

# VILLAGE OF ORLAND PARK

*14700 Ravinia Avenue  
Orland Park, IL 60462  
[www.orland-park.il.us](http://www.orland-park.il.us)*



## **Meeting Minutes**

**Tuesday, November 12, 2013**

**7:00 PM**

**Village Hall**

## **Plan Commission**

*Louis Stephens, Chairman*

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

**CALLED TO ORDER/ROLL CALL**

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

**Present:** 6 - Chairman Stephens; Member Jacobs; Member Aubin; Member Dzierwa; Member Parisi, Member Paul

**Absent:** 1 - Member Murphy

**APPROVAL OF MINUTES****2013-0487 Minutes of the July 9, 2013 Plan Commission Meeting**

A motion was made by Commissioner Dzierwa, seconded by Commissioner Aubin to approve the minutes of the July 9, 2013 Plan Commission.

APPROVED

**Aye:** 5 - Chairman Stephens, Member Jacobs, Member Aubin, Member Dzierwa and Member Parisi

**Nay:** 0

**Abstain:** 1 - Member Paul

**Absent:** 1 - Member Murphy

**2013-0661 Minutes of the August 13, 2013 Plan Commission Meeting**

A motion was made by Commissioner Aubin, seconded by Commissioner Parisi to approve the minutes of the August 13, 2013 Plan Commission.

APPROVED

**Aye:** 6 - Chairman Stephens, Member Jacobs, Member Aubin, Member Dzierwa, Member Parisi and Member Paul

**Nay:** 0

**Absent:** 1 - Member Murphy

**PUBLIC HEARINGS****2013-0565 McDonald's Restaurant - 14445 LaGrange Road**

STEPHENS: The chair will entertain a motion to continue this petition to the December 10, 2013 Plan Commission Meeting.

Parisi:

I move to continue the public hearing for file number 2013-0565, McDonald's Restaurant, until the December 10, 2013 Plan Commission meeting.

PAUL: Second.

CONTINUED

**Aye:** 6 - Chairman Stephens, Member Jacobs, Member Aubin, Member Dzierwa, Member Parisi and Member Paul

**Nay:** 0

**Absent:** 1 - Member Murphy

**2013-0525 ORDINANCE GRANTING A SPECIAL USE PERMIT - AT&T, 17801 S. WOLF ROAD - WATER TOWER NO. 1**

PITTOS: Staff presentation made in accordance with the written staff report dated November 12, 2013.

STEPHENS: Thank you Mr. Pittos. Is the petitioner present? Do you have anything you wish to add?

AUBIN: Swore in Thomas Kroh, 11674 Canyon Court, Fishers, Indiana

STEPHENS: Mr. Kroh, is there anything else you would like to add to the presentation that Mr. Pittos made, or comments you would like to make?

KROH: That has to be one of the most thorough staff reports I have heard. There is not much to add. AT&T needs this site here to provide adequate and reliable service. We are here to just enhance the coverage and provide reliable service to our customers.

STEPHENS: Thank you. Is there anyone here who wishes to address this petition with any comments or questions? Seeing no one, we will go to our Commissioners. Commissioner Parisi?

PARISI: That was a pretty thorough presentation and I don't have any comments.

STEPHENS: Thank you. Commissioner Aubin?

AUBIN: Ditto.

STEPHENS: Commissioner Dzierwa?

DZIERWA: Thank you, Mr. Chairman. Mr. Pittos, when you talk about the drip line of the water tower, I noticed in one of your graphics, one of those slides, what do you have on the side of the bulb on the left hand side of the tower? Is that an antenna or is that just printing showing the drip line?

PITTOS: That is just printing showing the drip line.

DZIERWA: So it is not antennae hanging off the side so the drip line will not necessarily be moved over a few feet and that is why the building has to be moved. It is basically the drip line of the bulb.

PITTOS: Right. This concept plan is showing the shelter well outside the drip line of the water tower.

DZIERWA: That's all I have Mr. Chairman other than the fact that really don't think we need all of this paperwork from AT&T. It seems like it's too bad that we lost a tree there and it ended up printing all of this stuff that we really didn't need to see and staff was so thorough with their report.

STEPHENS: Thank you Commissioner Dzierwa. Commissioner Jacobs?

JACOBS: I have no comments. Thank you.

STEPHENS: Commissioner Paul?

PAUL: I have no further comments, Mr. Chairman.

STEPHENS: Ok, I have no comments. It is pretty straightforward. I think staff has done a great job on this and we just need to move forward with this. I think a motion is in order at this time.

PARISI:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated November 12, 2013.

And

I move to recommend to the Village Board approval of the entire preliminary plan set titled "AT&T IL0683 Orland Park WT 17801 S Wolf Road Orland Park, IL 60467 Water Tower", prepared by Forge Services, Inc., last revised November 1, 2013, sheets T1.1 through GN4.1, subject to the following conditions:

- 1) Obtain a building permit prior to construction.
- 2) Obtain security clearance for water tower access from the Orland Park Police Department.
- 3) Install a neutral non-white color vinyl fence around the enclosure.
- 4) Work with Village staff to determine an appropriate treatment for the retaining wall.
- 5) Sign a lease agreement with the Village of Orland Park to co-locate equipment on the Village's Water Tower 1.

AND

I move to recommend to the Village Board approval of a Special Use Permit for AT&T Wireless, Inc. at 17801 S. Wolf Road subject to the same conditions as

outlined in the Preliminary Plan Set motion. Modifications to the Special Use permit include:

- 1) Reduce the building setback from 14.4 feet to 7 feet for the side yard;
- 2) Reduce the building setback from 30 feet to 7 feet for the rear yard;
- 3) Reduce the retaining wall setback from 3 feet to 1 foot; and
- 4) Increase the permitted retaining wall height from 3 feet to 6.5 feet.

All changes must be made prior to the Board meeting.

**RECOMMENDED FOR APPROVAL**

**Aye:** 6 - Chairman Stephens, Member Jacobs, Member Aubin, Member Dzierwa, Member Parisi and Member Paul

**Nay:** 0

**Absent:** 1 - Member Murphy

**2013-0566 Orland Crossing Residential - REVA**

FLOM: Staff presentation made in accordance with the written staff report dated November 12, 2013.

STEPHENS: Thank you Mrs. Flom for a very concise and clear presentation. I commend you on that. We would like to ask the petitioners and their team if they are going to speak to please come up to the podium and we are going to swear you in.

AUBIN: Swore in Peter Theodore, Architect for Mariano's;

Warren James, REVA Development Partners, 212 W Kinzie Street, 5th Floor, Chicago, Illinois;

Matt Nix, REVA Development Partners, 212 W Kinzie Street, 3rd Floor, Chicago, Illinois;

Scott Freres, The Lakota Group, 212 W Kinzie Street, 3rd Floor, Chicago, Illinois;

William Woodward, KLOA, 9575 W Higgins Road, Rosemont, Illinois;

Dan Farrell, Roundy's Vice President of Real Estate;

Matthew Schumacher, Civil Engineer, Manhard Consulting, 900 Woodlands Parkway, Vernon Hills, Illinois;

Steven Pagnotto, The Bradford Group, 9333 N Milwaukee Avenue, Niles, Illinois

STEPHENS: Is there anything that any one of you wishes to add to the presentation made by Mrs. Flom?

PAGNOTTO: Mr. Chairman, as it relates to the retail development, we have been very fortunate and have enjoyed working with staff on this, very comprehensive presentation. We have two comments to make. One as it relates to ornamental lighting for the parking lot. I'm not sure if this is the appropriate time to address it as it relates to the parking lot arrangement and green spaces and pedestrian walkways. They are just minor subtle changes to what has been presented but as we have presented this information over time, things have evolved so we have a few other additional exhibits so if it's appropriate we can do that. Just to give you a little background information about Bradford. Bradford has been in business for over 25 years. We have developed about 60 shopping centers. This is our eighth Mariano's. We have five of them open. Most recently we opened one in the city of Wheaton, at Roosevelt and Naperville Roads. Earlier this year we opened one in Frankfort not too far from here. As it relates to lighting, it is probably best if Peter Theodore, our architect who addressed you earlier, demonstrates the exhibit so we can get some feedback. As it relates to the parking lot, Dan Farrell, a representative for Roundy's would like to address that. We are here to answer any questions you might have or the audience. We have civil engineers, land planners, traffic people, architects and so forth.

STEPHENS: Thank you, sir.

THEODORE: Peter Theodore, architect for Mariano's. We are in full agreement with staff. We are in the process of finding a light that matches the surrounding area. We created a graphic showing how that light would be mounted onto the poles. It is very important from a context standpoint that we link all these features together so we will continue to work with staff, provide our submittals to staff, and reassure them that when they are happy we will have it all tied together for you. But as you can see, we are making the efforts to incorporate it into our plan.

STEPHENS: Thank you, Mr. Theodore.

PAGNOTTO: Mr. Chairman, as it relates to this specific light fixture, it would be a conventional box fixture at a certain elevation providing the necessary foot candle lights. As well, at a lower elevation, to provide context, the ornamental feature will also be a light. So the goal is to provide ornamental lighting for the pedestrian and then provide adequate lighting for safety reasons. It is really a combination of a traditional light fixture and an ornamental light fixture. You will see this throughout various parts of Chicago and other places where for contextual type of issues, pedestrians have the more ornamental and then the more traditional light for traffic. As it relates to the parking lot, Dan do you want to address those exhibits?

FARRELL: I just wanted to speak to the plan we submitted and why we submitted that. To reiterate what Steve said, your staff has been terrific to work with. We have been talking about a number of issues and we have the same goals as they do, to make sure that this is very well landscaped, this is very pedestrian friendly. One of

the things that staff had recommended as a part of that is to shrink the width of the drive aisle from 26' down to 24'. We look at it a little different than the width of the drive lane but it comes out the same way. If you look at the spine of each of the parking trees, we look to find out if from the middle of one parking tree to the middle of the next. That includes the depth of the parking stalls which are 18' and the width of the drive lane. So as Kim had mentioned, we had suggested a 26' drive lane with an 18' stall on each side which would ultimately end up to be a 62' length from one spine to the next spine. What we really try to do is make sure that the parking stalls are not only plentiful for the customer but very serviceable and it is convenient for them to get in and out of the stall. That is why we have stayed pretty firm to stay with that 62' from spine to spine. In some instances, we have designed the initial parking lot smaller than that and we have went back and restriped them already in two instances because the customer complained that the stalls felt too tight. If anybody has been at our stores, you do notice that there is a lot of traffic going in and out of them. In a lot of locations, you are going to have traffic going in both directions down those lanes so our experience and our customers have told us that 26' drive lane is really the minimum that we would like to use. As much as we have the same desire to increase landscaping, we really don't feel like the 26' drive lane is over plentiful. We would really hesitate to see it reduced to that 24'. We did do a little bit of research in town to see how we compared. Is the customer already used to that smaller drive lane with some of the other opportunities in town? We came to find out that Whole Foods, Trader Joes, Costco, and Target are all in excess of the 62' from the middle of the spine to the middle of the spine. As much as we understand the Plan Commission's recommendation to get the sidewalk area or landscape area, we don't feel like we want to sacrifice it by giving up the width of that drive lane. So we respectfully request that we stick with the 26'. Thank you.

STEPHENS: Mrs. Flom, what are we gaining by reducing the drive lane to 24'?

FLOM: As I had mentioned, there are two things. It is the potential to gain landscape area. This project when combined with the residential project, is well within lot coverage requirements. This is more looking at landscaping as it relates to the site. The particular area that we are looking at is this western boundary, which is where the 8' bike path is. If at all possible, we would really like to get a little more breathing room there. I would respectfully request that we can work with the petitioner to come to a compromise that maybe isn't the 24' but is somewhere in the middle of the 24' and 26' to at least get the breathing room.

STEPHENS: What are we gaining by going to the 24'?

FLOM: You can gain up to 12'.

STEPHENS: And that would be used for landscaping?

FLOM: Yes. It could become an interior landscape island as well as provide

additional area on the exterior.

STEPHENS: So if we went up to 25'?

FLOM: If we went to 25', we would gain 6' which staff would recommend be put on the perimeter and not an interior island.

STEPHENS: Ok, thank you. How do you guys feel about this?

FARRELL: As I look at this plan, I would like to see us not go with this interior sidewalk. To be honest, staff recommended to us, we looked at it really hard and in order to have a sidewalk area there and some landscape buffers so that the cars are infringing on the sidewalk we just didn't feel like there is enough room to add that. If we wanted to pick up a foot or two to increase that landscape buffer and maybe take it out of the furthest aisles from the door, I guess I would be open to that but I would like to work with staff to understand how much we can get without having the customer upset at the end of the day.

STEPHENS: Ok, thank you.

PAGNOTTO: Mr. Chairman, other than these two issues that we have presented, we are in full agreement with staff's recommendation as it pertains to all issues that relate to the retail development.

AUBIN: Mr. Chairman, can I ask a question, please?

STEPHENS: Commissioner Aubin?

AUBIN: Kimberly, if I were to adjust the condition in number 4 to read "that the petitioner work with staff in order to accommodate the drive aisle dimension" would that be satisfactory there?

FLOM: Yes.

AUBIN: Mr. Farrell, does that work for you?

FARRELL: Yes.

JAMES: Good evening. Warren James, REVA Development, part of the residential development team. My partner, Matt Nix, and I formed REVA Development. Just a little bit of background, we both have been in the business for many years; myself, more than 25 years. Matt and I collaborated, working previously on Burr Ridge Village Center, both with prior companies but that is an example of our previous work. Most of my work has been in for sale realm. We have done a number of mixed use developments and we are very pleased to have this opportunity. We have read staff's report and frankly they have done a great

job. I think the comments and the suggestions they have made, we have taken to heart and addressed each and every one of them and we look forward to working together towards a successful project.

STEPHENS: Thank you, Mr. James. Is that it from the petitioner? Do we have anybody in the audience who wishes to come up and address this petition?

AUBIN: Swore in Carolyn Lindgren, 9416 John Humphrey Drive, Orland Park, Illinois.

LINDGREN: I was curious if any of these buildings that are going to be used for lease are going to be for section 8.

STEPHENS: Well we don't really address that in this Commission. That is not part of the Land Development Code.

LINDGREN: Well we bought our townhomes in Orland Crossing, some of us paid \$340,000. It is something that we are interested in knowing. We are wondering if they are going to be offering it to section 8.

FLOM: Mr. Chairman, while the Land Development Code does not distinguish between for sale and rental product, perhaps the petitioner could shed some insight into some of the aspects of the development like the rent rates and the section 8 question.

NIX: The development is a purpose built luxury built rental project. So what we have designed here is a purpose built rental community focused on the rental market. We have designed the project to appeal to a wide variety of residents. It is really a response to the trend that we have seen in the last couple of years. The shift from home ownership to the flexibility and the lifestyle that is afforded to people that we refer to as renters by choice. So we have designed product type in the larger four story buildings with the one and the two bedroom units, which are really directed towards the more traditional renter, the young professional seeking flexibility and really drawn towards this transit oriented and mixed use lifestyle. The rental rates begin about \$1,300 and go up to just under \$2,000 a month for the one and two bedrooms. What is unique with this community and really it is in response to this trend, we have introduced something that really typically is a for sale product and as we have pointed out it is very similar. I believe it is the same architect that designed the 85 units immediately to the east of our site, the three story tuck under product. Those are two and three bedroom townhomes with two car garages and as Kimberly did a great job talking about the alternate product which is a two story townhome, a larger unit, which ranges from 1,700 to 2,000 square feet and those are predominantly three bedroom units. Price ranges for the tuck unders are \$2,200 a month and up and price range for the townhomes are in the \$2,300 to \$2,600 a month. In response to the question about section 8 housing, these are price points that are specifically targeted at this renter by

choice market, those that could purchase townhomes across the street, but they are really seeking the lifestyle and the flexibility of renting as opposed to owning. What comes with that is no maintenance, the highly amenitized clubhouse with the fitness center, the pool and all the things that go along with that. I think the 9750 project really is a great example of the demand for that market. What we have done is take it a step farther and we have introduced some complimentary types of housing, specifically with the lower density, smaller, more intimate multi-family buildings as well as the rental townhomes. So this is a market rate luxury rental community. Hopefully that answers the question.

LINDGREN: It doesn't really answer the question.

STEPHENS: Can I ask you a question?

LINDGREN: Yes.

STEPHENS: What is section 8 housing? What do you understand it to be?

LINDGREN: I understand it to be people getting subsidy from the government. So the government is supporting them because they are out of work and the residents are taking the government checks rather than someone that is working on a regular 40 hour a week job. They are taking their own paychecks and giving them for rent or for lease. My concern also is when you have all these residences that are just for lease when you already have a bunch of them that are for lease that are still sitting there for lease. What is plan b if for some reason these don't fill up? Are the prices of these complexes going to go lower? Right now they say that the prices are \$1,300 to \$2,500 but if they can't rent them out are they going to drop to \$700 to possibly \$1,200 because they need the money and they're vacant. Now all of a sudden our housing costs go down and God knows what could happen.

STEPHENS: Thanks.

LINDGREN: Thank you.

STEPHENS: We have a market study. Would you care to elaborate on the market study, Mrs. Flom?

FLOM: We don't require market studies for new development but we did ask for one here and we understand the concern of the adjacent residents. The last thing that we want is a reduction in property values. The last thing we want is anything but a development of the highest quality in our downtown area. I can speak to a few things here. First of all, the 9750 development, is it leased up yet? No, but it is almost impossible to 100% lease an apartment building within a short period of time. Logistically, you can only move in two people a day. You have 300 units. The leasing is ahead of schedule and should be at stabilization early next year at rent rates that were higher than what were shown on the market study. The petitioner

did submit a market study that showed support for this product, the number and type of units and the rent rates. We did receive that late. We did not receive that until Monday so an analysis of that was not included in the staff report but again we don't require these, it was supplemental information that we asked for to help support the development that they have proposed.

STEPHENS: In accordance with this market study that I received this afternoon, it says with regards to 9750 On the Park, began marketing in mid-October 2012 and to date has leased 198 units equating to an overall absorption rate of 15.2 units per month. Based upon absorption levels to date, 9750 On the Park is expected to achieve a stabilized occupancy level of 95% or 280 units leased in spring of 2014.

AUBIN: Can I also add to that?

STEPHENS: Commissioner Aubin, yes.

AUBIN: The rental market competitive landscape is very likely to intensify over the next few years as the overall strength of the market has not gone unnoticed and the potential for competition from other conceptualized transit oriented mixed use developments may gain momentum during this forecasted period. These include the master plan Village Station in New Lenox, the Gateway in Oak Forest, and the Boulevard at Central Station in Tinley Park. However, these developments have been in the planning stage for several years with no time table for development or public or private partnerships announced as the properties continued to be marketed. Also, it is quite probable that a number of other south, southwest suburban developments abandoned for sale projects will reemerge as rental projects. That is in the study.

STEPHENS: In short, what this study tells us is that the demand for high quality rentals is increasing and currently there is only a 2% vacancy for rentals in the area which normally standard vacancy rate is from 5-7%.

AUBIN: Swore in Norene Shader, 9219 142nd Street, Orland Park, Illinois.

SHADER: I have been a resident for almost 24 years. First I have a question and then I have a comment. This question is regarding Mariano's. Now let me just say, I think Mariano's is a lovely grocery store, but I am a little concerned about the fact that we are talking about possibly having two grocery stores in very close proximity to each other.

STEPHENS: Which two are you referring to?

SHADER: Well, Pete's Fresh Market.

STEPHENS: Hold on. Pete's Market has to petition and has never come before

this Commission. All that we are dealing with right now is Mariano's.

SHADER: Ok, Mariano's. Here is my question, the traffic pattern that is going to be exiting from Mariano's, because it is going to be very popular, we all know that, those people that pull into that parking lot, are they going to be able to spill over into the residential area that you are talking about building and from that residential area, will they be able to pull into Humphrey Drive and turn into Heritage Estates?

STEPHENS: Well, I drove out there today and I used to live in Heritage Estates and I am a 35 year resident of Orland Park. I looked at 141st Street which goes and dead ends at Thomas Drive and then I looked at 140th Street which goes two blocks to the east and dead ends at Catherine Court. They are going to make the connection, yes. This plan includes the connection from 141st through Humphrey to dead end at Thomas Drive, which is where it dead ends.

SHADER: So my question, is the traffic going to be able to exit Mariano's and come into Heritage Estates?

STEPHENS: It seems to me that if somebody is going to be shopping at Mariano's, if they don't live east of there in Heritage Estates, why would they want to go in there?

SHADER: Well I can answer that question because I have done a lot of walking this summer because I had some hand injury and I have rediscovered Orland Park by foot and I want to say that area, the Orland Park Crossing, is a lovely area and I have walked through it many times. I have watched people that when they are behind that Panera, they have tried to come out of the parking lot into our subdivision. They will try to find their easiest way out.

STEPHENS: Are those people that live there?

SHADER: I don't know who they are!

FLOM: I believe a traffic study was submitted as part of the petition. The traffic engineer is here and I would ask him to address that. From the Village's perspective, our own traffic engineer reviewed that study as well as the connections and road network. We also had a consulting engineer review this and yes, these road connections allow vehicular traffic to move in and out of the area but the likelihood of mass amounts of people flooding into the neighborhood is unlikely unless they are people who live there. We have had in many other areas of town done our own empirical research with our police department and traffic counts and overwhelmingly when we get complaints of cut through traffic, it is the people who live within 6 blocks of that cut through traffic.

WOODWARD: We are a traffic engineering firm. So, the great thing about

proposing interconnectivity is the fact that you can allow local traffic to move about without having to access major roadways and allowing traffic to move better around the area. The site of Orland Crossing already has excellent access. The fact that it has two major pole access signalized intersections to allow traffic to come in and out of the development as well as a restricted access off of LaGrange Road, meaning right in and right out. To answer the question, yes traffic can go back and forth from John Humphrey because of the cross access proposed at 141st Street and 140th Street; however, on the flip side, we don't see this being a detriment because of the circuitous nature of the neighborhood to the east as well as the fact that the site is already well served by two signalized access points. Why would someone go up to John Humphrey Drive and cross over and back when they have access to major roadways via the signalized intersections? On top of that, LaGrange Road is recently being improved and will continue to be improved as well as the extension of 95th to the south which will all help to reduce the traffic in the area making these roadways more accessible and the site more accessible so that you won't have to find a "cut through way" to get into the Mariano's or to the proposed residential to the north.

SHADER: I do want to say that it's a concern for me and I do want to say that people will find the path of least resistance and even if those are people that are in my community, running past my house with their cars, that is a concern. So I think as the Plan Commission, I really hope that you will take that into consideration because once you establish these patterns, it is very hard to change and correct this problem. I believe there will be a lot of traffic in addition to the homes that you are expecting to put up there. One comment and then I'm done, as a resident of Orland Park for 24 years, I think this an absolutely wonderful community. I want to say that I was listening to this gentleman talk about the trends and what is cool now; everybody is renting, blah blah blah. Whatever. The point is he mentioned the word "transient". It stuck out at me. I thought "transient". I have lived here for 24 years. I have people sitting in this room today who are my neighbors who have been here for years and years and years. We as a community of Orland Park are not looking for "transient". We are looking for people who are willing to put money down and become real members of this community. So please when you are thinking about this, realize what you are doing. We don't want a "transient" Orland Park. We want an Orland Park that is a home where people put their money down, raise their children, send them to school here and have an invested interest in this community.

PARISI: Excuse me. Thank you. You are very well spoken. Just a question for you, would you say that folks that don't have the capability to afford a down payment and of course with the stringent mortgage requirements today to buy a house, shouldn't be allowed to live in Orland Park? (audience chatter) Let me just say something here. I am asking the lady a question. Anybody who wants to speak will be recognized. We allowed the lady to speak and now I would just like the same courtesy. I would like her to answer my question.

SHADER: I will sir. I will answer the question. Absolutely not. I told you that I rediscovered Orland by foot and I mean that. I couldn't drive for eight weeks and I had to walk. I walked through the whole area where they have the new apartments and I know Giana who runs the coffee shop. I think those apartments are lovely. I do. I think they are beautiful. I think that development is lovely so I'm not anti any development but what I wasn't envisioning was more apartments. I envisioned maybe some single family homes. To be very honest with you, sir, it is very congested what they are proposing.

PARISI: I understand and I have those same concerns. By the way, I used to live on Concord Drive. I have been an Orland Park resident for 35 years. Your concerns are well spoken. But the fact of the matter is that we are in an economy today where 80% of people who are applying for mortgages can't buy homes. I think a positive side to this might be that I am worried when people want to leave Orland Park, not when they want to move in. I would be more concerned if people wanted to leave our community.

SHADER: But here is the thing. Here is my comment to that about the economy. I have a daughter who is married, 29 years old and living down town, blah blah blah. All of these young people now, the economy is turning around, and I don't care what anybody says. At these interest rates, people are starting to buy. This cycle that we are in right now is starting to change and there will be more people buying homes and buying townhomes. I know this because her friends and her, they are all going out and getting loans to buy. So I don't want people to think that just because this is the trend, we have to be visionaries too and not just think about what is happening now. We have to think about what is happening and what is happening ten years from now.

PARISI: By the way, just for your information. I just attended a conference with the National Mortgage Bank Association in Washington D.C. The trend is that for at least the next two years, through 2016, there were 1.7 million mortgages in 2012 and 2013, and that is going to decline by 70% to 1 million foreseeable for the next two years. It kind of lends to the credibility of the increased interest in rental housing.

SHADER: Yeah but we don't want to have so much rental housing.

PARISI: I'm not trying to argue with you.

SHADER: No no no and I'm not arguing with you either. I'm just saying that I am concerned about Mariano's and all of these apartment buildings and townhomes.

PARISI: As we all are. I just wanted to point to the credibility of these gentlemen and their statistics. They are professionals.

SHADER: I respect statistics to a point but not overall.

STEPHENS: Thank you.

FLOM: Mr. Chairman, just one other thing that is important to note. 9750 is a rental community and will likely be one into perpetuity. It was designed as a rental community. The unique part of this product type is that it really is designed as a for sale product and something that I failed to mention is that we are requiring that the developer plat the townhomes to facilitate conversion to a for sale product and if the market were to shift, they have a for sale background and they have indicated that they are open to converting if the market is willing to convert. The townhomes clearly lend themselves to an easy convertibility and we would hope that this would convert in the future when the market is right.

STEPHENS: Good point. Before we go any further, I would appreciate no more outbursts. If there are outbursts, we are going to ask you to be escorted out. I would like to keep some order to this meeting and I would like to continue on with that.

AUBIN: Swore in Tom McSharry, 9402 140th Street, Orland Park, Illinois.

MCSHARRY: I am a resident of the Orland Crossing subdivision and I am also on the Board of Directors. I would like to state that last week, some members of REVA and Bradford Real Estate were kind enough to sit down with us and discuss what their plans were. I think personally my background is in civil engineering and I have made a career in residential development. While I understand that a lot of people's concerns about a rental property, I don't think a rental property is going to be the endgame here. I mean a couple of years of doing the rental property and then converting it over to for sale is a phenomenal way to tax shelter among other things. I'm not so concerned with that, what I am really concerned about is twofold. The first one is the through access. I understand what you are saying; there was a traffic study that was done. I would be very interested as well as the Board of Directors to see that. One of my main concerns is on both sides going to LaGrange Road and going to 143rd Street you have about 150' before you are going hit that traffic sign and you have a stop sign backed up there. You have a stop sign that is kind of throttling the traffic as it goes out there, I see there being some heavy congestion in there. Whether it makes sense to go through a subdivision to get around a light, we have all done it before, everybody knows. If you have a light that is going to get you out to 143rd Street from a commercial development, you are probably going to have longer light times on that street if you get onto 143rd Street. The other concern I have is primarily detention. I know that this was done back in 2005. I developed the entire townhouse subdivision that I currently live in. At the time, I do believe that MWRD requirements have changed. Both in how they look at release rates and how they look at capacity levels. I do not know if the original detention calculations are available versus what have been done now. I know you say that we don't need to look at it again but I also think that the original commercial building had more green space, more pervious area that

allowed the water to get in to the ground as opposed to getting into the detention ponds. The detention ponds do their job but they fill up substantially. If we are seeing this much more impervious area put in, that would just be a concern of mine. I don't know if that's something that the Board of Directors could be provided with, a copy of the original flood calcs as well as drainage calcs from today.

FLOM: Absolutely and I hope I wasn't misunderstood. We did review storm water as part of this petition, that's what preliminary engineering is. We did not see any changes that needed to be made at this time. This project will meet all Village codes as well as MWRD requirements. But, I am happy to provide the traffic study and anything else related to this petition or the 2005 petition.

MCSHARRY: I appreciate that. Ultimately, I would much rather see a large box grocery store go in than a series of strip malls that we have all seen sit vacancy in. Considering the alternatives for this spot, I think this is a decent land plan. Obviously, with the concerns of through traffic as well as detention.

STEPHENS: Thank you, sir.

AUBIN: Swore in Thomas Mulvey, 14148 William Drive, Orland Park, Illinois.

MULVEY: First of all, I would like to commend the people that did come out tonight. The people from Heritage that are east of this development have a long history of being concerned with what goes on in this area. They have taken their own time, they have come out, they care and most importantly they vote. We were very involved in the last development. These people here appear skeptical. Understand that we have sat here and listened to a group of people night after night after night, kept here until 11 o'clock at night and with all due respect listened to how the future of this development at that time was retail, outdoor retail. They did their due diligence, they did their research and that was what this property should be. Well, how did that work out? It didn't work out too well so now they're sitting here listening how this development will work. Now there is new research and this is how this development will work. If they appear skeptical, I don't apologize for it, they all work very hard, they all own properties and right now they are seeing their property values decrease.

STEPHENS: Aren't we all?

MULVEY: You all are but you have control over it, as the Plan Commission, over certain variables that will stimulate as to whether or not these hard working people will have a negative impact in property value. Now how am I going to say that? If you look back in the history, I paid for a property value tax study by a gentleman by the name of Jack Ryan, and we did, before those developers, we presented a counter proposal that showed that all of the information they presented was wrong. We did our due diligence, we hired experts that came and did testimony. I sat

down with the developer and his council to go through the final proposal. We were never against development.

STEPHENS: Excuse me, Mr. Mulvey; do you have a comment on this particular development?

MULVEY: I do and I'm getting to that. At that time, the reason that we came to the meeting did not have anything to do with what's being developed on the site. We came there simply to say "seal off our property" from what is being developed here. You have no precedent. If you look at Orland Mall, there are similar apartment complex developments; there is no direct connection there. In the negotiations that occurred between us and the prior developer, the townhouses emerged and that was a significantly more dense development. They did not feel to open up 141st and 140th Streets. If they did not feel the need, I do not understand why this developer does? These people are not and never were here to fight with any of the developers. All we are looking to do is to protect our property values and we deserve that right. I have a question for the traffic expert that you have there. The only logical reason you are opening up that street is to allow access through from LaGrange, people from the outside into that development, into our neighborhood. If you go north here onto 135th Street, you have some beautiful homes; the representative from Mariano's what is your target radius to attract people? Because within a mile and a half, off of 135th Street, how are they going to access your site? I am going to tell you. We know because of at Christmas time and we don't complain. We are probably LaGrange Road east and we put up with it because we know for that 6 week time, tax revenue is being generated. We fear for our kids. We fear for the traffic coming through. Everyone is going to access John Humphrey Drive to go to Orland Mall. I would like someone to explain to me. I'm here to tell you right now that I'm sure we are going to love Mariano's and we are not here to tell you how to do economic development but I am asking you as tax payers and as voters to keep it sealed off.

STEPHENS: Let me understand what you just said? You don't want the connections at 141st and 140th Streets? Is that all you were saying?

MULVEY: Yes it is. I am going to ask one more thing. I put years in working with every committee that was here. I took it on. I did my homework. I have the paperwork in my basement. I worked very diligently simply because we were trying to protect this very problem.

STEPHENS: You made your point.

MULVEY: Can you please show me in Orland a precedent that opens up directly into a residential area?

STEPHENS: Your point is that you don't want to streets to connect? That is all I want to know.

MULVEY: Yes

PARISI: Mr. Mulvey, as we look at the drawing we know where the row houses are and the tuck unders. The street that is there, I believe it is 95th. You are suggesting that you don't object to the row houses or the tuck unders but you would rather have them go through to Humphrey Drive and down to 143rd Street?

MULVEY: All I am saying is that if the new townhouses were closed off from the old ones. Close them off so there is no connection.

PARISI: But you want them to be closed off on John Humphrey Drive not on 95th. Asked and answered. Thank you.

AUBIN: Swore in John Zagotta, 13943 John Humphrey Drive, Orland Park, Illinois.

ZAGOTTA: I am asking or commenting on parking being constricted on John Humphrey Drive. Right now the spill over parking is a lot on the street. If we have these other houses, will people park unrestricted on both sides of John Humphrey. I guess I am concerned of the crowding there. Is there a plan in place or has that been considered?

FLOM: Parking is permitted and encouraged on streets in our downtown area. However, the traffic and advisory board will restrict parking if it becomes a problem. That has happened on a number of our streets and we are not restricting parking as a part of this petition.

STEPHENS: Thank you.

AUBIN: Swore in Eugene Grzynkowicz, 6N272 Papworth Avenue, Roselle, Illinois.

GRZYNKOWICZ: I am here to represent Pete's Fresh Market. I wanted to let the Village know that Pete's Fresh Market has been working with the Village of Orland Park since April 2012. We have had some significant conditions due to the property, grade space requirements, detention, things of that nature. We have been working with your staff. Your staff has been very accommodating to work with. We have submitted three sets of drawings, our initial set, our second set which we were originally going to build from and then during the time we were purchasing another lot to satisfy our green space. During that time, we took a look at our model, our profile, and how we were going to build the building. We sat back and rethought it and came back with a new plan. The reason for that is Pete's Market is an owner operator grocery. So we take high pride in our building, high pride in the materials we use for our building and how they fit within the community. By doing that, we had to take a few extra months. I know some people are concerned what's happening with Pete's. I am here to tell you, we are not going anywhere. We are building.

STEPHENS: Thank you.

AUBIN: Swore in Robert Sullivan, 14551 Westwood Drive, Orland Park, Illinois.

SULLIVAN: My main comment is more in urban design and open space. Originally, there was a park requirement of the existing townhomes that was never put in. Maybe there was intent to put it in later. In the ordinance, there is a park requirement for residential units which would include the one's being proposed. Is that park requirement being met acreage wise? But then a common space, usually a park, is built for a purpose and it is something that can be used. These green spaces seem to be left over in the corners here and there. They were left over after the buildings were put in. The original Orland Crossing had some very nice green spaces such as the fountain and that cul-de-sac and as you go into the next development in 95th Avenue, I don't see anything like that. I see the loading dock. I just think it would be nice to continue that design trend. Usually, you would see something like a charming town square with the townhomes around it that is walkable instead of these leftover pieces. Those were my comments. Thank you.

STEPHENS: Thank you.

AUBIN: Swore in Courtney Pittos, 9305 141st Place, Orland Park, Illinois.

PITTOS: I just wanted to make a few comments in reference to the connection that will be made going through the neighborhood. I, for one, support it. I live in the Heritage Townhomes and personally I just think it is beneficial to the residents that are living in that subdivision there. Right now, there is no connection. My husband and I did buy that townhome because we did like the location and the proximity to the shops over there, the restaurants and everything like that. The only people that are going to be using that road are from that neighborhood. Also, I would like to say that in regards to the rental units over there. I support that too. Just because someone is a renter does not mean that someone is not invested in a community. My husband and I were fortunate enough to be able to buy our home but speaking for the younger generation, I know many people that are my age that maybe have well-paying jobs but have student loans that are the same amount as a mortgage. They can't afford a down payment for a house. I fully support this project.

STEPHENS: Thank you.

AUBIN: Swore in Ramzi Hassan, 15616 Julies Way, Orland Park, Illinois

HASSAN: I am a resident of Orland Park as well as the owner of Orland Crossing, the shopping center in front. We purchased the shopping center out of foreclosure. It is no secret that this is a failed development. We are without an anchor. This has been ten years and a lot of these stores are struggling. The development was designed as an inward community. When you are at Panera, you are facing 21

acres of empty land. All of these tenants are hurting. Their sales are marginal at best. Some stores have never been built out and there are spaces that don't even have drywall. Now, I think that this is a great development. In order to have a successful downtown, you need to have some density. To create density and benefit at the higher end is this apartment building and I think that it is a great feature for the town. We have done several studies on our own as new owners of the shopping center and retail is just not in the cards for this twenty acres. You have to adapt with the times and do what is best for the community while taking into consideration everyone's concerns. This is a very well put together thought out development and we would be proud to be neighbors of this development.

STEPHENS: I have in my possession six letters in my possession that are in favor of this development. If anyone would like to see these letters you are welcome to request them.

AUBIN: Swore in Carol Francis, 14003 John Humphrey Drive, Orland Park, Illinois.

FRANCIS: My concern is the row houses. How far back from the sidewalk will they be built?

FLOM: 15'

FRANCIS: Ok, well I live on an end unit on the east side of Humphrey and most of our buildings primarily run east and west and there are several that run north and south. I don't see anything here other than a solid, brick wall that will be 30' high that we will be looking at. There are no court yards, just house after house after house for three blocks.

FLOM: The row homes are a slightly different product type but these are oriented to create a streetscape whereas some of the Orland Crossing townhomes are formed around courts. Now on those courts, they are organized against the streets similar to this. There are a number of buildings here of various sizes so this is going to look like a residential block with row homes on it. It is not a solid building.

FRANCIS: Well, it is not a solid building but there is no green space in between. We have huge courtyards on our side of the street which is what they will be looking at. But we will be looking at house after house after house for three blocks. It covers the front of our buildings.

STEPHENS: Thank you ma'am.

AUBIN: Swore in Jim Segreedo, 14133 William Drive, Orland Park, Illinois.

SEGREEDO: I just want to reiterate our concerns about the traffic patterns in the subdivision going through the development if you allow those two openings to continue. As you just said, the amount of letters you have received about the

amount of excitement the business owners have over the new business this will create for the business owners. The amount of traffic, in my opinion, will come through Heritage Estates through 141st and 140th Street.

STEPHENS: Don't you think that maybe some of the people that live in Heritage Estates would like to be able to access the new development? It will be much more of a convenience. Do you agree?

SEGREEDO: It is not a convenience.

STEPHENS: Thank you, sir.

SEGREEDO: Let me clarify. Certainly for some it will be a convenience. But the amount of traffic it will create throughout the subdivision will be far worse that it outweighs the convenience, in my opinion. I strongly emphasize that when you ask that question of me you have a very strong reaction. I am here to give you my opinion. I am not here to speak for the entire Heritage Estates. You are looking at a lot of parking lot space, a lot of roof top. I really think the Plan Commission needs to look at the amount of green space being made available as far as what is planned for. I am not against this development plan. I am very concerned with storm water retention and water going down LaGrange Road from runoff. Has the storm water retention been studied?

FLOM: Yes, the detention that has been constructed was part of Orland Crossing and was designed to handle the development on this site. As part of this petition, the petitioner had to provide storm water calculations to show how much water is going to run off this site into this pond. We have reviewed those already and that is why we granted preliminary engineering approval.

STEPHENS: Thank you.

AUBIN: Swore in Bill Wilson, 9419 141st Street, Orland Park, Illinois.

WILSON: You can break ground on this thing tomorrow as far as I'm concerned with the exception of what everyone is talking about. If you don't think for one second that traffic is going to pour out east of this development. I spent the last eight years trying to get in and around of Orland Park for finding interesting ways. They will flood east of this development. This should not even be up for debate. There is only one person here who doesn't think that is going to happen and she spoke. Everyone else is in agreement.

STEPHENS: I don't mean to cut you off but we have heard enough about the connections.

WILSON: I understand. I heard the one comment but that is why I came down here. Anyone that does not think it is going to happen is absurd.

PARISI: That is not right.

PITTOS: With regards to the traffic, I think it will be worse to force traffic out in the other direction. I have an end unit in Heritage. I think that will be much worse for Heritage than if we don't make the connection. If you make the connection, the traffic will be dispersed. The only way for anyone to get out right now is to go to 143rd Street from John Humphrey Drive. The connection is needed, absolutely.

STEPHENS: Please no more comments about the connections. We have heard enough.

AUBIN: Swore in Colette Tunney, 9237 Hartwood Court, Orland Park, Illinois.

TUNNEY: I appreciate the chance to speak. I can appreciate that you don't want to hear any more about the connections but I still would like to have my say. I did hear you say one person's opinion but I keep hearing all of the people behind me saying the opposite so I would like everyone to take that into account when there are a lot of people saying they would like the road closed. I did hear Mr. Mulvey when he said there is some skepticism and that is because of what we haven't been allowed to say. My feeling is when you asked if it was convenient to everyone and people are saying that it isn't convenient. I think what people are saying is safety. When people say they would rather drive five blocks the opposite way, I think safety is a huge concern. So I think I would like to say that. We would like to be respected. We would like to be heard. Another thing that I heard tonight is "I used to live in that subdivision" so how many of you live there now? It's a lot different when you don't live here so I would just like to say that too.

SHADER: Now since we have had the man from Pete's Market say that they have bought the property, they have the plans and they are going to invest the property, we are going to have two grocery stores that close to the other?

PARISI: We don't know that. And I would like to say, I have no preference here, but what struck me about that in terms of the developments, they are both high quality stores. When the gentlemen from Pete's Market spoke, how do you think the people that live on 135th are going to get to Pete's?

SHADER: I don't know. But I'm not talking about the traffic pattern now. I'm talking about the fact that we are going to have two grocery stores across from one another.

STEPHENS: We are dealing with this petition right now. We don't have two grocery stores. Pete's grocery store is not on the agenda. It is not moving forward. We have to deal with what is on the agenda tonight.

SHADER: I can respect that but you are going to have to deal with this other store.

It sounds like it's a reality.

STEPHENS: Thank you.

AUBIN: Swore in Angelo Stamatoukos, 113 Central, Willowbrook, Illinois.

STAMATOUKOS: I see a very congested and aggressive site plan. It doesn't look to me like what a downtown space would be like. I see a lot of black top and rectangular buildings. What is the green space for this place?

FLOM: Lot coverage. They are at 73.8% paved. That meets code. Our code allows you to go up to 80% if you use best management practices. If you do not use best management practices, you have to meet 75%.

STAMATOUKOS: How about the Mariano's store?

FLOM: The Mariano's store is higher than the residential but both developments are being considered together because it is the build out of Orland Crossing.

STAMATOUKOS: But since Mariano's sits on its separate lot, how much green space is on Mariano's?

FLOM: Mariano's is 83%; the residential, 66%.

STAMATOUKOS: That means 17% green space and 25% is required. So this is an aggressive plan. Also the gentleman that owns the center behind said that they need an anchor tenant, they are hoping that Mariano's is going to solve their problem but we know for a fact Pete's is coming across the street. The traffic is going to split 50/50. The tenants of the retail center owners they are not going to get as much traffic as they think they're going to have. Pete's has spent more than 10 million dollars already into this development. I know that because I have to declare myself that I am the architect for Pete's Fresh Market and that's why I am speaking like this. So I see that the development/ the anchor tenant in this particular case is going to be detrimental to what the developers of this property and the owners of the existing retail spaces hoped for. I know for a fact that Pete is coming. We do have a right to come and we do have the zoning. We have been here a long time ago but we had to purchase an extra piece of property to make the 25% green space that is required. This particular space does not have 25%; it has only the 17%. This is an aggressive site plan and you should wait to see.

STEPHENS: Thank you.

AUBIN: Swore in Shauna Howard, 14001 Charleston Drive, Orland Park, Illinois.

HOWARD: I just want to ask about the traffic study. When you say you did a traffic study, when was it done and how exactly did you do it?

WOODWARD: We recently conducted a traffic study in August of 2013. We did traffic counts at the major intersections. We analyzed these intersections. We projected traffic to year 2020 conditions which includes the proposed development at hand this evening as well as the Pete's build out. As well as the redevelopment of the Marquette Bank site as well as increasing any build out of the Main Street Triangle development.

HOWARD: Did you consider doing a traffic study coming out of 141st and 140th Streets as if you would go into Heritage. It is like a freeway zone over off of Charleston in Heritage. I can look out my house and see 140th and Charleston and 140th and Catherine, which is even worse. So have you done a study on that area right there?

WOODWARD: Simply put, we analyzed John Humphrey at 141st and 140th as well as the intersection at 143rd.

HOWARD: Will you consider doing a traffic study to see what goes on there right now?

WOODWARD: If it is requested by the Village, we will go ahead and do it.

HOWARD: How do we request that?

STEPHENS: You go to Committee, the next level.

AUBIN: There are two more meetings that control the destiny of this petition. You should direct these questions to those meetings.

MULVEY: Quick point. This was done before with the prior developer. I ask you to look at the previous study and they saw fit to close that off. Quite frankly, hearing now that you paid to have this study done with taxpayer dollars...

STEPHENS: No the developer paid to have that done.

MULVEY: Fine, whatever. I ask you if it is done that something is done with the support of these people here.

AUBIN: Swore in Claire Mohler, 9122 140th Street, Orland Park, Illinois.

MOHLER: The reason that I came here tonight is because I read comments by Karie Friling on the Orland Patch speaking on behalf of Orland residents. I don't appreciate her; she is not representing me as a resident of Heritage Estates, saying that we would like to have our streets open. She made many reckless comments. If you want to read the Patch, you can read the many comments she made about the residents of Heritage Estates.

AUBIN: Swore in Maureen McBride, 9403 140th Street, Orland Park, Illinois.

MCBRIDE: Quick question, why can't we just put in two entrances off of LaGrange Road and use the one on 95th? Then you can just leave us residents to ourselves and traffic would flow down 143rd Street. I am on 140th Street and I am worried about that congestion. I know you heard all that before.

STEPHENS: Your comment is not part of this plan. They didn't make it a part of that plan.

AUBIN: Swore in Nancy Sutherland, 8 Silo Ridge Road, Orland Park, Illinois.

SUTHERLAND: I am in favor of this. Most of my friends and I we drive to Frankfort to go to Mariano's. We would like to leave our tax dollars in our own Village. I do understand the concerns of the people that live in Heritage Estates. My mother lives in Heritage Estates and she is 81 years old. She actually would like to see the street go through. She didn't come tonight because she can't sit for that long but she does still drive and she does everything on her own and she is delighted. She wants the development, she wants the street and for some reason if Pete's decides he wants to make an offer, so be it. When you go to the mall, there isn't just one store.

AUBIN: There isn't just one car dealership on 159th Street, right?

STEPHENS: Thank you for your comment. We have heard all of your comments and we thank you for them. They are all valid comments. At this point in time, as I stated in the beginning, we will now go to the Plan Commissioners and hear their comments.

PARISI: Well I commend everyone for coming out to begin with. There are a lot of intelligent remarks made. When I originally looked at this plan myself, I had a lot of the same concerns. I was worried about parking. I was worried about congestion. I was really worried about the rental unit absorption rates and the traffic patterns and everything. Even the heights of the buildings and that we might have two grocery stores, I would say that most of these issues have been explained at least to my own satisfaction. Some of the things that I have come to observe, when you create a traffic grid and add additional outlets, it helps to disperse the traffic. If I was someone from out of the area, more than likely, I would just want to get back onto LaGrange Road. Another thing is in terms of the residential portion, the rental units. First of all, household formations are on the rise. The demographic studies prove that. Household formations are first created when somebody rents. When a new household formation rents in your community, spends their money in your community, those become your future homeowners. I look at new household formations as a positive. I sympathize with all the remarks and there has been some good suggestions made. That is all I have to say right now, Mr. Chairman.

STEPHENS: Thank you Commissioner Parisi. Commissioner Paul?

PAUL: I want to address a couple of things that were brought up. In regards to the parking lot, if it's about safety I would be willing to sacrifice a little green space to get cars in and out of the parking lot safely. On the second issue on the apartments, a lot of us are from the same generation. I think there is a stigma attached to rental. We grew up in a time when it was the American dream to own a home so people that didn't, you kind of wondered. But this is a different world we are living in. If I was a young man in today's society, I wouldn't buy a house. There is no certainty. Your home value is not guaranteed to go up every year. There is also no guarantee that the job you have today is going to be the same a year from now. You might go from working in downtown Chicago to downtown Cincinnati. You have to have that flexibility. We talked about transient; well that's why so many people are transient. You don't want to exclude those people. Those people become your future homeowners. This is not low end housing and I understand the concerns about section 8. Let's be real. A lot of us have experienced that before. But this is a different target and market of people. Look at 9750. This is the same argument we had then and look how that turned out. I don't think anyone has any complaints on it now. The next thing I want to talk about is Pete's and who is there and who is now. This is a retail community. People come in and people go out. We once had a Randy's and we once had a Dominick's. Now we have a Whole Foods. We're going to have a Mariano's. Pete's wants to come in, go ahead, you're more than welcome. When we give someone a business license, it is not to protect them. We don't say you can be here but we're not going to allow someone else to be there. It's called capitalism. Somebody is going to be there. The spot is not going to sit vacant forever. That goes into my next thing, traffic. I don't like being personal at these things but I live on Wheeler. That is like the king of cut through in Orland Park. About a year ago they opened Wheeler to LaGrange Road. Some of my neighbors thought that it was armageddon. They said Wheeler was going to be the next Talladega Speedway and it's not. Believe me, it's not. Are you going to get more traffic? Of course you're going to get more traffic. Every time they build a house, you get more traffic. Every time you build an office building you're going to get more traffic. Is some of it going to go through the subdivision? Yes. Where else is it going to go? Of course some of it is going to be people that live back there. Are people going to cut through other neighborhoods, yes. Before I got to this board I was on the parking and traffic board and we dealt with those issues. When those issues come up with people speeding down certain streets, that doesn't seem to be the main issue, but then we send police down there to fix the issue. You write a few tickets. The standard line by me is don't speed down Wheeler. If you do, you probably are going to get caught. People are going to do it, they're going to get caught and then they are going to stop doing it. I understand the concerns but that is a reality of living in a retail community. Every time you build something new, there are going to be more cars. The last thing I want to bring up, the one gentleman that owns the adjacent mall, it is going to be a boon to that mall, having a Mariano's there. It is a good fit. The

whole idea of this Orland Crossing was that it was supposed to be more of an upscale type of retail and I think it will definitely help that strip center. This type of development is going to help. You don't want that center to sit vacant. I don't think anybody wants that. I appreciate all of the work that staff has put forth and I appreciate everyone that is here whether you agree with us or not. That is what makes these types of things work, everyone coming out here and expressing their opinions. You can't please everyone but we try to do the right thing. That is all I have Mr. Chairman.

STEPHENS: Thank you, Commissioner Paul. Commissioner Jacobs?

JACOBS: Well, I don't have anything to say. Everything has been said by everybody. I certainly share your concerns. I hope that something can be arranged that everyone becomes satisfied and I hope that all the grocery stores get to come here and have great success. That is all I have.

STEPHENS: Thank you, Commissioner Jacobs. Commissioner Dzierwa?

DZIERWA: Thank you, Mr. Chairman. I have only been a resident here for 30 years. I built a house here 30 years ago that was at the end of the block, it was a dead end and then they decided to make a cul-de-sac and go around the corner. I wanted to close the gate as soon as I moved in but people have a right to develop. That is one thing that you all have to know. We make sure that they do it the way the Village says it should be done. We go by codes and by ordinances. We are stuck with the rules. If it fits the rules, we vote for it. If it doesn't fit the rules, we say Ok, we will give you this much but you have to go to Committee and Board. They vote by conscience. They vote by what you say to us but you say it to us first. A lot of times we can't make the decision on what you say to us. That is not our decision to make. We are here for every petition. We are not just here for Heritage Estates like you all are tonight. If you come to all of our meetings, we put our hearts, minds, and time into everybody's concerns for the whole Village of Orland Park. We all love this Village. We all love that you show up to help us do our job so long as we remember what our job is. I appreciate everything that everybody has to say. As far as the traffic going into the neighborhood, it seems to be a very popular subject with everyone here tonight, so I will address that very simply. If you don't think that should happen, no matter what we say tonight, whether we allow that or we don't allow that tonight, you have other options as a group. You can get a petition together and go before Committee. It is that simple. When you circulate that petition, there are maybe 300 homes in that subdivision. If you hit every home and talk to every homeowner and you ask them honestly if they want these connections to this retail development, don't tell them that everybody that shops there is going to fly through your neighborhood. Don't tell them that they aren't going to use the busy streets. Make sure you tell them that they will be able to get to these places by using these connections if they are established. You need to tell them both sides of the story when you circulate that petition. I encourage you to do it. The Village Board will listen to you if you are organized. If you want to do this,

then go to the people at the next step. I can say yes if I lived here, I probably wouldn't like that either. But I have had instances like this happen to me and I'm living with them now. Maybe it is not as intense as it would be here but it is pretty much the same situation and we see this all over the Village. I can't give you instances where we let traffic encroach on existing neighborhoods because we do so many of them. I can't remember details of engineering reports on what happened years ago. I have been on the Plan Commission over ten years now and I can't give you the details because they aren't at my fingertips. I encourage you to take it to the next step. That is all I can tell you to do. I do have a question for staff though. This may be old school but why are we calling 95th street and not avenue? Don't avenues run north and south; streets, east and west.

FLOM: I'll be honest, I don't know that we analyzed it in that level of detail but we can certainly adjust the street name for whatever is consistent in Orland.

**2013-0490 Orland Crossing Retail - Bradford Group**

DZIERWA: Well I mean 80th Avenue, 88th Avenue, and 84th Avenue. If it's a north and south street, I think it should be addressed as 95th Avenue. That is my own personal opinion. If you decide something else, I will live with it. As far as the actual development, the rental units, I have to go with what the professionals say. I have read a couple different reports. I was very interested to read them. If that is the way things are going then that's the way it is. We like to welcome something like this into our community and make sure it fits in our community. We have just done a Comprehensive Plan overhaul and we have seen it all in different stages over the last six to eight months. We have gone over a lot of information. Comprehensive Plans need to change every five to ten years in order to stay current. This fits. This fits because of the transit oriented development. They complement each other. I personally think Pete's and Mariano's will complement each other, you have two different choices. I enjoy that. I wish it was closer to my house but I live on the poor side of Orland. If I were to move into Orland now and tried to buy a house now, I couldn't afford to move here. I couldn't afford the down payment. I could probably afford one of these apartments if I don't eat and I didn't have a car payment. But that is just me. Because I can't afford this sort of thing, doesn't mean we shouldn't let it happen. I'm sure we are all thinking in the back of our minds, what is the backup plan if this doesn't work. I don't know, I don't have the answers, I'm not a professional. I am just a regular guy. So, Mr. Chairman, my fellow Commissioners have touched on most of my other comments, so I'm not going to rehash those. I do suggest to residents if you need to take this further, pursue it at the Village Board and please do not be offended if as a whole this gets approved tonight because it is a good plan and it has a couple of flaws that can be fixed. But they are going to be addressed because of all of your input here tonight.

STPEHENS: Thank you, Commissioner Dzierwa. Commissioner Aubin?

AUBIN: Thank you, Mr. Chairman. Some of my Commissioners have covered my points that I am not going to reiterate. I am going to say that our staff in Orland Park is conscientiously focused on developing this site with the best interest in Orland Park at mind. I have been sitting up here for a long time. I have been a 35 year resident. Their research has left no stones unsure. There are a number of conditions that the staff has put on these two petitions just for these gentlemen to get their project off the ground. One of the things that they did when they were here tonight was they had an opportunity to argue about these conditions. They had a little bit of a problem with some parking and lighting and we are going to take care of that. Both of the petitioners of these projects have agreed to follow through with these requirements. Which leaves this Commission without showing prejudice to vote for this project and move on to the next level. Thank you, Mr. Chairman.

STEPHENS: Thank you Commissioner Aubin. I have sat here for about two and a half hours now listening to all the comments. First of all I want to say that the project itself, in my opinion, is a very well-conceived project. The roads on the west side of John Humphrey Drive, they really are transitional. I think it is a very good plan. I have not heard any real negative comments about Mariano's at all. The negative comments that I have heard are about the connections for 140th and 141st Streets. I have heard comments on one side, a number of you don't want them. I have also heard comments on the other side that is convenience for people that live in the area. So I think that looking at the plan, a compromise on the connections might solve or satisfy in my opinion. I am for eliminating the connection of 140th Street going east bound. But the connection of 141st Street only goes for one block. When people look at that connection, they are only going to be able to go east bound for one block. But it does make sense to me for the people that are living in Heritage or just east of there, to go west bound to shop in that area. Therefore, I am suggesting eliminating one connection at 140th Street and keeping the one at 141st. It just makes a lot of sense. When you talk about cut through traffic, the only cut through traffic that we do are the people that live in Orland Park. We all eliminate using LaGrange Road. We know how to maneuver around Orland Park because we live here. But people that are coming to shop from other areas, they don't know these connections and I don't think they are about to take these connections. Why would they want to go east bound for one block? But the people that live in Heritage might want to go west bound for one block to get into the Mariano's. It just makes a lot of sense to me. As far as that aspect goes, it is a well-conceived project and I would like to recommend to eliminate the connection from 140th Street east bound but the other connection from 141st Street, it makes a great deal of sense. With regards to the rentals, I echo the sentiments from the other Commissioners here. We are in a changing economy. A lot of people who live in Orland Park and have had their homes foreclosed, cannot get a mortgage. Yet they still want to live in Orland Park and send their kids to school here. But where are they going to go? All of the houses are all rented up. Give them a place to go. Kids grow up here and they want to stay here. My kids grew up here and they want to stay here but they can't afford to buy

the houses here. Can they afford to rent? Probably. This makes sense. We really don't have that many rentals so to create a rental community is a good idea. In my opinion, this is a good fit for our economy and community. Another thing, we are all volunteers here. We are residents of the town. We don't make final decisions. We are just a recommending body. From here it goes to the committee which is next Monday, November 18th at 6 pm in this room after that it gets recommended to the Village Board. You are welcome to go to any of those meetings. The Board of Trustees makes the final decision. At this time a motion would be in order.

AUBIN: I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated November 12, 2013.

And

I move to recommend to the Village Board approval of the preliminary site plan titled Preliminary Site Plan, dated 10-25-13, prepared by the Bradford Group, subject to the following conditions:

1. Add two brick piers to the site plan to better frame the vehicular entrances into the parking lot from 142nd Street.
2. Provide a detail or photo illustrating the proposed fence along the east property line.
3. Revise the site plan to shift the 8' multi-use path to the west curb in order to create a larger landscape buffer area between the path and the Mariano's parking lot.
4. Petitioner work with staff to accommodate acceptable dimensions for drive aisles.
5. Provide landscaping, above code requirements on the north side of the building.
6. Redesign the directional sign pier to match the existing Orland Crossing pier design and that the Mariano's sign match the black background/bronze font theme established with the other piers.
7. Revise the site plan to include the required number of handicap parking spaces per Code.
8. Submit a non-operating hours/security lighting plan to ensure that light levels are reduced during non-business hours to reduce the impact to the adjacent residential uses.
9. Work with staff to accommodate all ornamental lighting issues.

10. Revise the sign exhibit to meet code for the monument signs proposed along 143rd Street and LaGrange Road.

11. Confirm that all refuse containers are located interior to the building or show dumpster locations and required screening on the site plan.

12. Revise the site plan to shift the building 2' to the east.

13. Revise the site plan to provide a sidewalk and parkway along the south side of 141st Street at the northeast corner of the parking lot.

14. The petitioner submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.

15. The petitioner must meet all final engineering and building code related items.

And

I move to recommend to the Village Board approval of the Elevations titled Orland Park Crossing dated 10-17-13, prepared by the Bradford Group, subject to the following conditions.

1. All mechanical equipment must be screened, either at grade level with landscaping or hidden behind the roofline.

2. The petitioner submit an appearance review for the proposed transparency of the windows once the floor plan is finalized.

3. Wall signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.

4. Confirm that only the bottom panels of the atrium are spandrel and that the rest of the glass in the atrium is transparent.

And

I move to recommend to the Village Board approval of a Special Use Permit Amendment for the Orland Crossing Development and to allow a commercial use over 50,000 square feet subject to the same conditions as outlined in the Preliminary Site Plan motion. Modifications to the Special Use permit include:

1. To permit parking in the 142nd Street setback.

2. Reduce the parking lot setback.

3. Increase the 141st Street setback.
4. Reduce the required number of bike parking stalls.
5. Allow parking in the side setback adjacent to residential.
6. Petitioner work with staff to eliminate the 140th Street connection to the east at John Humphrey Drive.

And

I move to recommend to the Village Board approval of a Variance to permit parking that is 26% over Village Code requirements.

And

I move to recommend to the Village Board approval of the subdivision as shown on the drawing labeled, Orland Park Crossing First Resubdivision, prepared by Manhard, dated 8-23-13, subject to the following condition:

1. The petitioner submit a final plat of subdivision for review within 60 days of final engineering approval.

All changes must be made prior to the Board meeting.

PAUL: Second

(Approved 6-0)

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated November 12, 2013.

And

I move to recommend to the Village Board approval of the preliminary site plan titled Orland Park Crossing, prepared by Manhard Consulting, dated 9-12-13, subject to the following conditions.

1. Revise the site plan to fix the spelling error in Orland Park Crossing on the title block.
2. Revise the site plan to show the correct number of units proposed.
3. Submit details showing pool area, including the proposed fence type.
4. Submit a conceptual landscape plan for the 'L' shaped green area around the

clubhouse.

5. The petitioner confirm that all refuse will be contained interior to the buildings, or revise the site plan to show the dumpster locations, screened with masonry walls per Code requirements.

6. All retaining walls meet code, and proposed design, color and materials are provided for any proposed retaining wall.

7. The parallel parking spaces located on the north side of buildings 2 and 4 are removed to provide additional landscape area, and to accommodate sidewalks on the north and south sides of both buildings.

8. Shift buildings 5, 9, 8 and 12 five feet to the south to better define the street with architecture.

9. Shift buildings 6 and 10 five feet to the north to better define the street with architecture.

10. Submit a conceptual overall landscape plan.

11. Revise the site plan to show a sidewalk with parkway along the west side of 95th Avenue.

12. The petitioner must submit details including height, materials and colors of all proposed walls and monument signage.

13. Work with staff for the lighting to match decorative lighting used in Orland Crossing.

14. The site plan be revised to show an 8' multi-use path along the west property line.

15. The sidewalk on the east side of S 95th Avenue be reduced to 5' to match other sidewalks in the area.

16. Add a sidewalk and parkway, to connect to the commercial property, on the south side of 141st Street near the intersection of John Humphrey Drive.

17. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.

18. Submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.

19. Meet all final engineering and building code related items.

And

I move to recommend to the Village Board approval of the Elevations titled Residence of Orland Park Crossing, prepared by BSB Design and REVA Development Partners, and dated 10-30-13, subject to the following conditions:

1. Revise the elevations so that the labels match the products shown on the site plan.
2. Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline.
3. All masonry must be of anchored veneer type masonry with a 2.265" minimum thickness.
4. The petitioner consider using metal or masonry balconies instead of wood balconies.
5. Revise the elevations to include specific colors proposed for the buildings.
6. Incorporate two additional colors, within the same color family, for the siding material on the townhomes and row homes, in order to provide subtle variety between the buildings.
7. The white garage doors are replaced with a different color that will recede visually into the building and withstand dirt and wear.
8. Submit elevations for all sides of the clubhouse building.
9. Label the material/color for the fences surrounding the courtyards of the row home product that fronts John Humphrey Drive.
10. Eliminate 140th Street connection to the east at John Humphrey Drive.

And

I move to recommend to the Village Board approval of a subdivision, as shown on the preliminary plat titled Orland Park Crossing Second Resubdivision, prepared by Manhard Consulting, dated 9-13-13, subject to the following conditions:

1. That the petitioner submit a Record Plat of Subdivision to the Village for recording.
2. That the townhomes and row homes be platted to facilitate conversion to a for-sale product in the future.

And

I move to recommend to the Village Board approval of a Special Use Permit Amendment for the Orland Crossing Planned Development subject to the same conditions as outlined in the Preliminary Site Plan motion. Modifications to the Special Use permit include:

1. Increased building height from three to four stories for buildings 1 and 4.
2. Reduced rear yard setback.
3. Reduced Landscape Bufferyard requirements.

All changes must be made prior to the Board meeting.

PAUL: Second  
RECOMMENDED FOR APPROVAL

**Aye:** 6 - Chairman Stephens, Member Jacobs, Member Aubin, Member Dzierwa, Member Parisi and Member Paul

**Nay:** 0

**Absent:** 1 - Member Murphy

### NON-PUBLIC HEARINGS

None.

### OTHER BUSINESS

#### 2013-0156 Memo: New Petitions & Appearance Review

STEPHENS: Is there any other business from Commissioners?

### ADJOURNMENT

There being no further business before the Plan Commission, the Chairman adjourned the meeting.

STEPHENS: This meeting is adjourned at 10:30 p.m.

Respectfully submitted,

Heather Zorena  
Recording Secretary