crowley clarified that it was November 2017. It was well over a year that the Village was illegally dumping from the commercial piece on the roadway of Magnuson. They asked us to clean it up. We negotiated with the pipeline to accommodate the water from the commercial piece on Magnuson that was being illegally dumped by the Village into the creek. We spent over a year cleaning up an issue that was not ours. The delays are not all on one side. Some of these issues are a two-way street. We spent a very long time negotiating to cross an easement so that we could accommodate the Village's water.

Kevin Kearney noted for clarification sake, in the original motion, the letter of credit was to secure removal of the foundation. Your comments are discussing performance bonds to secure completion of the project. That is a difference than what's listed in the motion. He asked if that's something the developer has thought through.

Andrea Crowley noted she has to discuss it with him. You're asking whatever value is being put on top of it to be posted.

Kevin Kearney noted that would be for a letter of credit.

Andrea Crowley stated that a letter of credit would be a problem because it would be cash cleared at 100% so it would be 200%. There's not a lender who would do that because you're asking them to collateralize 200%.

Kimberly Clarke asked the petitioner to return to the podium.

Andrea Crowley stated that a letter of credit would be 100% cash secured, so it is sitting in a bank account. It is fully grabbed by the bank. You pay them a fee annually for the ability to draw. You are asking for double the value and for us to be a cash builder. If we can post the cash for a letter of credit and we've got a loan, it is a \$30 million project.

Kevin Kearney noted a performance bond for completion could be considered rather than removal of the structure, or else some sort of security for completion.

Andrea Crowley responded she hasn't spoken with her client as the bond has just come up tonight. She knows that a letter of credit would not work.

Dan Ritter noted it is typically a percentage, not the entire project cost.

Andrea Crowley responded typically you don't post letters of credit for completion of private things. Typically they are for public improvements. The norm on a letter of credit or maintenance or performance bond is on public improvements, then you pull from it if it's not done. She asked if the Village has ever required a developer to put up a bond for a project.

Kevin Kearney responded our code specifically allows, not in the foundation only.

Andrea Crowley noted that it's not common. She noted that it's common for public improvements. They posted one for the street. It's not usual that it would be posted for private improvements for going vertical. She is curious if the Village has ever required it, because it is not typically done.

Dan Ritter noted it might be for bigger projects.

Andrea Crowley noted it's typically not required for private improvements. The person that has the most money to lose is the one with his money in the ground. If we mess up the public improvements, that is a problem for the Village.

Kevin Kearney responded it's a way to keep the developer on a timeline. He has used it to keep developers on timelines. It can be something to discuss with the developer.

CHAIRMAN GRAY asked for clarification on conditions 8 and 9.

Andrea Crowley noted that the question was on what documents are meant on Condition 9. Now we know it is the submittals and not the full architectural plans. Scott says he can turn that around in roughly a week. Kimberly said that if we have it by final board meeting, that would be something she'd be OK with. She has no problem submitting with the conditions and corrections drawn and depicted. That is fair. The concern was if it involved architectural plans or not. We can do the elevations in this submittal.

CHAIRMAN GRAY asked what language the petitioner has an issue with in Condition 8. It gives a start date of April 1st contingent on approval.

Kimberly Clarke clarified that it would be the building permit submittal by April 1st.

Andrea Crowley responded they are fine with sentences 1 and 2. The only issue with April 1st is if for some reason they didn't get on a Board meeting in time to petition for approval. Assuming this goes quickly, it isn't a problem.

Kevin Kearney responded we could add a condition that pending approval by Village Board.

Andrea Crowley noted it's not a date, but the vagueness of the prior timespan. Her concern is just on the date.

COMMISSIONER SHAW asked about the language for Condition 7, if there is language to replace to have the conversation continue. The Commission has made feelings clear for the Board.

Kevin Kearney responded that if the Plan Commission feels that a security of some form is necessary for completion of the project rather than for removal of the unfinished structure, it's a condition that you can have. The Board can modify or reject it or add their own condition. In the interim, we can work with the developer to see if we can come to an agreement satisfactory to the Village. For the purpose of memorializing the Plan Commission's feelings, if you want some form of security on the project, include that as a condition so the Board understands.

CHAIRMAN GRAY asked if there should be any pending language as Andrea Crowley has to discuss with her employer and have other conversations with Village staff.

Andrea Crowley responded she is happy to have a conversation with Kevin Kearney. She cannot speak for her client.

CHAIRMAN GRAY asked Kevin Kearney if he can draft up condition's language for the Commissioner who will read the motion.

Kevin Kearney responded yes, and that he will have additional modifications.

CHAIRMAN GRAY noted with respect to Condition #6's railing system, he looked at the links provided. They look decent. The petitioner gave a good rebuttal to the questions and he is confident in terms of this as an open item. He asked if there are any comments from the Commissioners.

Dan Ritter suggested that a recommendation for Condition #8 could be instead of a formal date, rather have it read as three months from Village Board approval. This would resolve concern if the case got continued at a Board level.

CHAIRMAN GRAY asked if that seems reasonable for the client.

Andrea Crowley responded she is fine with that. Her hesitation to commit with a date is if she finds it is the 3rd week of March and getting kicked back to the Village.

CHAIRMAN GRAY noted that whoever reads the motion should note that instead of it being April 1st, 2022, it should read as three months from Village Board approval. He asked if there is anyone from the public wishing to comment.

Michael Stocklose was sworn in. Four years ago they were at Plan Commission. He is president of the Brookside Glen Townhouse Association which abuts this project. When it went to the Plan Commission the first time, with Commissioner Shaw as a Commissioner, it failed, then it passed. We sat with the developers, Mayor Glotz, and Trustee Mueller who at the time was not a trustee, but an advocate for our group. The plan was supposed to have a drive-through garage from end to end. When they came up with the difference with the length of the building, that should have been a red flag. After this was approved the second time, I discussed the height with Karli who agreed it didn't need to be that high. Karli had said her lawyer said if we change the height then we have to go back to Plan Commission. When the building length changed, it should have been brought back to the Plan Commission before they got their construction permit. Four years later, we've been looking at this. There is rebar all over. I have to call once a month to have the grass cut. The hill behind the foundation is overgrown with weeds and trees. Branches from the trees are lying on the property. The wind storm knocked over the outhouse. They used to have a construction board and EPA permits have disappeared. This summer, they dug electrical which he doesn't know if they have a permit for. They damaged our sprinkler lines to the association. Our sprinkler lines can't be marked with JULIE. They are 20 years old. They refuse to pay the \$410 bill. The ground sat for four months. Before the last meeting, I sent an email to Kimberly and received a response from Karli saying that ComEd had dug it up. Mike Podtek was there digging it up and refuses to pay the bill because it wasn't marked. They also hit a gas line. I have to live with this foundation. Their construction foreman is not following guidelines to not use Greenway for entrance and exit. Every day he and the other employees drive down Greenway to 80th Avenue. ComEd and other trucks also do it. They tore up the streets. Greenway is going to be a pot-hole in the next year. It was repaved five years ago and is already cracked from trucks. For the size of this project, why are we using river rock for the landscaping? That is the cheapest, dirtiest rock you can buy. Upgrade it to something more substantial. The Boulevard had drainage issues on the sidewalks where they had to put grates in for the slope. Here they should put retaining wall to cut the slope of the grass planted so the slope can alleviate drainage onto the sidewalk. The north side of the sidewalk will not get sunlight and easily freeze. The staff reports were hard to read, and it was hard to hear Kimberly at the last meeting. He understands that some of the grill stations are being removed, but it wasn't in the second staff report. This is supposed to be a high-end structure. Why are we eliminating this? Four years ago, Mr. Cronin mentioned this occupancy for this project shouldn't be granted until the project is 100% complete. He heard a rumor earlier this summer that they would be granted occupancy if two buildings were done. I could go along with 80% finished, but there is no incentive for them if only two buildings are finished, unless there is a performance bond. There has to be a timeline set up, stating occupancy can't be granted until the project is 80% done. I'd prefer 100%. Previously, they stated construction timeline was 18 months. Even taking the year delay for

illegal dumping, we are four years into this. Now we are talking two to three years even if approved. I'd like it if they do get approved, they start on the south end of the project so the townhomes don't have to look at the foundations for much longer. I would appreciate if the final grade slopes toward the creek and not slope toward the townhouses. We do not need extra water coming in. Now the water sits there by the construction fence. The site should be cleaned up. There's no reason cut rebar, wood forms, and tree branches should be there. I shouldn't have to call the Village every three weeks because the grass grows to a foot high.

CHAIRMAN GRAY entertained a motion to close the public hearing.

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

CHAIRMAN GRAY asked staff to go through the Standards.

Lori Kosmatka reviewed the drafted Standards for a Special Use on this request, as indicated in the Staff Report.

CHAIRMAN GRAY asked that whoever reads the motion, to read what has been drafted by the Village Attorney.

There was one motion for this item.

Kevin Kearney noted that a Commissioner who makes a motion does not have to approve affirmatively of it. It just opens discussion.

CHAIRMAN GRAY noted that Condition #6 remains, and Condition #5 was stricken.

Motion 1- (Special Use for a Substantial Deviation):

COMMISSIONER SHAW made a motion to recommend that the Village Board grant the Petitioner, Karli Mayer on behalf of One Magnuson Lane LLC, a Special Use Permit for a Substantial Deviation from the Brookside Glen Planned Unit Development with Exceptions from the Zoning Ordinance to permit exterior design changes in accordance with the plans submitted and adopt Findings of Fact as proposed by Village Staff in the January 6, 2022 Staff Report and subject to the following conditions:

1. *The development's exterior mechanicals including rooftop units, PTEC units, intake and exhaust vents shall match the color of the surrounding material.*
2. *The ½" thin brick and 4" brick veneers shall visually match (to be burned and colored in the same manner).*
3. *Canopy pier materials on the residential front and rear entry points shall be coordinated and be covered on all sides with brick.*
4. *Clubhouse rear (west) elevation's horizontal separation between the lower and upper level shall solely be continuous cut stone sill.*
5. *The balcony and railing system shall be bolt-on aluminum in a powder coat finish complementary to the building's design, to be reviewed and approved by Staff prior to issuance of the building permit.*
6. *A Letter of Credit, performance bond, or other security deemed acceptable by the Village Board to secure completion of the project consistent with the approved submittals.*
7. *The Petitioner shall adhere to the construction schedule as established. Construction is estimated to commence within 60 days of the issuance of a permit. Petitioner will be required to submit for a building permit three months after approval by the Village Board. Construction is estimated to last for 24-36 months from the issuance of a building permit. Construction of clubhouse and amenities to be completed prior to or simultaneously with the first residential building.*
8. *All revised submittals shall be submitted to staff for review and prior to being heard by the Village Board.*

Motion seconded by COMMISSIONER GATTO. Vote taken by Roll Call; COMMISSIONERS GATTO, LOSCUITO, TRUXAL, MARAK, and CHAIRMAN GRAY were in favor (aye). COMMISSIONERS GASKILL, MANI, and SHAW voted against (nay). CHAIRMAN GRAY declared the motion carried.

CHAIRMAN GRAY noted that the petitioner is anticipated to go to Village Board January 18th. He noted there may be offline conversations for portions of the motion.

DRAFT

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE JANUARY 6, 2022 REGULAR MEETING

ITEM #2 WORKSHOP/PUBLIC HEARING – PETE’S FRESH MARKET WAREHOUSE OFFICE EXPANSION - SPECIAL USE FOR PUD SUBSTANTIAL DEVIATION, SITE PLAN/ARCHITECTURAL APPROVAL

Consider recommending that the Village Board grant Petros Drimonas of Pete’s Fresh Market, on behalf of 163rd & Harlem LLC (property owner) a Special Use for a Substantial Deviation of the Park Place Planned Unit Development located at 16300 S. Harlem Avenue, Tinley Park. The granting of this request will allow for the construction of two building additions on the warehouse (located on the former K-Mart building) totaling 3,580 sq. ft. for additional office space. Final Site Plan/Architecture Approval is also requested as part of the development approval.

Present Plan Commissioners:

Chairman Garrett Gray
James Gaskill
Angela Gatto
Frank Loscuito
Eduardo Mani
Andrae Marak
Ken Shaw
Kurt Truxal

Absent Plan Commissioners:

None

Village Officials and Staff:

Kimberly Clarke, Director of Community Development
Dan Ritter, Planning Manager
Lori Kosmatka, Associate Planner
Kevin Kearney, Village Attorney, PJM Chicago

Petitioners:

None

Members of the Public:

None

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

CHAIRMAN GRAY stated he received proof of the Notice of Publication for this Public Hearing. He invited staff to start with the presentation of this item.

Dan Ritter, Planning Manager, summarized the Staff Report for the Commission which is in the packet and attached as part of the minutes. This is a fairly straightforward request to make two small building additions on the warehouse building. They would be under the existing canopy and roof structure and be used for office space. The additions make for a consolidated office area at the front of the building and allows for a more open warehouse/distribution area in the building. The exterior materials will match the existing painted CMU and have windows matching the previously approved warehouse addition. The additions will make the entrances look less like a commercial entrance for the public to use. No changes are being made to the site plan or truck routing from what was previously approved. Pete’s had some issues with engineering and MWRD approvals but plans to move forward with the warehouse and grocery store (and additional retail space) building in spring when the weather breaks. He noted the applicant is not present,

but this is a fairly straightforward request. He noted it is up to the Commission on whether they feel comfortable proceeding without the applicant present.

COMMISSIONER GATTO and COMMISSIONER MANI had no comments.

COMMISSIONER SHAW commented that he liked what is being proposed.

COMMISSIONER GASKILL and COMMISSIONER LOSCUITO had no comments.

COMMISSIONER TRUXAL noted that considering the additional office space, the only restroom in the whole facility is in the back by the loading docks.

Dan Ritter responded that he has not seen the build-out plans. The state's plumbing code has a requirement for the number of facilities they have total but doesn't note where they need to be located. It is not like exit doors where they have to be spaced out. They just need a certain number of facilities.

COMMISSIONER TRUXAL noted the drawing submittal is very small and hard to enlarge to view. The whole front section appears to be office space and that females would have to go to the back where the truck drivers are, which would not be optimal. He also questioned if there would be enough facilities for the number of people present.

Dan Ritter responded that the internal buildout plans are currently under review by the building official and would need to meet state and local codes. However, the internal operations and locations of bathrooms are not typically under the purview of a site plan review.

COMMISSIONER SHAW commented that he believed there were restrooms up front from when it was the old K-Mart.

COMMISSIONER GATTO commented she recalled that as K-Mart it had restrooms up front to the right. Her husband was the GM for that. She commented they were previously all the way to the right. It looks like it is not on this plan now. Previously there was a Little Caesar's, a deli, and restrooms to the right in the corner.

Dan Ritter noted that area is now shown as all racking for storage. Staff will ensure that the proposal meets state plumbing code and Village building code requirements.

COMMISSIONER MARAK had no comment.

CHAIRMAN GRAY noted the design looks clean, and he likes how the exit door is hidden on the west side. He had no further comments. He asked if anyone from the public wishes to speak. Seeing none, he entertained a motion to close the public hearing.

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

Dan Ritter reviewed the drafted Standards for a Special Use on these requests, as indicated in the Staff Report. There were two motions for this item.

Motion 1- (Special Use for a Substantial Deviation):

COMMISSIONER LOSCUITO made a motion to recommend that the Village Board grant a Special Use Permit for a Substantial Deviation from the Park Place PUD to the Petitioner, Petros Drimonas of Pete's Fresh Market on behalf of 163rd & Harlem LLC, to permit additional building development changes at 16300 Harlem Avenue in the B-3 PD (General Business and Commercial, Park Place PUD) zoning district, in accordance with the plans submitted and adopt Findings of Fact as proposed by Village Staff in the January 6, 2022 Staff Report.

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

Motion 2- (Site Plan and Architectural Approval):

COMMISSIONER TRUXAL made a motion to grant the Petitioner, Petros Drimonas of Pete's Fresh Market on behalf of 163rd & Harlem LLC, Final Site Plan and Architectural Approval to construct two 1,790 sq. ft. building additions (for a total of 3,580 sq. ft. of additional floor area) on the warehouse building at 16300 Harlem Avenue in the B-3 PD (General Business and Commercial, Park Place PUD) zoning district, in accordance with the plans submitted and subject to the following conditions:

1. Site Plan Approval is subject to the approval of the Special Use for a Substantial Deviation from the PUD by the Village Board.
2. Site Plan Approval is subject to final engineering plan review approval.

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

CHAIRMAN GRAY noted that this item would move forward to the Village Board meeting January 18th.

TO: VILLAGE OF TINLEY PARK PRESIDENT AND BOARD OF TRUSTEES

FROM: VILLAGE OF TINLEY PARK PLAN COMMISSION

SUBJECT: MINUTES OF THE JANUARY 6, 2022 REGULAR MEETING

ITEM #3 WORKSHOP – DUNKIN’ OUTLOT REDEVELOPMENT (TINLEY DOWNS) - SPECIAL USE FOR PUD SUBSTANTIAL DEVIATION AND SITE PLAN/ARCHITECTURAL APPROVAL

Consider recommending that the Village Board grant Richard Mommsen on behalf of Daley-Mommsen Enterprises (d/b/a Dunkin’ Donuts) a Special Use for a Planned Unit Development for Tinley Downs Plaza located at 7901-7951 171st Street, Tinley Park. The granting of this request will allow for site modifications and the allowance use allowance of a drive-thru restaurant in the existing outlot building. Site Plan and Architectural Approvals are also requested as part of the redevelopment.

Present Plan Commissioners:

Chairman Garrett Gray
James Gaskill
Angela Gatto
Frank Loscuito
Eduardo Mani
Andrae Marak
Ken Shaw
Kurt Truxal

Absent Plan Commissioners:

None

Village Officials and Staff:

Kimberly Clarke, Director of Community Development
Dan Ritter, Planning Manager
Lori Kosmatka, Associate Planner
Kevin Kearney, Village Attorney, PJM Chicago

Petitioners:

Peter Paraskis, Peter G. Paraskis Architect, Ltd.
Richard Mommsen, Daley-Mommsen Enterprise (d/b/a Dunkin’ Donuts)

Members of the Public:

None

CHAIRMAN GRAY invited staff to start with the presentation of this item.

Dan Ritter, Planning Manager, noted this is a workshop, and is more of a discussion. He stated he will review the items generally and identify open items staff sees for the Commission to consider. He summarized the Staff Report for the Commission. The petitioner is looking to have a drive-thru. They are currently located at 80th & 171st Street. They are in the in-line tenant space at Tinley Downs Plaza and are shifting to the outlot building on the development. They propose to punch a hole in the outlot building to create a drive-thru. They provided examples of how this was done before. Tinley Downs Plaza is a fairly large neighborhood plaza, approximately 43,000 square feet. The outlot building is approximately 4,800 square feet (before reduction in size). The development’s anchors are Family Dollar, Southwest Synergy Dance Studio, and Dunkin’. There are 14 other tenants. The building is largely occupied. It was annexed in 1991. At some point there was a taking of the land for roadway expansion. There was never a formal resubdivision after those takings. The zoning is B-1 and is adjacent to residential uses. B-1 limits noise, smells, and heavy vehicle traffic. He discussed the surrounding land uses. The petitioner wishes to expand with a drive-thru.. Covid has also made it a priority. They are requesting a Planned Unit Development on this property which doesn’t now. To add a drive-thru, they would either have to request a PUD or else rezone it to something like a B-3 zoning district, which staff didn’t feel was most appropriate next to single-family residential. The PUD could allow that type

of use for a specific building based on specific plans. There are also some site nonconformities out there that can be cleaned up. Staff feels this is the best approach. They are requesting the allowance of a drive-thru restaurant only in the outlot building and for parking below the minimum requirement. Parking is already below the minimum requirement, but the proposal will reduce it further. The existing site plan shows the outlot in relation to the inline building with only a few end islands. On the site, they propose new curbed islands, a dumpster enclosure with landscaping, and converting access to on-way on one point of the site. Circulation patterns will be created in the site to allow for appropriate drive-thru stacking and avoiding spillover into the roadways. The parking islands will be beneficial for landscaping, circulation, and help surround the existing parking lot lights. The conversion to one way on the south side of the drive-thru exit is to avoid backup for people entering from 80th Avenue trying to make a left to the drivethru. The drive-thru's counterclockwise circulation will have a large turning radius to allow to turn. Those open items are the site plan changes, the circulation, with a condition, that a new report would be required if any major changes are made to stacking. Most recently this was done at the Chipotle at Brookside Marketplace, and the Durbin's Express which will have a pickup window. When you are designing the drive-thrus, they are usually with a specific tenant in mind. Dunkin typically has higher stacking demands. He discussed parking. He noted staff and some Commissioners have noted the parking requirements are dated and probably over-parked. Our code requires 296 stalls, but it is currently 186 stalls, which is 110 stalls below code requirements. The petitioner proposes to reduce another 27 stalls for the drive-thru. They produced a parking analysis which takes into account someone occupying the space, likely a fast-casual restaurant. The analysis showed they are comfortable with the amount of parking. There are four additional accessible stalls above what is needed by code. Staff notes an alternative option could involve converting those to traditional stalls and pickup four stalls overall. Landscaping review is not for the whole site, but to what is being changed with this proposal of the outlot building and drive-thru. Landscaping has been added on the end islands, drive-thru to stop headlight glare and beautify the area to buffer that auto-oriented use. They also landscaped around the dumpster enclosure. The enclosure is proposed over existing parking. All of the enclosures were previously in the back of the shopping center. The food-service use of Dunkin has a higher trash demand. The enclosure will have brick matching the outlot building. Landscaping is an open item. Architecturally, not much is changing other than the hole being made through the building. The design of the outlot building mostly mirrors the inline tenant building. They will be painting it two shades of gray. The new walls around the hole in the building will have brick matching the rest of the building. There is fire and electrical equipment on the side of the building which is why they are not chopping the whole side of the building. There are not many changes to signage. One open item is that directional signs can't have logos. The petitioner needs to revise the packet. There are also two existing signs on 80th Avenue which staff recommends be removed. There is no permit history on them, they don't meet code requirements, they do not serve much of a directional purpose, and they don't match the development. Also, there are many other businesses in the development that do not have their own sign there.

The Petitioner, Peter Paraskis, the architect, and Richard Mommsen, the owner. Punching through the building is no different than a drive-thru bank. Peter Paraskis note they did a traffic study and parking analysis to hone in on the critical issues. Richard Mommsen thanked staff to help make this project work.

COMMISSIONER SHAW likes this design conceptually. It is unique and will add value. On the southwest corner, it wasn't clear that parking spaces were being removed. That looks good. Having trees along with the portion of the building both help screen the drive-thru itself. He asked if the trees will be planted at maturity.

Peter Paraskis responded that we maintained the existing mature trees. The others are interspersed where the parking was removed. The rest of the trees on 80th Avenue are mature.

Dan Ritter noted most of them are existing and if any die, they will need to replace them. We usually enforce a more mature tree to be planted in that case. For the new trees here, they could put in mature ones, but they are usually 2 1/2" diameter.

COMMISSIONER SHAW noted he does not have a problem with the parking reduction. Being a frequent customer of Dunkin, he finds the existing parking lot unsafe. The new islands and flow of circulation will be a massive improvement. The parking lot is empty most of the time. He asked if they considered a double-stack option for the drive-thru lane. This has been the latest trend with drive-thrus.

Peter Paraskis responded that we are limited at this location because of the drive-thru lane. We have done a couple two menu board systems in Indiana, and we are finding they do not work as well as anticipated because more

employees are needed. One person must be dedicated to operate cash and a second person to operate the dispersal. The Cane's chicken place in Orland has two menu boards, but only one is operational. There is not much speed in it. What would better, if we had room, would be a dedicated on-the-go mobile app ordering. Otherwise, a person on an app is stuck in the same line as someone ordering there. This location is a neighborhood operation. The client base is established. The single menu board works well.

COMMISSIONER SHAW noted the stacking coming into the middle of the lot seems reasonable. It seems a lot of work was put in to avoid overflow onto 171st or 80th. The one-way conversion at the south might be a concern. He can envision someone turning there. He asked what signage and visual cues would look like to help direct drivers.

Peter Paraskis responded it will be done with signage. If someone is visiting from out of town, there may be a challenge, but for regular clients it will be better.

Dan Ritter noted there's no guarantee that someone would drive in the wrong way, but the goal is that most of the time it will work, and the large bar should help as well. The hope is to get everyone to circulate one way.

COMMISSIONER SHAW noted it would not be a large concern because even if someone does go the wrong way it is not a real chokepoint.

COMMISSIONER MANI echoed Commissioner Shaw's comment on the chokepoint. He asked that if they could match the new median being created to what's there, and make it skinnier, so that it could be double-way. Possibly the trash enclosure could be shifted to create that opening. Otherwise, as one-way if you take 80th Avenue then you have to go all the way around and come back. People might drive between parked cars, creating a hazard. Making a larger opening would allow for people to go both ways.

Dan Ritter noted they are trying to avoid that. You could have 3 or 4 cars waiting to turn a fairly dangerous left onto 80th. That could create a line. You might then have someone trying to make a left through those cars which could cause a backup on 80th. Cars would be coming from multiple directions to go there.

COMMISSIONER MANI agreed there would be some people coming from 80th Avenue creating a backup. This could have congestion at that spot.

Peter Paraskis noted there is another issue with that. If cars start stacking and you come in off 80th, and you make a quick left, you are hoping there not many cars stacked. If there are, you will have people waiting there. Also, their traffic engineer noted that you may get people coming northbound taking first driveway which is the service drive for the south portion of the plaza which lines up. It could create a mess at that intersection.

Dan Ritter noted that directional signs could help get the proposal to work. The hope is to avoid the double-way to avoid stacking both ways.

COMMISSIONER MANI noted the plan looks good. He noted one of the elevations has two doors. He asked if those doors are functional. He suggested a railing be added.

Dan Ritter noted those are public entries. He showed the elevation facing 171st Street which is facing the drive-thru stacking.

Peter Paraskis noted the door on the right is the service door, where they get their deliveries.

COMMISSIONER MANI noted his concerns that as drivers have their coffee, they are not paying attention to pedestrians such as employees taking out the garbage. Hopefully a car could see them. His concern was at the area with the landscaping at the edge of the building. A railing there could help with safety issues.

Dan Ritter noted they might not be functioning doors. They don't appear to be egress.

Peter Paraskis noted the door on the right is for deliveries. That is at the rear.

COMMISSIONER MANI noted he was referring to the door shown to the right of the car illustrated on the elevation. This elevation is where the cars come out. He asked what that door is used for.

Peter Paraskis responded this would be the south face of the building next to the ADA space.

COMMISSIONER MANI asked if the door on the island to the left of that ADA space is a functioning door.

Peter Paraskis asked which elevation he was referring to, if it was the one facing south.

CHAIRMAN GRAY noted that it appeared there was landscaping leading up to that door, as well as on the east side.

Dan Ritter noted they appear to be existing doors that are not being used, and there are no sidewalks leading up to them. It would either be replacing them with a storefront system or if it needed to be a functioning door for someone to go out then you would need a pathway.

Peter Paraskis noted the service door is on the east side of the building towards the back. He noted if there is any worry, they could put up a decorative railing.

COMMISSIONER MANI noted a railing would be helpful for cars leaving the pickup area.

Peter Paraskis noted there is 5 feet of landscaping there at the corner of the building.

Richard Mommsen asked if they meant immediately next to the drive-thru.

Peter Paraskis noted a railing could be placed, but someone would have to walk along that landscaping.

Dan Ritter noted that you can get to the northeast door with a sidewalk.

Peter Paraskis noted the other door could be removed.

COMMISSIONER GASKILL asked if the south elevation was the front of the building.

Peter Paraskis responded yes.

COMMISSIONER GASKILL asked where the foot traffic is entering the building. He asked which is the active door.

Peter Paraskis responded on the right door.

CHAIRMAN GRAY noted it is the door with the pink "D".

Peter Paraskis responded the door on the right is the entrance.

COMMISSIONER GATTO asked if the drive-thru is going parallel with that side of the wall.

Peter Paraskis responded yes.

COMMISSIONER GATTO asked if people park on the side, then how would they get across if people in the drive-thru line. She lives near a Dunkin and said it is 20 cars deep. She asked how they would get through to get to the door through the drive-thru line.

Peter Paraskis responded that there is a walkway. You would be able to from the cars that are on the other side of the drive-thru lane on the righthand sign. It is an 8.5 foot sidewalk. The patrons are on the righthand side. They would walk down that sidewalk and cross over the first car in the lane.

COMMISSIONER SHAW asked if it would be marked crosswalk.

Peter Paraskis responded yes.

COMMISSIONER MANI asked if that door was utilized. He noted it was just a concern about the safety.

COMMISSIONER GATTO noted that for the Chipotle project, there were railings put up so people did not walk into the traffic. She clarified the concern here was at the southwest of the Dunkin.

COMMISSIONER MANI noted they would not be paying attention. There would be landscaping there, but it would still help.

COMMISSIONER GATTO noted the concern was about walking into the outbound drive-thru lane where the landscaping is.

Dan Ritter noted then you would not want to have someone walk there. Then you are having to walk through the main drive-thru.

COMMISSIONER MANI noted that there is a door shown with landscaping.

Dan Ritter asked if he was referring to the southeast corner.

COMMISSIONERS GATTO and SHAW clarified it was the southwest side, just east of the exit side of the drive-thru next to the handicap lane.

Peter Paraskis responded that door is not for customers, but it serves a purpose. Our equipment line goes north and south. If someone is ordering too many items, an employee could exit that door. If you look at the island you have two spaces designated at the south as Pickup 1 and Pickup 2. That is the place for them to pull up. The operator can come out of that door instead of out through a public door where all the patrons go through.

COMMISSIONER SHAW asked if the interior behind that door is not in the public space.

Peter Paraskis responded yes, it is in the service line. We could still put a railing there.

COMMISSIONER SHAW noted that realistically, someone coming out of that door could maybe cut the corner to get to the dumpster and step in front of cars.

Dan Ritter noted if you're an employee, you would know hopefully.

COMMISSIONER SHAW noted a four-foot railing might be a good idea. He doesn't know if it should be a condition, but it would make sense.

Dan Ritter noted if you blocked it off, you could still go through the ADA space aisle and then out.

COMMISSIONER SHAW noted that if you're throwing away garbage, you will have to cross. If they come out the door and immediately step out, it's a blind corner for the drivers, versus if they go the longer way it is slightly safer.

Dan Ritter responded that we can look at that.

CHAIRMAN GRAY noted it looks like there is landscaping there so you cannot go there. It is good that's there to force them to go south.

COMMISSIONER GASKILL noted that often in parking lots, people walk through the landscaping.

COMMISSIONER SHAW noted when it's built out it might be a moot point. It is hard to tell.

CHAIRMAN GRAY commented that the landscaping on the dedicated exit has grow-low sumac and some others. As long as that is not visually impairing for when a person looks to their left to the east to oncoming traffic. You don't want to create a blindspot with the landscaping.

Dan Ritter responded the plantings are low and tight to the ground. The plantings on the north side are taller.

COMMISSIONER MARAK noted that when you come out onto 80th Avenue, it is hard to turn left. If you funnel people out there, some will go right and left. Taking a left is across a raised central space. Often the traffic backs up. Some people stop to create a space, other people do not. The parking study looked to be more about how many spaces were left as opposed to the safety of people doing that. He also asked about the impact on other tenants in the development. When you stop and park a car, you get out and might go to multiple places, but if you use the drive-thru then you are just going to one place. Also having more traffic run through there, it might make one less likely want to go to the other spaces as a result. He also noted as the report says, along with the rise of Covid, this is the result of the rise in people shopping online, and in order to make the B-1 zoned areas commercially viable it makes sense to make changes. He wondered if that is the case, if we need to have more drive-thrus in more spaces in B-1, considering the neighbors around it. If B-1 is meant to be made a place where there is less traffic, but adding in drive-thrus can make more traffic. Either the exception should be made to all B-1 or you should be B-3. That is a bigger picture question in thinking of the future design of plazas in the Village.

Peter Paraskis responded there is a separate traffic study. The traffic consultant took counts of people going left and south and continuing north on 80th. The normal client base drivers going north would go to the southern driveway in the back. Regarding the other businesses in the plaza, a customer typically goes to Dunkin for coffee or donuts in the afternoon. There is really no other competition that we have there. The landlord wouldn't want competition. As for people wanting to walk to other businesses, it is their personal decision. In the inner city, some people are Uber or Lyft oriented, they go and do what they want to do.

COMMISSIONER MARAK noted that businesses are often grouped together so you can take advantage of multiple places.

Dan Ritter noted a small business wants to be by an anchor store so people would walk over or see your business. In this situation, they see all the businesses. It might be convenient for someone to then visit another business. It might still draw them. He didn't know if it would be better or worse with Dunkin being a drive-thru. Regarding the B-1, the staff report was about neighborhood shopping centers in general. This one has been fairly successful being on a busy corner. It's been a discussion on whether we need to be flexible on how we look at them. This one is unique with the outlot which is not abutting residential, which is why it could work here with the PUD route. Usually it would not work well in a B-1.

COMMISSIONER GATTO asked what the busy hours if it is 6am-10am.

Richard Mommsen responded they Monday through Friday it is 6 to 9, Saturday and Sunday is mostly 7 to 10 or 11.

COMMISSIONER GATTO noted that she thinks most of the businesses don't open up at that time.

Dan Ritter noted the dance studio is probably one of the bigger traffic drivers might have odd hours with customers coming and leaving at once, but that is even later in the afternoon.

CHAIRMAN GRAY asked what the petitioner sees for maximum stacking at similar sites.

Peter Paraskis responded that at some stores he has seen 25-30 cars stacking which can be an issue. It is all driven by speed of service and how the operator runs it. You will have people go out of their way to a particular Dunkin store because they know they will get it right. We ask the franchisee owner if they are doing anything wrong, because usually it should only take about a minute and a half. But you see people gravitate toward a store because they know they will get the right service. Other stores have stacking lanes for 10 to 12 and the most they ever get is 5. It is mind boggling.

Kimberly Clarke, Community Development Director, noted she experienced the Orland Park one near Harlem and 159th going southbound. There are people coming off Harlem trying to turn right, and there are people coming in from the interior shopping center. We want to reduce the amount of multiple ways to get in. I will bypass that particular location or make the turn and go around the stacking people, and people do not play nice. I avoid this store because there are too many points of entry. It can be scary at prime time to just grab coffee.

Dan Ritter noted there is some gray area. At the location in Shorewood there are maybe 25 car stacking spaces, which are used, but people fly through. At busy times it can back up. Originally this project went along 171st Street, and once you hit 13 cars, the next car would stack up on 171st Street. This however has the gray area for if it does get busy then traffic is on the site. They will move pretty quickly.

CHAIRMAN GRAY noted that if they are in the interior of the parking lot, that would not be an issue as many of the other businesses are not even open at the time.

Dan Ritter noted if someone was parked there and got blocked, they would not be there long since Dunkin has a high turnover time. The cars are moving.

COMMISSIONER TRUXAL noted he liked the design.

COMMISSIONER LOSCUITO echoed Commissioner Gatto's point. The plan is to have it stack in the middle lane of the lot which is not an issue since the other businesses aren't open that early in the morning. He agrees with staff to remove the existing nonconforming signs. The new Dunkin location will be more exposed at the corner spot.

Noted they may have originally been Walgreens signs.

Dan Ritter thought Walgreens might have had a drive-thru pharmacy.

Kimberly Clarke stated no, that there were only discussions about it.

Dan Ritter thought that made sense since they were one of the drivers of the development. We don't have permits on the signs though.

COMMISSIONER GASKILL had no comment.

CHAIRMAN GRAY did not feel the ADA stalls should be removed. He echoed Paula Wallrich's stance that parking is more of an art than a science. He noted that sometimes the stores in this development may get crowded at weird areas, but has never really seemed at capacity. Your peak time however is morning time. He doesn't think the four ADA spots should be removed just to get the additional parking spots which might not get used.

Dan Ritter responded that they are there now, and converting them is only an option if there ever becomes an issue. There is some flexibility to play with.

CHAIRMAN GRAY asked the petitioner if there is anything else to add.

Peter Paraskis thanked the Commission for their time.

CHAIRMAN GRAY noted there are no public audience members present to comment. He asked staff if the open items should be reviewed or not.

Dan Ritter thanked the Commission for their feedback and will look into the few comments.

CHAIRMAN GRAY noted there will be a public hearing at the next Plan Commission meeting January 20th.

GOOD OF THE ORDER –

Dan Ritter reviewed the following Good of the Order items:

- He welcomed new Commissioner Andrae Marak. He was on ZBA for a short while.
- January 20th is the next meeting.

- He went to the Barkery downtown. His dog approves since there are treats and toys there. It is next to Village Pizza. It was a popcorn place before. It's nice to have some small, family-oriented retail there. They have some natural products there.
- Avocado Theory Express opened 171st and 80th Avenue. He is expanding quickly. This location will have some grab-n-go items.
- We have a new Covid map online. There may be a few more locations being posted online the Village's website.

COMMENTS FROM THE PUBLIC – CHAIRMAN GRAY asked if there were comments from the public. Hearing none, he asked to adjourn the meeting.

CLOSE MEETING -

A Motion was made by COMMISSIONER GATTO, seconded by COMMISSIONER LOSCUITO to adjourn the January 6, 2022 Plan Commission meeting.

CHAIRMAN GRAY asked for a voice vote; all were in favor. He declared the motion carried and adjourned the meeting at 9:47 P.M.

PLAN COMMISSION STAFF REPORT

January 20, 2022 – Public Hearing

Dunkin' Donuts Drive-Thru Redevelopment

7901-7951 171st Street (Tinley Downs Plaza)

Petitioner

Richard Mommsen on
behalf of Daley -
Mommsen Enterprises
(d/b/a Dunkin' Donuts)

Property Location

7901-1951 171st Street
(Tinley Downs Plaza)

PIN

27-25-316-014-0000

Zoning

B-1, Neighborhood
Shopping

Approvals Sought

- Special Use for a PUD
- Site Plan &
Architectural Approval

Project Planner

Daniel Ritter, AICP
Planning Manager



EXECUTIVE SUMMARY

The Petitioner, Richard Mommsen on behalf of Daley-Mommsen Enterprises (d/b/a Dunkin' Donuts), is requesting a Special Use for a Planned Unit Development (PUD) with Exceptions from the Zoning Ordinance and Site Plan/Architectural Approval. The requests are for the proposed redevelopment of an outlot building with a drive-thru for Dunkin' Donuts. The site changes and PUD approval include the entire Tinley Downs Plaza site located at 7901-7951 171st Street. The structural changes are only proposed on the outlot building is 7941 171st Street. The property is located in the B-1 (Neighborhood Shopping) zoning district.

Dunkin' Donuts will move from their existing in-line tenant location to the outlot building to have a drive-thru that better serves their customers' needs and will increase sales. The redevelopment would utilize the existing outlot structure (most recently professional business offices) and have the drive-thru circulate counterclockwise through the existing building. This will create a covered canopy area. Additionally, there are changes required to the overall shopping center site including realignment of drive aisles and removal of parking spaces.

The PUD is required to permit a drive-thru restaurant in the B-1 zoning district, where it is typically prohibited. The drive-thru will only be permitted in the outlot building and no other drive-thru would be permitted for the in-line tenants. The PUD will also allow for existing non-conforming aspects of the development to come into conformance and allow for the reduction in parking. The redevelopment will bring additional convenience to Dunkin's customers and result in the reuse of a building that has been vacant for a few years. Overall the site is being designed with sufficient drive-thru stacking, safe site circulation, and improved landscaping as a priority.

Updates from the January 6, 2022 Plan Commission Workshop staff report are in RED.

EXISTING SITE & HISTORY

The property is located on the southeast corner of 171st Street and 80th Avenue and is commonly known as Tinley Downs Plaza. The commercial shopping center has a large in-line building that is approximately 43,000 sq. ft. in size and an existing outlot building that is approximately 4,800 sq. ft. in size that has most recently been used as professional offices. The center is anchored by a Family Dollar (formerly Walgreens), Southwest Synergy Dance Studio, and Dunkin' Donuts with a variety of other commercial uses in 14 other tenant spaces. The center is fully occupied except for the outlot building.



The property was annexed into the Village and development was approved in 1991. The center has shared parking between all tenants. The lot is 3.67 acres with certain areas of the 5-acre original lot taken for the expansions of the 80th Avenue and 171st Street roadway expansions. The roadway expansions happened before the site development. The site has not been formally resubdivided to remove the areas taken by Cook County for roadway purposes.

ZONING & NEARBY LAND USES

The property is located in the B-1 (Neighborhood Shopping) zoning district. The B-1 zoning district is the lowest intensity commercial zoning district. B-1 zoning are most commonly adjacent to residentially-zoned property and restricts some commercial uses that may be "offensive" by creating excessive noise, smells, traffic, light, or other problems that can negatively affect the neighboring residential properties.

Surrounding zoning:

- South: R-2, Single Family Residential (vacant lots were temporary detention for the subdivision)
- East: R-2, Single Family Residential
- North (Across 171st Street): R-3, Single-Family Residential
- West (Across 80th Avenue): R-1, Single Family Residential (Tinley Park - Park District Bettenhausen Recreation Center/Water Park)



PROPOSED USE

The proposal will move an existing Dunkin' Donuts (Dunkin') from the 1,946 sq. ft. in-line tenant space in Tinley Downs Plaza to a redeveloped outlot building that will be 2,551 sq. ft. in size. The new space will have indoor seating, a small outdoor patio, and a drive-thru with space for at least 13 vehicles to stack. The redevelopment is driven by Dunkin' looking to add a drive-thru at their existing location to add convenience to their customers and boost sales.



Dunkin' primarily operates as a donut and coffee shop. However, over the last 5-10 years the range of menu options available has increased to help draw customers for breakfast, lunch, dinner, and dessert. The changes in the menu have increased their sales but also have expanded their drive-thru demand and peak times from what was previously mostly a morning/breakfast rush. Dunkin' now functions similarly to more typical "fast-food restaurants" now in terms of demand and service times. The donuts are not made on-site and thus the kitchen/prep areas remain small in comparison to many other fast-food restaurants.

"Restaurants" are a permitted use in the B-1 zoning district but drive-thru restaurants are prohibited. This is because B-1 districts are expected to be neighborhood service-oriented and less auto-oriented in nature. Locations with drive-thrus usually need proper planning for vehicles to safely enter and exit, while keep a pedestrian focus in mind.

SPECIAL USE FOR A PLANNED UNIT DEVELOPMENT

Planned Unit Development

B-1 zoning districts are often located adjacent to single-family residential development and the most restrictive commercial zoning district. The B-1 district limits high-intensity and other "objectionable uses" (loud noise, smells, high vehicle traffic, liquor/tobacco sales, etc.) The goal is to have uses which support the surrounding neighborhood while remaining pedestrian-focused. However, many of these neighborhood centers have struggled the most as shopping and services have moved online or to more regional locations. The changes in commercial activity at a national-scale have meant most communities need to rethink how smaller neighborhood centers function since they tend to be less desirable due to lower adjacent roadway traffic counts.

The Petitioner is an existing tenant and the drive-thru is a critical component of their business to remain competitive. The request is only to allow a drive-thru use at the outlot building, and no other drive-thrus would be permitted in the inline building or on the property. The Petitioner will keep the development under one lot and ownership since there is no desire to subdivide the property and plat easements for shared utilities, access, parking, etc. The existing B-1 zoning will be maintained to avoid other potentially "objectionable" uses typically only allowed in B-3 (General Business and Commercial) zoning district from being permitted in the in-line spaces.

Staff has noted that the development is fairly unique because B-1 developments are typically only permitted one principal building per lot. Typically, any outlot development would be a separate lot and zoned B-3 (General Business and Commercial) because they are not immediately adjacent to residential. The outlot building is over 200 feet away from the adjacent residential lots to the south and north and 150 feet away from the residential to the north (across 171st Street).

The approach of keeping B-1 zoning and approving a PUD was noted by the Commission as acceptable due to the unique situation, proposal, and the site being existing.

~~Open Item #1: Review the requested establishment of a PUD on the Tinley Downs Plaza property. Review maintaining the existing B-1 zoning and allowing a drive-thru restaurant in the redeveloped outlot building.~~

Exceptions

The proposed PUD includes Exceptions to the Zoning Code for a number of items that are existing or changing on the site. As a PUD these deviations from code are considered “Exceptions” and not “Variations” and therefore do not follow the standard findings required of Variations. There are eight Exceptions identified on the parcel. Many Exceptions are existing on the site and were approved with the original development, with others required based on the specific redevelopment proposal to occur. The Exceptions are listed below.

Staff notes that a PUD is required to be a minimum of 5 acres to allow for unique planning and development to happen. However, meeting that requirement can be difficult on infill or redevelopment sites. Flexibility has been given to the requirement to make unique redevelopment work. Staff also notes that the development previously met the minimum 5-acre PUD requirement and other B-1 zoning district lot size requirements. However, it was reduced in size due to past roadway takings from Cook County.

Existing Exceptions

- a. PUD Size – Permit a PUD on a lot that is 3.67 acres, instead of the minimum 5-acre size.
- b. Minimum Lot Size – Permit a lot that is 3.67 acres, instead of the 4-acre minimum in the B-1 zoning district.
- c. Front Yard Setbacks - Permit a front yard setback of approximately 20-60 feet for the outlot and inline principal structures, instead of the minimum of 125 ft.
- d. Front Yard Parking - Permit Parking in the required front yard.
- e. Monument Sign - Permit the monument sign size and setback as it exists (around 2-foot setbacks).
- f. Permit existing exterior material/masonry coverage on both principal structures (in-line and outlot), with both structures having matching brick.

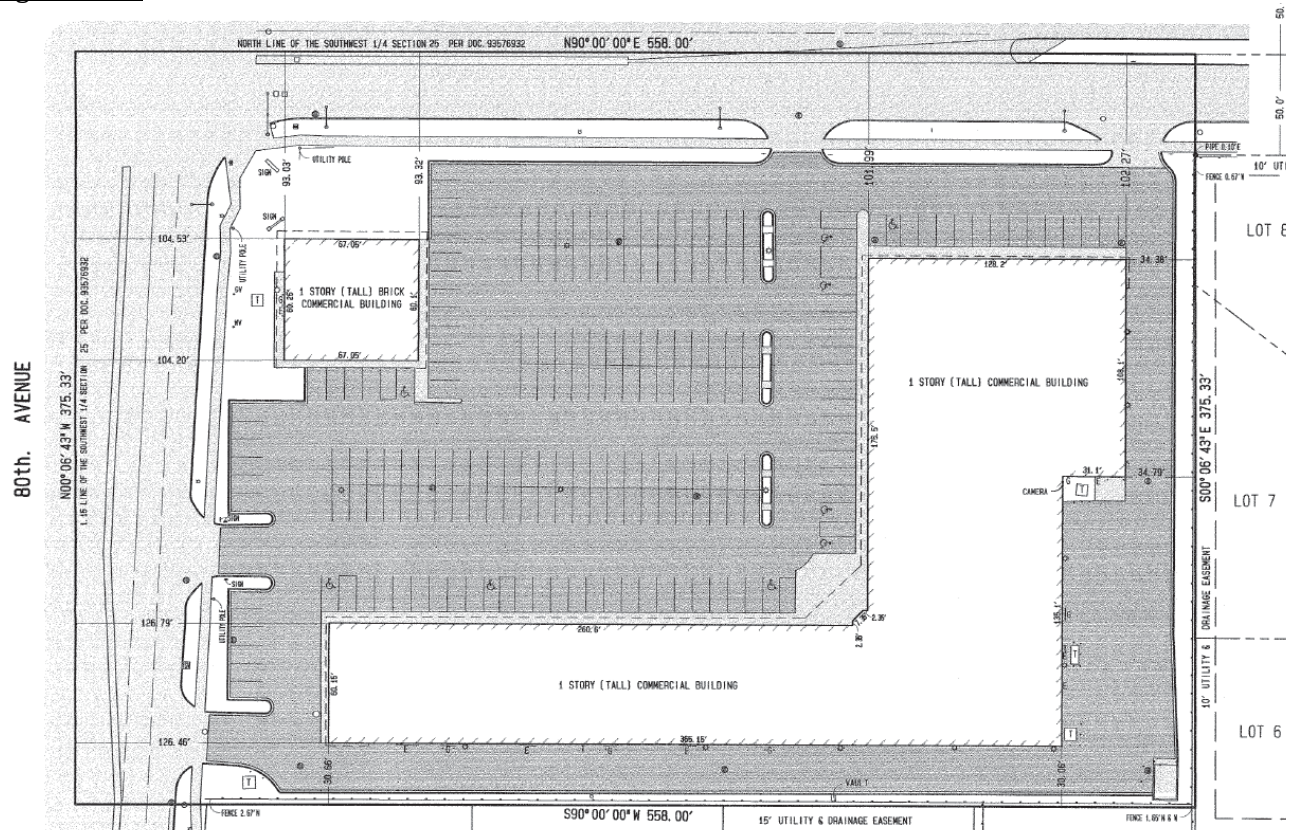
Increased/New Exceptions

- a. Minimum Parking - Permit 159 parking stalls instead of the minimum requirement of 296 stalls.
- b. Drive-thru Restaurant - Allow for a Restaurant with a drive-thru as a permitted use in the standalone outlot building (remains prohibited in the in-line building).

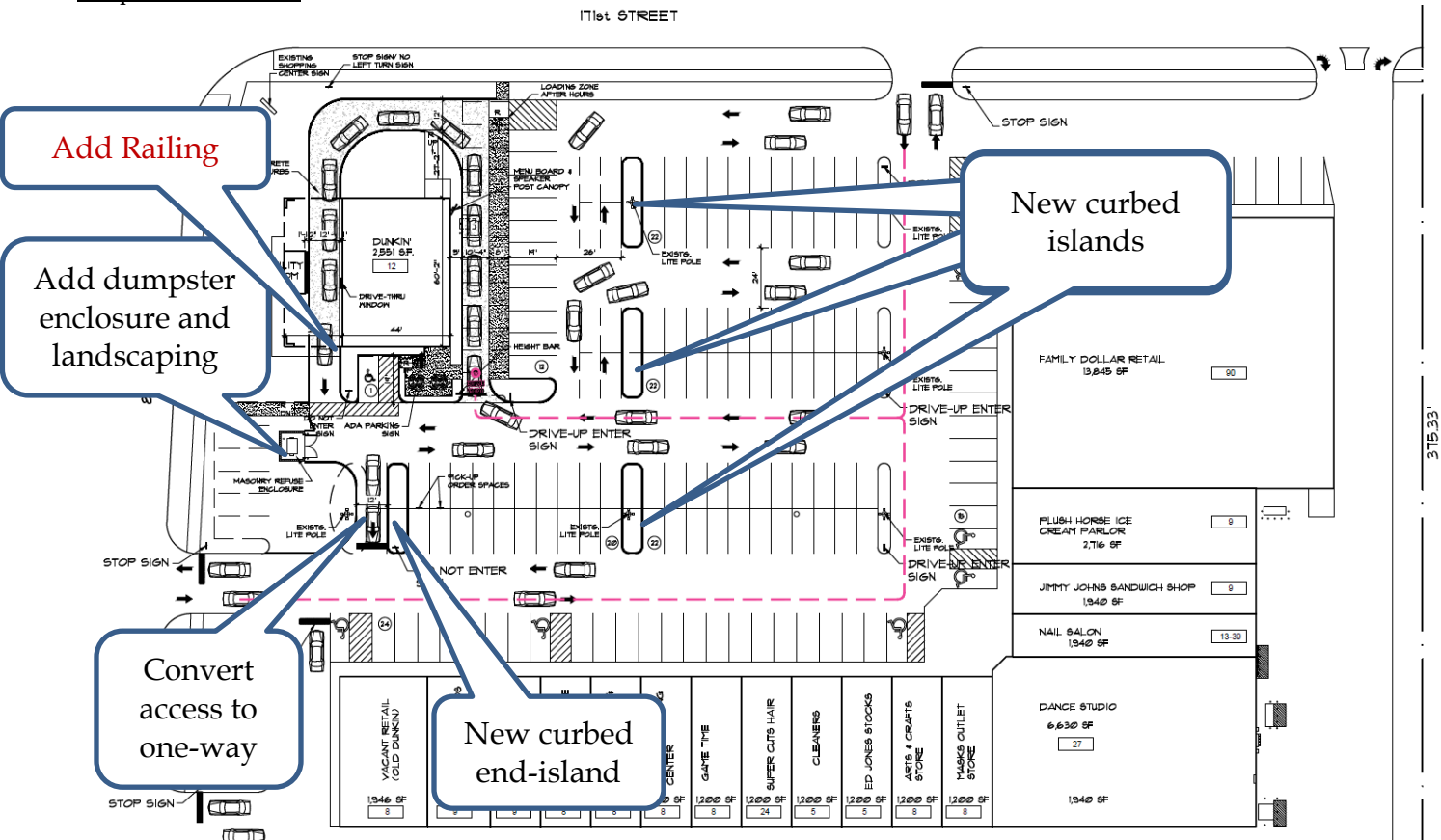
Open Item #2: Review the requested Exceptions from the Zoning Ordinance as part of the PUD Approval.

SITE PLAN AND CIRCULATION

Existing - Overall



Proposed - Overall



Drive-Thru Development Background

As businesses, particularly restaurants, look at ways to increase stable sales since the start of the Covid-19 pandemic, the additions of drive-thrus on existing commercial sites have become an increasingly popular option. However, drive-thrus can become problematic due to traffic volumes and stacking concerns. If not properly planned, vehicles can block customer and emergency access not only on the property but on public roadways. This is particularly true on sites not originally designed to have a drive-thru. Many of the issues can spill over and negatively affect neighboring businesses and properties.

Drive-thrus are also typically designed for specific tenants and their traffic demands. The demand for different types of businesses differs greatly. As demand increases, so can the potential for traffic issues. Similar to the demand for drive-thru windows, the Village recently approved “pickup windows” (without ordering onsite available) at two locations (Chipotle and Durbin’s Express). However, when properly planned, some sites can be redeveloped with a drive-thru addition and can make it much more appealing to potential tenants. Careful consideration needs to be made when retroactively approving drive-thrus on existing sites not previously designed for it.

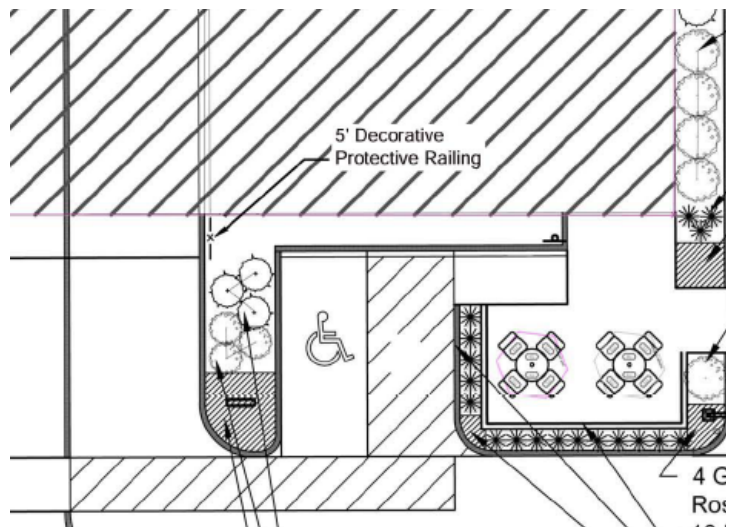
Site Proposal

The Petitioner worked with staff to go through various different potential options and ultimately determined the best way to have a drive-thru operate on the site safely, without negatively affecting other tenants in the center. The proposed design was a result of a number of different staff reviews and revisions, along with feedback from the Petitioner’s traffic consultant (KLOA).

The drive-thru circulates counterclockwise around the building. The entrance will be at the southeast corner of the outlot building and has an internal stacking allowance of at least 12 vehicles. To accommodate a dedicated drive-thru lane, new dumpster enclosure, and safe vehicle circulation, the main change proposed is a reduction in parking on the site. The overall site circulation was designed to avoid conflict points despite being two heavily used entrances on the site. The circulation forces customers to enter the drive-thru primarily from one-way in the shopping center. By doing this, vehicle conflicts are avoided; it also ensures that if there is additional vehicle stacking occurring beyond the dedicated lane, it occurs within the shopping center parking lot and not on public roadways. Staff recommends a condition similar to other drive-thru and pickup window approvals that requires staff review and approval of the traffic demand of any future tenants. Any increases or concerns requires that a new traffic and stacking analysis is performed at that time.

Four new curbed islands will be added to help direct traffic through the parking lot. The islands have also been located where there are existing parking lot light poles, which can help avoid vehicle conflict with the poles in the future. Additionally, the access to the south of the drive-thru exit was changed to one-way only to avoid vehicles entering the site from 80th Avenue waiting to turn left and take a shortcut to the drive-thru entrance.

Due to the location of the dumpsters behind the existing building, a new dumpster enclosure location is needed closer to the building. Due to the layout of the site and drive-thru all sides of the building are fairly visible. The proposed location was determined to be the least obtrusive and easiest for the waste hauler to access. While it is located in the front yard, it will be set in further than the previously existing parking. No changes to the lighting on the site are proposed. Sidewalk connections to the Dunkin Donuts site are proposed at two points (80th Avenue and 171st Street) that will make the building more walkable and compliant with the Illinois Accessibility Code requirements.



Overall circulation was noted as appropriate in keep vehicles from having conflict points or stacking into public streets. The commission recommended adding a railing or some way of preventing pedestrians from crossing by the drive-thru where there is a blind spot for vehicles and pedestrians to see each other. Plans were revised with this suggestion in mind.

~~Open Item #3: Review the proposed site plan changes and overall site circulation with regards to the drive-thru and the existing businesses within the shopping center.~~

~~Open Item #4: Discuss including a condition of approval that any changes in drive-thru demand or future tenants, will require a new traffic/drive-thru analysis to ensure the drive-thru stacking is sufficient prior to issuance of any permits or occupancy.~~

PARKING

The most significant change to make the drive-thru work was a reduction in the site's shared parking field. As outlined in the chart to the right, the existing site is below the zoning code required parking total of 6.5 parking stalls per 1,000 sq. ft. of leasable floor space in planned commercial centers. The parking requirements change from the previous approval due to the small reduction in floor space on the outlot building. Total floor space is a proposed 45,551 sq. ft. of commercial floor space in the shopping center (including the outlot building). The overall proposed parking reduction will decrease shopping center parking by 27 stalls from the current amount.

Tinley Downs Plaza Parking – Dunkin Outlot Proposal		
	Total Stalls	Difference From Code
Code Required (6.5 stalls per 1,000 sq. ft.)	296	-
Current Existing/ Previously Approved	186	-110
Proposed (Remove 37 Stalls)	159	-137
Converting non-required ADA Stalls Staff Option (Remove 33 stalls)	155	-133

Staff notes that there are currently 9 accessible parking stalls with only 5 stalls required per the Illinois Accessibility Code. So potentially 4 parking stalls can be gained by converting 4 ADA to 8 traditional stalls. This could either be required with the proposed redevelopment or completed if parking concerns arise in the future.

The Petitioner and shopping center owner have stated they feel comfortable that there is sufficient available parking in the center for all tenants. A professional parking and traffic study completed by KLOA was supplied by the Petitioner to show the existing situation and proposal will have sufficient parking. The study also includes estimates for parking demand in the in-line space that will be vacated by Dunkin'. While the center does not have large amounts of unused parking, the parking study does indicate there is available parking even during peak times. The study concludes that the proposal provides sufficient parking despite the reduction in overall parking. However, staff notes that a reduction in parking can affect the ability of some future tenants to locate in the building that have higher parking demand. For example, high parking generators like a formal restaurant or fitness center taking a future vacant space may cause parking issues.

Parking in the center was generally noted as appropriate currently and the reduction was not expected to make a big difference based on the current conditions. The commission noted, they were fine keeping the extra ADA stalls instead of converting them.

~~Open Item #5: Discuss the Exception from the Zoning Ordinance and proposed reduction in overall parking for Tinley Downs Plaza.~~

LANDSCAPE

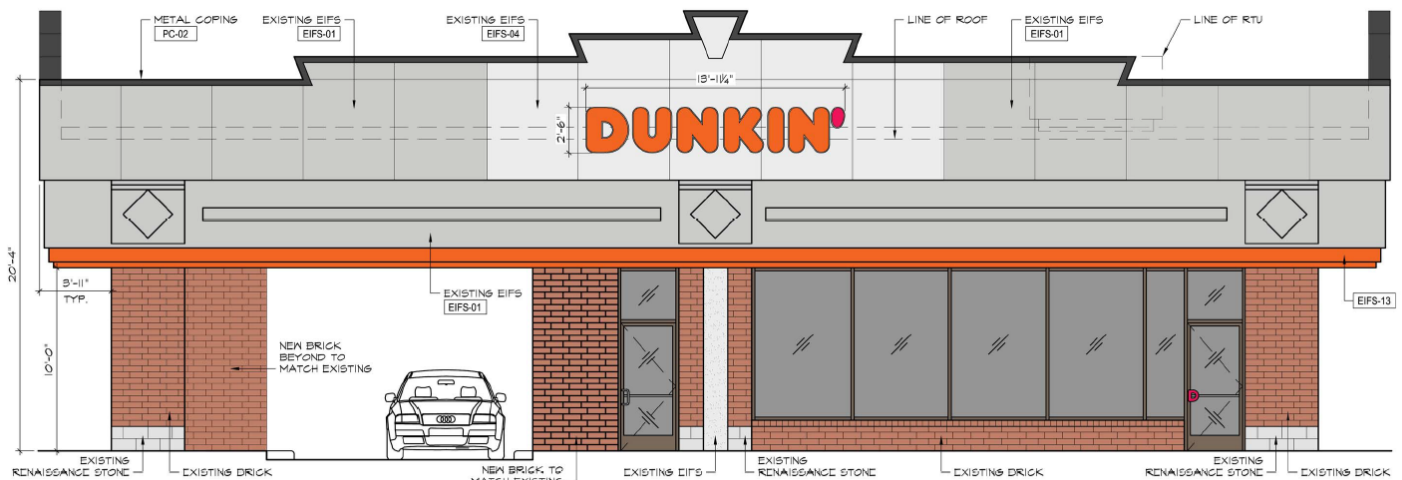
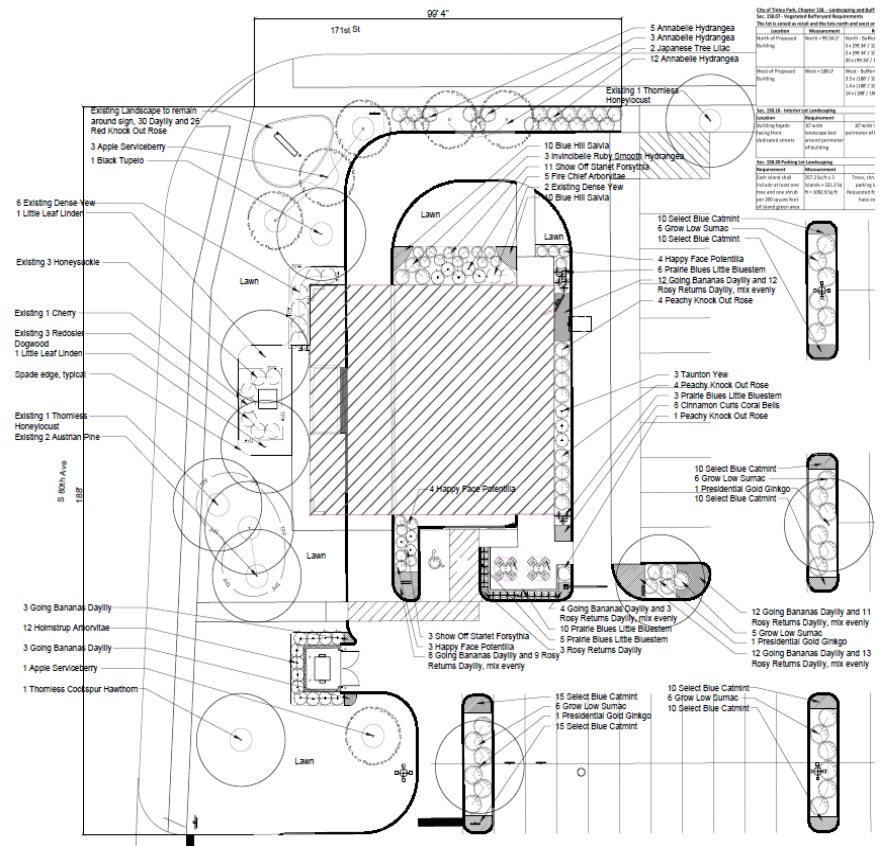
The landscaping in the overall center is mostly remaining the same. However, landscaping is being added where site plan changes are being made around the outlot building. Most notably, landscaping is being added at the 80th Avenue entrance and the new dumpster enclosure area. Landscaping is also being added to the four new parking lot islands. Landscaping is shown around the drive-thru lane that will help to prevent headlight glare to and from the drive-thru lane vehicles.

Open Item #6: Discuss the proposed landscape changes/improvements.

ARCHITECTURE

The outlot building architecture is mostly staying the same as it exists. The building's design closely matches the in-line buildings with matching brick and a parapet design. The majority of the parapet will be painted a light grey (currently a tan/beige) with a portion of it behind the sign being painted a lighter shade of grey. A small portion of the parapet area around the bottom will be painted orange as well. The area of the building being converted to the drive-thru lane will require new brick material inside of the covered lane. This brick is proposed to match the existing brick material in design, texture, and color. The existing rooftop units are screened by the existing parapet. Any new rooftop equipment is expected to be small venting equipment and will be fully screened by the existing parapet.

Staff has noted the existing in-line Dunkin space also had a portion of the parapet painted orange that was not previously approved. It is recommended that a condition be added to this approval/project requiring that it be painted to match the other in-line tenant spaces.



1 SOUTH ELEVATION
1/4" = 1'-0"



The Petitioner revised plans and clarified the addition of a new door on the north side elevation. The also clarified removing the existing doors on the east elevation. The rear door is proposed to be a solid metal door and staff would recommend this be a glazed door to match the rest of the exterior façade windows along the façade. This will be a highly visible façade along 171st Street frontage. The windows can be tinted or covered to decrease visibility into the backroom area. Current windows have a mirrored tinting that can be used so that the façade has a matching exterior.

Open Item #7: Review the proposed architectural design and colors. Discuss the proposed additional metal door.

SIGNAGE

Monument Sign

Ground signage will remain on the existing shared monument sign at the intersection. The sign is existing and appears it may not meet the current zoning code's height and setback dimensions. However, due to the size of the center, number of tenants, existing status, and limited alternative locations. The sign has been included as it exists as part of the PUD approval. Meaning it will be legal as it exists and could be replaced as well in the future.

Wall Signs

Wall signs are proposed on each elevation of the outlot building. They are centered on the façade and architectural elements. The signs will have a background of the parapet painted a lighter shade of grey. The proposed signs comply with the number and size of wall signs permitted.

Drive-thru Signage

Drive-thru signage includes a menu board, preview menu board, speaker post, and height restriction post. All proposed drive-thru signage will comply with the zoning code allowances.

Directional Signs

New directional signs are being placed at multiple "decision points" within the center to direct customers to the drive-thru. The new directional signs will not include logos or business advertising, which are not permitted on directional signs. However, using a sign that simply has "drive-thru →" are permitted at decision-making points. A previous plan did show logos and have not been revised yet.

The directional signs were revised to not have tenant specific logos or names and it has been made a recommended condition.

~~Open Item #8: Petitioner to supply revised plan for directional signs with no business name or logos.~~

Two existing signs at the entrance to the center along 80th Avenue serve little directional purpose and do not comply with current or previous regulations (have logos, exterior electrical equipment, rusting, etc.) It does not appear these signs were approved with permits. Staff has recommended that the two entrance signs be removed as each business in town cannot be expected to have entrance signs along a roadway. Allowing these signs would be particularly problematic in multi-tenant properties. Further, these signs do not match the proposed directional signs for the drive-thru that will serve a purpose on the site.

The Petitioner agreed to remove these two signs and it has been made a recommended condition.

~~Open Item #9: Discuss requiring the removal of the two existing non-conforming directional signs at the 80th Avenue entrance.~~

STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission. The Plan Commission is encouraged to consider these standards (listed below) when analyzing a Special Use request. Staff will provide draft Findings in the Staff Report for the Public Hearing.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

- a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
 - *The development is largely existing and was previously developed; the new drive-thru will not cause public health or safety concerns.*
- b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;
 - *The development is largely existing and was previously developed; the new drive-thru does not appear to cause negative effects on neighboring properties.*
- 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;
 - *The surrounding area has already been developed and the proposed changes do will not affect any future development in the area.*
- d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;
 - *The development is existing with sufficient roads, access, drainage and utilities.*
- 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
 - *Per the petitioner's traffic and parking impact study, the drive-thru has been designed to avoid negatively impacting on-site traffic, parking concerns, and any off-site stacking or traffic issues.*
- f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance.
 - *All other village requirements not covered by the Planned Unit Development and noted exception will be met.*
- g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
 - *The redevelopment will translate into increased occupancy and higher property and sales tax output form the subject site. The project will fill a large vacancy in the center and retain a long-term tenant. Drive-thrus are in high demand due to changing consumer demands related to covid-19 and the site has been properly designed to be successful at this location and increase food sales for the tenant, translating.*

STANDARDS FOR PLANNED UNIT DEVELOPMENTS

Section VII.C.1. requires that no Planned Unit Development shall be authorized by the Village Board unless the following standards and criteria are met. Specific findings are not supplied as a recommendation of approval would mean these have been met or approved by a requested Zoning Code Exception.

General Provisions for All Planned Unit Developments:

- a. The site of the proposed Planned Unit Development is not less than five (5) acres in area, is under single ownership and/or unified control, and is suitable to be planned and developed, or redeveloped, as a unit and in a manner consistent with the purpose and intent of this Ordinance and with the Comprehensive Plan of the Village;
- b. The Planned Unit Development will not substantially injure, or damage the use, value, and enjoyment of the surrounding property, nor hinder or prevent the development of surrounding property in accordance with the Land Use Plan of the Village;
- c. The uses permitted in the development are necessary or desirable and that the need for such uses has been clearly demonstrated;
- d. The proposed development will not impose an undue burden on public facilities and services, such as sewer and water systems, police, and fire protection;
- e. The proposed development can be substantially completed within the period of time specified in the schedule of development submitted by the developer;
- f. The street system serving the Planned Unit Development is adequate to carry the traffic that will be imposed upon the streets by the proposed development, and that the streets and driveways on the site of the Planned Unit Development will be adequate to serve the residents or occupants of the proposed development;
- g. When a Planned Unit Development proposes the use of private streets, common driveways, private recreation facilities, or common open space, the developer shall provide and submit, as part of the application, the method and arrangement whereby these private facilities shall be operated and maintained;
- h. The general development plan shall contain such proposed covenants, easements, and other provisions relating to the bulk, location, and density of residential buildings, non-residential uses and structures, and public facilities as are necessary for the welfare of the Planned Unit Development and the Village. All such covenants shall specifically provide for enforcement by the Village of Tinley Park in addition to the landowners within the development;
- i. The developer shall provide and record easements and covenants, and shall make such other arrangements as furnishing a performance bond, escrow deposit, or other financial guarantees as may be reasonably be required to assure performance in accordance with the development plan and to protect the public interest in the event of abandonment of said plan before completion; and
- j. Any exceptions or modifications of the zoning, subdivision, or other regulations that would otherwise be applicable to the site are warranted by the design of the proposed development plan, and the amenities incorporated in it, are consistent with the general interest of the public.

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

STANDARDS FOR SITE PLAN & ARCHITECTURAL APPROVAL

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

Architectural

- a. Building Materials: The size of the structure will dictate the required building materials (Section V.C. Supplementary District Regulations). Where tilt-up or pre-cast masonry walls (with face or thin brick inlay) are allowed vertical articulation, features are encouraged to mask the joint lines. Concrete panels must incorporate architectural finishes that comply with “Building Articulation” (Section III.U.5.h.) standards. Cast in place concrete may be used as an accent alternate building material (no greater than 15% per façade) provided there is sufficient articulation and detail to diminish it’s the appearance if used on large, blank walls.
- b. Cohesive Building Design: Buildings must be built with approved materials and provide architectural interest on all sides of the structure. Whatever an architectural style is chosen, a consistent style of architectural composition and building materials are to be applied on all building facades.
- c. Compatible Architecture: All construction, whether it be new or part of an addition or renovation of an existing structure, must be compatible with the character of the site, adjacent structures and streetscape. Avoid architecture or building materials that significantly diverge from adjacent architecture. Maintain the rhythm of the block in terms of scale, massing and setback. Where a development includes outlots they shall be designed with compatible consistent architecture with the primary building(s). Site lighting, landscaping and architecture shall reflect a consistent design statement throughout the development.
- d. Color: Color choices shall consider the context of the surrounding area and shall not be used for purposes of “attention getting” or branding of the proposed use. Color choices shall be harmonious with the surrounding buildings; excessively bright or brilliant colors are to be avoided except to be used on a minor scale for accents.
- e. Sustainable architectural design: The overall design must meet the needs of the current use without compromising the ability of future uses. Do not let the current use dictate an architecture so unique that it limits its potential for other uses (i.e. Medieval Times).
- f. Defined Entry: Entrance shall be readily identifiable from public right-of-way or parking fields. The entry can be clearly defined by using unique architecture, a canopy, overhang or some other type of weather protection, some form of roof element or enhanced landscaping.
- g. Roof: For buildings 10,000 sf or less a pitched roof is required or a parapet that extends the full exterior of the building. For buildings with a continuous roof line of 100 feet or more, a change of at least five feet in height must be made for every 75 feet.
- h. Building Articulation: Large expanses of walls void of color, material or texture variation are to be avoided. The use of material and color changes, articulation of details around doors, windows, plate lines, the provision of architectural details such as “belly-bands” (decorative cladding that runs horizontally around the building), the use of recessed design elements, exposed expansion joints, reveals, change in texture, or other methods of visual relief are encouraged as a means to minimize the oppressiveness of large expanses of walls and break down the overall scale of the building into intermediate scaled parts. On commercial buildings, facades greater than 100 feet must include some form of articulation of the façade through the use of recesses or projections of at least 6 inches for at least 20% of the length of the façade. For industrial buildings efforts to break up the long façade shall be accomplished through a change in building material, color or vertical breaks of three feet or more every 250 feet.
- i. Screen Mechanicals: All mechanical devices shall be screened from all public views.
- j. Trash Enclosures: Trash enclosures must be screened on three sides by a masonry wall consistent with the architecture and building material of the building it serves. Gates must be kept closed at all times and

constructed of a durable material such as wood or steel. They shall not be located in the front or corner side yard and shall be set behind the front building façade.

Site Design

- a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.
 - b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.
 - c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.
 - d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.
 - e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.
-

MOTIONS FOR CONSIDERATION

If the Plan Commission wishes to act on the Petitioner's requests, the appropriate wording of the motions is listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan. The Commission may choose to modify or add to staff's recommended motions and recommended conditions as they choose.

Motion 1 - Special Use for a Planned Unit Development:

"...make a motion to recommend that the Village Board approve a Special Use for a Planned Unit Development (Tinley Downs Plaza), in accordance with the listed plans, Findings of Fact, and listed of Exceptions as noted in the January 20, 2022 Staff Report, to redevelop the outlot building with a drive-thru on property located at 7901-7951 171st Street, subject to the following condition:

- 1. Any changes in drive-thru or parking demand from what was presented requires a new traffic/drive-thru analysis to be submitted and prior approval to ensure the on-site drive-thru stacking and parking is sufficient.*

Motion 2 - Site Plan and Architectural Approval:

"...make a motion to grant the Petitioner, Richard Mommsen on behalf of Daley-Mommsen Enterprises (d/b/a Dunkin' Donuts), Site Plan and Architectural approval for redevelopment of an outlot to have a Dunkin' Donuts drive-thru in Tinley Downs Plaza at 7901-7951 171st Street in the B-1 PD (Neighborhood Shopping, Tinley Downs Plaza PUD) zoning district, in accordance with the submitted plans in the January 20, 2022 staff report and subject to the following conditions:

- 1. Site Plan Approval is subject to approval of the requested PUD by the Village Board.*
- 2. Any changes in drive-thru or parking demand from what was presented requires a new traffic/drive-thru analysis to be submitted and prior approval to ensure the on-site drive-thru stacking and parking is sufficient.*
- 3. The two existing unpermitted directional signs at the 80th Avenue entrance shall be removed.*
- 4. The orange stripe on the existing Dunkin parapet area shall be painted to match the rest of the in-line parapet. This work shall be completed with this project and permit.*
- 5. Site Plan Approval is subject to Engineering and Building Department permit review and approval of final plans including any grading or drainage changes."*

LIST OF REVIEWED PLANS

Submitted Sheet Name		Prepared By	Date On Sheet
	Tinley Downs Existing Survey	LDI	4.17.13
SP-1	Site Plan	PP	1.10.22
SP-2	Dumpster Enclosure Details	PP	1.10.22
SP-3	Signage Details	PP	1.10.22
A-1 and A1.1	Exterior Elevations and Schedules	PP	1.10.22
C-1 to C-5	Dunkin Drive-Thru Site Improvements (Civil Plans)	MG2A	11.16.21
L-1 & L-2	Landscape Plan	Upland	1.10.22
16pgs	Parking and Traffic Study	KLOA	10.15.21
2pgs	Patio Examples	Petitioner	n/a

LDI = Land Divisions, Inc (Surveyor)

PP = Peter G Paraskis Architect, LTD

MG2A = M Gingerich Gereaux & Associates (Engineering and Surveying)

Upland = Upland Design (Landscape Architects)

KLOA = Kenig, Lindgren, O'Hara, Aboona, Inc. (Traffic Consultants)

7941 W. 171st ST.
TINLEY PARK, IL 60477

- SP-1 - SITE PLAN TITLE SHEET
- SP-2 - REFUSE ENCLOSURE DETAILS
- SP-3 - SITE SIGNAGE
- A-1 - FLOOR PLAN, DEMO FLOOR PLAN, & NOTES
- A-2 - E & S EXTERIOR ELEVATIONS & SCHEDULES
- A-3 - W & N EXTERIOR ELEVATIONS & SCHEDULES
- C-1-5 - CIVIL PLANS
- L-1 - LANDSCAPE PLAN
- L-2 - LANDSCAPE TREE SURVEY

JOB# PGP2KI9
DATE: 1-22-20

ALTERATIONS TO EXISTING
BUILDING FOR NEW DUNKIN'
7941 W. 171st ST.
TINLEY PARK, IL 60477

**PETER G.
PARASKIS**

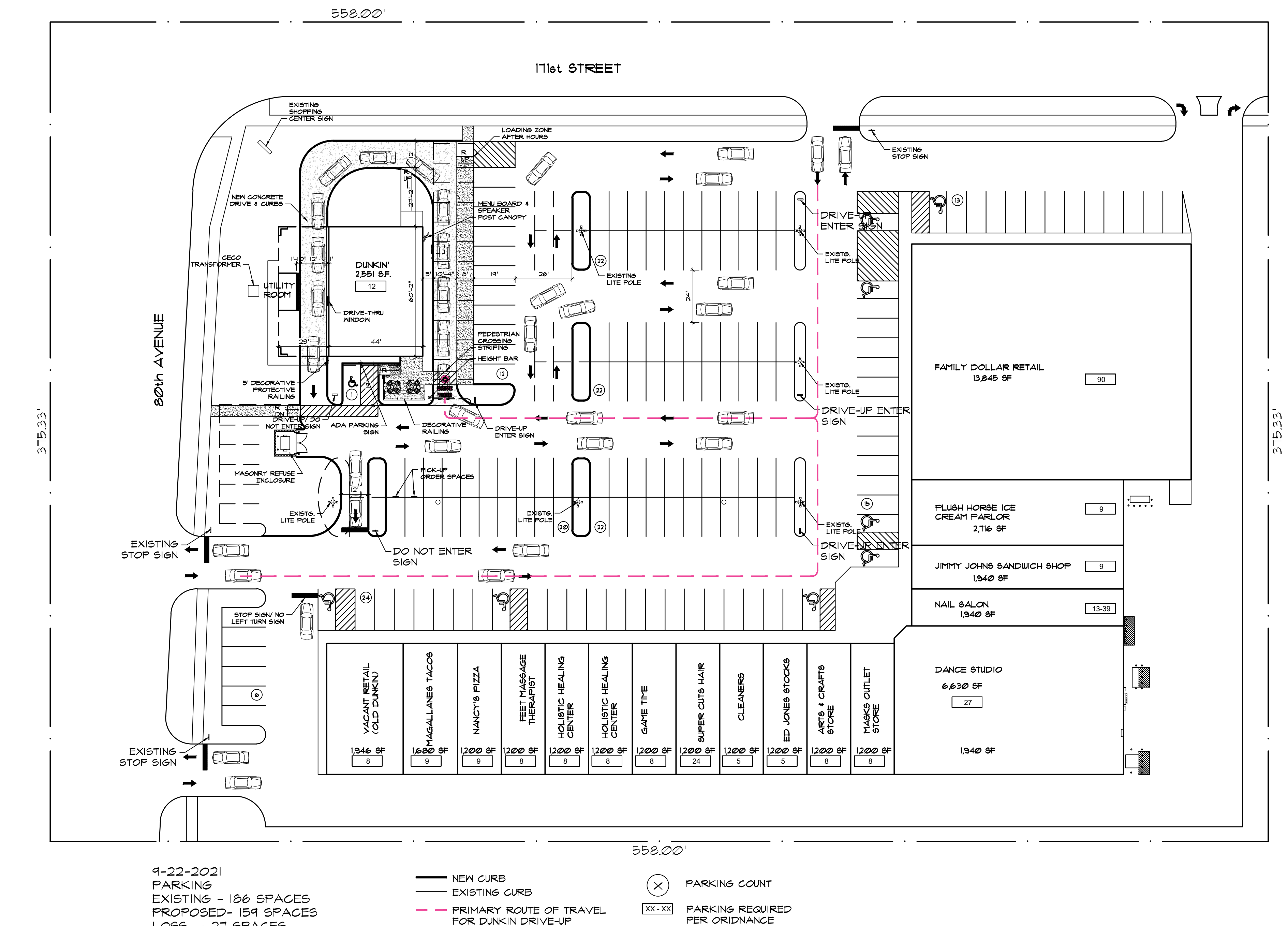
ARCHITECT, LTD.

6001 OAK PARK AVENUE
JACK FOREST, IL 60452-1091

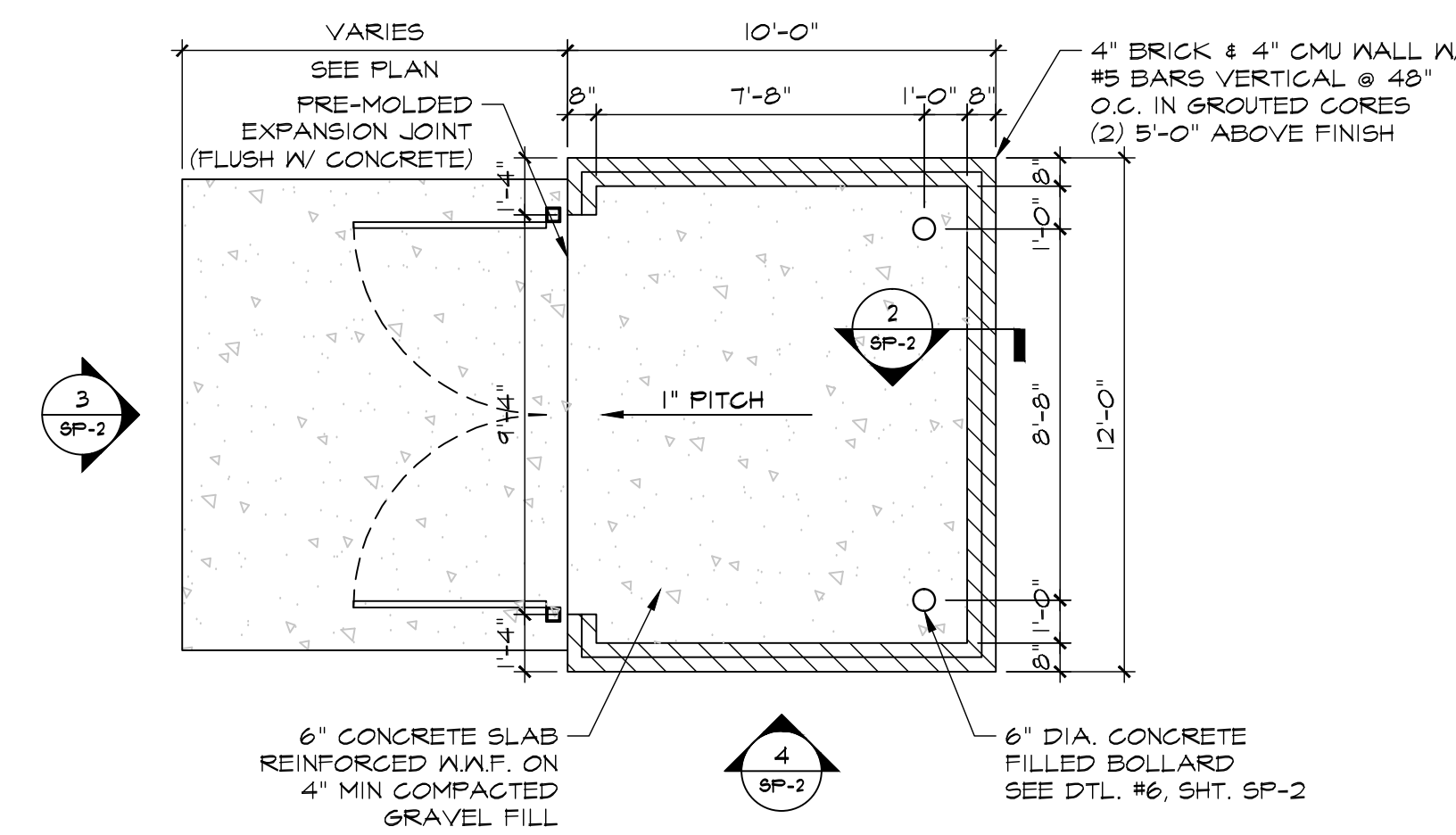
TEL: 1-708-681-5990
FAX: 1-708-681-5993
RPGARCH@COMPUNET

SITE PLAN

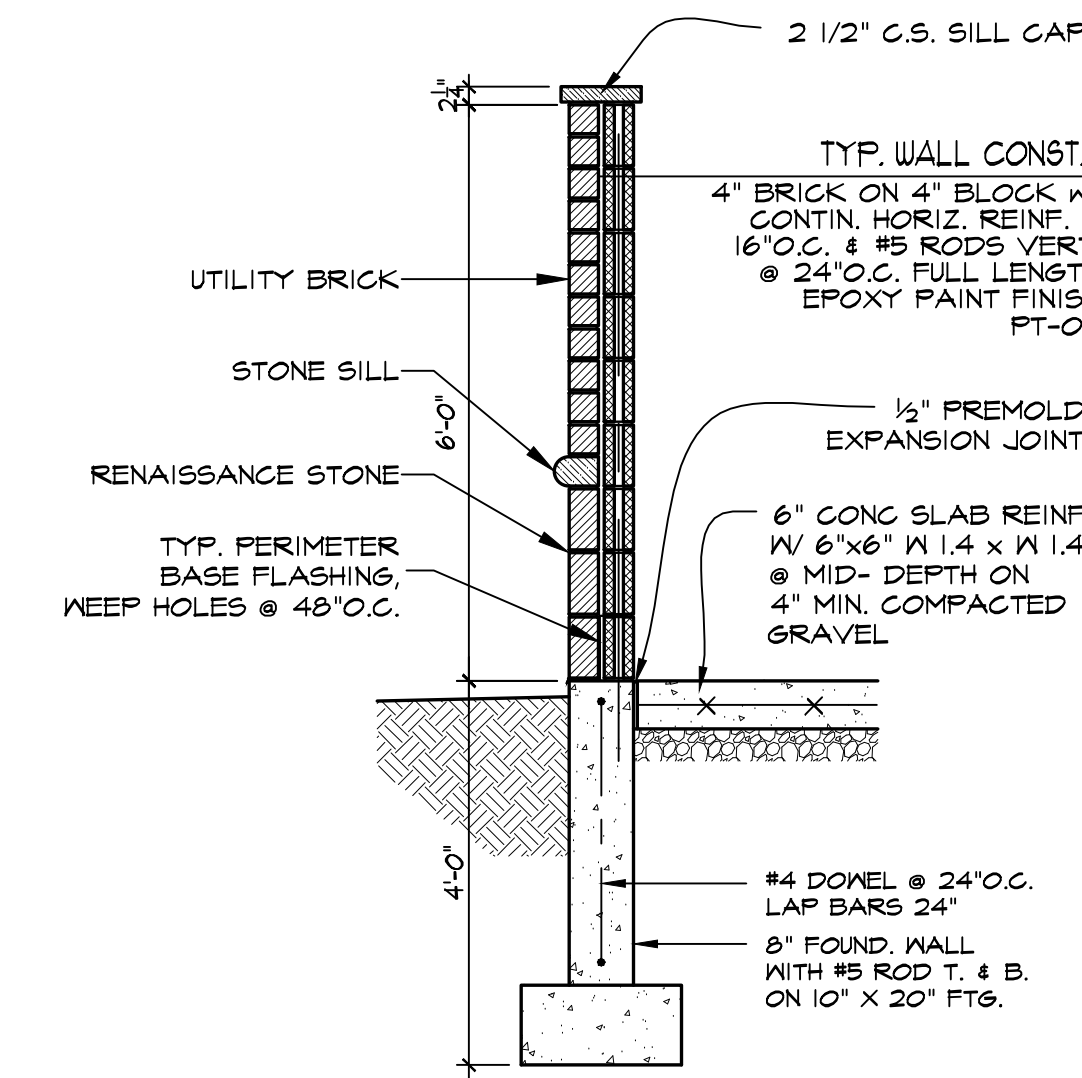
SP. 1



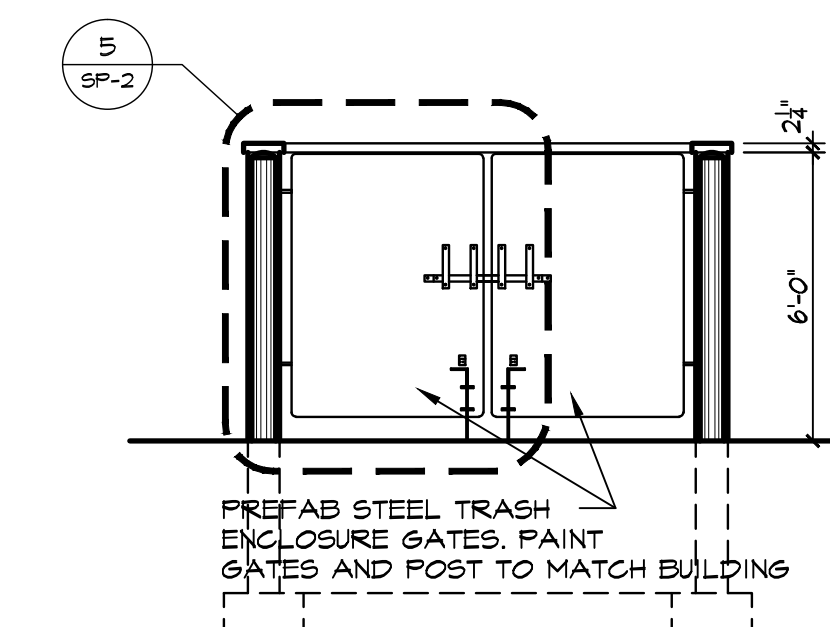
OWNERS
 RICHARD MOMMSEN
 7935 W. 171st ST.
 TINLEY PARK, IL 60477
 tlmcubs@att.net
 708.254.5582



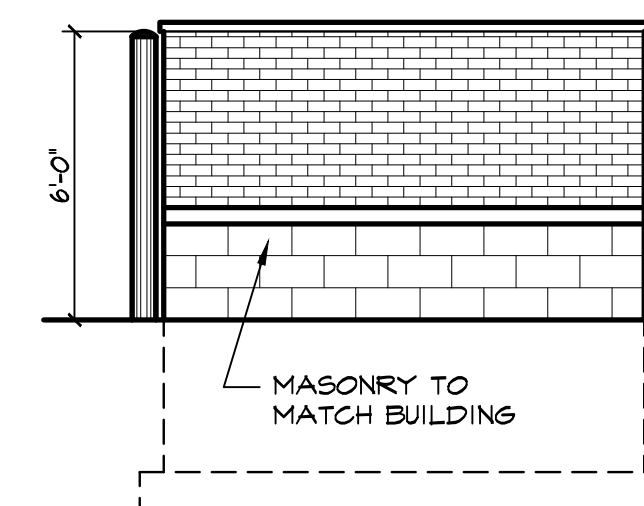
1 REFUSE ENCLOSURE PLAN
1/4" = 1'-0"



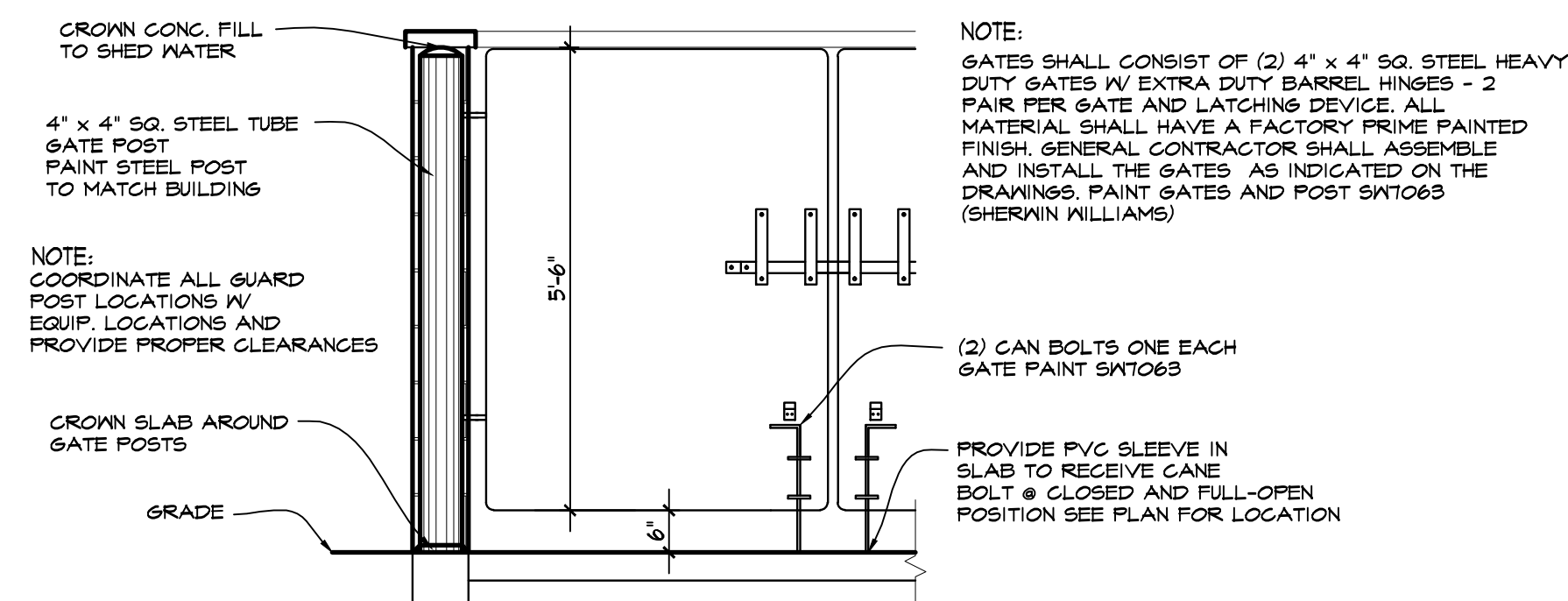
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1/4" = 1'-0"



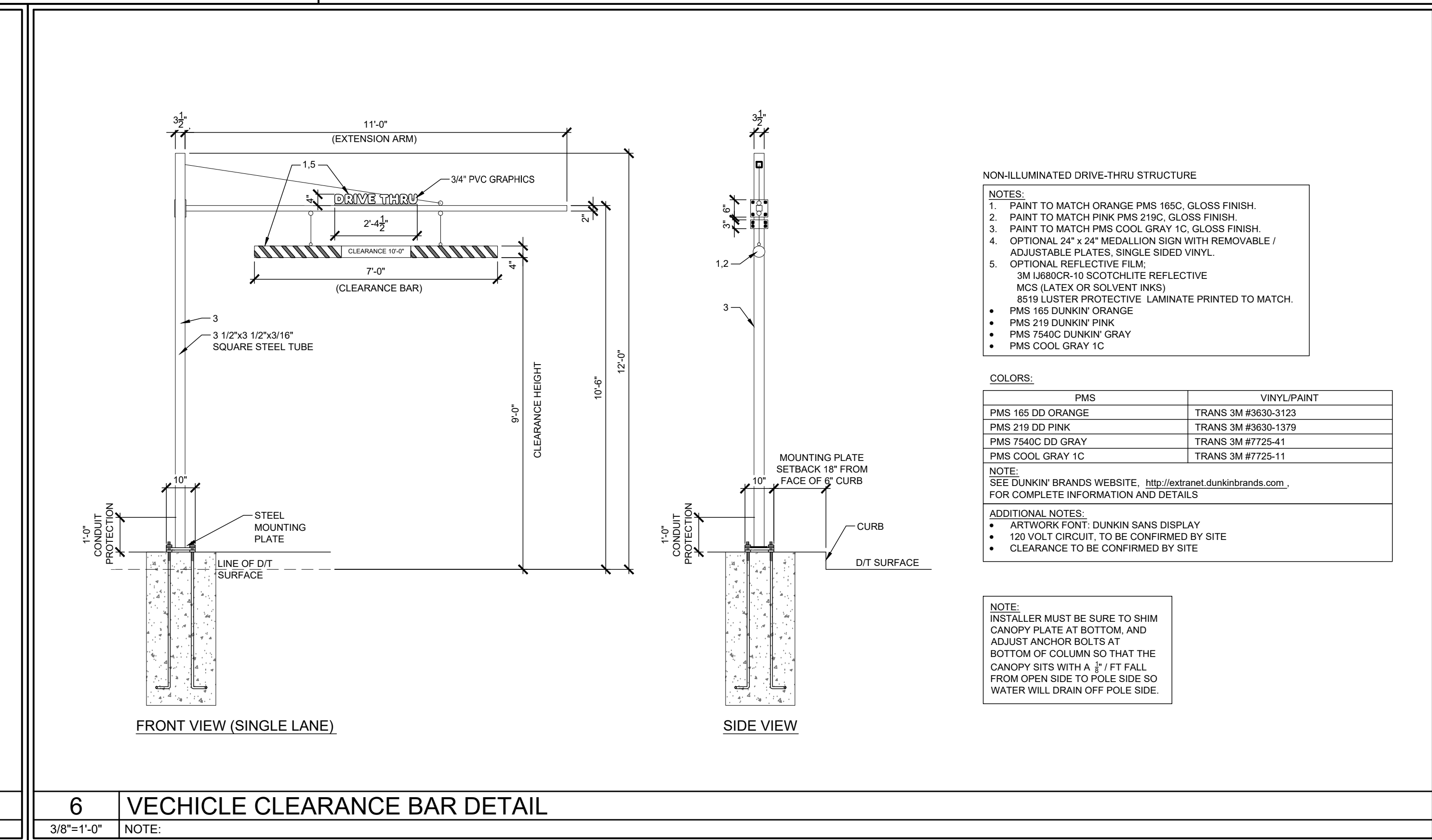
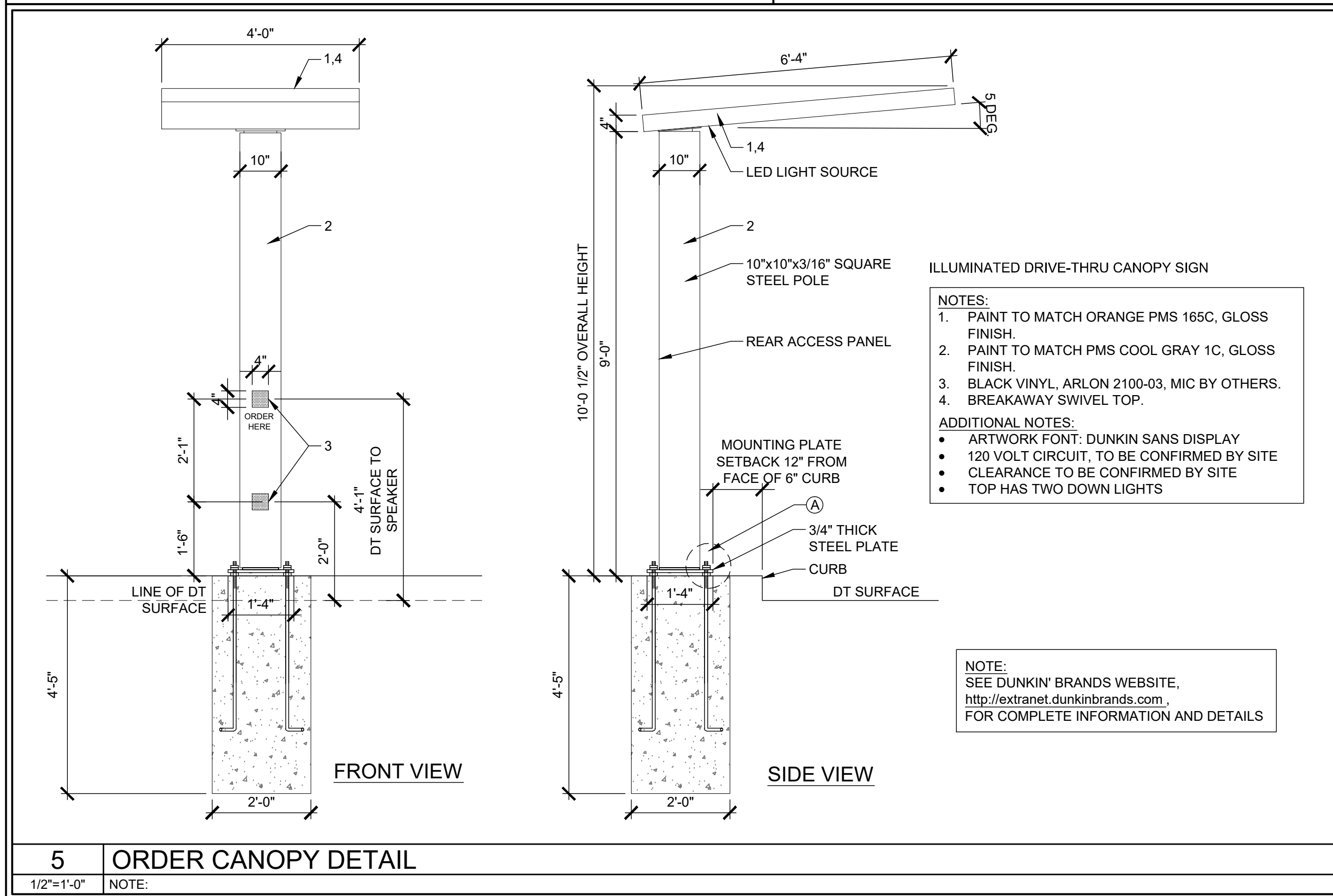
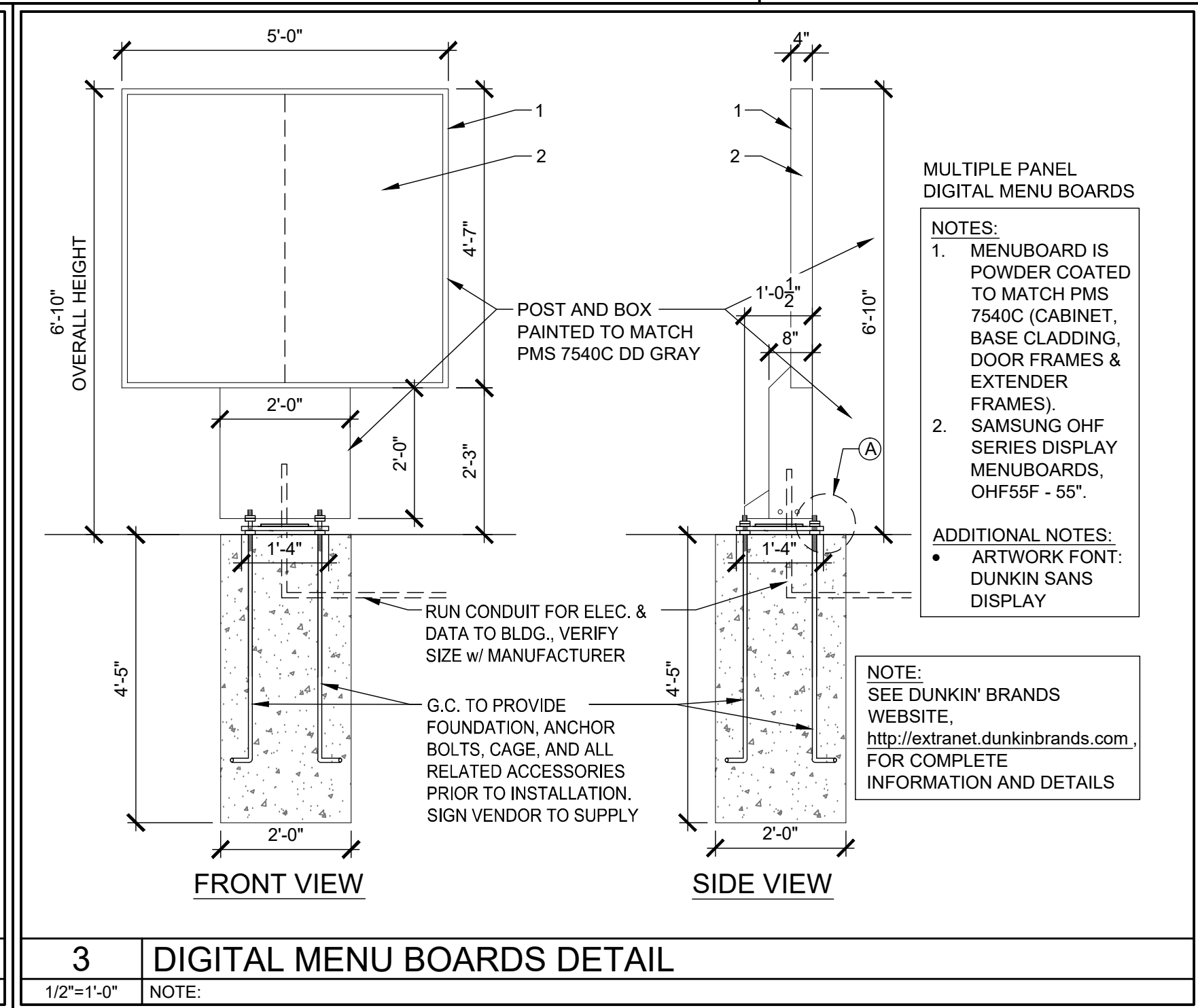
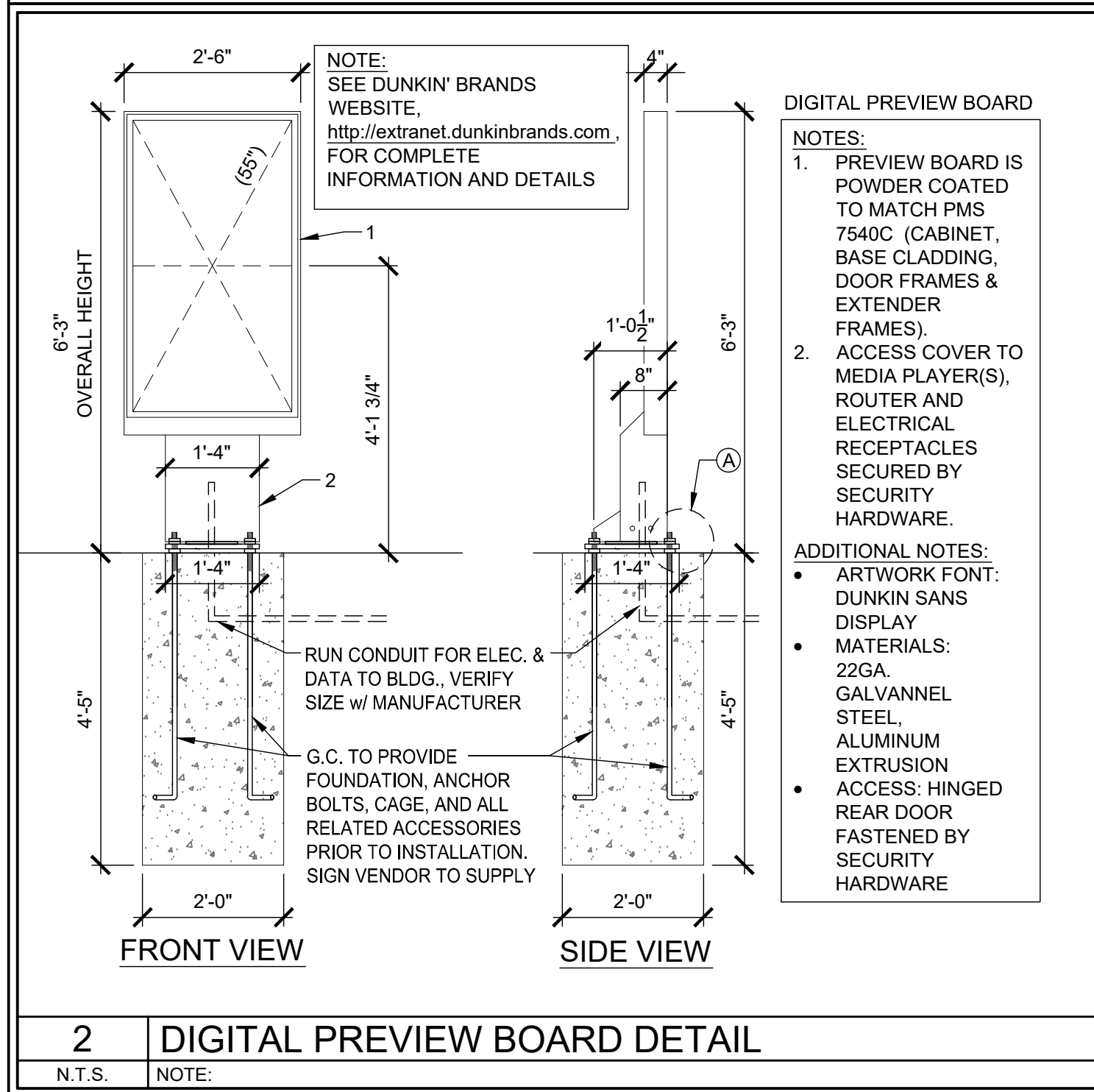
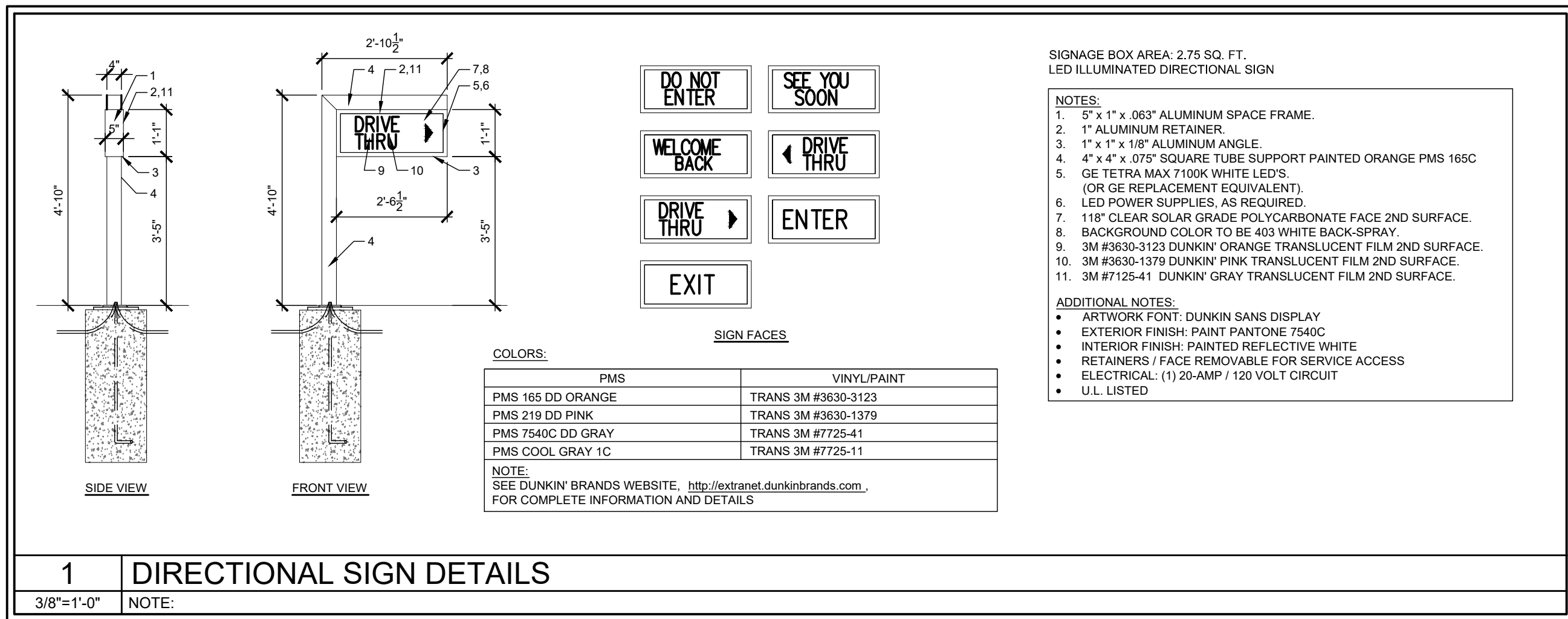
3 REFUSE ENCLOSURE ELEVATION
1/4" = 1'-0"



4 REFUSE ENCLOSURE ELEVATION
1/4" = 1'-0"



5 REFUSE DOOR DETAIL
1/2" = 1'-0"



REVISIONS	
1	9-15-2021
2	11-15-2021
3	12-6-2021
4	12-13-2021
5	1-10-2022

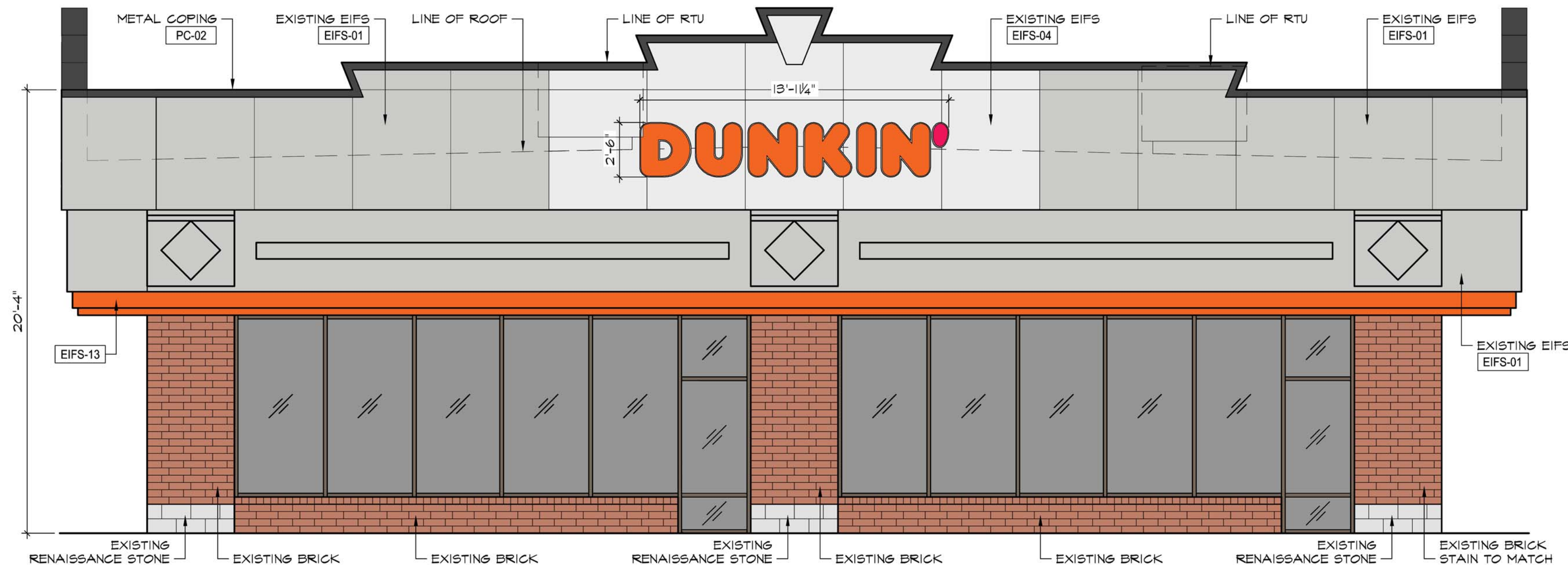
JOB# PGF2K19
DATE: 1-22-20

ALTERATIONS TO EXISTING
BUILDING FOR NEW DUNKIN'
7941 W. 171st ST.
TINLEY PARK, IL 60477

PETER G.
PARASKIS
ARCHITECT, LTD.
1100 W. 171st ST., SUITE 100
TINLEY PARK, IL 60477
TEL: 708-440-3900
FAX: 708-440-3901
WWW.PGPARASKIS.COM

EXTERIOR
ELEVATIONS &
SCHEDULES

A.1



2 EAST ELEVATION
1/4" = 1'-0"



1 SOUTH ELEVATION
1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE					
EXTERIOR EIFS					
CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
EE.S.01	EIFS	DRYVIT	CONCRETE PATTERN	"CONCRETE" EIFS, DRYVIT #DUO 29 2745 ST. MATCH SW 7664 PASSIVE WHITE, LIMESTONE FINISH	ROBERT DAZEL C. 734.276.0454 BOB.DAZEL@DRYVIT.COM
EE.S.03	EIFS	DRYVIT	WOOD PATTERN	"WOOD" EIFS, DRYVIT #HDP - DUO 19 2718 ST. COLOR/LATTE SANDPEBBLE FINE	
EE.S.04	EIFS	DRYVIT	OFF WHITE PATTERN	"WHITE" EIFS, DRYVIT #DUO 43 2736 ST. MATCH SW 7663 NEBULOUS WHITE, SANDPEBBLE FINE	
EE.S.12	EIFS	DRYVIT	PINK BAND	COLOR: PINK - DUO 33 1413 S NOTE: STRATOTONE COLORANT	
EE.S.13	EIFS	DRYVIT	ORANGE BAND	ORANGE - DUO 34 1413 S NOTE: STRATOTONE COLORANT	

SIGN DATA:							
ALLOWABLE SIGNS	LINEAR FOOTAGE	ALLOWED AREA	ALLOWED HEIGHT	ACTUAL HEIGHT	SIGNAGE TYPE	ACTUAL SQ. FT.	TOTAL SQ. FT.
SOUTH SIDE (1) PER FRONTAGE	66'-0"	1 S.F./ LINEAR FT = 66 SQ. FT.	30" LETTERS 78" SIGN	4'-9"	LETTERS & BRANDING	110.5 SQ. FT.	110.5 SQ. FT.
NORTH SIDE (1) PER FRONTAGE	66'-0"	1 S.F./ LINEAR FT = 66 SQ. FT.	30" LETTERS 78" SIGN	30"	LETTERS	34.85 SQ. FT.	34.85 SQ. FT.
EAST SIDE (1) PER FRONTAGE	54'-0"	1 S.F./ LINEAR FT = 54 SQ. FT.	30" LETTERS 78" SIGN	30" & 4'-9"	LETTERS & BRANDING	34.85 SQ. FT. 33 SQ. FT.	67.85 SQ. FT.
WEST SIDE (1) PER FRONTAGE	54'-0"	1 S.F./ LINEAR FT = 54 SQ. FT.	30" LETTERS 78" SIGN	30"	LETTERS	34.85 SQ. FT.	34.85 SQ. FT.

REVISIONS	
1	9-15-2021
2	11-15-2021
3	12-6-2021
4	12-13-2021
5	1-10-2022

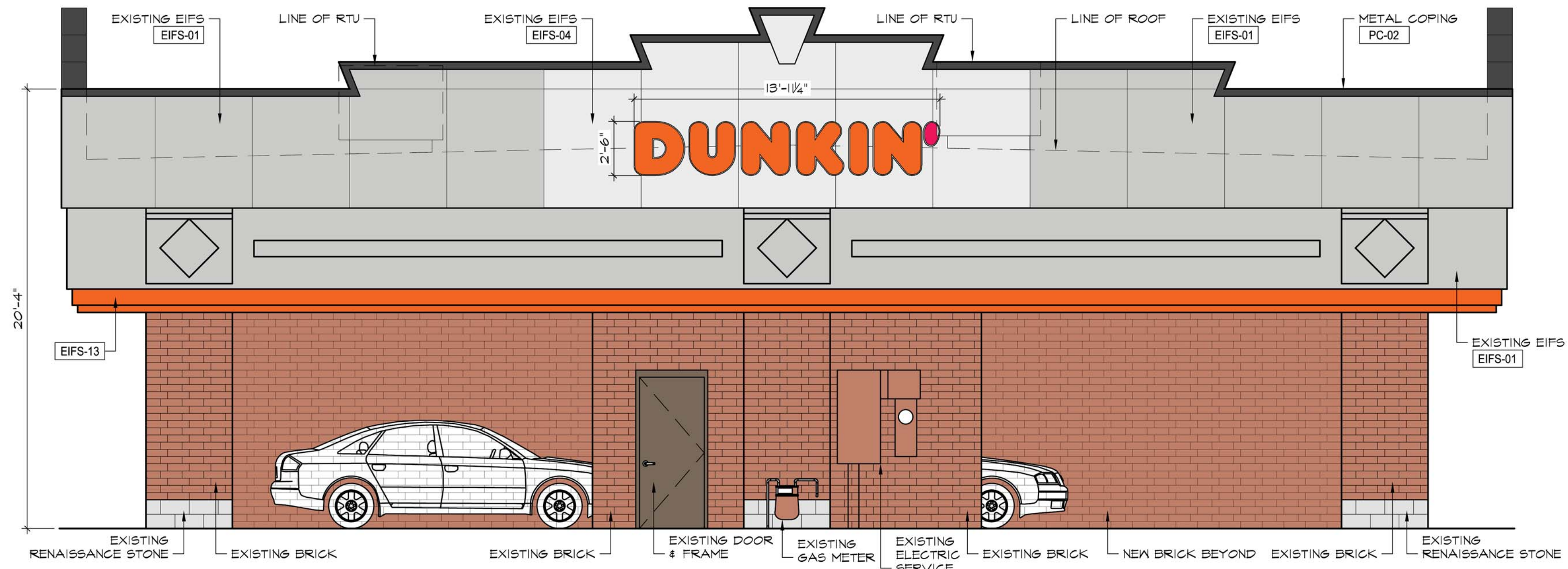
JOB# PGF2K19
DATE: 1-22-20

ALTERATIONS TO EXISTING
BUILDING FOR NEW DUNKIN'
7941 W. 171st ST.
TINLEY PARK, IL 60477

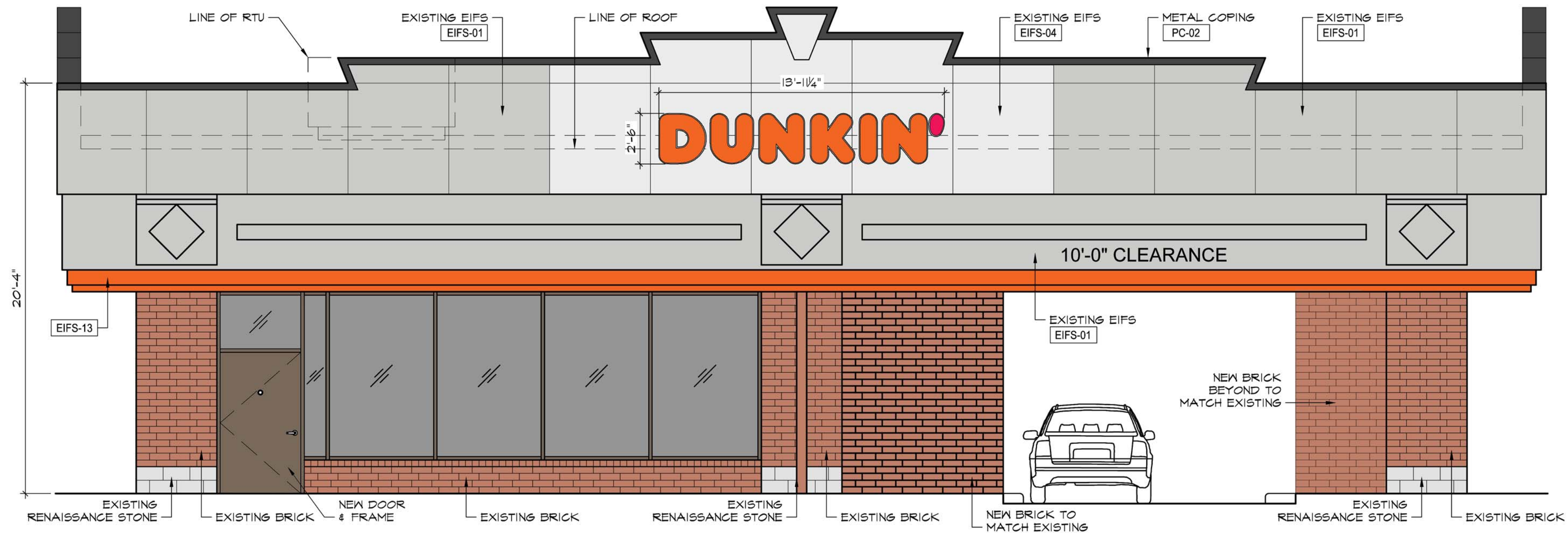
PETER G.
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TEL: 708-446-3900
FAX: 708-446-3901
WWW.PGPARASKIS.COM

EXTERIOR
ELEVATIONS &
SCHEDULES

A.1.1



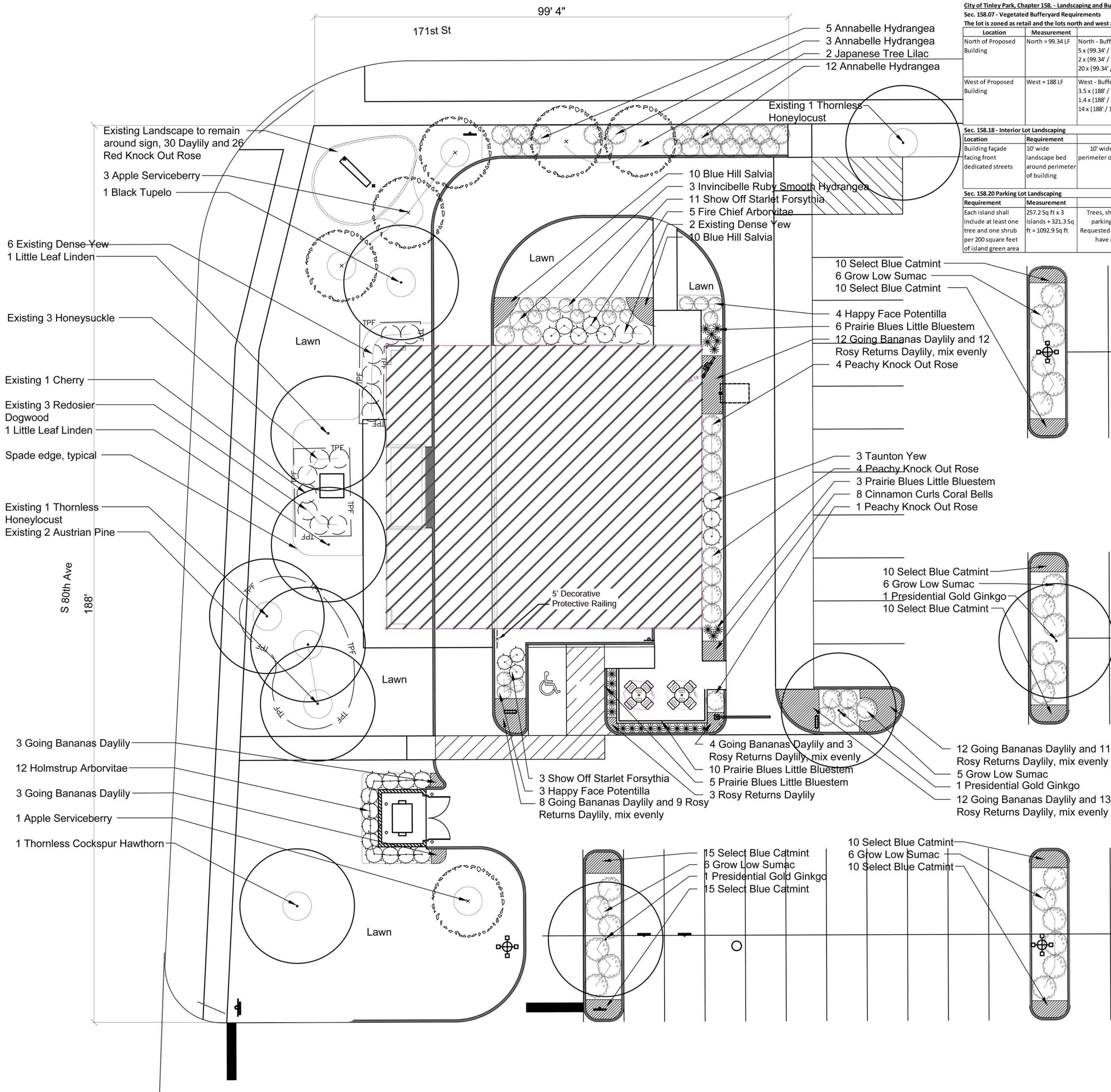
2 WEST ELEVATION
1/4" = 1'-0"



1 NORTH ELEVATION
1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE					
EXTERIOR EIFS					
CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
EE.S.01	EIFS	DRYVIT	CONCRETE PATTERN	"CONCRETE" EIFS, DRYVIT #DUDD 29 2745 ST. MATCH SW 7664 PASSIVE WHITE, LIMESTONE FINISH	ROBERT DAZEL C. 734-276-0454 BOB.DAZEL@DRYVIT.COM
EE.S.03	EIFS	DRYVIT	WOOD PATTERN	"WOOD" EIFS, DRYVIT #HDP - DUDO 19 2718 ST. COLOR/LATE SANDPEBBLE FINE	
EE.S.04	EIFS	DRYVIT	OFF WHITE PATTERN	"WHITE" EIFS, DRYVIT #DUDO 43 2736 ST. MATCH SW 7663 NEBULOUS WHITE, SANDPEBBLE FINE	
EE.S.12	EIFS	DRYVIT	PINK BAND	COLOR: PINK - DUDO 33 1413 S NOTE: STRATOTONE COLORANT	
EE.S.13	EIFS	DRYVIT	ORANGE BAND	COLOR: ORANGE - DUDO 34 1413 S NOTE: STRATOTONE COLORANT	

SIGN DATA:							
ALLOWABLE SIGNS	LINEAR FOOTAGE	ALLOWED AREA	ALLOWED HEIGHT	ACTUAL HEIGHT	SIGNAGE TYPE	ACTUAL SQ. FT.	TOTAL SQ. FT.
SOUTH SIDE (1) PER FRONTAGE	66'-0"	1 S.F./ LINEAR FT = 66 SQ. FT.	30" LETTERS 78" SIGN	30"	LETTERS	34.85 SQ. FT.	34.85 SQ. FT.
NORTH SIDE (1) PER FRONTAGE	66'-0"	1 S.F./ LINEAR FT = 66 SQ. FT.	30" LETTERS 78" SIGN	30"	LETTERS	34.85 SQ. FT.	34.85 SQ. FT.
EAST SIDE (1) PER FRONTAGE	54'-0"	1 S.F./ LINEAR FT = 54 SQ. FT.	30" LETTERS 78" SIGN	30"	LETTERS	34.85 SQ. FT.	34.85 SQ. FT.
WEST SIDE (1) PER FRONTAGE	54'-0"	1 S.F./ LINEAR FT = 54 SQ. FT.	30" LETTERS 78" SIGN	30"	LETTERS	34.85 SQ. FT.	34.85 SQ. FT.



City of Tinley Park, Chapter 158 - Landscaping and Bufferyards

Sec. 158.07 - Vegetated Bufferyard Requirements

The lot is zoned as retail and the lots north and west are zoned as residential.

Location	Measurement	Requirement	Proposed
North of Proposed Building	North = 99.34 LF	North - Bufferyard C 10' 5 x (99.34 / 100) = 4.967 Canopy 2 x (99.34 / 100) = 1.987 Understory 20 x (99.34 / 100) = 19.87 Shrubs	0 Canopy Trees Variance Requested 2 Understory Trees 20 Shrubs
West of Proposed Building	West = 188 LF	West - Bufferyard C 25' Wide 3.5 x (188 / 100) = 6.58 Canopy 1.4 x (188 / 100) = 2.632 Understory 14 x (188 / 100) = 26.32 Shrubs	3 Existing Trees 4 New Trees 3 Understory 38 Existing Shrubs 13 New Shrubs

Sec. 158.18 - Interior Lot Landscaping

Location	Requirement	Proposed
Building façade facing front dedicated streets	10' wide landscape bed around perimeter of building	10' wide landscape bed along perimeter of building where possible

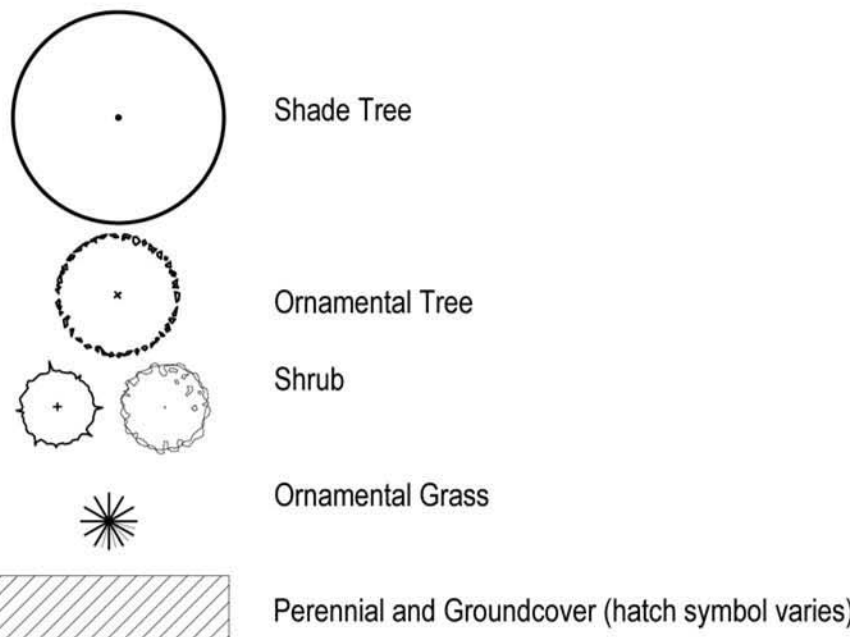
Sec. 158.20 Parking Lot Landscaping

Requirement	Measurement	Proposed
Each island shall include at least one tree and one shrub per 200 square feet of island green area	257.2 Sq ft x 3 Islands + 321.3 Sq ft = 1092.9 Sq ft	Trees, shrubs and perennials in parking lot islands. Variance Requested for 2 trees where islands have existing light poles.

GENERAL NOTES: LANDSCAPE

- Notes indicated on grading plans shall pertain to landscape plans. Final grade of planting beds shall be as per grading plan.
- The landscape contractor shall be responsible for making themselves familiar with all underground utilities and structures.
- All existing plant material and trees shall be saved and protected unless otherwise noted. Contractor to protect new and existing trees and landscaping from damage and shall restore all areas disturbed as a result of construction.
- Plant material shall be supplied from Northern Illinois nursery stock, shall be dug the planting season it is installed, and shall conform to the American Association of Nurseryman's standards.
- Plant material shall be size and type specified. Substitution of plant material shall be on a case by case basis and approved in writing by the Owner's Representative. In no case shall plant material be smaller than indicated in the plans.
- Do not willfully proceed with plantings as designed when it is obvious that obstructions and/or grade differences exist that may not have been known during the design process. Such conditions shall be immediately brought to the attention of the Owner's Representative. All plant material shall be inspected and approved by the Owner's Representative prior to the installation of any and all plant material.
- Plant locations shall be flagged in field with Owner's Rep. Final location of all plant material shall be subject to approval of the Owner's Representative prior to digging any holes. The landscape contractor is responsible for providing Owner's Representative with 48 hour minimum advance notice prior to planting.
- Plants shall be watered on the day they are planted and maintained with watering until final acceptance of the project.
- Apply a pre-emergent as per manufacturer's specification prior to installing mulch.
- Beds and tree rings (6' diameter) shall have 3" of hardwood shredded mulch applied and a 4" deep spade edge at lawn. Trees that are not located in beds, shall have a tree ring.
- Landscape plant material shall be guaranteed for 12 months from final acceptance. Any plant 1/3 dead or more shall be replaced under the guarantee.
- Contractor to prepare landscape beds by roto-tilling 2" of Mushroom Compost into new beds. Do not add compost nor roto-till within drip line of existing trees.
- Lawn Seeding shall be under favorable weather conditions, and shall follow dates in specification. Turf mixes shall be installed and lawn established at all disturbed areas.
- Do not overseed into mulch beds, and paving.
- Contractor shall restore all areas disturbed as a result of construction.

LEGEND



PLANT LIST

Shade Trees - Balled and Burlap

Qty.	Size	Botanical Name	Common Name
4	2.5" cal.	<i>Amelanchier arborea</i>	Apple Serviceberry
1	2.5" cal.	<i>Crataegus crusgalli var inermis</i>	Thomless Cockspur Hawthorn
2	2.5" cal.	<i>Ginkgo biloba 'Maniken'</i>	Presidential Gold Ginkgo
1	2.5" cal.	<i>Nyssa sylvatica</i>	Black Tupelo
2	2.5" cal. single stem	<i>Syringa reticulata</i>	Japanese Tree Lilac
2	2.5" cal.	<i>Tilia cordata</i>	Little Leaf Linden
12	Total		

Evergreen Shrubs - Balled and Burlap or Pot

Qty.	Size	Botanical Name	Common Name
12	24" Ht. x 24" Spr.	<i>Thuja occidentalis 'Holmstrup'</i>	Holmstrup Arborvitae
3	30" Ht. x 24" Spr.	<i>Taxus x media 'Tauntonii'</i>	Taunton Yew
5	24" Ht. x 24" Spr.	<i>Thuja occidentalis 'Congabe'</i>	Fire Chief Arborvitae
20	Total		

Deciduous Shrubs - Balled and Burlap or Pot

Qty.	Size	Botanical Name	Common Name
20	30" Ht. x 24" Spr.	<i>Hydrangea arborescens</i>	Annabelle Hydrangea
3	30" Ht. x 24" Spr.	<i>Hydrangea arborescens 'Invincible Ruby Smooth'</i>	Invincible Ruby Smooth Hydrangea
11	18" Ht. x 24" Spr.	<i>Potentilla fruticosa 'Happy Face Pink Paradise'</i>	Happy Face Pink Paradise Potentilla
29	18" Ht. x 24" Spr.	<i>Rhus aromatica Gro-Low</i>	Grow Low Sumac
9	18" Ht. x 24" Spr.	<i>Rosa 'Radgor'</i>	Peachy Knock Out Rose
14	18" Ht. x 24" Spr.	<i>Show Off Starlet Forsythia x 'Minfor6'</i>	Show Off Scarlet Forsythia
86	Total		

Perennials, Ornamental Grasses, and Groundcovers

Qty.	Size	Botanical Name	Common Name
54	#1 Cont.	<i>Heemerocallis 'Going Bananas'</i>	Going Bananas Daylily
53	#1 Cont.	<i>Heemerocallis 'Rosy Returns'</i>	Rosy Returns Daylily
90	#1 Cont.	<i>Nepeta faassenii</i>	Select Blue Catmint
20	#1 Cont.	<i>Salvia sylvestris Blue Hill</i>	Blue Hill Salvia
24	#1 Cont.	<i>Schizachyrium scoparium</i>	Prairie Blues Little Bluestem
241	Total		

Dunkin'
7933 W 171st St
Tinley Park, IL 60477

PROJECT

Dunkin'

7933 W 171st St
Tinley Park, IL 60477



uplandDesign Ltd

Park Planning and Landscape Architecture
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SHEET TITLE

Landscape Plan

SHEET NUMBER **L1.1**

DRAW / REVISION

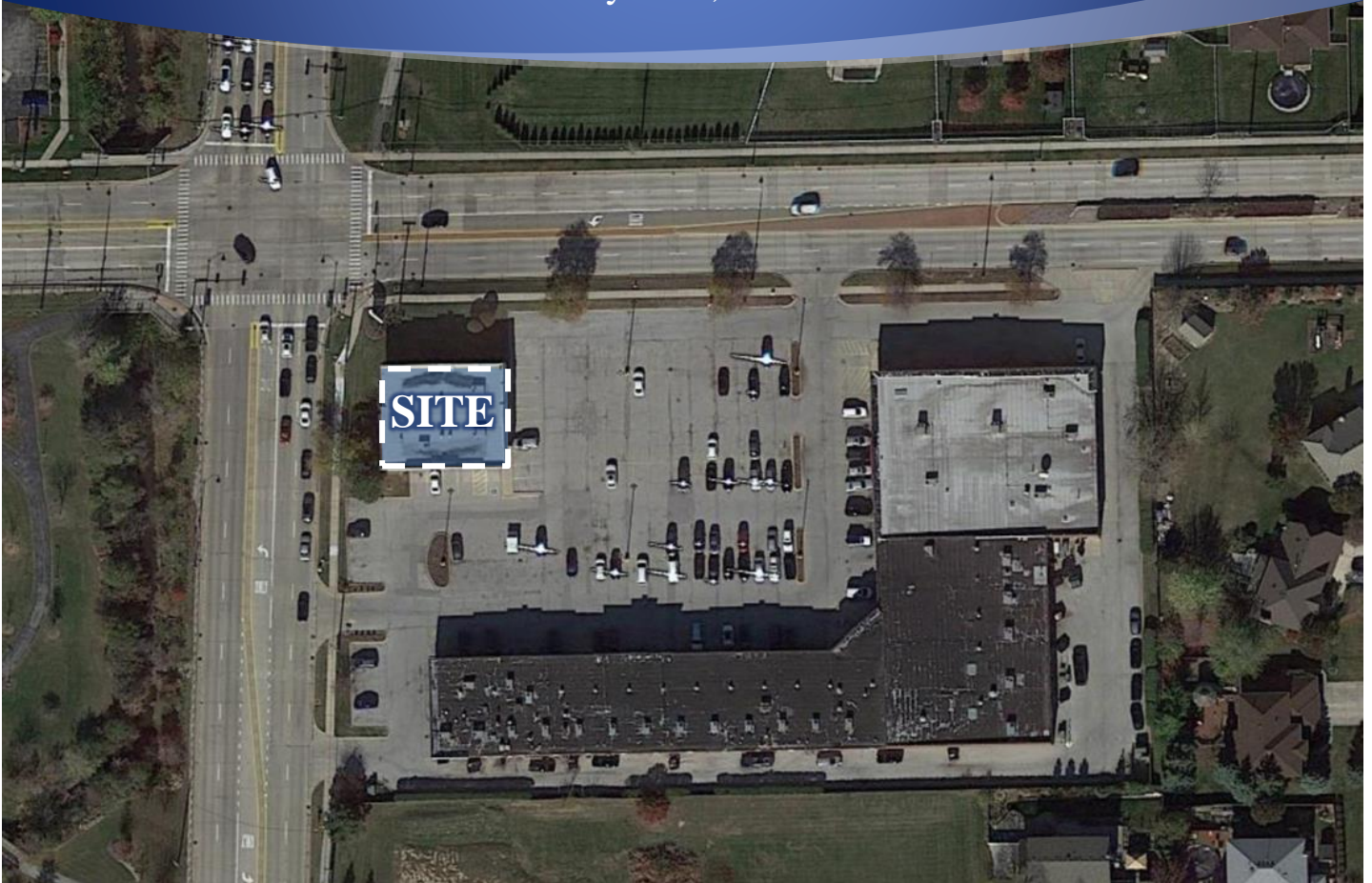
MB/BL	Issue for Permit	07OCT2021
MB/BL	Permit Resubmittal	16NOV2021

Project Number 967
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W:\967-Dunkin Landscape Tinley
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PLOT: UPLAND 2021

Parking Study

Tinley Downs Plaza

Tinley Park, Illinois



Prepared For:
Peter G. Paraskis Architects, Ltd



October 15, 2021

Introduction

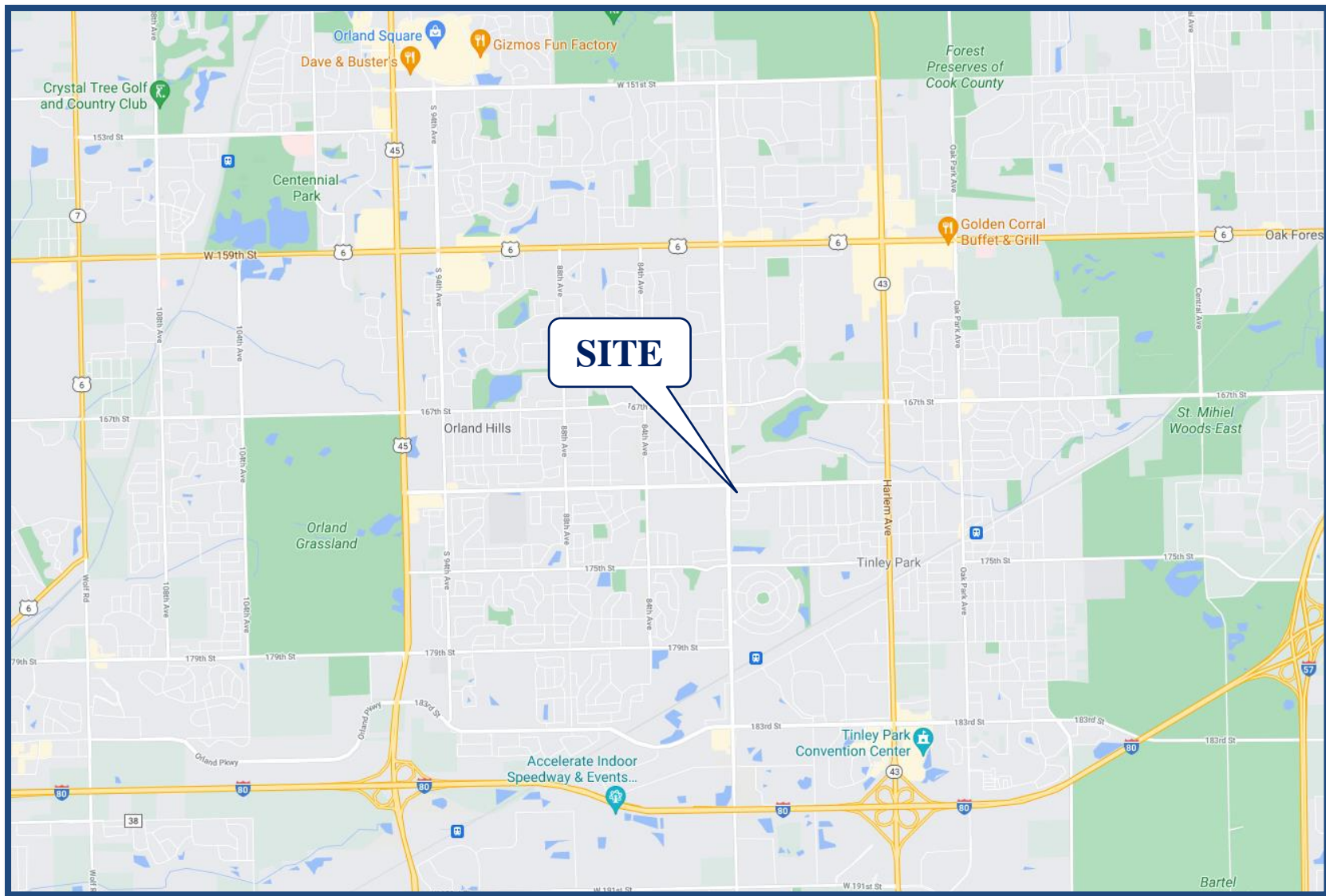
This memorandum summarizes the results of a parking study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for Tinley Downs Plaza located in Tinley Park, Illinois. Tinley Downs Plaza is located in the southeast quadrant of the intersection of 171st Street with 80th Avenue. As proposed, the existing Dunkin Donuts store located within Tinley Downs Plaza will be relocated to an existing vacant outlot parcel located in the northwest corner of the plaza. The relocated Dunkin Donuts store will be approximately 2,551 square feet in size and will include a drive-through facility. Currently the existing Dunkin Donuts store is located in the southwest corner of the plaza's main building and does not have a drive-through facility. **Figure 1** shows the location of Tinley Downs Plaza. **Figure 2** shows an aerial view of Tinley Downs Plaza.

As part of the relocated Dunkin Donuts, the parking layout and internal circulation immediately south and east of the relocated Dunkin Donuts is proposed to be modified as follows:

- The western north-south internal circulation road will be reduced in size and converted to southbound traffic flow only. As part of the modifications, the six parking spaces along 80th Avenue north of the 80th Avenue northern access drive will be eliminated.
- In order to accommodate the drive-through lane, the parking along the east side of the outlot parcel and the middle north-south internal circulation road will be relocated approximately 20 feet east and will include three new landscaped islands.
- A landscaped island will be installed approximately halfway along the southern row of parking.

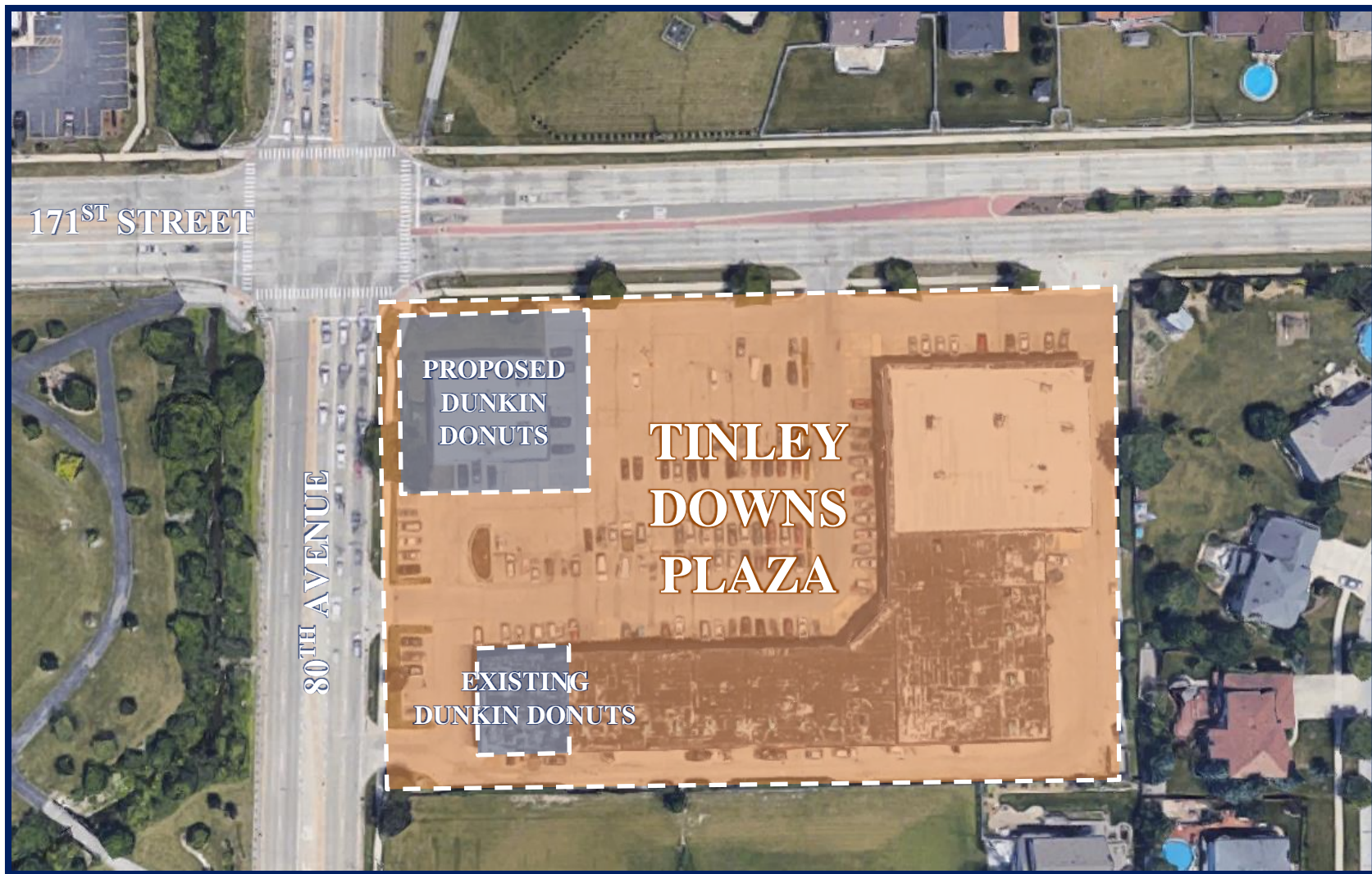
The modifications to the parking layout and internal circulation will result in a loss of 25 parking spaces within the plaza. A copy of the site plan is included in the Appendix.

This study was conducted to assess the existing parking demand of Tinley Downs Plaza by conducting occupancy surveys of the parking lot. In addition, the total estimated parking demand of Tinley Downs Plaza was determined assuming the proposed relocation of the Dunkin Donuts store and the future occupancy of the existing Dunkin Donuts space.



Site Location

Figure 1



Aerial View of Site

Figure 2

Existing Parking Demand

Existing Characteristics

Tinley Downs Plaza is located in the southeast quadrant of the intersection of 171st Street with 80th Avenue in Tinley Park, Illinois. The plaza contains a main L-shaped building and a vacant outlot building in the northwest corner of the Plaza, which was previously occupied by Citizens Finance of Illinois. The plaza has a total of 43,048 square feet of space and is anchored by a Family Dollar store.

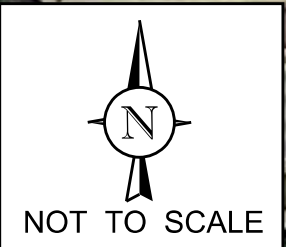
Existing Parking Inventory

Tinley Downs Plaza has a total of 186 parking spaces that are located within the front and the sides of the main building. Of the 186 parking spaces, eight of the parking spaces are signed for ADA parking. Some parking does occur in the rear of the building. However, no formal striped spaces are provided in the rear of the center.

Existing Parking Demand

In order to determine the existing parking demand of the plaza, parking inventory and occupancy surveys were conducted at the plaza. The surveys were performed every half hour from 7:00 A.M. to 8:00 P.M. on Wednesday, September 1, 2021, and Saturday, September 11, 2021. The surveys were broken out by rows as shown in **Figure 3**. The results of the parking inventory and occupancy surveys are shown in **Tables 1** and **2**.

Tinley Downs Plaza had a peak parking demand of 83 vehicles on Wednesday at 6:00 P.M. and 98 vehicles on Saturday at 11:30 A.M. With a total of 186 parking spaces available, approximately 45 percent of the parking spaces were occupied during the plaza's peak parking demand on Wednesday and approximately 53 percent of the parking spaces were occupied during the plaza's peak parking demand on Saturday. A minimum of 103 parking spaces were available on the weekday and 88 parking spaces were available on the Saturday.



TINLEYS DOWNS PLAZA
TINLEY PARK, ILLINOIS

PARKING STUDY - PARKING AISLE LOCATIONS

Table 1

EXISTING PARKING SURVEYS – WEDNESDAY, SEPTEMBER 1, 2021

Time	Parking Lot											Total	Percent Occupied
	A	B	C	D	E	F	G	H	I	J	K		
Inventory	13	15	28	13	28	48	24	5	6	6	0	186	
7:00 AM	2	0	0	0	0	6	9	0	4	2	3	26	14%
7:30 AM	2	0	0	0	0	6	8	0	4	3	3	26	14%
8:00 AM	2	2	1	0	4	13	8	0	5	3	2	40	22%
8:30 AM	2	1	2	0	2	14	9	1	4	4	2	41	22%
9:00 AM	3	2	1	0	2	17	10	0	4	3	3	45	24%
9:30 AM	4	0	2	0	2	11	7	0	4	4	3	37	20%
10:00 AM	4	5	2	1	3	14	8	0	4	3	11	55	30%
10:30 AM	4	6	2	1	6	17	12	0	4	3	11	66	35%
11:00 AM	4	7	4	2	6	15	13	0	4	4	10	69	37%
11:30 AM	5	9	3	1	8	13	9	0	3	3	10	64	34%
12:00 PM	4	10	1	1	5	17	10	0	2	3	12	65	35%
12:30 PM	4	12	2	1	7	21	10	0	1	2	12	72	39%
1:00 PM	4	8	3	1	6	20	10	0	1	3	12	68	37%
1:30 PM	4	6	3	1	4	14	13	0	1	2	12	60	32%
2:00 PM	5	6	2	1	4	14	12	0	1	2	13	60	32%
2:30 PM	5	6	1	1	7	17	9	0	1	4	13	64	34%
3:00 PM	4	6	1	1	6	16	8	0	1	5	12	60	32%
3:30 PM	6	9	4	1	7	15	11	0	4	6	12	75	40%
4:00 PM	6	4	3	2	4	15	9	0	2	4	8	57	31%
4:30 PM	6	6	3	3	6	20	10	0	1	2	8	65	35%
5:00 PM	5	9	2	3	6	24	15	0	1	2	11	78	42%
5:30 PM	4	12	3	2	7	26	14	0	1	2	11	82	44%
6:00 PM	2	12	7	2	11	24	13	0	1	1	10	83	45%
6:30 PM	3	11	3	2	8	21	11	0	1	1	10	71	38%
7:00 PM	2	11	1	2	4	24	8	0	1	1	7	61	33%
7:30 PM	1	5	1	2	2	16	8	0	0	0	7	42	23%
8:00 PM	1	4	1	2	3	11	7	0	0	0	4	33	18%

Table 2

EXISTING PARKING SURVEYS – SATURDAY, SEPTEMBER 11, 2021

Time	Parking Lot											Total	Percent Occupied
	A	B	C	D	E	F	G	H	I	J	K		
Inventory	13	15	28	13	28	48	24	5	6	6	0	186	
7:00 AM	2	0	0	0	0	3	3	0	4	3	0	15	8%
7:30 AM	2	0	0	0	0	4	4	0	4	4	0	18	10%
8:00 AM	2	2	1	0	1	9	6	0	4	4	1	30	16%
8:30 AM	2	0	0	0	0	8	8	0	4	3	1	26	14%
9:00 AM	2	4	0	0	3	16	10	0	4	5	1	45	24%
9:30 AM	3	7	0	0	1	17	10	0	4	5	1	48	26%
10:00 AM	3	8	0	0	7	25	16	0	4	5	9	77	41%
10:30 AM	2	10	0	1	10	28	18	0	5	3	9	86	46%
11:00 AM	4	8	2	2	8	26	16	1	4	4	10	85	46%
11:30 AM	2	10	3	2	15	31	18	0	3	4	10	98	53%
12:00 PM	2	10	1	1	9	27	16	0	2	3	11	82	44%
12:30 PM	4	9	5	2	11	27	17	0	0	2	11	88	47%
1:00 PM	2	9	2	2	9	25	17	0	1	2	11	80	43%
1:30 PM	2	10	4	2	9	26	11	0	1	2	11	78	42%
2:00 PM	3	9	3	1	12	28	15	0	3	2	13	89	48%
2:30 PM	2	12	4	2	10	24	10	0	2	5	13	84	45%
3:00 PM	2	10	5	2	9	19	12	0	2	3	13	77	41%
3:30 PM	4	10	5	2	10	21	16	1	2	3	13	87	47%
4:00 PM	5	4	4	3	13	23	13	1	3	1	11	81	44%
4:30 PM	4	7	3	3	9	24	11	0	3	1	11	76	41%
5:00 PM	4	6	1	3	10	21	11	0	3	1	9	69	37%
5:30 PM	4	6	4	3	11	18	12	0	3	1	9	71	38%
6:00 PM	4	4	1	3	8	16	9	0	2	1	7	55	30%
6:30 PM	4	6	2	3	8	15	7	0	0	1	7	53	28%
7:00 PM	4	7	1	3	7	9	4	0	0	3	6	44	24%
7:30 PM	4	6	2	4	7	11	4	0	2	3	6	49	26%
8:00 PM	4	5	5	2	9	12	2	0	2	2	5	48	26%

Projected Parking Demand

Proposed Relocation of the Dunkin Donuts Store

As proposed, the existing Dunkin Donuts store located within Tinley Downs Plaza will be relocated to an existing vacant outlot parcel located in the northwest corner of the plaza. The relocated Dunkin Donuts store will be approximately 2,551 square feet in size and will include a drive-through facility. Currently the existing Dunkin Donuts store is located in the southwest corner of the plaza's main building and does not have a drive-through window. Except for the outlot parcel, the plaza is currently 100 percent occupied. For the purpose of this study, it was assumed that the current Dunkin Donuts space will be replaced with a fast casual restaurant.

Projected Parking Inventory

As part of the relocated Dunkin Donuts, the parking layout and internal circulation immediately south and east of the relocated Dunkin Donuts is proposed to be modified as follows:

- The western north-south internal circulation road will be reduced in size and converted to southbound traffic flow only. As part of the modifications, the six parking spaces along 80th Avenue north of the 80th Avenue northern access drive will be eliminated.
- In order to accommodate the drive-through lane, the parking along the east side of the outlot parcel and the middle north-south internal circulation road will be relocated approximately 20 feet east and will include three new landscaped islands.
- A landscaped island will be installed approximately halfway along the southern row of parking.

The modifications to the parking layout and internal circulation will result in a loss of 25 parking spaces within the plaza which will reduce the inventory of the plaza from 186 to 161 parking spaces.

Projected Parking Demand

The projected parking demand of Tinley Downs Plaza included the existing parking demand plus the parking demand to be generated by the proposed relocated Dunkin Donuts and the replacement of the existing Dunkin Donuts with a fast-casual restaurant. The projected additional parking demand was determined as follows:

- The estimated parking demand and hourly distribution of the proposed Dunkin Donuts store with a drive through facility was based on the “Coffee/Donut Shop with Drive-Through Window” rates provided in the Institute of Transportation Engineers *Parking Generation Manual*, 5th Edition. **Table 3** summarizes the hourly distribution of parking demand for the Dunkin Donuts store with a drive-through facility.
- The estimated parking demand and the hourly distribution of a restaurant assumed to replace the existing Dunkin Donuts store was based on the “Fast Casual Restaurant” rates provided in the Institute of Transportation Engineers *Parking Generation Manual*, 5th Edition. **Table 4** summarizes the hourly distribution of parking demand for the proposed restaurant.

Table 3
PROPOSED DUNKIN DONUTS HOURLY PARKING DEMAND

Time Period	Weekday	Weekend
7:00 AM	9	16
8:00 AM	12	20
9:00 AM	13	22
10:00 AM	11	19
11:00 AM	9	16
12:00 PM	9	16
1:00 PM	10	17
2:00 PM	8	13
3:00 PM	8	14
4:00 PM	8	14

Table 4

PROPOSED RESTAURANT HOURLY PARKING DEMAND

Time Period	Weekday	Weekend
7:00 AM	0	1
8:00 AM	1	1
9:00 AM	3	1
10:00 AM	3	1
11:00 AM	4	5
12:00 PM	20	13
1:00 PM	15	14
2:00 PM	9	18
3:00 PM	6	10
4:00 PM	5	8
5:00 PM	10	11
6:00 PM	15	16
7:00 PM	14	10
8:00 PM	6	8

Projected Parking Demand Results

Tables 5 and **6** show the total projected parking demand of Tinley Downs Plaza based on the following:

- The existing hourly parking demand.
- The additional hourly parking demand estimated to be generated by the proposed relocated Dunkin Donuts store with drive-through facility.
- The additional hourly parking demand estimated to be generated by a proposed restaurant assumed to replace the existing Dunkin Donuts store.

It should also be noted that total projected parking demand shown in Tables 5 and 6 provide for a worst-case analysis as (1) it includes the traffic currently generated by the existing Dunkin Donuts store and (2) assumes that the current Dunkin Donuts space will be replaced with a fast casual restaurant, which has one of the higher parking rates. Further, with the improvements associated with the outlot parcel, the total number of parking spaces in the plaza will be reduced by 25 parking spaces, resulting in a proposed parking supply of 161 parking spaces.

Table 5

PROPOSED HOURLY PARKING OCCUPANCY - WEEKDAY

Time	Existing Parking Demand	Parking Demand of Dunkin Donuts	Parking Demand of Restaurant	Total Parking Demand	Percent Occupied
Inventory				161	
7:00 AM	26	9	0	35	22%
7:30 AM	26	9	0	35	22%
8:00 AM	40	12	1	53	33%
8:30 AM	41	12	1	54	34%
9:00 AM	45	13	3	61	38%
9:30 AM	37	13	3	53	33%
10:00 AM	55	11	3	69	43%
10:30 AM	66	11	3	80	50%
11:00 AM	69	9	4	82	51%
11:30 AM	64	9	4	77	48%
12:00 PM	65	9	20	94	58%
12:30 PM	72	9	20	101	63%
1:00 PM	68	10	15	93	58%
1:30 PM	60	10	15	85	53%
2:00 PM	60	8	9	77	48%
2:30 PM	64	8	9	81	50%
3:00 PM	60	8	6	74	46%
3:30 PM	75	8	6	89	55%
4:00 PM	57	8	5	70	43%
4:30 PM	65	8	5	78	48%
5:00 PM	78	8	10	96	60%
5:30 PM	82	8	10	100	62%
6:00 PM	83	8	15	106	66%
6:30 PM	71	8	15	94	58%
7:00 PM	61	8	14	83	52%
7:30 PM	42	0	14	56	35%
8:00 PM	33	0	6	39	24%

Table 6

PROPOSED HOURLY PARKING OCCUPANCY - SATURDAY

Time	Existing Parking Demand	Parking Demand of Dunkin Donuts	Parking Demand of Restaurant	Total Parking Demand	Percent Occupied
Inventory				161	
7:00 AM	15	16	1	32	20%
7:30 AM	18	16	1	35	22%
8:00 AM	30	20	1	51	32%
8:30 AM	26	20	1	47	29%
9:00 AM	45	22	1	68	42%
9:30 AM	48	22	1	71	44%
10:00 AM	77	19	1	97	60%
10:30 AM	86	19	1	106	66%
11:00 AM	85	16	5	106	66%
11:30 AM	98	16	5	119	74%
12:00 PM	82	16	13	111	69%
12:30 PM	88	16	13	117	73%
1:00 PM	80	17	14	111	69%
1:30 PM	78	17	14	109	68%
2:00 PM	89	13	18	120	75%
2:30 PM	84	13	18	115	71%
3:00 PM	77	14	10	101	63%
3:30 PM	87	14	10	111	69%
4:00 PM	81	14	8	103	64%
4:30 PM	76	14	8	98	61%
5:00 PM	69	14	11	94	58%
5:30 PM	71	14	11	96	60%
6:00 PM	55	14	16	85	53%
6:30 PM	53	14	16	83	52%
7:00 PM	44	14	10	68	42%
7:30 PM	49	0	10	59	37%
8:00 PM	48	0	8	56	35%

The following summarizes the results of the projected parking demand:

- *Weekday Peak Parking Demand.* Tinley Downs Plaza is estimated to have a peak parking demand of approximately 106 vehicles (66 percent) on a Wednesday at 6:00 P.M. At a minimum, the plaza will have 55 vacant spaces on a weekday.
- *Weekend Peak Parking Demand.* Tinley Downs Plaza is estimated to have a peak parking demand of approximately 120 vehicles (75 percent) on a Saturday at 2:00 P.M. At a minimum, the plaza will have 41 vacant spaces on a weekend.

Based on the projected parking demand it can be seen that the existing parking supply is sufficient to accommodate the parking demand of the proposed Dunkin Donuts with a drive-through window, and the future occupancy of the existing Dunkin Donuts space.

Parking Conclusions

The following summarizes the findings and results of the parking study:

- Tinley Downs Plaza has a total of 186 parking spaces.
- Tinley Downs Plaza had a peak parking demand of 83 vehicles on Wednesday at 6:00 P.M. and 98 vehicles on Saturday at 11:30 A.M. With a total of 186 parking spaces available, approximately 45 percent of the parking spaces were occupied during the plaza's peak parking demand on Wednesday and approximately 53 percent of the parking spaces were occupied during the plaza's peak parking demand on Saturday.
- With the improvements associated with the outlot parcel, the total number of parking spaces in the Plaza will be reduced by 25 parking spaces, resulting in a proposed parking supply of 161 parking spaces.
- Tinley Downs Plaza is estimated to have a peak parking demand of approximately 106 vehicles (66 percent) on a Wednesday at 6:00 P.M.
- Tinley Downs Plaza is estimated to have a peak parking demand of approximately 120 vehicles (75 percent) on a Saturday at 2:00 P.M.
- Based on the projected parking demand it can be seen that the existing parking supply is sufficient to accommodate the parking demand of the proposed Dunkin Donuts with a drive-through window, and the future restaurant that will be replacing the existing Dunkin Donuts store.

Appendix