

VILLAGE OF ORLAND PARK

*14700 Ravinia Avenue
Orland Park, IL 60462
(708) 403-6150*



Meeting Minutes

Tuesday, January 23, 2007

7:00 PM

Village Hall

Plan Commission

Louis Stephens, Chairman

*Commissioners: Judith Jacobs, Paul Aubin,
Steve Dzierwa, Mike Culligan, Patricia Thompson, and Nick Parisi*

COMMENCEMENT

The Chairman noted that when the Plan Commission last met on January 9, 2007, the Vice Chairman, Commissioner Aubin, who conducted that meeting in his absence, introduced Mr. Nick Parisi, the newly-appointed Plan Commissioner. Chairman Stephens stated he too wanted to acknowledge and welcome the addition of Commissioner Parisi who comes to the Plan Commission with a lot of experience.

The meeting was called to order by the Plan Commission's Chairman, Mr. Lou Stephens, at 7:00 p.m.

Present: Judith Jacobs, Steve Dzierwa, Paul Aubin, Louis Stephens, Mike Culligan, Patricia Thompson and Nick Parisi

Consideration of November 21, 2006 Minutes

A motion was made by Commissioner Aubin, seconded by Commissioner Dzierwa and carried, to approve the minutes of the November 21, 2006 Plan Commission meeting with the following changes: (1) in the second paragraph on page 30 under Commissioner Dzierwa's statement, replace "1,200" in the fourth sentence with "712"; (2) in the third sentence at the top of page 40, correct the spelling of the word "dais"; (3) under Mr. Vitale's comments on page 41, the sixth line from the bottom of the page, replace the word "neighbor" with the word "neighborhood"; (4) in the third line at the top of page 42, replace "Faustiches" with "Faustich's"; (5) in the third paragraph within William Smith's comments on page 16, replace the word "it" with the word "is"; (6) within the last line on page 22, under STEPHENS", insert the word "land" before the word "balancing" so that the sentence reads "So you have a lot of land balancing to do?"; (7) in the sixth paragraph, replace the word "fitting" with the word "finding"; (8) within the eighth line in the third paragraph on page 26, replace the word "develop" with the word "development"; and (9) within Commissioner Dzierwa's first comment on page 3, in the third line, replace the word "permits" with the word "improvements"

A motion was made by Commissioner Aubin, seconded by Commissioner Dzierwa, to APPROVE. The motion carried by the following vote:

Aye: 6 Commissioner Jacobs, Commissioner Dzierwa, Commissioner Aubin, Commissioner Stephens, Commissioner Culligan and Commissioner Parisi

Nay: 0

Abstain: 1 Commissioner Thompson

Consideration of January 9, 2007 Minutes

A motion was made by Commissioner Thompson, seconded by Commissioner Dzierwa and carried, to approve the revised, non-public hearing version of the minutes of the January 9, 2007 Plan Commission meeting, provided the Plan Commissioners at this meetings' onset, with the following: (1) changes: (a) on page five under Vice Chairman Aubin's request for a motion, delete the words "for a continuance"; and (b) on page seven, eliminate Vice Chairman Aubin's request for a motion; and (2) comments/ recommendations: (a) Commissioner Parisi noted that in the revised minutes on the very last page, it seems that

an original motion had been made and denied and a new motion was made and approved: (b) Commissioner Aubin (who Chaired said meeting) clarified that when (the Plan Commissioners) took on the original motion it included a condition where we had to have the crossway from White Castles to Panera and in order to get the motion read properly, the person making the motion was going to allow the petitioner not to have responsibility for that crossway, you had to take that condition out of there which was done the second time around when we took the condition out; (c) Commissioner Parisi said we denied the original motion and amended it with the second motion; (d) Commissioner Aubin stated we amended it (the first motion) with this motion here (as written in the revised minutes distributed for consideration this evening) where the condition for putting in the crossway was not in this motion so the Commissioners that were in favor of not having the petitioner responsible for doing that show four ayes and two nay votes and that is why we have the revision and that is what we are approving over what was in your packet; (d) Commissioner Dzierwa pointed out that the fact that there was dialogue and that there was a motion made and that the motion failed four-to-two, I still think that should have been included in the minutes - whatever you agree with, I'll go along with; (e) Chairman Stephens asked if the dialogue is on the prior... (f) Commissioner Dzierwa stated that the original minutes show that the motion with the connecting roadway that was approved and that was wrong altogether - it was denied four-to-two with the connecting road to Panera so a new motion was made removing that number one condition with the connecting road and that motion passed four-to-two - four of us were for it and two of us were against us; (g) Chairman Stephen said "so we should add that original motion back into the minutes; (h) the Recording Secretary respectfully clarified that the minutes she submitted reflected verbatim both motions made, the roll call taken for both motions made (including, of course, the aye or nay vote cast by each Plan Commissioner), however, as has been occurring for many months, the motions that are being made by the Plan Commissioners at their Plan Commission meetings, and that are being transcribed verbatim by the Recording Secretary(ies), are not the version making its way into the Plan Commissioners' meeting packet for consideration of approval and/or not the version making its way into Legistar; (i) Commissioner Dzierwa stated that the minutes we have here in our packet show that it was approved and it just should show that it was four nay and two aye with the connecting road condition number one; (j) Chairman Stephens stated we should add the original "no" vote and then include it in front of this one - I think that should go back into the minutes; (k) Commissioner Dzierwa said it should be included as dialogue, the fact that the motion failed should not matter but it was still dialogue; and (l) Chairman Stephens said put that original motion that was defeated back into the minutes.

A motion was made by Commissioner Thompson, seconded by Commissioner Dzierwa, to APPROVE. The motion carried by the following vote:

Aye: 6 Commissioner Jacobs, Commissioner Dzierwa, Commissioner Aubin, Commissioner Culligan, Commissioner Parisi and Commissioner Thompson

Nay: 0

Abstain: 1 Commissioner Stephens

PUBLIC HEARINGS

2006-0780 Land Development Code Amendments I (2007)

STEPHENS: Entertained a motion for a continuance from the Plan Commissioners.

I move to continue the public hearing for file number 2006-0780, Land Development Code Amendments I (2007), to January 23, 2007.

A motion was made by Commissioner Aubin, seconded by Commissioner Dzierwa, that this matter be CONTINUED to the Plan Commission. The motion carried unanimously.

2006-0750 John Humphrey Drive Office Condos

Bill Hennessy, Attorney, 111 West Washington, Chicago, representing
the petitioner

Bill Mathys, Linden Group Architects, Homewood, IL

Thomas Costello, 11508 West 183rd Street, Orland Park

Robert McGowan, Civil Engineer, Stanica & Associates, Mokena, IL

HOFKENS: Staff presentation made in accordance with the written Staff Report dated January 23, 2007, as presented.

AUBIN: Swore in Messrs. Hennessy, Mathys, Costello, and McGowan.

HENNESSY: Present with me this evening is our Land Planner, Architect, Engineer, each of whom can address issues. Also present is my client, Tom Costello who is the Principal of John Humphrey Drive Condominium LLC

MATHYS: Stated they've appreciated working with the Staff who helped us out quite a bit. Indicated he appreciated Ms. Hofkens' comments this evening. Stated he does not think there is anything we need to address in regard to our Land Plan as Ms. Hofkens seemed to have covered everything. In regard to the retaining wall issue, we have basically three feet, three-and-a-half feet off of the parking lot and as we tier back, the walls are about four-to-seven feet apart in the terrace effect and we make up some of the height difference as we go back. The exposed wall, as we go back on that terrace, probably doesn't get much more than two feet in height above grade as we terrace back. I think we will be in pretty good shape with the retaining walls. Those are the walls on the west side of the property.

STEPHENS: There are three walls there.

MATHYS: Yes, three terrace walls.

STEPHENS: One is two feet high?

MATHYS: The wall would be immediately beyond the parking lot. Up to the parking lot is approximately three feet, three-and-a-half feet high. Beyond that, as we go up the hill, the terrace walls exposed are approximately two feet at the most of the surface areas of the wall exposed and we have a four-to-seven foot plant area in between the walls which we will obviously landscape and try to make it a very attractive terrace affect as you come down the hill. The rest of the walls are approximately three feet in height as we go to the

north and also as we come to the south. There is a slight small wall to the east side of the drive, however, it is only about a foot high. It is just to protect the sidewalk at that point. We have shown access to the building or entrances to the building off of John Humphrey Drive mainly because it is part of the requirements of the new district, however, the practicality of it we don't feel is really necessary. Staff has asked us to put it there and we have agreed to do that. We don't see any parking on John Humphrey Drive. There actually is no pedestrian movement on John Humphrey Drive. We do have to go up about five-to-six-to-seven feet to get to the entrances. We have a sidewalk and some stairs that get up to those entry points. I just wanted to bring that up to see if the Plan Commissioners would have any consideration of possibly waiving that requirement. The building does have windows all around. We probably have more than 50 percent of the east wall as glass. That side of the building would be very nicely landscaped. It is just something I bring up. We are willing to do what Staff has suggested. It is just a matter of whether or not it will ever be used and whether it is practical to go to the expense to put it there. Other than that I'll ask Mr. McGowan to address the detention.

STEPHENS: You are requesting to waive the requirement for the cross access?

MATHYS: No. We have four entrances on each building which face John Humphrey Drive as well as face the parking lot. The intent of the code is for these buildings to be placed in an urban setting with a street scape. The pedestrians walking back and forth on the street; parking on the street; in that setting I think it is very appropriate. Since we are one of the last remaining sites on John Humphrey Drive to be developed, this concept is somewhat wasted here, if you will. We are willing to do it, however, we do not see the practicality of it and are simply looking for your consideration - if you feel the need for us to go through that expense in putting that there.

McGOWAN: Regarding the driveway into the parking lot, it is definitely going to be redesigned and made as flat as possible and will get rid of that sharp little radius. It is just a very difficult site. A total of 23 feet of drop from the west side to the east side. We will probably raise the site a little, however, not entirely sure at this point to address the problem of that driveway being so steep and so oddly angled. The stormwater detention is provided in the parking lot itself in cobblestones beneath pavement. Other than that there really are no problems. It is just that being hillside, there is a problem of access, in particular that driveway and I will adjust that.

STEPHENS: You are testifying to change that entrance as you come out and make a right turn going westbound - that sharp curve you have in there.

McGOWAN: It is done that way to keep all the grades at a maximum of 12%. I think I can do that by adjusting elevations inside the parking lot and at the same time create a more normal intersection.

STEPHENS: Invited comments and/or questions from the public and received none.

STEPHENS: Invited comments and/or questions from the Plan Commissioners.

CULLIGAN: Expressed his opinion that the building elevations are very nicely designed and will fit well into the area. In regard to the parking area, the best stormwater management practices will be used, correct? Asked the petitioner to discuss further how it will be used and how the porous pavement works.

McGOWAN: Below the porous pavement is a layer of approximately 2-1/2 feet, a thick layer, of what looks like cobblestones. Three inches in diameter with a good deal of space in between - what is called a 35% void ratio which means space between the rocks for storage of water. It will be a matter of computing the volume of what you need. It will be drained by a perforated pipe of a modern version of a field tile with a nylon sleeve over it - a two-way manhole with a restrictor. The volume designed is based on a very conservative method - the Huff Rainfall Data which is what is required for this part of Illinois and the volume that is provided is quite conservative.

CULLIGAN: On the office building elevation drawings we have, it appears to be sidewalk entering both sides of the building - the south side of the north building and the north side of the south building. I did not see any doorways on the elevation drawings. Asked the petitioner if he is planning on putting entry ways there.

MATHYS: The elevations we have show the east face of the two buildings without doorways. That was prior to us actually discussing whether or not we were being asked to put the entrances on there. The east side would actually look like the west side elevation with the doors in those locations.

CULLIGAN: I was talking about the sides, the south side of the north building and the north side of the south side. There are walks going on there. It looks like you are going to have doorways. I understand what you said before about the walk up Humphrey Drive.

McGOWAN: Those are to accommodate the mechanical room. The Public Works Department indicated they wanted their own space for the water meters so they could have the ability to go in and turn off someone's water if the bill was not paid. They don't want to have to enter the condominium units. They want a central room.

CULLIGAN: On the very far west of the property, just east of that (the hotel/motel building behind there), there is a real flat piece of property. Is that in this petition or is that part of Essence?

McGOWAN: The flat portion of the property is theirs (Essence), I believe. The property line is actually two feet behind our building to the east. The intention is to cut that down and compact it into the front.

MATHYS: We have a cross section down on the southern portion of the site which would show that and you might have in your packet.

CULLIGAN: Thank you. I was just curious where this piece of property actually began on

the western side. As you well know, there will be plenty of sidewalks needed.

MATHYS: We provided three needed handicap parking space and that will be our handicap access from there to the buildings. We have depressed curbs that will give them routes to the building entrances.

CULLIGAN: Thank you.

DZIERWA: I am pleased to hear that the entryway is going to be addressed. I think it should be straighter. Asked about the possible drive to the north connection with the office building. Will that be where that big hill is right now and where would that tie in in conjunction with the garbage enclosure on your property.

McGOWAN: There really is one spot that we can get it through. There is a transition where our pad is for our parking lot and where the grade comes up and meets our parking lot. It is in approximately in the middle of our parking lot.

DZIERWA: I have visited the site three different times and I'm trying to picture where that roadway would connect into their parking lot. Would it be on one side or the other of their garbage enclosure.

McGOWAN: Noted that the parking enclosure is located north of that gravel parking lot that is by the motel office.

DZIERWA: Staff mentioned that they would like to see more landscape islands. I don't really see how you can do that. Maybe one suggestion is that that landscape island that you have there presently if you could just kind of triangulate that and lose those five parking spaces. I think Staff mentioned that you might have been over parked to begin with but you weren't sure because of the type of businesses that might go in there.

McGOWAN: The units are presently half sold and there is a doctor who has already purchased two of them and it is likely there will probably be at least one more sold to a doctor or a dentist and from what I have been told, the Village would prefer more parking if there is going to be a medical use because of the patients waiting in the waiting rooms and more vehicles in the lot. We really do not want to cut down on the number of parking spaces beyond what we have.

DZIERWA: I understand. Is there any way you could land bank that and use it if you need it. I'm not sure what the requirement is for a medical office and obviously you don't know who all of your tenants are. It is really a difficult thing to do and I really hate to take the parking away from you. It is just that it seems like that it is something out there and it is just like you just dropped something in there and maybe if it could be made a little bigger and somehow have the parking added later at a different time because you really can't put any landscaping islands anywhere else because of the way it is configured.

McGOWAN: I think possibly the concern was the ten spaces in a row. We could take one

of the spaces out of the west side and add a landscape island.

DZIERWA: What if you were to do this and I'm no expert here but you were to take that island and do what I said and remove those five parking spaces and made it bigger and made your trash enclosure part of that island just facing it west where the buildings wouldn't have to look at the trash enclosure. It is basically going to be facing a landscape buffer on that one side. You pick up one or two more spaces on your outer ring and you would only lose three spaces total and you can landscape around that trash enclosure. It is an idea.

McGOWAN: We prefer to keep the trash away from the building as far as we can.

DZIERWA: You wouldn't be able to see it from the building if you incorporated it into the landscape island and made it a triangular shape like I said and have it facing west.

McGOWAN: The problem with that is the parking lot system that we are using for the detention requires a bioswale with curb depressions in case there should be a little bit of rain and then a flash freeze and the pavement is no longer porous and the water has to escape on overland route, so that middle section is intentionally left vacant and lower than the rest of the parking lot for that reason. It is the same paving system that is at the Morton Arboretum and was used at the new police station. The bio-swaes in the parking medians is really part of the system so we really would not want to put the garbage enclosure in there and sort of confuse the system.

DZIERWA: I would like to see the stairs and the concrete in the front on the east be kept in the plan. You never know when someone is going to want to cross John Humphrey Drive and go over to the bank or the bicycle shop. I think that it is something that is there. I think it is an attractive feature. How many people will use it? Probably not a whole lot. I just think that you are doing so many great things here that just to leave off the stairs would be selling yourself short.

JACOBS: Congratulated the petitioner on his design. The renderings are very attractive. Asked if she understood the petitioner to say they are not going to put in doorways on the east side.

McGOWAN: The east elevation will look just like the west elevation.

JACOBS: Okay, great. Do you know at this time how many tenants these buildings will have.

MATHYS: It is set up so that each building can be divided into four units so there will be eight all together of approximately 1,770 square feet each.

PARISI: I too think this is a very attractive design and concurred with his fellow Plan Commissioner in thinking it might be a good idea to retain those stairs along the east side.

THOMPSON: In regard to the garbage enclosure, noted there is nothing indicating its size. Also, it says you are going to have a solid screen. Asked for clarification as to what the solid screen will be.

MATHYS: A masonry wall to match the building.

AUBIN: I have no questions. The petitioner is very close. Obviously the plan as presented to Staff did not show any issues. I would think that by the next meeting we will have all of our "i's" dotted and "t's" crossed and ready to go. There really are no back and forth issues between the petitioner and Staff so let's roll with it.

STEPHENS: In agreement with the right turn out. You are going to change that. That is a very poor design.

MATHYS: We are going to make every attempt to do that. Obviously the grades are what is causing us to reach down the entry there. The connecting drive there is an existing drive. We really cannot adjust those grades for that drive itself because it is making it all the way up the hill.

STEPHENS: You could do something at least to get rid of that bulb on the end. When I see that bulb, I see people driving over that bulb if they want to make right turn for a short cut to LaGrange Road.

MATHYS: I am sure we can ease that somewhat.

STEPHENS: Commended the petitioner on the Special Use issues they addressed. The answers were very good. I personally do not feel that that cross access is good at that location so I don't have a problem with not putting that in. How about relocating that retaining wall number 3 and pushing it a little further back so that you can accommodate what our Staff has talked about where the cars normally park over the bumper so that there is a foot and a half in front of the car and it may hit that wall.

MATHYS: Will work with Staff in that regard. Typically when we park up against a sidewalk we can shorten the parking depth to 16-1/2 feet. I think the Village allows us to do that. Right now we are showing 18-1/2 feet in there. If we create a curb at 16-1/2 feet that would leave us a foot of plant area before we hit the wall which would basically be our overhang. Noted that their calculation for stormwater area will have to be taken into consideration.

STEPHENS: Asked if the petitioner and Staff have worked together in this regard.

HOFKENS: We haven't yet, however, we will be happy to.

STEPHENS: So the petitioner needs to work with Staff to make a correction on this to assure that cars are not smashing their front ends when they park. Stated that bike racks need to be added to the plan.

MATHYS: We have bike racks on this particular plan, however, not sure it is on the plan the Commissioners have. It is between the buildings right at the walk which goes down to the service entries.

STEPHENS: Thank you. I do see it on the plan. The comment raised by Commissioner Culligan - will you revise your drawings to show those utility room doors? Also, I want to compliment the petitioner on the building design. It is a very attractive building. I think it will fit in very well. I would just like to add a recommendation that I would like to see. Your south elevation is the one that we are going to be looking at as we drive up that drive to enter in to the parking lot. Your east elevation in the center shows a stone design in the center. I would like to see you at least put that on the south elevation in the same area so that it is attractive as the front of the building.

MATHYS: That is a consideration we may be able to give, possibly not the whole thing, perhaps a wainscot partly up the wall. We can certainly look at both of those.

STEPHENS: I see Mr. Costello nodding his head "yes". Is that agreeable to you?

COSTELLO: Whatever you'd like to see there.

STEPHENS: I just think it takes away from the building. Your east elevation will be seen down John Humphrey Drive. As we turn the corner going westbound, it loses it on the south elevation. That is the area you want to gingerbread up like you did on the front of the building. Thank you for your presentation.

CULLIGAN: I had brought up about the flat part up at the west part of the property. You have the retaining walls. You said you were going to do some landscaping - four-to-seven feet between the retaining walls. I'm just trying to get a picture of just what the actual top would be from that flat land. Will there be a wall somewhat above that existing land.

MATHYS: The wall would meet that high land and then we would probably slope up gradually to our property line. We obviously wouldn't be above the high land with our retaining wall. Our wall comes up to that point and meets the grade and we are going to try to keep our walls as low as we can so we will slope to our property line from the top of our wall. There will be a safety rail or something like that.

CULLIGAN: What I am picturing is that high grade and then nothing.

MATHYS: We will install a guard rail or landscape material - something that would prevent a problem.

DZIERWA: Along the north edge of the property where you were going to have the connecting road, there are a few trees in there. Will there be an attempt to save any of those trees?

MATHYS: With the change in grade, that will be very difficult. We did address the mitigation plan to donate the extra trees to the Village.

DZIERWA: There are a couple of nice trees in there and I know they kind of spread out and go goofy and then closer to where the garbage enclosure is on the other property there are a couple of nicer trees. They are not necessarily real large. I just wondered if they were going to be addressed.

MATHYS: If they can be saved we will.

STEPHENS: In our write up it says that the petitioner submitted a tree survey and mitigation plan that proposes to donate additional replacement trees to the Village because there is not enough room on the site to comply with full mitigation requirements. The petitioner has agreed to that.

STEPHENS: Entertained a motion from the Plan Commissioners to continue this petition.

I move to continue the public hearing for file number 2006-0750, John Humphrey Drive Office Condos, to January 23, 2007.

A motion was made by Commissioner Aubin, seconded by Commissioner Dzierwa, that this matter be CONTINUED to the Plan Commission. The motion carried unanimously.

2006-0782 Cooper Square

David B. Sosin, Attorney, 11800 South 75th Avenue, Palos Heights

Richard M. Wallach, Director of Acquisitions, New Urban Communities,

99 South Villa Avenue, Villa Park

Thomas C. Arndt, Division Manager, Division Manager, New Urban Communities

99 South Villa Avenue, Villa Park

Timothy L. Hernandez, AICP, Principal, New Urban Communities,

398 NE 6th Avenue, Delray Beach, Florida

David Kennedy, AIA, Principal, PPKS Architects, 444 North Main Street, Glen Ellyn, IL

Eric Russell, Principal, KLOA, Transportation and Parking Planning Consultants,

9575 West Higgins Road, Rosemont, IL

Michael D. Cook, P.E., Project Manager, C.M.Lavoie & Associates, Inc., Consulting

Civil Engineering Land Planning & Surveying, 1050 West Route 126, Plainfield, IL

TURLEY: Staff presentation made in accordance with the written Staff Report dated January 23, 2007, as presented.

AUBIN: Swore in Messrs. Sosin, Wallach, Arndt, Hernandez, Kennedy, Russell, and Cook.

STEPHENS: Invited comments and/or questions from the petitioner.

SOSIN: Stated this is a project we have been working on for many months with Staff. There are several issues which have evolved within the past couple of weeks. The only

reason this is a special use is because we have multiple buildings on the lot. It complies with the zoning ordinance and Staff's Report clearly indicates it complies with the spirit of the Village Center District. We have been watching the Village Center District very carefully as I know this Plan Commission has and I think our client will show in their presentation that they are trying to adapt this building and these buildings in this project to what is really intended in the district. There are a couple of comments made in Staff's Report I'd like to address. We had a meeting last week and one of the issues raised tonight was the setback from the detention pond. At the time, your code requires a 25-foot setback from the detention pond; not 15 feet. We were encouraged to look at that and we now can indicate to you that what we are requesting is a 20-foot setback rather than 15 feet with is only a five-foot variation. In order to accommodate the plan and these types of buildings - there is not a flooding issue. The height of the foundation in the engineer's view and I think the Village Engineer will concur, is very clearly that it is not that issue - it was more of a best practice to get it far enough away. We believe that with that and the fact that the pond is accessible off of Ravinia, that is a reasonable request. The issue of the setback is not a setback from the building. The edge of the parking lot is seven feet from the lot line and the purpose of that section as I understand it is to accommodate landscaping material. We believe the buildings fit and it is only in one section along the Walgreen's parking lot which has a substantial green space and the whole space is over 24 feet. There is plenty of room for landscape and greenery between that last building on the northeast corner of our site and the Walgreen's pavement. Those are the two things I wanted to point out with regard to the variations which are fairly minor. We have sent notices and will send notices again. We posted the sign. Our witnesses today include David Kennedy, Principal of PPKS Architects Ltd. who has a presentation in regard to the whole architectural study and what they are looking to do. Several of our clients are here. Tim Hernandez is a Principal with New Urban Communities; Rich Wallach is Director of Acquisitions with New Urban Communities; Tom Arndt, Division Manager with New Urban Communities. They are here primarily to answer questions, however, they will have a brief presentation about their company. Mike Cook, Project Manager with C.M. Lavoie & Associates, Inc. is present as well as Sharon Jones, our Landscape Architect. We understand that one of the issues when we met with the Committee was that of angled parking. That is one of the areas we want to address and hopefully get the Plan Commission and our neighbors comfortable. The one thing I want to say is that the street parking is a function of two things. That is the idea of having this city district. You park in one place and walk somewhere else. You walk to the Village Hall and you get your sticker and you come back here and you go there. We are not asking for the parking angle because we don't have enough parking. The other point is that the angle parking is critically important to the project. We believe that without the angle parking we don't have a mixed use project because our commercial does not then become viable. You cannot ask people to park in the back and walk around. That is not what a downtown area is. In regard to the materials, it will be several weeks before we are back and I'm sure the Plan Commission will have an opportunity to look at the materials. In regard to the materials, called everyone's attention to tab three (in his handout) which are the site photographs. It shows the site line coming down 147th Street and how clear that line is toward the Village Hall with regard to the conflicts issue and how really clean that streetscape is the way it looks. We then looked at the angled parking around the Village and elsewhere and in tab number 4 you will see the parking first at Orland Crossing and

how that works. That is with a one-lane street. We have a two-lane street going in each direction. Then we look at the Glen Club which is a perfect example of a Village Center District which we think is working and how that whole downtown area is predicated on angled parking. We went to Tinley Park who is in the process of redoing their city center and they have angled parking and they also have perpendicular parking. Eric Russell is here from KLOA. He was involved in the design of the Triangle where there is a lot of angled parking going in. Certainly, this is a new concept maybe for Orland Park, however, I believe our job is to show you how this is going to work and why it is going to work and we are prepared to do that this evening. Our first presentation will be by Tim Hernandez who will talk about New Urban Communities and what their vision is for this project.

HERNANDEZ: Introduced himself and stated he has been with the company since its inception as he is one of the two founders of New Urban. He and his partner, Kevin Ricker co-founded New Urban Communities. Kevin, a custom home builder and I worked for a big public home builder - we decided there was a better way to do things. We were unhappy with the way a lot of the developments we had been involved in or others had been involved in and we felt there was a big opportunity to come in and really focus in on redevelopment and urban in-fill type projects. We have been doing that in South Florida. I spent many years in Chicago, moved to South Florida and then decided to come back to Chicago and do some of these types of developments here. When we heard that Orland Park had adopted a policy in regard to the Village Center District we were excited. Rich Wallach found this property for us. We thought it was an ideal place for us to implement some of that kind of design concepts we've been building elsewhere in Orland Park. It has all of the ingredients with the walking distance to commercial; of major civic institutions, that would actually allow a person who lived in this development to not have to get in their car for every single thing they do which is a revelation in suburban Chicago because most of us who've ever lived in Chicago know that you pretty much have to get in your car for just about everything you do. When we find a parcel like this, it gets us pretty excited. We spent a lot of time and effort working hard to come up with numerous iterations of designs. We've worked mostly through them with Staff and I've kind of been in the background in this piece, however, I've been very proud with what we've come up with and hopefully, as you hear the presentation tonight, hopefully you will agree.

ARNDT: Thank you for hearing our presentation. I will not reiterate what has already been gone over other than to say we are very, very pleased with this project and Site Plan and just the setting of this. I know you've seen the site, however, I don't know if anybody actually stood behind the Walgreens and looked out from it, however, it is an absolutely beautiful site. We are really thrilled to be part of it. I have a copy of your development principles for the Village Center District. I can basically go down every one of these items picking randomly and I think I could support the notion we are proposing here. Your guidelines to a "t", I can't really find anything here that really conflicts with your guidelines. We are very proud about that. It is not just that we are able to get our Site Plan to comply. With our principles as a company, this just fits perfectly with what we want to do everywhere we build and we couldn't write these better ourselves. Stated that New Urban is a start-up company here in Chicago but we have been around since 2000. All of the people in our company come from big builder backgrounds so we have the experience and

the exposure and the knowledge to really pull off a first class, high-quality project in your Village. We have the experience of a big builder and the heart of a small builder. I think you will be proud of what we do. All of our professional and all of the Villages' professionals have worked really hard on this project. Gave credit to the Staff. Think we've come up with a plan that really works for us and for you. We have a great plan on our hands here. Concluded with a definition of new urbanism that I really love. When we look at a new piece of property it has to pass the popsicle rule which is we want to buy a piece of property where an eight-year-old child can get on their bike without crossing a major road to buy a popsicle. This site complies.

KENNEDY: Very proud to be here tonight. I find this client to be very, very refreshing. I find they have a very good vision for development and I think the key to what we are seeing tonight is a quality development. PPKS Architects was founded in 1951 in Glen Ellyn and have been there and in continuous practice since then. Two of our primary market segments in what we do is housing and retail. That is exactly what we are providing today in the Coopers Square parcel C. We are very capable as a design leader. We have engineering consultants who work under us. We feel like we work well with both communities and our clients to try to create these visions and build projects that everyone can be very proud of. Over the last eight years we have done a minimum of 14 projects of this type and over 1,000 housing units. Those communities include LaGrange, Clarendon Hills, Downers Grove, Roselle and Glen Ellyn. In addition to that we've done work in Willow Springs, Hinsdale and Chicago. Most of these projects are related to a very similar type concept that New Urban has that is to find sites in suburban Chicagoland that are close to rail lines so that we can develop housing for people where there is a high demand and give them a lot of amenities to move into and have a very high quality residential experience. The assignment from the client was relatively simple. They said let's look at the site, follow the guidelines of the Village Center District, meet our goals, and we think we have a very good project for the Village of Orland Park. Their goals included high quality housing, retail (however, they wanted to limit the retail for obvious reasons -- we want retail that is filled up with store fronts that are active) which they wanted to locate the retail on 147th Street which made a lot of sense. The distance between our site and LaGrange Road does not seem very far, however, in the retail minds it is far enough that we want to limit the exposure and provide good retail that will be small enough to have flexibility to be successful. Part of that success has to do with parking, location, architecture, signage and design. We feel we have combined all those things pretty well in this project. The other preference was for a town home as a product. I think that is part of what Tim and Tom had told you - that this type of product has been very successful. There is demand for it. We feel like we have created a Site Plan that is very adequate for this particular development. The planning concept is pretty simple. As you look at the overall site (and the aerial photograph shows you the context) and as we all stood behind Walgreens overlooking the west and said we need to take advantage of those views; the natural beauty of the forest preserves that sit to the west of the Civic Center. There is an awful lot of open space there as well that we feel is an amenity to this site. We are trying to draw a lot of our attention for the housing units to the west, a little to the north and a little to the south. Our focus was to come up with a plan that takes advantage of some of these unique opportunities in the site. This is an overlay of that area, a little closer in, with our

Site Plan showing the site development on the aerial photograph. One of the things we feel is important is that even though some of the units further away from Ravinia, still take advantage of a courtyard view and access across the site. This site is tied together with pedestrian activities. The proposed plan has a relatively large structure on the south to allow for the commercial development and a mixed-use building and that is along 147th Street. That building contains eight units and has become the heart of the development and sort of the signature of the development. All of the units, as you will see, are rear loaded. There are no garage doors facing any street. The existing curb cut is maintained into Walgreens. Quite frankly it is a little awkward and causes a little difficulty with the plan but we are responding to that with some of the architectural configurations of the building on the east end of B6. The two curb cuts on Ravinia, located to the south and to the north of the courtyard center of the project, those roadways connect through the site. There is easy access for all vehicles throughout the site and access to all of the garages behind the units. In front of or behind the mixed use building we have two clusters of town homes. The first one being the center three buildings which are creating a courtyard that overlooks Ravinia and gives us access to Ravinia and also visibility from Ravinia. On the north side of the site, two homes face the pond. We look at the pond as being completely different from what you see there today. It will no longer look like that. We are going to regrade it, re-landscape it; it is going to be an amenity to the site and we feel it is an important part of this project. It is maintained as a detention basin for all three parcels so we have to maintain that as well and its been engineered to do so. Some of the discussions we've had with Staff is why are we facing these units toward the pond. There are a couple of good reasons. One is that we feel that is an amenity so that the people are looking out over the pond. When you have rear loaded housing, where do you go for privacy. You go to the front. We've created fencings, small patios in front of those units so you can sit out there with some open space in front of you and overlook the pond. Rich Wallach has a rendering that our Landscape Architect did which I think is very important to the development which is what does it look like from the north as you head south on Ravinia. This view shows Ravinia, the pond redeveloped with extensive landscaping, street trees along Ravinia with regular spacing, buildings B1 and B2 facing the pond and they are heavily landscaped all around the buildings. There are foundation plantings and ornamental trees and shade trees wherever we can. Pointed how they worked with Staff. Our first meeting was last in August and then seven times thereafter. We kept changing the plan while trying to come to a vision that would be acceptable to Staff, the Plan Commission and the Village Board of Trustees. Some of the changes have been pointed out by Mr. Sosin. We did come in with shorter driveways. Now, all of our driveways meet the 20-foot requirement. We actually did reduce the number of units in the scheme. We added some parking on the site and increased some of the setbacks. We are not asking for variations of any extension of any of the setbacks along Ravinia. The whole side of Ravinia we have our 15-foot setback which is heavily landscaped. We are actually following the guidelines of this district. Parking has been an issue, however, we feel that our developer is not going to build something that they don't think they can sell and market and get adequate return for. We have provided two cars per unit. Every unit has a two-car garage including the Building B6 which is a mixed-use building which is very much like the other town homes in concept - rear loaded, two-car garage. The front of that unit has a small retail space. In the live/work loft concept, the way it works is that the owner of that residential unit also owns the ground

floor retail. There is access directly to the unit from the front directly to the unit from the back without crossing through the retail in the event that they do lease it out which is a possibility. One of the issues we also discussed was pedestrian access to the site. As Ms. Turley pointed out, the cross access that comes down the pedestrian bike path across the north part of the site to Cooper's Court commercial is not only being maintained but is being enhanced. We will repave it, re-landscape it. We have amenities along that site and we've added a couple of park benches against the pond on the north side and that connects down through the whole site through the courtyard again back to the parking crossing over to the commercial and around to the plaza in front of our mix-use structure on the south side of the site. We've met with Engineering and we feel we have a very good preliminary engineering plan, very skillfully devised by C.M.Lavoie & Associates, Inc. The driveways/roadways are private. They are 20-feet wide. We discussed this at some length with the Engineering Staff. The parking configuration - on site we have seven spaces dedicated to the commercial building. The rest of the parking obviously is garages for all of the residential units. Driveways are deep enough to allow for additional parking. We are proposing two segments of parallel parking on Ravinia and diagonal parking in front of the mixed-use structure. Some of the things, in terms of the details of the design, we have added a lot of amenities to this project that we feel are over and above, a minimum for this type of development. We created an arcade on 147th Street. As this building steps back to allow for more public space in front of it. We have an arcade that allows for signage and some shading. The retail entries are identified by larger storefronts and canopies. The residential entries are somewhat subdued. Smaller door fronts/smaller doors, leading into the residential entries on the south side. This is the signature building on this site. Because it is commercial, we've added a lot more glass not only on the ground floor for the storefronts but also on the upper level. Other amenities that we added include masonry piers, metal fencing, extensive landscaping, bay windows on the town home units to give it some character. The side entries have been created for all the end units on Ravinia to enliven that streetscape. We added low, masonry walls to screen the parking from Ravinia so that the driveways that you see on the Site Plan are all screened by low walls so you really are not looking at the driveway as you drive past on Ravinia. The 3-D rendering of the mixed-use rendering - some of the amenities, besides what has already been mentioned - the whole building is all brick and stone. We are emulating some of the details of the Village Hall with upper story clerestories, overhangs, color and materials that are somewhat similar. Because the building steps back, we want to use an accent brick in certain locations. We are trying to come up with a lively commercial frontage to this project. As you turn the corner, with landscaping, we come back to a little bit more of a residential look on the other buildings. That is the extent of my presentation. Turned it over to Mr. Eric Russell with KLOA to talk about the traffic.

RUSSELL: We were retained to provide a letter of opinion on two issues that face this project. One is in regard to the angled parking on 147th Street and the other is the location of the access driveways both on Ravinia and 147th. We reviewed the Site Plan in some detail. We looked at the configuration of 147th Street and Ravinia. We observed traffic flows on those streets and we generated our opinion which you have in the packet. In general, we do find that the angled parking on 147th Street would function well for several reasons. We don't think it will have a negative impact or will adversely affect traffic safety.

Stated that 147th Street provides four-lane roadway - two lanes in the westbound direction approaching Ravinia; two 11-foot lanes with 22 total feet in width behind the angled parking spaces. Typically, when you design for angled parking you need at least 11-feet. When you design parking at 45-degree angles, you need to have at least 11 feet behind it for cars to pull in and out in an efficient manner. Here you have twice that dimension. The perpendicular dimension that you have from the curb in front of the parking spaces to 147th Street is 18-1/2-feet. At the 45-degree angle, even the largest of cars will not overhang onto 147th Street from that dimension. We don't see that cars parked in these spaces are going to conflict at all with cars moving in any of the two travel lanes in the westbound direction. Travel speeds are relatively low on 147th Street for several reasons. Westbound traffic approaches a stop sign with 100-to-200 feet of this property. Just observing the traffic that is flowing in the westbound direction, it is probably going approximately 10-to-15 miles per hour and slows down as it approaches the stop sign at Ravinia. The travel speeds are very slow as they pass by where these cars are parked in an angled configuration. The volumes are not particularly high on 147th Street. It is designated as a minor collector in the Villages' classification system of streets, however, it is not a through street in that it does not continue to the west of Ravinia. It comes into the Village Center Complex, so the volumes are not particularly high and the speeds are relatively low. There are other examples in the Village of angled parking with more coming about in the newer developments. You see it in the Orland Park Crossing project. It is being planned into the Triangle project on the main collector road that approaches the new train station. It is on Union Avenue, Highland Avenue. We are seeing it a lot at some of the different lifestyle centers that are being developed around the Chicagoland area. You will see it come about in the Burr Ridge Town Center Project. It is already developed in the Glenn in Glenview. There are streets within the Village of Tinley Park in the downtown area that provide angled parking. These are streets that are busier than 147th Street and streets that carry speeds that are a little higher than what would be here. However, in all cases, these are in streets that are one-lane in each direction. One lane that passes by the angled parking. Here we are talking about having two lanes behind the angled parking which does make a difference. Any time you have parking on the street, it will create some degree of conflict with moving traffic whether it is parallel parking or angled parking. It also serves as a form of a traffic calming device. In many of these town center developments, speeds are posted lower and speeds travel lower because there is some friction on the side of the road created from parking, created from pedestrian movements. A traffic calming type measure like this, if it can help slow traffic to some degree, will make things safer because there will be more pedestrian movements between this town home development and the Village Center and along Ravinia. There will be more people walking and you definitely want a safer configuration. We don't see any site distance concerns as far as the parking spaces and the cars moving on 147th provided the landscaping does not create any type of blockages in the site lines and for the most part, from what I can see from the plan, that is not being created along 147th Street. We do find that the access driveways are safe where they are being proposed. There is a four-way stop at Ravinia and 147th Street and so all traffic from all directions is coming to a stop and the volume of traffic that is going to come out of any particular driveway from this project is going to be very low so we do not see a problem with the setbacks of the driveways from that intersection. I will be available for any questions anyone may have.

SOSIN: That concludes our testimony for this evening. We understand we will be back. We have our landscape architect and our engineer to answer any additional questions there may be. We would also like to hear from any of our neighbors.

STEPHENS: Invited comments and/or questions from the public.

AUBIN: Swore in Anna Mae Goecking.

GOECKING, resides at 14551 Ravinia Avenue - just north of the detention pond: How many shops are going to be on that lower level.

SOSIN: Eight.

GOECKING: How many parking spaces are they allowing for the commercial.

WALLACH: The size of the stores are approximately 250-300 square feet so they are relatively small shops; they are not designed to be what you would think of as a store that might be 5,000 square feet that would generate a lot of traffic. Most of these shops would have either an attorney's office, a chiropractor, a small shop that is not generating a lot of traffic. That is not the intent of this location.

GOECKING: Is there any other place to park unless you walk around to the back of the building?

WALLACH: There are the nine spaces on the street; there are seven additional spaces behind. There would be no more than perhaps two employees with potentially one living in the building and parking in the garage and the other would park in an adjacent space in the back.

STEPHENS: It was pointed out that the commercial stores are going to be around 300-400 square feet. In common practice that is equivalent to perhaps in an attorney's office, maybe two offices -- a small conference room, the attorney's private office and a secretarial area. These would be very small commercial units. I wanted to make that clear to you.

GOECKING: What is to prevent Walgreens traffic from going through the housing and out onto Ravinia to go north. It is terrible trying to get out onto Ravinia now to make a left to go to Walgreens. Now there will be another opening or two.

SOSIN: There is an existing entrance there which give immediate access onto 147th Street - from Walgreens. There also is an entrance directly onto LaGrange Road. We see there is no clear reason to cut through this project by anyone except someone who lives there and the concept there is that they are going to want to walk to Walgreens. Is it possible that somebody would get from Walgreens to Ravinia? Yes, however, pointed out that the original approval of this project contemplated a direct shot. We are removing that direct shot. We are recommending that removal. But I don't see the savings in time and it is just

not logical to me. I am at this Village Hall as much as anybody except for maybe the two planners. There are times when there is one or two cars in front of you at 4:30 in the afternoon and one or two at each stop sign. We think this will work.

GOECKING: Noted that this has nothing to do with this petitioner's landscape group, however, indicated that when the detention pond was put in, that landscaping group did a beautiful job but never maintained it. I hope this group does maintain it because there are a lot of trees which did not survive the first winter. We reported that, however, no one ever came out and addressed the issue. I have a call into the Village for a couple months now for tree trimming that we are not allowed to touch, but are not otherwise being maintained.

STEPHENS: Let's find out who currently maintains that pond and who will maintain that pond.

SOSIN: The current developers maintain that pond. Under our agreement, the association will maintain that pond and pointed out that in the materials we provided under tab 12, an extensive set of covenants by a town home association. Even the mixed-use retail (town home units) will be maintained by that association. In fact, it will be the front door of eight of those units. We designed it that way so that our neighbors are not looking at garages. They are looking at front doors and a very much enhanced pond.

STEPHENS: To answer Ms. Goecking's question, they are going to establish a homeowner's association with all the homeowners who purchased these town homes and that association is going to maintain that pond.

AUBIN: There is an incentive to take care of the pond because eight of the units are facing it.

GOECKING: Thank you.

SOSIN: Stated he wanted to clarify if he mis-spoke. We are going to maintain our grounds. We have an agreement with TERRACO who is the developer who will relate to the pond. We will, obviously, provide the enhancements to the pond and then they will maintain it in an agreement with us. So they would be responsible for the maintenance. However, there will be substantial enhancements of the pond.

STEPHENS: So your homeowner's association will not be maintaining that pond.

SOSIN: No, TERRACO will. TERRACO owns the land that Walgreens and Corner Bakery is on.

STEPHENS: Invited comments and/or questions from the Plan Commissioners.

DZIERWA: In regard to the entrance and exit, how did that end up on parcel C when Walgreens is the only one using it?

COOK: We were the engineers also in the previous first A & B parcels for TERRACO. The location of that access point was put in that location from Staff comments made in regard to 147th Street. There was a median street that was constructed. They did not want that median disturbed. They wanted to line up with the gaps in that median and that is where that entrance fell. It is falling a little further away from LaGrange Road in sort of an odd-ball position, however, it fell in an opening in that existing median where it would not be disturbed.

DZIERWA: Okay, thank you. I also wondered why there wasn't a stop sign there. However, I guess that will happen when this does get done. In regard to your 90-degree parking on what is now called Ravinia Court South which I heard has to change name wise but we can get into that later. According to what I was reading here and using their numbers on 90-degree parking, it seems to me that with the parking space and the 20 foot roadway, you do not have enough to put the 90-degree parking there and perhaps this is just a way of crunching numbers, however, to me it does not add up but it is only a couple of feet so I guess I won't be too concerned about that.

COOK: First of all, the 20-foot driveway (it is a narrow driveway but it is not a street) is a private driveway therefore it will not carry a lot of traffic and will not have as much in and out movement as you would have on a street. Also to keep in mind, this does not include any overhang of the vehicle onto a curb. This would be like parking against a wall. When you have a curb and the front part of the vehicle overhangs, it can overhang by as much as two feet. That has to come out of that number when you design it.

DZIERWA: That is why you made them 20 feet as opposed to 18 feet.

STEPHENS: Are those seven stalls 20 feet deep?

DZIERWA: I think they are 18-1/2-feet deep.

COOK: I believe they are. They align with the spaces behind the garage

DZIERWA: Just something you may want to consider - along the angled parking on the streetscape, I've seen an amenity before (though can't recall exactly where I saw it) where you basically would take the right hand of the parking stall and make a perpendicular line and make that the curb so that basically it zig zags which creates a nice affect. You just have this open space here. I guess it might be easier for walking around the front of the car and people not tripping on the curb. That is just something I would like to see. Asked Staff - this is something that has been plaguing me for awhile and since we are talking about a stop sign at Ravinia and 147th Street, if I am in the right-hand lane, coming to the stop sign and going west on 147th Street, I have the option, obviously, of turning right or can I go straight or do I have to go straight in the left lane or turn left. That is something that has not been spelled out to me and I am sure this is going to happen in discussion.

TURLEY: We have not worked out the details exactly of the traffic flow.

DZIERWA: If I want to come into the Village Hall, do I have to be in the left lane to go straight or do I have to be in the right lane to go straight? This needs to be addressed in the future. We are going to be putting more traffic on this street.

TURLEY: The engineering is not yet finalized on this. Indicated she will check with Public Works and Engineering. With the new use, think it is worthwhile to look into this and she will.

DZIERWA: Thank you. Also, if I am going to frequent those stores I might find myself finding a parking space in the back of the Walgreens parking lot and there is ample parking there, however, I understand you aren't suppose to park back there. People will go into Walgreens, buy a candy bar, and then walk over to the stores; something to justify the fact that you parked there. I also think that people will use the Village Hall parking lot. The parking there is good. It is not going to supply all of the parking needed, even though they are going to be small stores. I know that if I'm shopping there, I'm going to find a parking spot and if it is not in front of one of the stores, it will be one of the other places that I park at. That is just a comment. Is parking along Ravinia allowed?

TURLEY: I believe that it is.

DZIERWA: I've seen it during wrestling with a sign up at the Rec Center.

TURLEY: Our code is that unless there is a "no parking" sign on the street, parking is allowed on all Village streets on the sides that do not have fire hydrants. That is kind of the unwritten rule. As you know, in Orland Park we don't have a high demand for street parking. It hasn't usually been an issue.

SOSIN: As we understand it, as this project is proposed, we've provided for our parking for the residents of our town homes with the garage spaces and the 20-foot driveways. The same thing is true for the work/live units where they actually have four opportunities to park inside and out. The spirit of the VCD is that you start using the street and that the street be adjacent to these mixed-use areas and people don't have to go to a back parking lot. Ravinia is part of the VCD all the way up to 147th Street and it is going to tie into the Triangle. We envision there will be some changes to the old suburban philosophy of here's a parking lot and here's the building and the parking lot is in the front and the building is in the back. That is one of the things that is changing in this whole concept. The one thing that is fundamental to our plan is that we have parking. We are not trying to park on the street. This makes it a viable Village Center project with the angled parking.

DZIERWA: This is a great place to start. Right across from the Village Hall. I agree with the petitioner. Where better can you make a statement. I like the fact that the stores front on 147th Street. In an ideal world, every tenant would also be a town home owner.

PARISI: Balconies are shown above the garages. What dimensions will they have? Will they protrude? What will they be constructed of?

KENNEDY: The balconies are generally five-foot deep total outside and they are approximately ten-foot wide. We are looking at a couple of different materials. One will be a wood structure. One will possibly have metal railings to tie in with some of the wrought iron on the site.

PARISI: I am sure the covenants would address what might be attempted to be stored on those balconies.

CULLIGAN: Has consideration been given to eliminating the parkway and bringing that parallel parking into the parkway, on Ravinia. That way, if someone has to back into a parallel spot, they are not further out into traffic and backing in along the curb. Now, at least they are in an area where people can get around and now they are backing into a parkway. I don't know how big that parkway is - perhaps seven feet - however, maybe we can look at that. So along Ravinia, looking at, possibly, the curb line being by the walk.

SOSIN: We certainly cannot speak for the Staff, however, think that is something worth looking at and could be very nice.

CULLIGAN: I know financially it is not a great thing for the petitioner to consider, however, overall, does anyone think that eliminating town home 20 and installing six or seven parking spaces there as there is on the opposite side of Building B5, is something to consider, just to have some extra parking in the development. I understand you would be losing a unit and that costs money. However, does anyone think that is a good idea? Tell me why or why not.

HERNANDEZ: I think we are well covered on the parking. Each residential unit has four parking spaces, essentially. That is much more than any standard development based on actual usage. Is it good to have four parking spaces just in case. Okay, I think we've done that. If you are going to add parking spaces, that really is not the place you would add them. Also, why pave over more of the site and lose green space? I would rather have more impervious surface as it is better for drainage.

CULLIGAN: At first when I looked at the development I was "my goodness, 20-foot driveways". It seemed a bit tight. I know you are not inviting any parking along that driveway, however, I want to make sure that is going to be okay for emergency vehicles. Also, I like the smaller size driveways because they are not inviting anyone to come in through the development when they see a small or private driveway.

HERNANDEZ: Staff has reviewed that and there is no issue with that. In fact, you made a good argument as to why you want the 20 feet. The 20-foot drives are very workable from a circulation standpoint. They also serve the dual benefit of calming traffic.

CULLIGAN: I agree. I just wanted to hear it from you. Thank you. As far as the maintaining of the pond, I understand that TERRACO will be maintaining it. What is the concern from Staff that there would not be access to it? It was in Staff's Report. I don't see a problem.

TURLEY: Typically, we request a 15-foot flat access around the top of the detention pond for maintenance purposes.

CULLIGAN: Okay, thank you.

THOMPSON: I am very excited about this development. As a matter of fact I would like to sell my house and move in it looks so nice. My only concern is the parking at Walgreens. I know people will buy a little something at Walgreens and use their parking to walk over to this retail. Has Walgreens expressed any concern in this regard.

SOSIN: Walgreens, I believe, is a tenant of TERRACO. There is no contemplation there will be a cross parking agreement. If you've ever been in the Walgreens, this parking here is always empty. We feel it is our responsibility to take care of ourselves which we are planning our project internal. I think it is very, very likely there will be some times when someone parks at Walgreens and walk to one of the retail stores or visa versa. That is what urbanism is. Walking instead of getting into a car. We don't need cross parking with Walgreens. We are obligated to provide this easement. It works. This will not be a burden on anyone.

WALLACH: We have met with the property owner and they reviewed the Site Plan that is in your Staff Report and they support us.

AUBIN: Listening to the other commissioners' testimony tonight, I have just one comment. Republish. Get it back here. Nice work. Thank you.

JACOBS: I too am excited about your concept. I wasn't prepared to be excited about it, however, I am. I think walking is a unique idea. It brings urbanism to this community. I will for the record, however, say that I am concerned about the density of the project. I don't know what the answer is, however, I do feel it is very crowded. Perhaps that is something that needs to be looked into down the road. I know this falls within the code, however, I do feel that it is really, really tight. Asked the petitioner if they have a timeline on this project.

SOSIN: We hope to get going soon. We have a contract and obligations. We hope to get going as soon as we get through the approval process and then, of course, navigate the building permit process.

STEPHENS: I think your building design has met the goals of the vision of the Village to keep it in harmony with the other buildings there - our municipal building, the bank across the street - I think you've done a great job with your building designs. They are very attractive and they fit in nicely. Requested an explanation - in the petitioner's presentation there was discussion about an existing 20-foot setback from the detention pond from the buildings on the north end. I don't know where that is at here.

COOK: I think what Mr. Sosin said in his presentation, there is some conflicting

information in regard to variance requests that he was trying to clarify. Part of the variance request initially filed with the Village was a 25-foot setback from building to high water level to be reduced from 25-feet to 15-feet. What Mr. Sosin referenced in his presentation was actually from 25-feet to 20 feet. So from the high water elevation of the detention basin to the face of the building, the closest distance is no more than 20 feet. There is a 20-plus feet difference between the high water elevation and the building.

STEPHENS: Doesn't this say a 15-foot setback?

COOK: That is incorrect. That was off of the plan. The engineering and the contours and the grading that took place in there, we shown it to be at least a minimum of 20 feet and we wanted to make that correction as the presentation was made because it conflicted with what was presented in the packet.

STEPHENS: You actually have a 20-foot setback.

COOK: Correct. A minimum of 20 and probably closer to 22.

STEPHENS: What is Staff's problem with this? Is it that we have no way of getting around this detention area?

TURLEY: Maintenance is the primary concern, however, the setback is just a standard that we try to follow. If it is in the code, there has to be a good reason not to meet it.

STEPHENS: How do you propose to allow for maintenance?

SOSIN: We have been working on this as an ongoing plan change. The last change took place just within the last week with the engineer from the Village who encouraged us to review that and we were able to stretch it out. This pond is on Ravinia and there is a lot of room for maintenance on this pond right off of Ravinia. It is very different from some of the other ponds in the Village that have more or less remote access. Usually it is in the lowest part of the project. We feel there is plenty of room for maintenance on all sides. The difference here is five feet. The least likely place to get a truck in there would be in front of these town homes. The most likely place would be in these areas for a small mower or a small tractor if it had to be maintained. The purpose for this is two reasons: (1) best practices; and (2) maintenance. We think both of those could easily be accomplished. This Plan Commission and the Village Engineers have approved a reduction for projects like this in the past to much lower levels than 20 feet.

COOK: The issue is obviously to get lawn mowers in. There is grass and other landscaping. There are a couple different access points to get in to that location. One is at the top of the wall. Obviously, there is going to be an access or an easement between all of the parcels because that basin is a system that combines all three parcels. The two retail and the commercial parcels that front LaGrange and the residential component on the west side. There is an ability to get into that parcel at the southeast corner, down the slope at the existing wall. The other issue is that the slopes are 4:1 which are very common in retention

basins. We feel that the lawn mowing and other type of maintenance equipment needed to get in there is more than adequate. Also, the overflow location toward Ravinia is adjacent to a public right-of-way. If there is a truck or vehicle or public works truck that needs to get in there, to the immediate location, to do anything with the pipe or if the restrictor fails, the Village does have the ability to get in there to solve that problem. Having said that, the maintenance and the issues surrounding that are more than sufficient.

STEPHENS: My only concern is between the south end of the pond and the north end of those northern most buildings. How do you get in there.

COOK: Are you looking at the south edge of the pond and the north edge of the buildings?

STEPHENS: Yes. How much room is there for maintenance?

COOK: Probably 20 feet from the water level.

STEPHENS: From the landscaping retaining wall?

COOK: From the landscaping retaining wall to the water level is probably in the neighborhood of 20-to-25-feet of horizontal distance.

STEPHENS: How about flat surface?

COOK: At 4:1 they are going to maneuver their vehicles on a side slope.

STEPHENS: From the sidewalk to before you get to the 4:1 slope, how much flat surface do you have?

COOK: There is not much flat surface, however, we can get it from Ravinia.

STEPHENS: It is a little tight. How are you going to maintain it.

COOK: You get in from Ravinia. You treat it separately from the landscaping that is happening from the sidewalk. The sidewalk is sort of a buffer.

TURLEY: I think that is one of the tightest places at that location because it is complicated by the retaining wall there and there is also a retaining wall along the side of the building just a few feet off of the buildings. It is probably the most difficult as far as maintaining the pond.

STEPHENS: Is it possible to work on perhaps shifting it a little bit so you can have some room there so that equipment can get in and out before it gets to the top of the slope and falls down the side. Am I clear?

COOK: Yes.

STEPHENS: The high water line just goes over the top of the sidewalk?

COOK: No.

STEPHENS: That is what it shows here.

COOK: Please refer to the engineering plan and not the architectural plan because things have been changed slightly. The engineering plan shows it correctly.

STEPHENS: Okay. It will come back to us and we'll see it again. As a side note, in regard to the three-story buildings, it seems to be consistent with the condos to the north so that is good. What about that retaining wall. Staff raised an objection on that retaining wall that only has a 15-foot setback in building 2, townhouse 9 which is the eastern most townhouse contiguous to the west property line of Walgreens. It is a little tight there also, isn't it? Does it comply with the setback lines?

ARNDT: The retaining wall shown in your plan to the east of that building, number 9, we are going to eliminate that retaining wall. What we are going to do is a little hard to visualize. The retaining wall is going to tie into the side of the garage so it will not be parallel to the sidewalk.

STEPHENS: Is it a front load unit?

ARNDT: All of the unit's garages are rear loaded.

STEPHENS: So what is it going to tie into?

ARNDT: Showed on the plan.

STEPHENS: Okay. Understood. In regard to your parallel parking on 147th Street, I happen to think that first of all, you are going to have small users there so there will not be a great deal of traffic in there. Second of all, the nature of angled parking makes it much easier to pull in and out of than parallel parking. From that aspect, I think it is a real plus. Don't think it will create any kind of a traffic problem. Agree with the fact that it is one block from LaGrange to Ravinia. Traffic there, when it comes out of Walgreens, it doesn't get over ten miles per hour to get to the stop sign so I really have no problem with that 45-degree parking. I think it is probably a real benefit. However, having said that, you are showing a tree that comes out and blocks the view from that Walgreens to that parking so that if that eastern-most parking, which is a handicap parking stall, is backing out, it is possible that tree could present a problem. You may want to consider eliminating that.

ARNDT: Actually we would like to maintain the site line where the distance from approximately three feet to six feet which you can see, if it is a high canopy tree it is okay. If that is a problem we could change that to a low shrub so you could see right over the top of it.

STEPHENS: I would prefer to see it eliminated altogether so that you have a clear sight line coming out of Walgreens. Save you the cost of the tree there.

SOSIN: Not a problem.

STEPHENS: What is the square footage of these town home units?

KENNEDY: The typical ones are close to 2,200 square feet each, all three levels but not including the garage.

STEPHENS: About 700 square feet per floor?

KENNEDY: The foot print is essentially 20 feet wide, center to center and 36 feet deep with an overhang on the second floor. So the second and third floors are a little bit larger.

STEPHENS: I talked with our Staff this morning. They have a problem with the names of the streets and the fact of how you set these units to all face the side of the courtyard. You may need to rename these so that addresses exist and emergency vehicles can find them.

SOSIN: Not a problem. We will work with Staff on that.

STEPHENS: You spoke about an arcade. What is an arcade?

HERNANDEZ: The architectural term refers to a series of columns and beams. You have one right in front of your building. The Village Hall has two or three arcades with canopies over the top.

STEPHENS: That is what you are going to have in front of the center building?

HERNANDEZ: We do have a series of columns and beams and a trellis. It forms kind of an arcade so that it becomes a space between a structural column and the face of the building. The arcade is the walkway between the two.

STEPHENS: Okay. Thank you. I do agree with Commissioner Culligan in regard to the off-street parking and town home Number 20 in building B5. I understand your point about having two parking spaces and inside the garage as well. Ideally you are saying you have four parking spaces per unit. In the event several people have some kind of a party is there going to be enough parking on Ravinia in that seven car off-street parking to accommodate this kind of a situation?

SOSIN: I suppose every house can have a party in any subdivision in Orland Park. The nicest thing about our project is that we have enough parking for our project and if someone were to have a party it would most likely be held on a Sunday or Saturday evening when there would be no one parking in those nine spaces on 147th Street. We have more excess overflow parking within a half block of this site than anywhere else in Orland Park that easily accessible without crossing a major street. We think it works.

STEPHENS: I also agree with Commissioner Culligan's comments in regard to the possibility of you working with Staff to look into the concept of putting those parking spaces you have on Ravinia within the right-of-way there. I wonder if that would eliminate an area where we have trees and such. Maybe it is possible to design something where you come in with a couple parking spaces and come back out with something for a tree, come back in... to make it a little more aesthetically pleasing than just paving that area.

HERNANDEZ: We will intersperse the trees.

STEPHENS: Entertained a motion from the Plan Commissioners to continue this petition.

REQUESTED MOTION:

"I move to continue the public hearing for Cooper Square Mixed Use Development (File number 2006-0782) until February 13, 2007 for the purpose of republication of public notice."

A motion was made by Commissioner Dzierwa, seconded by Commissioner Thompson, that this matter be CONTINUED to the Plan Commission. The motion carried unanimously.

NON-PUBLIC HEARINGS

OTHER BUSINESS

CULLIGAN: Going back to 143rd Street, the white dentist office that had been redone, perhaps on Union Street - part of the process at the end, I believe there was to be an installation of a guard rail or something installed there because there is a big drop off from the parking lot

HOFKENS: We'll certainly look into that.

CULLIGAN: Requested receipt of the Plan Commission meeting packets on Fridays instead of Saturdays.

HOFKENS: Stated that the packets are usually produced (copies made and collated) on Friday and sent out, she believed by the Community Service Officers. She will certainly look into getting them to the Plan Commissioners on Fridays.

TURLEY: I'm working on putting together some guidelines and a check list for what Staff Reports should include. Asked the Plan Commissioners for their feedback as to what they would like included in the Staff Report or what they feel is a waste.

AUBIN: I have no interest in what has met code. If it doesn't meet code, put it in the report.

STEPHENS: I want to see that that is pointed out; that codes are being met.

HOFKENS: You can send us an e-mail if you want. We write these reports for the Plan

Commissioners. If there is an example of a Staff Report format that you felt was really good, etc. let us know so that we can tailor what we do so that you understand the petition better.

STEPHENS: Is it possible to add where in the code (the section) we can look things up that Staff is talking about. If there is something that is not in compliance or something that needs a variation, to add where in the code, if we wanted to look it up, we could find it. That way we could get a clear understanding of it. That would be helpful.

THOMPSON: That is a wonderful idea.

HOFKENS: We will be glad to do that.

DZIERWA: One thing I've asked for in the past is it would be helpful to have a phone number or some type of contact information for a petitioner because it is nice to call ahead of visiting a petitioner and that way they know you are coming and are more receptive.

ADJOURNMENT

STEPHENS: There being no further business before the Plan Commissioners, the meeting was adjourned at 9:28 p.m.

Respectfully submitted,

Teri Dougherty
Recording Secretary