

VILLAGE OF ORLAND PARK

*14700 Ravinia Avenue
Orland Park, IL 60462
www.orland-park.il.us*



Meeting Minutes

Tuesday, March 9, 2010

7:00 PM

Village Hall

Plan Commission

Louis Stephens, Chairman

*Commissioners: Judith Jacobs, Paul Aubin, Steve Dzierwa,
Patricia Thompson, Nick Parisi and John J. Paul*

CALLED TO ORDER/ROLL CALL

The meeting was called to order by the Acting Chairman, Mr. Paul Aubin, at 7:00 p.m.

Present: 5 - Commissioner Dzierwa; Commissioner Aubin; Commissioner Thompson; Commissioner Parisi, Commissioner Paul

Absent: 2 - Commissioner Jacobs, Commissioner Stephens

APPROVAL OF MINUTES

A motion was made by Commissioner Thompson, seconded by Commissioner Dzierwa, to approve the minutes of the February 23, 2010 Plan Commission meeting, subject to the following corrections:

Page 9 Under Dzierwa – line 2 change “That is mounted...” to “That are mounted...”

Page 9 Under Dzierwa – line 1, change two sentences to one, ...to do that, you’d just have to...

(Commissioner Parisi had not arrived yet.)

A motion was made by Commissioner Pat Thompson, seconded by Commissioner Steve Dzierwa, that this matter be APPROVED. The motion CARRIED by the following vote:

Aye: 4 - Commissioner Dzierwa, Commissioner Aubin, Commissioner Thompson and Commissioner Paul

Nay: 0

Absent: 3 - Commissioner Jacobs, Commissioner Stephens and Commissioner Parisi

PUBLIC HEARINGS**2010-0082 Terry's Lincoln-Mercury**

The Chairman entertained a motion to continue this item to the March 23, 2010 meeting.

Motion was made by Commissioner Thompson and seconded by Commissioner Paul to continue Terry’s Lincoln –Mercury to the March 23, 2010 Plan Commission meeting. (Commissioner Parisi had not arrived yet.)

THOMPSON: I move to continue the public hearing for file number 2010-0082, Terry’s Lincoln-Mercury, to the March 23, 2010 Plan Commission meeting.

PAUL: Second.

A motion was made by Commissioner Patricia Thompson, seconded by Commissioner John J. Paul, that this matter be CONTINUED to the Plan Commission, due back on 3/23/2010. The motion CARRIED by the following vote:

Aye: 4 - Commissioner Dzierwa, Commissioner Aubin, Commissioner Thompson and Commissioner Paul

Nay: 0

Absent: 3 - Commissioner Jacobs, Commissioner Stephens and Commissioner Parisi

2010-0056 Calvary Church - Special Use Permit, Site Plan, Elevations, Subdivision

TURLEY: Staff presentation made in accordance with the written Staff Report dated March 5, 2010 as presented.

DZIERWA: Swore in: David B Sosin, 11800 S 75th Ave, Palos Heights, IL
Grant Curier, 10100 Orland Parkway, Orland Park, IL
Phillip Milord, 9801 Industrial Dr, Bridgeview, IL
Eric Russell, 9575 W Higgins Rd, Rosemont, IL

AUBIN: Mr. Sosin, you have heard Staff's reports and obviously we are going to continue this. Do you have any comments you'd like to make at this time?

SOSIN: Yes. We were hoping to have engineering done, but this happens. What our intent was to present our witness and answer any questions you may have today and perhaps deal with the engineering issues later on. The traffic study has been completed and in fairness to staff, they have not had an opportunity to see it. We can always deal with that at the next meeting, but since everyone is here if you have some questions we can answer them. Our intention was to be at the meeting with the engineering issues which are very nominal. We are not requesting or need rezoning on this property. There are a number of zoning districts, including E-1, which accommodates a house of worship. It is a special use, however, and there are two exceptions that we are asking for to be included in the special use. We have done a survey of the church and the parking needs and we have determined how many spaces we need to accommodate our parishioners and the overlap of services which ultimately curve various times of the year. The request is for 20% more parking than is required by the code. Because it exceeds the code by 20% technically it's an exception and requires an approval of the board and your recommendation. The second one is an interesting one, and it has to do with height. The code allows that the average height of the property determines the height of the building. Because there is such a big drop off on the building, we had difficulty determining how it would be determined by the building department because of the cross which is the predominate feature of this building showing it as a house of worship. The reason we have asked for a height exception of 45 feet, while it may ultimately be true by the building staff that it is ok and actually complies. In fact the front of the building is really a one story building and the back of the building is a two story building. We feel it comports with the area and what is around there and it should be fine. In preparation for this meeting we have provided to surrounding property owners and have posted signages required by the ordinance and have worked with staff on various aspects of this. With us

tonight is our architect and before he gives his presentation, we would like to present the developer of this church. He'd like to present his mission and what they would hope to accomplish here. Then Grant Curier will respond to a number of the comments of the staff. Lastly there are a lot of traffic decisions to be made with a 900 member congregation, so we had a traffic study done. Eric Russell has done a traffic study not just of the area but of our existing church and he will have some comments to you about what his recommendations to you regarding the traffic.

MILORD: I just want you to know that this project is very important to Calvary and important to me, our company has developed literally hundreds of projects in the metropolitan Chicago area as well as down in Florida. Calvary went through a process to select us over 2 years ago and we have done a number of religious projects in the area and have a lot of experience in this type of construction. I just want to give you the feeling that this project is going to be done right and with quality and quality professionals. I was asked to put together both the design team and construction team; I will be acting both as construction manager and design builder. Again majority of our work is design work that is done throughout the area. A couple of things that were important to Calvary were, to stay in Orland Park, they have been here a long time and they really wanted to stay in Orland Park. They worked very diligently for the last 10 years, and I have been involved in the last 4, to stay in Orland Park. And as you may or may not know, we went through a couple of different options and settled on this site that Orland helped us and found and I think really fits the needs of Calvary and they want to create a campus like setting and this is such a perfect spot for that, it really is going to work out well for us and I think that the drawings and such that we have brought with us will demon straight that. As far as Calvary is concerned, and for those who do not know Calvary, they are an over 100 year old church they are a strong church, and have over 975 congregants and have the will and the financial portion of this project in place. They are ready to go and ready to back it. It is not some thing that is going to go away, they are very excited and like David said they had a vote with the congregation and over 90% voted for this project to go and go right away. That is what we are here to do and hope to be able to do this as quickly as possible. We hope that we brought all the information that you need to look favorably on the project. With that I am going to turn it over to Grant Curier from Linden and he will go over any questions you have with the design elements.

CURIER: Good evening and thank you for the opportunity to present the Calvary project to you. Just to give you an overview of the Linden Group, we have been around for over 33 years and we have been working in Orland Park for over 33 years. Some of our projects have included the Sheehy Funeral Home, the George Washington Savings Bank and we joint ventured on the Orland Park Sportsplex, and we have also done work at Christ Lutheran Church on John Humphrey Drive and I believe we even did an addition to this building shortly after you opened. So we do have some experience in town and we are happy to be back. The Linden Group has been working with Calvary since 2007 and it has been a somewhat

arduous process finding that right site and making something happen, and we feel very confident with this site and very comfortable with the design. The design we present tonight was done by a committee, and I think you all know how hard doing a project by committee can be, but that committee had a 90% consensus and we are here today. I think Jane did a great job walking you through this site, and I will keep this brief, but there is a crown to the site, at this site (refers to the topographic slide) location where we want to place the first church structure. As Jane said we do have hopes in expanding to the west. And it made sense since this site is deeper than it wide to try and centralize the campus and allow ample room for the parking and ample room for the expansion, and there is somewhat of a low portion here to the north so it makes sense to create those detention basins there. One other key element to the design is an axis. As we all know when you go to a church for a wedding the processional goes in one way into the space to the altar and it made sense to make this the axis. That axis was very important to this design and it is created along this line. It has a dialogue with the street, creates a pedestrian walkway through the lot and green space. It looks at the focal element of our church and then continues onto the altar, or pulpit space. We thought that was a key element of this design and in working with staff, they said what about to the north? Could the building have a dialogue with the wetland and space to the north, and we did that we created a green space here in front of this bump out so that looking to the north to that great vista there will be a dialogue to the north and we are also proposing some walkways to that space. Also we wanted to point out that 75% of our frontage is green and is open in perpetuity, and it will always stay open. Really all we are doing is developing this portion of this site to gain access and to create this parking area. In working with staff, we incorporated a number of comments from that meeting. We had originally proposed parking on this easterly side of the parking lot and staff requested that we relocate that and we did creating another 20 feet of green space buffering the parking to the street. As well staff asked us to create some Berms on that frontage and we have done that as well. The focal point was brought up at the staff meeting to create some more architectural identity to strengthen that piece. The focal piece was actually lower when we brought it to staff and we raised it to create some more dramatics to it and at the same time, as David said the cross went up and that is why we are seeking a variance. We also have created a north bound turn lane for traffic which it's not reflective in this drawing but it is in the engineering packet which you have. We feel the design is very contemporary, we work many hours with the church on this trying to dovetail it into the hill and create a nice presence, and the nice part that the hill gives us is an administrative entry on this upper portion and sort of a grand entrance to the narthex to come in and find your way into the sanctuary. Further staff asked us to look at pedestrian friendly features, we have included quite a few sidewalks there is ample internal flow, we have added the bike racks, we wanted to work with staff and your wishes as to where that bike path needs to be that is just proposed on the east side of 104th, and we are interested in further pursuing, as budget permits, the recreational space. But right now with the fundraising campaign where it is and church's financial position, we haven't investigated what can happen to the north,

and that 11 acres but we will have a couple benches to the north and around that drop off and we are proposing that flagpole and a couple of benches there. I have noted that the detention will have a dry bottom; it will have a grass surface, and an internal drainage that will filter any impurities in the storm water and its discharge to the north. Lastly I wanted to clarify the wall system which is on the building, it is actually a precast wall panel system, it's the next generation of precast panels where the detail is embossed into it and it's stained to the color of your choice. We have put together a material board as requested with the color of the stone and embossed brick detail. There will also be precast with a sandblast finish across the top and in selected areas, which will be similar to those (refers to sample). Also per staff's request and looking at the detail of the elevation, we are proposing the idea of actually working with the tinting of the glass to create some more interest. You'll notice that in the 2 story entrance where you actually come in we are going to alternate the tinting on the glass and create some more interest, and also the transom windows going into the classrooms spaces will also have an alternate tint to it. The metal finish on the frames will actually be a more anodized look than the sample that we have here. The precast, we feel, offers much more flexibility in design. It's a better quality control process, you don't have chippage of the brick you have very consistent clean lines and the color control is much better. Also it greatly helps the construction schedule and the process of putting the building up.

RUSSELL: Good evening, our firm KOA has conducted many traffic studies in the Village as you well know, most recently for the main street triangle project that is developing. I'll be giving you just a brief overview of the study that we have just recently completed. We started our study by obtaining a little information from the church on their operations, the types of programs that they offer, times of day and days of the week, just to get us started as to the time frame that we needed to study for our traffic report. Based on the information that was provided the peak hours are when the services take place on Sunday at the church. The church offers 3 worship services about an hour a piece starting at 8:30 in the morning and the second service is about 9:40 and the third service is around 11:00. They also offer programs for adults and the youth during the week as well, most of those programs have significantly lower attendance levels and they occur in the evening mostly after 7:00. Based on that information we did some observations on the existing church on 151st and 80th on Sunday morning to get a feel for how much traffic is truly generated by the 3 services and to get an idea what the parking demand is during that time frame. That information revealed to us that the peak time frame is between 9:15 and 10:15 in the morning, that occurs just prior to the second service in the morning which is the highest attended service, but also there is a transition that is occurring from attendees coming from that second service and attendees leaving from the second service and coming for the third service. Once we determined that we went out to the new site location on 104th Ave, and conducted counts at the nearest intersections to the north 159th street and to the south 167th street, and evaluated the existing traffic conditions at those intersections. Both of them on Sunday morning operated very well compared to the

commuter peak hours during the week. There wasn't as much as a concern with 167th street as it is under a traffic light control, and 159th street just has a stop sign on 104th avenue. We then evaluated the traffic with what the church would generate in those intersections in the future when the building opens and the member ship shifts over to this location, and what we found is that those intersections will pretty much operate the same way. There will be some traffic that will be added, but the levels that service are still at very good levels on Sunday morning. We understand that the Village is pursuing a traffic signal on 159th and 104th; traffic volumes are significantly higher during the weekday rush hour, to the point that intersection probably does warrant a signal during the weekdays, but on Sunday morning the existing traffic controls that are out there are sufficient to accommodate the numbers by the church.

There are some improvements to the access driveway on 104th avenue that will have access to the church that are needed. 104th avenue to this day is a three lane roadway there is one lane of traffic that goes each way and there is a painted center median, right now at the access to the church the median just has striping on it but it would need to be restriped to provide the dedicated north bound left turn lane into the property and the church has agreed to do that. The existing church today has a couple of parking lots and several access drives to feed in and out of those lots so that the traffic that goes to and from the church is disbursed over a couple of different driveways and that does help unload the lots much quicker, and as far as the transfer of transfer of traffic between the services, they take place efficiently. At the new site there is only going to be one drive so there are some things we have recommended to help unload the site quicker, (during) the transfer from one service to the next service of cars in and out, we are suggesting that the driveway itself have 2 one for left turns and 1 for right turns. We have also suggested the staggering of service times, right now there is about a 20 minute differential between the 1st and 2nd service and the 2nd and 3rd service, we think with the single driveway there should be at least 30 minutes so that gives time for the parking lot to, for the most part, empty out before the next group of parishioners come in for the following service. Those are the recommendations that are in our study. The traffic circle at the front door of the building would be operated counterclockwise, in a one way pattern to keep things operating safely at that location. As I mentioned there will be a cross walk when the bike path is eventually built, and the avenue of that will be determined at that point. The 275 space parking lot, while it was mentioned does exceed the Village code, it will be adequate to accommodate the peak parking demand for the church which is around 240 – 245 spaces at our latest count. As the church membership increases and the attendance at services increase we will need to eventually expand the parking lot, but what is proposed at 275 spaces is sufficient for the near term to accommodate at the peak demand. And that summarizes my report.

SOSIN: A couple of closing comments and we will be happy to answer any questions that the commissioner and our neighbors may have. Right from the beginning the church made the comment that they wanted a green site, which is a comment that the staff made in their report. There are 2 parts that we have been

successful in accommodating that request; 1 is that it is very rare for me to see a project where 70% of the frontage is green. But the other startling number here is that the lot coverage which is permissible up to 70% under the code is a little over 16%, which means over 83% of the site has pervious surface on it. So we are very happy about that number. Now certainly with the addition that number will be changing, but it's still going to be very substantial all the way during phase I and phase II. We look forward to answering your questions and concerns.

AUBIN: Opened the comments to the public, with no comments he went to the Commissioners for questions and comments.

THOMPSON: It looks like a well developed plan. I do have to say I like the alternative with the cross being a little higher, I think it's a much nicer look. I have a concern on the west elevation, it's so plain.

SOSIN: That is the elevation where phase II will go. What the architect has done is to have spent a considerable amount of time on the detail on the permanent elevations that are going to be there, and we think that is a good approach and considering when you look at the photographs and the materials, there really is nothing that is close to residential and we felt that the other elevations would be permanent and would be better served to create that detail. Rather than building something then taking it down.

THOMPSON: I understand that, thank you. The other major concern I have is the traffic. I am very concerned about 159th; I know there have been some major accidents there. I'm not certain what time of day, so I'm not as concerned about the 8:30 or the 9:40 service, but when you get to the 11:00 service and we have a build up of traffic. We have Costco down the street and I live fairly close and I know with the traffic how difficult it is to get out. I hope the Village can get a traffic light there that would be a help. I would also like to see an additional cut in the curb so you have 2 ways out. I think one way out is really going to be a problem. I can't see cars coming in and cars going out, it seems to me it needs 2 cuts. Other than that it looks like a well developed plan.

PAUL: I have to agree with Commissioner Thompson, that you need to have 2 entryways and exits coming out of the parking lot. I think that would ease the traffic a lot. As far as the light, I believe that is a county road and it is up to them. Other than that I like what you are proposing, I think it will be a good location for the church. With the traffic again I think that is going to be on the county, because that will help. I wish you folks the best of luck on this.

PARISI: My fellow commissioners have covered my concerns regarding traffic and traffic lights. I think it's a really good suggestion to stagger the services to accommodate the traffic in the one driveway. Other than that I'd just like to say that its really refreshing to see so many examples of over crowding of buildings, as we travel east down 159th street, it just refreshing to see some open spaces. I think

its one of the best uses for this land and I like the idea that it's buffered off 104th avenue and the fact that 70% of the frontage is green, and it's an attractive building so I see a lot of pluses.

DZIERWA: I will try not to reiterate what my fellow commissioners have had to say, I'll try to bring something new. I will say about the staggered services, though, that if they feel they need to be an hour and 20 minutes apart, I will not tell them how to do their job, I will not even go there. I originally started to think about this project, and I saw some flaws, but they are going to be worked out. I was going to save my comments for the next meeting, but I think just to expedite things I will site them now. As far as the south elevation, are those classroom windows on the south and east elevations?

CURIER: They are windows here, and they look into offices.

DZIERWA: They are not marked, so I just wanted to make sure that those are windows. I guess my next question will be is, thinking ahead, in the future when you are looking to expand and I was looking at a topographical map, which I was not provided, how do building elevations get effected then? Are they not going to be able to build up to the current building height and we are maxing them out at 45 feet?

TURLEY: As far as the building height is concerned I think the way is stated is that it is the mean height; we'd have to have our building official look at it.

DZIERWA: Well basically you have a walkout basement now, and if you were going to continue that to the south and to the west with a future addition a topographical map would show them going down from there correct?

CURIER: Right.

DZIERWA: So if you wanted your roof height the same the building is going to be 50 something feet at that point, which is the only reason I ask.

CURIER: Well, we are building into the hill so I think we would progress along going to the west.

DZIERWA: Well if the land drops off you're going to have to go higher for that roof line. So that is my question.

TURLEY: I think the land kind of undulates.

CURIER: The way your code states, it s the median height around the building.

DZIERWA: Ok. That is alright. To the church, will you continue to use parking and traffic assistance like you do now at 151st and 80th avenue location?

CURIER: Yes it is in our plans.

DZIERWA: I was glad to see the consultant recommend the two out bound lanes and one inbound lane. I believe Commissioner Thompson brought up the blank wall; maybe you can just bring in some extra foundation plantings that can be easily removed once you go through your expansion and relocate it.

AUBIN: We have heard staff's report and obviously they had some issues and I think, gentleman, you have more than took a look at it and again this is still a work in progress. You have looked at the left hand turn lane, elevations getting a little bit more attractive, the elevations green features. I think you are going to put some things together and at the next meeting people may have some questions, but I am confident that this group of gentleman is going to react to what that needs or how to put this plan through. So I am going to withhold anything commentary until we see the final results, especially from the traffic study.

SOSIN: Just 2 final comments, one somebody asked me just before the meeting what the plans were for the current church. It is in the Village and with today's economy we are very happy to announce that the church has been sold to another church in Orland Park for an expansion so it will not be empty. The second question that I have is with the time that was mentioned of the March 23rd meeting, but we will miss at that point the Plan Committee anyway and I am wondering if the Village thinks we can get this done in two weeks or if we should just plan to come back here in April?

TURLEY: Well I do have a draft of the comments to the preliminary engineering. I do not know how long it is going to take the engineers to resolve them.

AUBIN: Do you have a guesstimate?

TURLEY: I mean if you're going to miss committee you could just go ahead and postpone till April, because it is difficult to predict.

RUSSELL: If we get the engineering comments in the next 2 or 3 days we are going to be ready.

TURLEY: We can just play it by ear and if it doesn't look like it's going to happen we will just continue it.

SOSIN: We will be happy then to plan to see you on the 23rd.

AUBIN: The chairman entertained a motion to continue the project to the March 23, 2010 Plan Commission meeting.

PARISI: I move to continue file number 2010-0056, Calvary Church, to the March

23, 2010 Plan Commission meeting.

DZIERWA: Second.

A motion was made by Commissioner Nick Parisi, seconded by Commissioner Steve Dzierwa, to continue Calvary Church to the March 23, 2010 Plan Commission meeting. The motion CARRIED by the following vote:

Aye: 5 - Commissioner Dzierwa, Commissioner Aubin, Commissioner Thompson, Commissioner Parisi and Commissioner Paul

Nay: 0

Absent: 2 - Commissioner Jacobs and Commissioner Stephens

2009-0529 Orland Medical Realty - Special Use and Rezoning

PITTOS: Staff presentation made in accordance with the written Staff Report dated March 5, 2010 as presented, with the correction of the address being 16500 108th avenue.

DZIERWA: Swore in: Curt Hlad, 1440 Ottawa, New Lenox, IL
Anas Alkhativ, 2208 Arbor Circle, Downers Grove, IL

HLAD: I have comments on all the issues you have here. With regards to what Terry had to say about the sidewalks, reducing them, I have no problem with that. He then went onto the dryvit on the face of the buildings and the reason why that was proposed was so that we were able to have all three buildings look almost identical. We had to add some type of detail to that first building to get them to all look the same. I can look for some other type of material to achieve that, maybe the Village has some type of suggestions of material just to break it up so the entire building isn't brick and all the buildings can look the same. The existing office space we are not going to tear down, we are just going to add to it to make all the buildings look the same.

AUBIN: What we can do there is make one of the conditions for approval of the site plan that the dryvit be removed from all buildings on the site plan and be replaced with brick masonry materials. The motioner can certain add to that for the petitioner to work with staff to decide what other material to use other than the dryvit.

ALKHATIV: Can we just go back to the site issues with the pond and some of the concerns? It was noted that with the ponding would occur during a rain event, I did discuss this with the Village engineer. This system is basically connected to the north parking lot. This ponding here will be porous pavers where the water will go through and be stored in the void under the pavers. The catch basin in this particular location will be put in an elevation about 6 inches higher than the hydraulic system or high water level of this parking. So in a hundred year storm

event, water will reach 6 inches below the rim elevation catch basin, so if in a hundred year storm even this area should not hold any water. This is how the hydraulic system was designed. Even if we have a 2 hundred year storm event what would happen is that the overflow system would kick in before the water would overflow and start flooding this area. This is my 1st concern. The other concern is that we are proposing a surface detention of 12 inches in a hundred year storm event. This system is really a dry detention pond that will only hold 12 inches of water in a hundred year storm event. I don't know if that should be treated as a detention pond, but it's definitely not intended to be a detention pond, so the concern about the setbacks around here is usually meant for a wet detention pond which is not the case here, it is an open grass area that would hold some surface water in a hundred year storm event. This is all I have but I just want to point out that this will be green parking everything will be porous pavers, no asphalt whatsoever, which should help filter the water and help create a sort of B&P for the site.

AUBIN: Mr. Pittos, any comment on what Mr. Anus Alkhativ had to say on the detention or the pavers?

PITTOS: I will reserve my comments until the plan commissioners have a question.

AUBIN: Opened the floor to the public for comments and questions.

DZIERWA: swore in: Daniel Akers, 16549 108th Ave, Orland Park, IL

AKERS: My comments are about the way they are going to access the traffic to come to 108th avenue. There is a pretty good size hill there and the speed limit is 45 miles per hour. I live right next to the piece of property so I know what the traffic is like there. When people can go 45 they go 50. So you are coming up a hill with a pretty steep grade and if they are making an exit here with a left hand turn going south, (the traffic) won't see that person making the left hand turn. If he turns slowly coming on 108th avenue people going 55 miles per hour will not see that person because of the steepness of that hill, and maybe this person is going 5 miles an hour going south and with that person coming up that hill there is a chance that he is going to....

AUBIN: Mr. Pittos, please use the pointer to show us which access you are talking about.

PITTOS: The plan proposes 2 full driveways and we are proposing that this (southerly) driveway become a right in and right out. A regular driveway should not be permitted, the center of 108th avenue is stripped medians so it would be incumbent upon the petitioner to take a portion of that stripped median and make it a deceleration lane in order to accommodate 4 to 5 car storage along 108th avenue, to allow for that left turn. Unfortunately with that site, it is the location that it

is and there are only 2 access points that are available and we can not prohibit access to the site based on topography alone.

AKERS: You mean you can't make a left hand turn on that driveway?

PITTOS: Yes that one would be converted to a right in and right out.

AKERS: Ok. Well that is what I wanted.

AUBIN: Mr. Hlad, you have heard Mr. PITTOS' suggestion about that being a right in and right out turn and I trust you'll do that?

HLAD: Yes.

DZIERWA: Swore in Carol Akers, 16549 108th avenue, Orland Park, IL

C AKERS: My husband addressed the traffic problems which was a concern of mine as well, because 108th if you haven't observed it, it takes us 5 and sometimes 10 minutes to get out of our driveway, and that is just the way it is. My concern is the buffer. We have about an acre and granted our house is not directly on the property line of where this gentleman is petitioning, but our property is there, and we are not in Orland Park, we are not incorporated. My question is, I was trying to understand what this buffer is going to be is it 10 feet or is it 30 feet? What is it and what kind of buffer are we talking about.

PITTOS: Points out the Akers property. I don't have a parcel map with me, but this property here (indicated property behind Akers) has a type of pan handle here and is zoned ORI and is part of the industrial facility and it is not more than 30 feet of ORI zoned land, along with what the petitioner is proposing, which is another 12 feet. So you will have about 42 feet of buffer. The code requires a 30 foot buffer between these two types of uses, office and warehouse industrial however because of the circulation, that you can see on the aerial, there is no way to accommodate a drive without going into that buffer.

C AKERS: Are they going to remove those trees there? They have removed all those others. Are they leaving what that area that was dedicated to be a street there, with the trees that are existing.

PITTOS: Yes, it is my understanding that these trees are not on their property and will not be impacted by their site; more over if they are they will have to be mitigated to plant new trees in their landscape plan or adding to the mitigation bank. I don't know if this is public or private. But trees could be put in here potentially.

C AKERS: I would like to know who the owner is. My main concern is separation from the business.

AUBIN: From what I understand from Mr. Pittos comment there will be a buffer of some 40 feet.

C AKERS: Thank you.

AUBIN: With no further comments from the public the chairman turned to the commissioners for comments and questions.

PAUL: There seems to be some question on the lot coverage. Is there anyway this is going to go over 75% as is.

PITTOS: No, the Village has estimated this area as ponding, but if with engineering can work with them to make this green area then we would be back to the petitioner's number of about 67%.

PAUL: The other question I have is the setbacks; the north and south setbacks don't meet the requirements which are why we have the special use. What is the downside of not having the setbacks?

PITTOS: The downside is you are asking for a variance which would be setting a precedent, additionally the land development code sets up that buffer for, in the most conservative case wet bottom ponds for the lawnmowers to get around or in the case of public ponds to allow access to crews to get to various restrictors that may be in place. In this case, as the petitioner's engineer has pointed out there is only about a 12 inch depth between building Cs floor and bottom of the pond. So obviously that distance isn't as important or as big of an issue, so we are recommending that the modification be made to reduce it to from 25 to 18 feet.

PARISI: Well we have quite a list of revisions and I hope you are prepared to work with staff on these, particularly the banding and the dryvit. I would agree with their recommendations. This property has been vacant for 2 ½ years and we have kind of developed ourselves a nice little medical corridor there and I think it's a nice use of the property. But as staff has mentioned that there are some recommendations that I would agree with including getting some harmony on the 3 buildings with the columns.

DZIERWA: First of all Mr. Akers very good point about that driveway and Mr. Pittos very good answer about the right in and right out. I was thinking that would be needed, but I needed someone else to agree before I was going to bring that up. I don't know that there is that much of an incline, but I have been out to the site quiet a few times and that was something I was concerned about. Mrs. Akers, I was concerned about those trees too, and I am glad to hear that those trees are part of another development and basically this petitioner can not cut those down. So basically you're going to have your 30 foot buffer, or what Mr. Pittos said was there and the 12 feet from the petitioner and I think that is adequate. As far as the

decision on the pond and the buffer on that, I agree with the engineer that most of the time that is going to be dry, although we do get more hundred year rains than most people. As far as those existing trees you are going to lose those trees that would be in the detention pond, in the area of proposed building C, there are a lot of trees in the overhead pictures we have and they have disappeared, right?

HLAD: Right.

DZIERWA: Basically I am asking about the tree at the stop sign at the existing entrance that is there now, it's an evergreen tree.

HLAD: I am going to try and keep it if I can.

DZIERWA: I think staff mentioned to me when I met with them earlier this week that the driveway is going to be a little further south more centered? And basically that is how that affects that south buffer, but you do have a drainage ditch there, is that going to stay?

ALKHATIV: What we are proposing to do is to move the whole drainage pattern there; it is going to be shifted because this will be out flowing our storm system too. It will be slightly moved and we will create a little Berm so we don't let the water get into the neighbor's property.

DZIERWA: Ok, very good. Thank you for that. I see that existing pad that is to east of existing building A is going to be a green area?

HLAD: Yes.

DZIERWA: Good. How is that buffer yard affected on the northern end where that chain link fence is that belongs to the business owner that is just to the north but to the east side of the site, Mr. Pittos? It kind of turns and goes north behind the Akers property, is there adequate buffer yard there? How does that fit into the plan?

ALKHATIV: It is right on the property line.

DZIERWA: Ok. Well that is all I have.

THOMPSON: I do have one concern, looking at the proposed site plan; there are only 4 handicapped parking spots. And there are no handicapped parking spots at building B, and we have a medical facility?

PITTOS: The code requires handicapped parking to be the closest to the main entrance of the building and that would be this parking space here (refers to site plan). Then building C the parking space is closer to this entrance, and building A it is right here.

THOMPSON: I understand that, but only one for each building? One slot for building B, one for C, if these are going to be medical buildings don't you think we should have more?

TURLEY: It is based on the number of parking spaces not the square footage of the building.

THOMPSON: I understand that, but if you have a medical facility, and you only have....

PITTOS: Right now the parking is maxed out at 126 and that is meeting the exact code requirement, trying to conserve as much lot coverage as possible. We can take a look at the handicapped parking and possibly add some more, however every time you add a handicapped space you are taking away a regular space for the access space.

THOMPSON: I understand that, but you have to realize that this is medical buildings.

PITTOS: Well half would be medical and half would be general offices. We will look at it.

AUBIN: We have heard staff's report and we have heard the petitioner's report and his comments. There are 2 issues that are specifically that petitioner accommodated us with that is the sidewalk connection, and on condition number 6 I ask that the commissioner that is going to make the motion that on condition number 6 we ask the petitioner to work with staff to come up with something other than dryvit. It sounds to me that the petitioner is going to meet all of the recommendations that are outlined in the motion. Commissioner Thompson I am sure that our staff will look into possibly getting more handicapped parking, but if the petitioner is within code we are certainly strapped by that.

PARISI: I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report dated March 9, 2010,

and

I move to recommend to the Village Board of Trustees to approve the site plan for 16555 S 108th Avenue titled "Office Buildings Proposed Site Plan", prepared by Nafe Architects Ltd., dated 8-26-09, last revised 1-15-10, sheet number A-105, project number 92-09, and the elevations titled "Office Buildings Existing Building - A and Proposed, Existing Building - B and Proposed, and Proposed Building - C", prepared by the same, dated 8-26-09, last revised 1-13-10, sheet numbers A-109, A-114, and A-126 respectively, subject to the following conditions:

1. That the lot coverage be defined accurately on the site plan and if necessary

that the second story building be eliminated and the parking fields be reduced to meet the ORI zoning districts.

2. That an erosion control system be established when construction begins for this development;

3. That sidewalk connections be established to the 108th avenue sidewalk system using the east west sidewalk north and south of building C.

4. That bicycle parking facilities be installed at each of the entrances of the buildings.

5. That the north south and east elevations of building A have similar as buildings B and C with respect to the columns.

6. That the dryvit materials be eliminated from the elevations of all three buildings and that the petitioner work with staff to decide what alternative materials may be substituted.

7. That all new rooftop equipment, or rooftop equipment that are impacted by this project must be screened from the public right-of-way and neighboring properties;

8. That the petitioner work with staff to convert unnecessary and excessive sidewalk pavements around buildings A and B, to pervious surface areas in favor of improving lot coverage conditions.

9. That a left turn lane is established on southbound 108th Avenue for the south ingress/egress drive-way, and a right-in/ right-out ingress/egress drive-way is established for the north drive-way.

And

I move to recommend to the Village Board of Trustees to approve the rezoning of 16555 S 108th Avenue from E-1 Estate Residential to ORI Mixed Use District subject to the above conditions;

And

I move to recommend to the Village Board of Trustees to approve the special use permit for a planned development for 16555 S 108th Avenue subject to the above conditions;

And

I move to recommend to the Village Board of Trustees to approve the special use modification to reduce the north landscape buffer yard, Type D, from 30 feet to 5 feet in the area directly north of Building B and from 30 feet to 12 feet along the remaining northern property line and to reduce the south landscape buffer yard, Type D, from 30 feet to 12 feet along the southern property line;

And

I move to recommend to the Village Board of Trustees to approve the special use

modification to reduce the north detention pond setback from 25 feet to 18 feet, the south detention pond setback from 25 feet to 18 feet, and the west detention pond setback from 25 feet to 22 feet.

THOMPSON: Second.

A motion was made by Commissioner Nick Parisi, seconded by Commissioner Patricia Thompson, that this matter be RECOMMENDED FOR APPROVAL to the Development Services & Planning Committee, due back on 3/22/2010. The motion CARRIED by the following vote:

Aye: 5 - Commissioner Dzierwa, Commissioner Aubin, Commissioner Thompson, Commissioner Parisi and Commissioner Paul

Nay: 0

Absent: 2 - Commissioner Jacobs and Commissioner Stephens

2009-0447 Orland Park Medical Center - Special Use Amendment, Site Plan, Elevations

TURLEY: Staff presentation made in accordance with the written Staff Report dated March 5, 2010 as presented.

DZIERWA: Swore in: Waldemar Nowak 1545 Windberry Ct N, Naperville, IL
 Zygmunt Latka, 100th Hour Dr, Burr Ridge, IL

LATKA: Well so far everything was explained very well. Maybe the doctor can explain the things that you have questions about, how we are going to drive thru. Other than that we are very satisfied. All comments that are made we are going to address what ever is necessary.

NOWAK: The whole idea came to my mind with all of this infection going around. I was thinking how could I separate my patients; the one that came to the office with a simple visit like high blood pressure or diabetes, from the one that comes in with influenza or an infectious disease. This is the whole idea, we ask them not to enter the waiting room, but just to drive thru. If you look at the plan, there are regular offices right next to it. So the patient that drives thru can just get out of the car and walk into the office room.

AUBIN: With no comments from the public the chairman asked the commissioners for their comments and questions.

PAUL: I think this is an interesting idea. Its good to put that area to some use and I think that would be a good use.

DZIERWA: I congratulate you for a novel idea; I guess it has some merit. First to staff, what are the health codes requirements on something like this?

TURLEY: They will have to meet with our building code officials to make sure all the health code and building code requirements are met.

DZIERWA: Obviously that garage space is going to be heated. Patience exiting their vehicles, if they don't shut it off right away, are you addressing carbon monoxide and that sort of thing.

LATKA: Yes, the environmental issue will be addressed. When you enter the building you will turn the car off immediately. The system is going to work constantly.

DZIERWA: I understand the system will have sensors that will go off and keep it running when there is any carbon monoxide in the air.

LATKA: Correct.

DZIERWA: As far as the air handling unit there your engineer there will know that you need full make up with 100% outside air, so I am not going to address that. On any given day you might have 1 or 2 patients coming in, but what happens when you have 4 or 5, how will they be handled? I noticed you have plenty of exam rooms in that area, and I am sure the fire department will have you get fire rated doors and will cover the carbon monoxide and all that, so how do you address that?

LATKA: First of all there is not going to be more than one car per stall. So when a patient leaves another car can enter.

DZIERWA: I guess I am thinking of traditional waiting times in doctors offices and thinking that they might be waiting there a half an hour or an hour and I am thinking you might have problems as far as stacking is concerned. Have they met the stacking requirements?

LATKA: That is why we proposed the drive-thru on the side of the building, because that was a main concern. Because there was also a suggestion that we should enter from the south, and obviously this is the case that we would definitely like to have accessible not just for safety but also for fire protection and for waiting time. Also the doctor will be see them by schedule (scheduled appointments), but there may be times when patients will have to wait that is why we have the drive because the patients will have to wait outside of the building.

THOMPSON: How are you going to know that someone is outside? Are they going to push a button?

LATKA: With the technology we have now there will be a camera. Obviously there will be shown to a secretary that is there too. That is the procedure we are going to use.

THOMPSON: Will the cars that are going to come thru only be patients of that medical center? Or is it that someone driving down the street with a fever that thinks they may have the flu can come up and drive in?

LATKA: Well the doctor needs to answer that. But I assume, sure its going to be open for everyone.

THOMPSON: You have the clinics in Walgreens and CVS is this going to be the same?

NOWAK: The whole idea is that if there is no car waiting and you feel safe sure you can come in and we will see you, but if you see a long line, you have to wait.

THOMPSON: But you are going to have normal office hours too?

NOWAK: Oh sure, I will have office hours and I am going to stop work. You will have a camera just like other places that would be able to tell you how many you have waiting so you would either go fast or go slow. I am not asking for the cases that will take 10 or 15 minutes to drive thru. I am thinking that these would be patients I can see in 3-5 minutes.

THOMPSON: I think it is a wonderful concept. Good luck to you.

PARISI: I think it is a fascinating concept too. I think the commissioners have covered pretty much any thoughts I would have. I am just thrilled to see another of what I would call a blighted parcel that is sitting there being developed. It appears to be an attractive building too. Is there any other such concept operation going on that you know of?

NOWAK: No.

PARISI: So you are a pioneer. Good luck.

AUBIN: Before I comment commissioner Dzierwa has a couple of follow up questions.

DZIERWA: If the motioner would consider adding to the motion a number 11 that would have the petitioner put up stop signs, maybe at the end of the drive or a do not enter sign at the end of the drive. I think the signs do work, so if there was an enter sign at the entrance of the drive through and an exit or do not enter at the exit. Who ever makes the motion if you would consider that I would appreciate that.

AUBIN: I am sure the motion will take that into consideration Mr. Dzierwa. My comments are simple, we look at the whole corner at our shopping center and I

feel you are very welcomed in Orland Park, what are going to do is new and innovating and more than welcome. So good luck to you.

DZIERWA: I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report dated March 9, 2010,

and

I move to recommend to the Village Board approval of the site plan titled "Renovation of the Existing Building and New Addition Orland Park Medical Center" by H & L Architects Inc, sheet A-1, dated 7/31/09, revised 1/21/10 subject to the following conditions. All changes should be made prior to the committee meeting whenever possible unless otherwise noted.

1. Retaining walls do not exceed 3 feet in height with out tiering and structural studies.
2. Provide one additional curved tree island in place of one parking stall.
3. Submit a landscape plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval. Preserve all existing trees in the landscape buffers around the site and protect during construction, except for those requiring removal for the parking re-grade. Any trees removed as a result of construction that exceed 4" in diameter must be identified and mitigated per Land Development Code section 6-305.1.
4. Prune or replace dying plant material.
5. Provide a bike rack on the site.
6. Meet all final engineering and building code related items.
7. Add basic dimensions to the plan and elevations including; pole building height, rear building setbacks, and driveway and parking stall dimensions.
8. Remove all secondary existing ground signs including entry / exist signs and menu board.
9. Existing or proposed primary ground sign will be evaluating and approved during the sign permitting process.
10. Screen all mechanical equipment, either at grade level with landscaping or hidden behind the roofline.
11. Work with staff to put appropriate entry signs at the entrance of the drive thru and do not enter signs at the exit of the drive thru.

and

I move to recommend to the Village Board approval of the elevations titled "Renovation of the Existing Building and New Addition Orland Park Medical Center" by H & L Architects sheet A-3, dated 7/31/09, revised 1/21/10, subject to the following conditions. All changes should be made prior to the committee meeting whenever possible unless otherwise noted.

1. Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline.
2. Add material color labels including windows, trim and roofing.

3. Identify canopy and awning materials and colors

and

I move to recommend to the Village Board approval of an amended special use permit for the planned development for Orland Square Mall with modifications that include a drive through located between the building and the street. This approval is subject to the same conditions as outlined in the preliminary site plan motion.

THOMPSON: Second.

A motion was made by Commissioner Steve Dzierwa, seconded by Commissioner Patricia Thompson, that this matter be RECOMMENDED FOR APPROVAL to the Development Services & Planning Committee, due back on 3/22/2010. The motion CARRIED by the following vote:

Aye: 5 - Commissioner Dzierwa, Commissioner Aubin, Commissioner Thompson, Commissioner Parisi and Commissioner Paul

Nay: 0

Absent: 2 - Commissioner Jacobs and Commissioner Stephens

2010-0001 Orland Park Nissan - Special Use Amendment

PITTOS: Staff presentation made in accordance with the written Staff Report dated March 5, 2010 as presented. However there was a typo in the report, there is not additional lot coverage being added to the site. Also in the report it was mentioned that they would be loosing 11 parking spaces when in fact they will be loosing 22.

AUBIN: Mr. Sosin since you have already been sworn in you are still under oath for this petition.

SOSIN: We are happy to be here with an expansion of a business in Orland Park. I have read the staff report and have talked with staff about it. There are a couple of issues that were mentioned and I will respond to them. First of all is the parking, we are very sensitive to that, we have spoken with the neighbors and we have taken steps over the years to deal with that issue and with our employees. I can report to you 3 things, first of all we have, in response to the staff's suggestions, on March the 1st we issued a memo from Mr. Piano, that runs that dealership, telling all the employees that they must respect the parking and not park in the no parking areas. Secondly we have a contract with our car carrier that tells them on every invoice that they can not empty cars on 86th avenue, we have been advised that that may occur but it is not from our dealership. Our view is that is very simple, it is a police matter. Also Mr. Pittos mentioned the possibility of parking in the Plaza across the street; we have a lease with them from December 2009 where we are paying for employee parking in that area. The idea of that was to get as many employees parked there as we can so we can use the lot for the sales cars. So

the employer is addressing those issues. With regard to the entrance, I went out and walked it with our developer, and Mr. Piano, we don't agree. Here is why, we have 2 kinds of people that will come in off 86th avenue, they could be customers or they could be employees, service or sales employees. There is a side entrance to the dealership on 86th avenue and those people walk straight out that entrance way to get to 86th avenue. Secondly when there is a second entrance on 86th avenue and they are going directly to the service area and there is access that way. If we were to put that sidewalk in, nobody is going to use it as a practical matter because the people don't walk in on a sidewalk along there and walk in. There is a natural flow. The other thing is that there are very large bushes and landscaping in that area and we would have to take that out. There is no reason to take that out to put a sidewalk in, when there is a space right there that you can not get across and you really can't get to the front entrance if you go this way. One thing that we did talk about is identifying some sort of entrance with some stripping, but we don't think a side walk is needed, and it's not going to be used.

AUBIN: I might mention that the sidewalk is not in tonight's motion, it is merely a suggestion.

SOSIN: The other issue is the siding and all we have done is that we have a requirement from Nissan and it comes from the Nissan siding. All we are planning on doing is matching up the new very small truck service addition to what is currently here, and we think it matches up much better with what is going on with the metal and that has masonry on the back of it. The other thing is that it is not masonry, but it has a masonry backing to it, and it is clearly an architectural element. I think it is very pretty, it is silver and a shiny stainless steel looking material and it is not siding. It is very expensive. I have not see the motion, so I am not sure what all the conditions are, but I think I have covered the most important ones.

AUBIN: Asked the public for comments and questions.

DZIERWA: Barbara Cachey, 8419 Thorngate court, Orland Park, IL

CACHEY: I have got several concerns. How many parking spots are they actually going to lose with the addition?

PITTOS: Officially the Nissan Dealership will lose 11 parking spaces within the dealership. You can note that, they are the ones here (refers to the plans)

CACHEY: On the plan back there I calculated 24 that they were going to lose. On the plan it says 164 are current and 140 are proposed.

PITTOS: It is 11 on one side and 11 on the other.

CACHEY: So 22 spaces. I am sure you are familiar with the area. Currently it is

a very difficult turn off of 159th onto 86th avenue coming from any direction; you know the bowling alley is across the street there. It's a very busy part of 159th and very fast traffic. So it's really that the Nissan dealer has been using 86th avenue as their employee parking lot and it is a safety hazard. It is a major safety hazard. It's a difficult turn on a good day, but with cars being parked there on both the east side and the west side daily, and I would say there is a minimum of 25 and upwards of 45 cars parked there. I have counted both extremes. So I don't know what the original agreement for employee parking was for this business was, but maybe that could be revisited.

AUBIN: Mr. Sosin I think you comment on the fact that you have an agreement with the plaza across the street for employee parking? Will that eliminate employee parking on 86th avenue?

SOSIN: Not all of them.

DZIERWA: It is a public street.

CACHEY: What does the lease with the Seville plaza, are you paying to park 5, 10 or 25 cars there for your business? So an agreement could be 3 car or 30.

SOSIN: The agreement is for 12 cars.

CACHEY: So it is hazardous for drivers, and it is a big safety issue for their employees that are darting across the street throughout the day, morning, lunch time, and at the end of the day, juggling their coffee and their bags. Also where will additional vehicles be unloaded, how will traffic circulate around the building?

SOSIN: We do not unload the trucks on the street and if this addition is approved we will not unload the trucks on the street.

CACHEY: Let me clarify myself I used the wrong language. How will the additional truck business circulate out of the garage and around the building? I assume that these are trucks they are servicing?

SOSIN: They would be dealt with just like cars; the only difference is that they pull into a different type of stall with different equipment to service them. It will not change the flow, the entrances, or the display vehicles.

CACHEY: Ok. Will they exit on 159 or on 86th?

AUBIN: These are public streets and I know you are going somewhere with this so please continue.

CACHEY: It is dangerous it is a snow route.

AUBIN: Signs are posted?

CACHEY: So what happens is the snowplows come by one time and the employees lined up there on both sides of the street and then that is it for us, it is never plowed again.

AUBIN: If the signs are up and the cars are there, I would think the next call would be to the Orland Park Police Department.

CACHEY: Correct, thank you.

AUBIN: Your point is well taken.

CACHEY: So I am just pointing out that will the new addition they are going to lose 24 spaces and they are already short, they have inadequate parking.

PARISI: Just a question. Those spaces that the service area is eliminating, what where those spaces used for?

SOSIN: It was a display area for inventory.

PARISI: So it was for inventory.

SOSIN: We lose inventory, to accommodate the addition. There is more than adequate storage areas off site for the months when there is a larger inventory; we will still be able to accommodate substantial numbers of cars that are not needed right on site for inventory.

PARISI: I just wanted to know if losing those parking spaces would exacerbate the problem on 86th avenue or have no effect on it. And it seems that they are not related.

SOSIN: No it would no, I don't believe so no.

CACHEY: So what is the policy for the Village to allow adequate parking for their employees? Can someone just open up a business and say they can park on the side street?

AUBIN: There are codes that they have to adhere to and if 86th is a public street, and there are signs there that say no parking they should be ticketed.

CACHEY: There are no, no parking signs.

PARISI: The Village does have minimum parking spaces that are required, do we meet or what is the status on this particular building?

PITTOS: The land development code determines parking based on square footage of the building. In this case the parking requirements require 85 spaces, so the with a car dealership of the this nature they are going to exceed the parking requirements, none the less if you are the sole user of the site, your parking facility is your purpose, and your use of the site. In the case of a car dealership again, in the space of 22 parking spaces you may get 30 parked cars, because of the closeness of the parked cars. In this case can a business park their employees on a public street? Yes, and it is repeated all across the metropolitan region. It is not a prohibited activity. It does raise some concerns about safety because of the nature of jaywalking; however again, this is a difficult activity to prohibit since it happens everywhere.

AUBIN: If I understand correctly from what Mr. Sosin said, they will make every attempt to have their employee's park other than along that street. But it is a public street and as Mr. Pittos has told us it is not manageable under village code or anything like that. So the only thing we can adhere to is that if it's in the winter and they are on a snow route there is going to be parking tickets and towing and that sort of thing. But I am confident that Nissan is going to try to have their employee's park elsewhere other than on 86th.

CACHEY: Maybe they should add some additional landscaping in the back since that will be a two story addition. Recently Nissan did cut down at least 2 trees along 159th street that were over 4 inches, and they have not been replaced. So maybe they could add some landscaping.

AUBIN: Maybe they can. Staff has not made it a requirement, so it is not a requirement, but maybe they can take a look at that.

CACHEY: Then how about some no parking signs on 86th avenue.

PARISI: That is for the parking advisory board.

AUBIN: That is not up to the Planning Commission.

CACHEY: Ok. Thank you for correcting that they are losing 22 spaces and not 11 and they are leasing 12 spaces.

AUBIN: Then turned to the commissioners for comments.

THOMPSON: I think my fellow commissioner Parisi and I did have a question regarding the metal part of the building, but that was clarified, and thank you for that. Other than that my concerns have been all addressed, and I have nothing further.

PAUL: I think I have no problem with the addition. I do want to address Ms. Cachey's issue with the parking. I was on the Traffic Advisory Board when that

came up, about 4 years ago. At the time it wasn't warranted. But that doesn't mean that you can't take another look, maybe having at least part of that street or half of it or further down a little bit, maybe 50 feet from the intersection. They can take a look. But it is a public street and if you park them back on 86th I don't see that there is an issue with that.

SOSIN: Let me respond on behalf of the dealership, we understand that we have an obligation to our residents, and we don't know that these are all our cars. We have sent a memo and told our staff that they can't park just anywhere on 86th, so it's not across from the residential, because we think that is a fair minded approach. And we will look at that, but in effect when there is parking that people park there, you are just moving it up north and that will cause them to park in the residential and I don't know that that wouldn't create that situation or exacerbate it. I think when you take away 3 spaces on the street there, but whatever the Village wants to do. You can't park all the way to the street there, there is a sign. But maybe to move it 3 more spaces but I think 50 feet is just a lot.

PAUL: Well this is really an issue for a different committee.

DZIERWA: Traditionally you don't park in a cross walk so you could park right up to that line and still be legal. I agree with staff about trying to get 50 feet or 3 car lengths. I walked this property and I do think the landscape is in pretty good shape, its pretty sparse but in good shape considering this time of the year. I spoke with a representative with the dealership and she gave me the idea that the inventory was being offloaded on the drive, basically between the two building and it makes sense that is where it should be done. We have all seen it happen on 159th street and I'm not saying that Nissan or Infinity does it but it's just not safe and it's not legal. She assured me that that is where it is going to be off loaded and that is fine and that is great. As far as sending memos out to the employees, it's kind of silly to have to tell your employees what is ok and what is not ok. If the petitioner says that his employees are not allowed to park in front of the condominiums where there are no parking signs, if it is something that was set up by the police chief and the Parking and Traffic Advisory board I think that should be adhered to. I think the employees should be told not to park there if there is no parking there. As far as it being a public street, if I wanted to and I couldn't park anywhere else I'd park there, and that is just the way things go. There are instances where people who car pool will park on a side street like that because it is close to a business because there is high visibility they won't parking in the parking lot like Seville Plaza because people watch for that, its done over by Sandburg High School all the time. I know things like that do happen, but I think most of it is employees and if it's a public street and they are allowed to park there they should be able to park there. As far as a couple other things, the sidewalk thing, I think if you delineated an area I think that would be ok and since it's not one of the conditions I don't think we need further comment on that. Question for staff, if the siding is masonry backed, what is the problem? If I wanted to build a brick house and cover it with siding I could do that, because its brick or masonry panel.

I think that is just a taste thing, is masonry ok as long as it is underneath the siding?

PITTOS: I think for commercial developments the land development code looks at masonry siding as an aesthetic for the look overall and the appearance of the building and fire safety etc. However that is more of a building code question. The land development code simply says that the buildings need to be of masonry construction.

DZIERWA: I think the spirit of, basically we build brick because masonry is strong and if they want to cover brick with some sort of architectural or ornament type of steel I don't think we should stand in their way as far as that is concerned. So I think Nissan and staff should work together to get the look that they want as long as it is technically legal.

PARISI: I don't have any additional comments.

AUBIN: I only have one comment. We spent a lot of time talking about parking. Ms. Cachey there are other avenues for you to pursue, with the Traffic Advisory Board and that kind of thing, keep at it. We need to keep people off 86th avenue. The chairman entertained a motion.

PAUL: I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report dated March 9, 2010,

and

I move to recommend to the Village Board of Trustees to approve the site plan titled "Preliminary Site Plan Service Addition to Orland Park Nissan", prepared by E. Anthony, Inc., dated 11/18/09, project number 29-009, sheet number C1.0, and the elevations titled "Proposed Second Floor Plan and Exterior Elevations Service Addition to Orland Park Nissan", prepared by the same, dated the same, sheet number A2.0, subject to the following conditions:

1. That a no parking sign should be placed 50 feet north of the intersection with 159th Street on each side of 86th Avenue to rectify any line of sight and maneuverability challenges associated with parking near the intersection;
2. That all new rooftop equipment, or rooftop equipment that is impacted by the project be screened from the public-right-of-way and neighboring properties;
3. That all building code requirements are met;

and

I move to recommend to the Village Board of Trustees to approve an amendment to the Special Use Ordinance (1787) for Orland Park Nissan subject to the same conditions.

THOMPSON: Second.

A motion was made by Commissioner John J. Paul, seconded by Commissioner Pat Thompson, that this matter be RECOMMENDED FOR APPROVAL to the Development Services & Planning Committee, due back on 3/22/2010, by the following vote:

Aye: 5 - Commissioner Dzierwa, Commissioner Aubin, Commissioner Thompson, Commissioner Parisi and Commissioner Paul

Nay: 0

Absent: 2 - Commissioner Jacobs and Commissioner Stephens

OTHER BUSINESS

DZIERWA: Mrs. Turley can you talk with Mr. Sullivan and ask him about the website surveys we were supposed to look at after the last meeting? One would be the 159th street corridor and the other was the comprehensive plan input. I did find the comprehensive plan input, but I could not find the 159th street corridor.

TURLEY: I don't know about today, but it was on the home page.

DZIERWA: Also who ever is in charge of the website you will want them to update the members of the Plan Commission.

TURLEY: You may want to check again it was on the home page there were links to both pages.

DZIERWA: I did that today and they were not there.

TURLEY: They may have just recently taken them off.

ADJOURNMENT

There being no further business before the Plan Commission for discussion, the Chairman adjourned the meeting at 10:00 p.m.

Respectfully submitted,

Linda White
Recording Secretary