



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

January 20, 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 20, 2022.

CALL TO ORDER – CHAIRMAN GRAY called to order the Regular Meeting of the Plan Commission for January 20, 2022 at 7:00 p.m.

Dan Ritter 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 (arrived 7:01pm)
Kurt Truxal

Absent Plan Commissioners: Ken Shaw

Village Officials and Staff: Dan Ritter, Planning Manager

Petitioners: Peter Paraskis, Peter G. Paraskis Architect, Ltd.
Richard Mommsen, Daley-Mommsen Enterprises (d/b/a Dunkin')

Members of the Public: None

COMMUNICATIONS –

There were no communications from Village Staff.

APPROVAL OF MINUTES - Minutes of the January 6, 2022 Regular Meeting of the Plan Commission were presented for approval. A motion was made by COMMISSIONER GATTO. The motion was seconded by COMMISSIONER TRUXAL to approve the January 6, 2022 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 20, 2022 REGULAR MEETING

ITEM #1 PUBLIC HEARING – 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 (arrived 7:01pm) Kurt Truxal
Absent Plan Commissioners:	Ken Shaw
Village Officials and Staff:	Dan Ritter, Planning Manager
Petitioners:	Peter Paraskis, Peter G. Paraskis Architect, Ltd. Richard Mommsen, Daley-Mommsen Enterprises (d/b/a Dunkin’)
Members of the Public:	None

CHAIRMAN GRAY asked for a motion to open the Public Hearing. Motion 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 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 that was attached to the Plan Commission packet and will be attached to the minutes. He noted the majority of the project was reviewed as part of the workshop at the previous meeting. The main concern was a railing be installed where the walkway and drive-thru met due to the blind spot for vehicles and pedestrians. This was previously mentioned by Commissioner Mani and other commissioners agreed at the workshop. Also revised on the new plans where doors removed on the east side of the building along the drive-thru. Also, a delivery door on the north side facing 171st Street was missing previously and now shown. Staff noted the delivery door as the remaining open item. It was a heavy metal door that are typical but will stick out based on the current design of the façade and the visibility from 171st Street. Staff recommended the door either be glazed or blends in better to the façade. They were looking for feedback from the Petitioner and Commissioners on the last open item.

CHAIRMAN GRAY asked if the Petitioner would like to speak. Peter Paraskis, Architect for the Petitioner, was sworn in.

Peter Paraskis noted they can complete a treatment to the back door so that isn't glazed but blends in better. If it was glass, there would likely be issues with maintenance. They would work with staff on it to come up with a better solution that isn't glass.

CHAIRMAN GRAY asked each Commissioner for comments.

COMMISSIONER MANI noted he thought the door was fine to be a heavier metal door since it would get heavy use from deliveries. He had no issues with a heavy metal door as the trees would also help hide the view from 171st Street.

COMMISSIONER GATTO noted she agreed with Commissioner Mani and suggested it be a color that camouflages it better from the street. She noted it was visible but a color change would help. Mr. Ritter suggested maybe something that was similar to the mirrored color on the existing windows.

COMMISSIONER TRUXAL noted it was a good building and site design. He agreed with the other Commissioners on the north door that should remain steel due to the heavy use and durability.

COMMISSIONER GASKILL, COMMISSIONER LUSCUITO, AND COMMISSIONER MARAK agreed with the previous Commissioner comments had no additional comments.

CHAIRMAN GRAY said he agreed on the door and noted the petitioner should work with staff to find a solution that blended in better. He was also ok with the glass extending down to the ground on the old doors since there was adjacent landscaping that would hide the lowest part. Overall the development was positive and looks great.

CHAIRMAN GRAY 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 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 asked staff to go through the Standards.

Dan Ritter reviewed the drafted Standards for a Special Use, Planned Unit Developments, and Site Plan/ Architectural Approval on this request, as indicated in the Staff Report.

There were two motions for this item.

Motion 1- (Special Use for a Planned Unit Development):

COMMISSIONER GATTO made 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 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 MANI made 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 five conditions also listed in the staff report:

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.”

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

CHAIRMAN GRAY noted that the petitioner is anticipated to go to Village Board February 1, 2022.

Dan Ritter noted that staff will look into whether it will have just first reading or if it will also include the second reading. Typically, a separate meeting for a first reading is not waived for a PUD, however this item is relatively straightforward. He will follow up with the Petitioner prior to the Village Board meeting.

GOOD OF THE ORDER –

Dan Ritter reviewed the following Good of the Order items:

- Exterior structure construction was finishing up for the Holiday Inn project. The four stories and parapet are completed. The project is now undergoing exterior materials and interior work. Holiday Inn wanted to keep their brand in Tinley Park, and is excited to complete this project.
- The two new Starbucks locations are moving forward, which should hopefully take some pressure off the existing Starbucks location:
 - The LaGrange Road (& 171st Street) location which was the old MB Financial (by Lou Malnati's Pizza) has been moving forward completing demolition and site changes. It should open fairly quickly and hopefully spring/summer 2022.
 - The Harlem Avenue location by the 7-11 (under the same developer) just got their MWRD permit today and full permit hopefully ready early next week to begin site work.
- Pete's Fresh Market is close to getting their approvals and hope to break ground in March. They have most of their permits in place but need to finalize their plat and MWRD permit.
- Delta Sonic, which came before the Plan Commission a couple years ago now, was on hold due to the pandemic, but has now submitted a permit. They will remodel the detail area and change the circulation to avoid having the check-in booths in line with the entrance. It is a busy location and intersection, but the new site will hopefully help improve safety on the site.
- There is a tenant lined up for the old Tribes Alehouse space. They are an existing restaurateur with a sports bar theme with beer and food. They anticipate to move in fairly quickly after getting a liquor license and completing some small renovations. It is a good setup with a nice patio. Originally, they were looking at the downtown Boulevard location, but when that didn't work out for them, Kimberly directed them to this location, which is a good fit for them.

COMMISSIONER GATTO noted she saw the sign went up on the Durbin's drive-thru window.

Dan Ritter noted the speaker post they put up will come down as that was not allowed in the Plan Commission Approval. He wasn't sure if they are officially open yet but anticipated to open soon.

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 GASKILL, seconded by COMMISSIONER LOSCUITO to adjourn the January 20, 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 7:30 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.

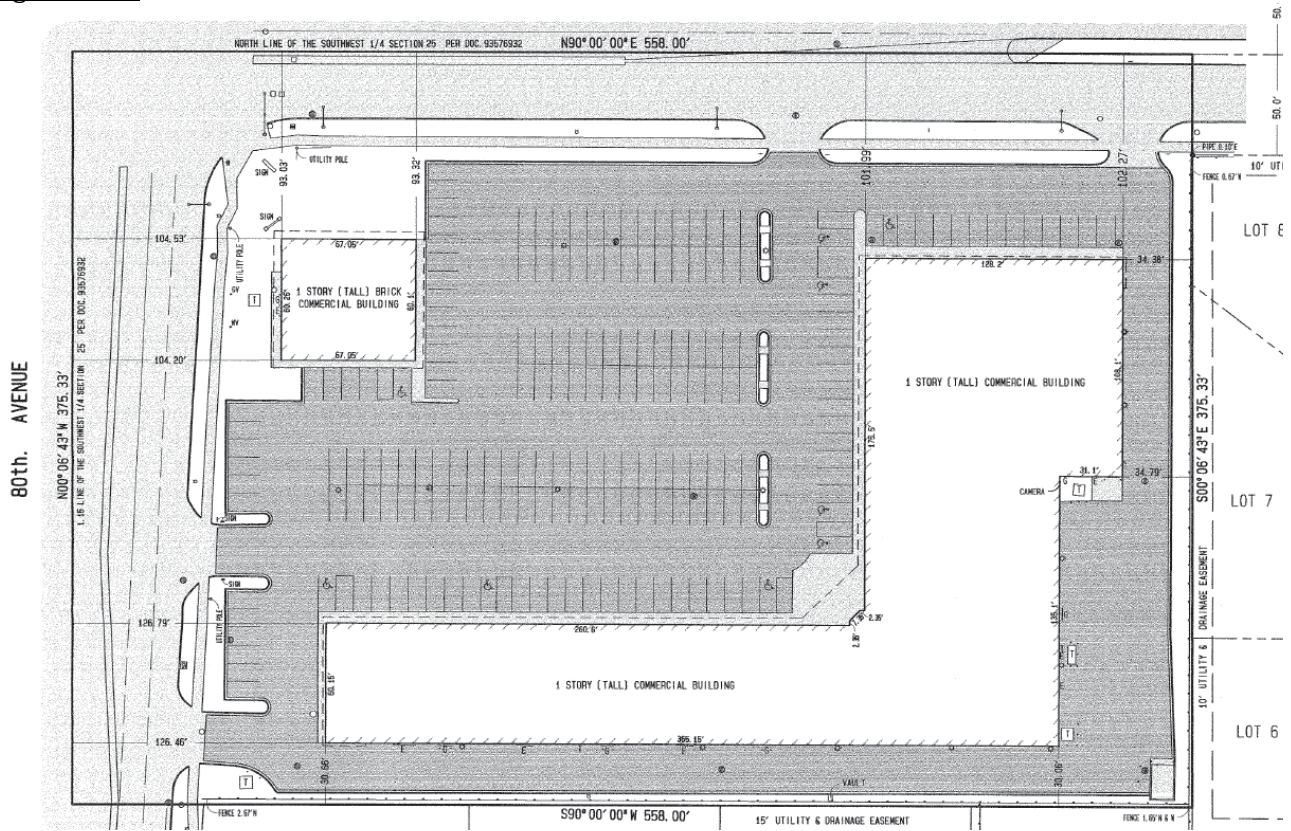
Increased/New Exceptions

- 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).

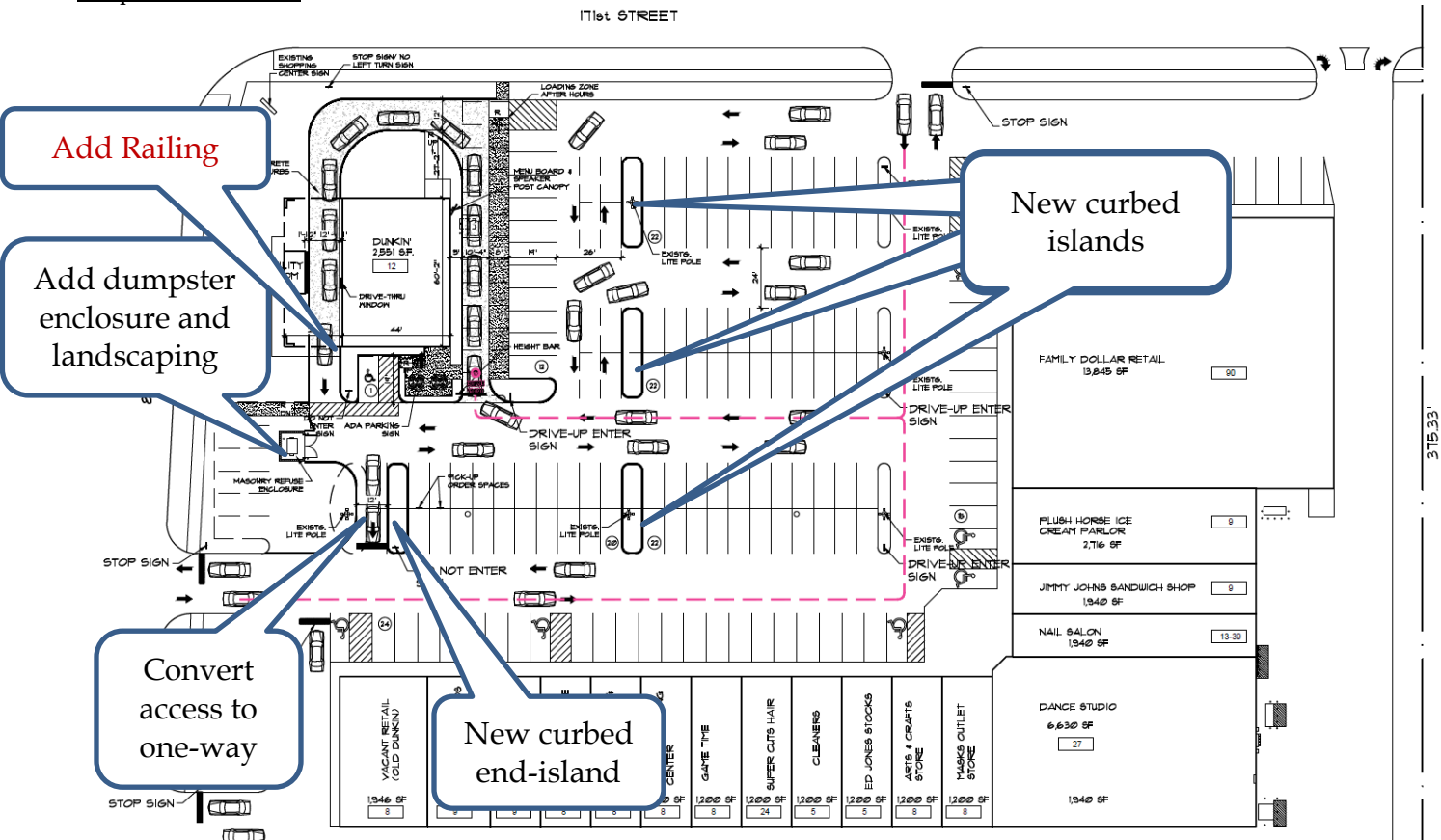
~~Open Item #2: Review the requested Exceptions from the Zoning Ordinance as part of the PUD Approval.~~

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.

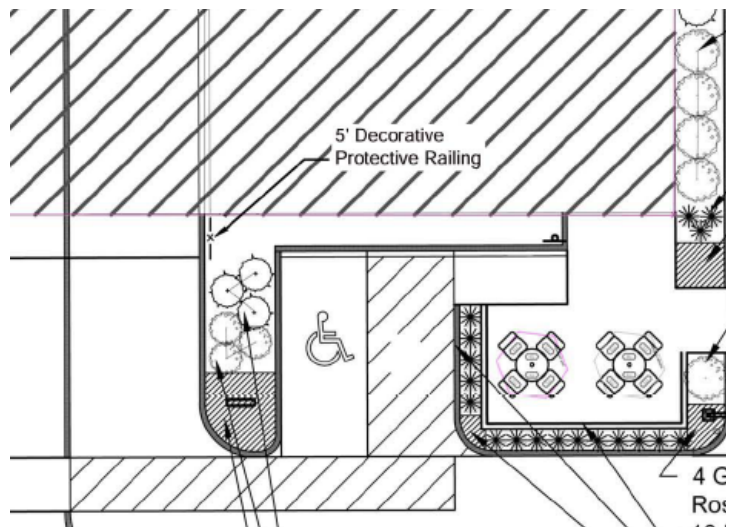
Site Proposal

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

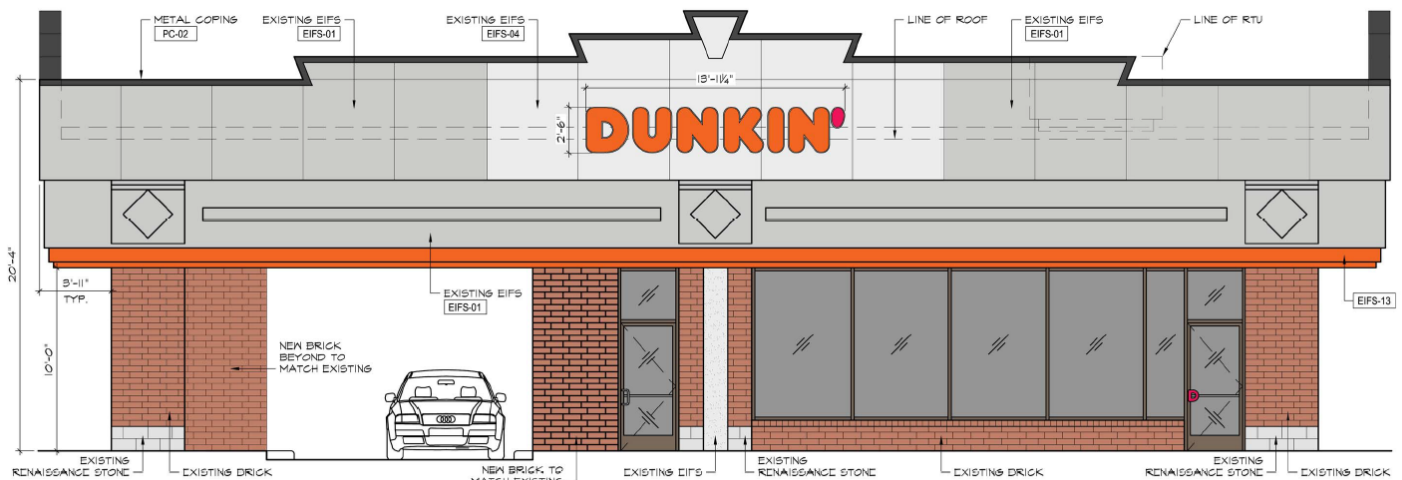
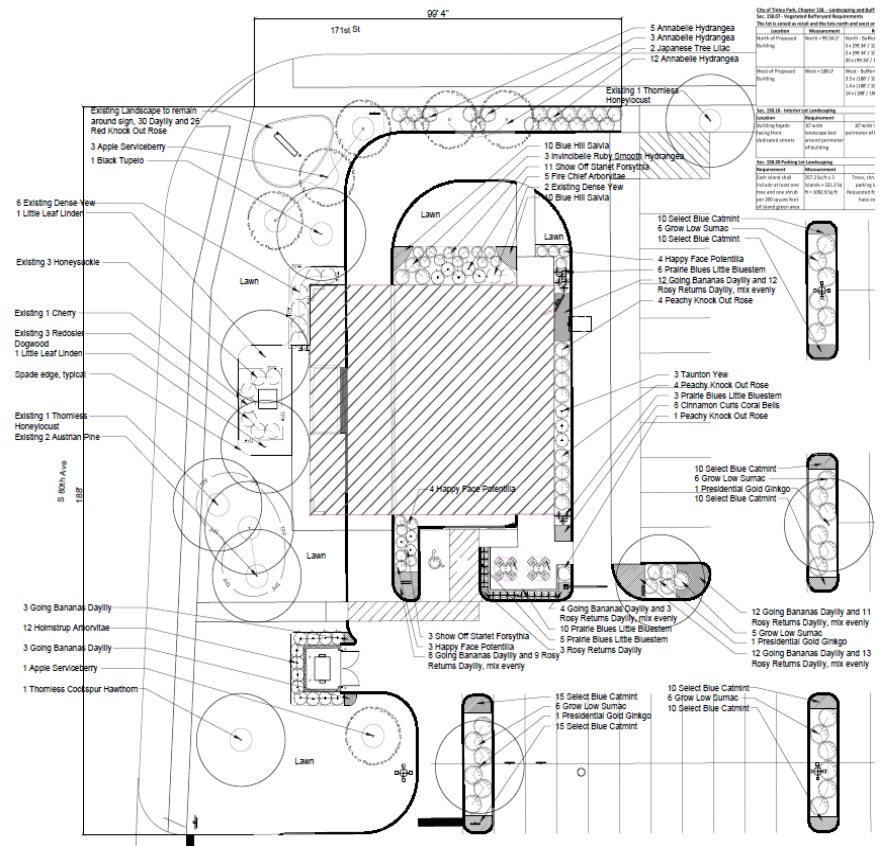
The landscaping in the overall center is mostly remaining the same. However, landscaping is being added where site plan changes are being made around the outlot building. Most notably, landscaping is being added at the 80th Avenue entrance and the new dumpster enclosure area. Landscaping is also being 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.
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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)