VILLAGE OF ORLAND PARK

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

Meeting Minutes

Tuesday, June 9, 2015

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. Lou Stephens, at 7:00 p.m.

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

Absent: 1 - Member Paul

APPROVAL OF MINUTES

2015-0142 Minutes of the March 24, 2015 Plan Commission

A motion was made by Commissioner Aubin, seconded by Commissioner Dzierwa; to approve the minutes of the March 24, 2015 Plan Commission with the following change:

PAGE 8 under Stephens's testimony add "be" after "that will".

AUBIN: I move to approve the minutes of the March 24, 2015 Plan Commission Meeting.
APPROVED

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

Nay: 0

Absent: 1 - Member Paul

2015-0067 Minutes of the April 14, 2015 Plan Commission

A motion was made by Commissioner Aubin, seconded by Commissioner Murphy; to approve the minutes of the April 14, 2015 Plan Commission.

AUBIN: I move to approve the minutes of the April 14, 2015 Plan Commission Meeting.
APPROVED

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

Nay: 0

Absent: 1 - Member Paul

PUBLIC HEARINGS

2015-0267 Dunkin Donuts Plaza

PITTOS: Staff presentation made in accordance with written staff report dated June 9, 2015.

STEPHENS: Thank you Mr. Pittos, good presentation. Is the petitioner present? Would he care to address this or add anything to what Mr. Pittos presented?

AUBIN: Swore in Peter Paraskis, 14607 Oak Park Avenue, Oak Forest.

PARASKIS: One of the issues that we have with this site plan that was discussed this evening was the bypass lane. This bypass lane is one that we've been studying quite a bit. We originally had it designed as this way. The purpose of the bypass lane is once a customer puts in his order, he's stuck or he needs to leave he wouldn't be tied up in the bypass lane. They have plenty of time to be able to exit out and leave. In this one, this will rarely be used only because the vehicles that are there will probably be just parked there. They would have to disrupt the traffic to come back out on this one. That was one of our concerns and we are presently with our traffic engineer looking more closely at this one in comparison to some of our other locations that we have done. We feel a little bit more comfortable with the one on the left which would still have the same amount of landscaping within about 1%. So there really isn't much difference in it but we feel that the circulation and the purpose of the bypass lane is what we are looking at this evening.

STEPHENS: Did you discuss this with staff?

PARASKIS: When we first presented it and staff had requested an alternative site plan based on their sketch. That is why we presented both.

STEPHENS: Mr. Pittos, what do you think about the difference here?

PITTOS: From past experience and just from any drive aisle situation, I don't believe that if you park in this parking space and you back out to leave again, is no different than any of the movements that would be happening here or in any other one way diagonal parking conditions. You are always going to be backing out into a drive aisle. You are always disrupting some sort of traffic when you back out in any parking lot. I don't necessarily think that it would pose a problem. If somebody is at this point and they are backing out it would be no different than if they were driving by in a normal drive aisle situation.

STEPHENS: So you recommend this alternative plan?

PITTOS: Yes.

STEPHENS: Any other comments sir?

PARASKIS: I would just like to point out that those parking spaces would probably be used for the public and now the public is constantly in that bypass lane whereas in the other concept, there is no customer in the bypass lane. From the point of view of constantly having a customer walk into that drive thru lane becomes an

issue.

STEPHENS: So you like your proposed plan and staff recommends the alternate plan?

PARASKIS: Yes.

STEPHENS: Is there any room for compromise? To work something out between the two of you?

PARASKIS: We have our traffic engineer studying this a little more closely in comparison to some of our other locations that have a bypass lane dedicated and a bypass lane that have vehicles that are parking in that bypass lane. Strictly from a traffic safety point of view because we look at it and we realized that the public is always going to be walking in that drive thru lane.

STEPHENS: Mr. Pittos, maybe we should continue this until they get their traffic study and work out a little better with the staff. Work out some sort of a compromise if it's possible?

PITTOS: We can work on another site plan, yes.

STEPHENS: When do you expect your traffic study?

PARASKIS: He already finished his preliminary one. We were supposed to have it for tonight's meeting but he couldn't get it to us. But I am hoping by the end of this week. Or we could do it administratively if we could show…

STEPHENS: I think we want to continue it.

PITTOS: Can we get the rest of the Plan Commission's comments so we can address any issues in totality?

STEPHENS: Yes. Is there anyone else from the public who wishes to address this petition?

AUBIN: Swore in Shailesh Sha, 19 Silo Ridge Road, Orland Park.

SHA: One more concern is about the garbage disposal. It is too close to our window and with all the sweets, we have a lot of bees around August. That is why we are trying to move the garbage disposal all the way to the back where it is currently located. It is too close to the window and it really gets worse around August.

STEPHENS: So you'd like to relocate the garbage dumpster back to where it exists now?

SHA: Yes. It is too close to the window and people are sitting in their car in the summertime and a lot of bees are coming in. It is hazardous towards customers that have bad allergies to bees.

STEPHENS: Thank you. Is there anyone else who wishes to address this petition? Seeing no one, we will go to our Commissioners.

PARISI: I have a split decision here. It was a good point that he brought up about the garbage enclosure. I initially didn't want it right by 71st Court but what he says makes a lot of sense. There is going to be landscape around it so it does seem to make more sense. On the other hand, I feel that the wider driveway on the alternate plan seems to make more sense to me. It provides you with more mobility. Just think you have a single lane over there and the person in front of you, their car stalls and I think that makes sense. There could be a variety of reasons. Somebody's car could stall in front of you. I don't think it is probably less of a public safety issue. I like the enclosures where they were and I like the drive thru the way it was proposed.

MURPHY: I actually second Commissioner Parisi. If that car dies in front of you in that single lane of traffic you are stuck on the first plan. I tend to like the traffic pattern on the second plan but I do agree with keeping the garbage further away.

AUBIN: I also agree. I'm sure that our staff has covered this with a fine tooth comb, looking at safety, traffic patterns and workability. That is why they came up with this particular design. I think that proposes a good alternative.

DZIERWA: I concur with my fellow Commissioners. I think the garbage receptacle should be located in the north east corner of the property as the petitioner requested. As far as the bypass lane, I kind of agree with the Commissioners also. The alternative plan gives you the option to get out of the drive thru. I do want to ask about what is the actual size of the parking spaces on the east end of the property where people enter from 156th Street, the first entrance on the east side. What is the depth of those parking spaces? Are they standard?

PITTOS: Yes. 9 x18.

DZIERWA: Is that why the bufferyard goes from 15' down to 10'?

PITTOS: No. This landscape yard doesn't change. The parking is oriented to facilitate the one way access.

DZIERWA: Do we have enough room with that 12' for people backing out of those parking spaces while there is a drive thru going in progress? Is 12' enough?

PITTOS: Yes according to the Land Development Code.

DZIERWA: Ok, that is all for me.

AUBIN: Has preliminary engineering been approved?

PITTOS: Yes.

DZIERWA: One other thing I wanted to mention as far as exiting the drive thru, you are forcing people to go north which you did state on your plan, and there is really no way to make people turn left to go south because you do have a two way entrance that you say at best could be a right in right out.

PITTOS: Potentially it could become a right in right out depending on what the engineers come to through the traffic study analysis.

DZIERWA: I agree with the right in right out because it is so close to the intersection. It does make sense. I think the right in right out should be there. I'm just curious why you can't make the driveway exit that way instead of going to 71st Court?

PITTOS: The driveway could exit to the south but that would mean that all of this traffic that is moving through Dunkin Donuts typically during the early rush hours, it would all be sort of stacking and queuing up at the intersection stop light at 156th and Harlem. You would have conflicting movements of people trying to come up from the south to go the retail shops and they would run into that queue.

DZIERWA: Going over this in my mind just seems like that second right in right out is an awkward thing because the only way you can enter that drive thru is the one entrance. That's just the way it is. If people come in off of 71st Court what do they do? They can't.

PITTOS: They would follow the signage.

DZIERWA: It is a similar situation with White Castle when they wouldn't put in that cross connection. People pull in the White Castle all the time and go the wrong way. That's all I have. Just a couple thoughts. My conclusion is to work with staff.

JACOBS: I agree with everything that has already been said. That's all.

STEPHENS: Listening to all of these comments, I agree with our Commissioners here regarding moving the dumpster back to the east corner of the site and leaving the alternative plan which allows the bypass for the cars. I was out visiting your place today. You don't want them to come out that first entrance. Right now they're coming in through the back door on the east side. They're stacking 156th Street. That's where you are creating the problem at. This is a much better plan because you're bringing them in from the eastern most entrance and then you're

bringing them back out to 71st Court. Much better plan. It will eliminate the traffic back up that you currently have with regards to the alternative plan. We will move forward with a motion with some changes.

AUBIN:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated June 9, 2015,

And

I move to recommend to the Village Board of Trustees to approve the preliminary site plan titled “Alternative Site Plan” on sheet SP.1 titled “Dunkin Donuts 15615 S. Harlem Avenue Orland Park, Illinois” and dated March 15, 2015, subject to the following conditions:

1) Add a sign at the drive-through exit to indicate the direction drive-through patrons should travel to exit to 71st Court.
2) Connect all interior sidewalks to the public sidewalk networks on Harlem Avenue and 156th Street.
3) Submit a petition for administrative Appearance Review for any exterior alterations to the existing building before applying for any building permits related to the exterior appearance of the building.
4) Screen the garbage enclosure with landscaping from view of Harlem Avenue.
5) Submit a traffic study prior to the project being forward to the Village Board of Trustees for final consideration.
6) Screen all mechanical equipment at grade level with landscaping or on the rooftop with parapets from view of the surrounding public rights-of-way.
7) Submit a final landscape plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.
8) Meet all final engineering and building code related items.

and

I move to recommend to the Village Board approval of a Special Use Permit for 15615 S. Harlem Avenue, Dunkin Donuts restaurant with a drive-through, subject to the same conditions as outlined in the Preliminary Site Plan motion.

Modifications to the Special Use permit include:
1) Reduce the east bufferyard width from Type “C” 15 feet to Type “B” 10 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 Murphy

Nay: 0

Absent: 1 - Member Paul

2014-0724 University of Chicago Medicine - Center for Advanced Care

KOWSKI: Staff presentation made in accordance with written staff report dated July 14, 2015.

STEPHENS: Thank you Mr. Kowski, good presentation. There is a gentleman coming up to the podium.

AUBIN: Swore in Marco Capicchioni, 1133 N. Elmwood, Oak Park.

CAPICCHIONI: Presentation made by petitioner in addition to staff's report.

AUBIN: Swore in Stephen Palumbo, 18 Kilmarnock Street, Wilmington, Massachusetts.

PALUMBO: Presentation made by petitioner in addition to staff's report.

AUBIN: Thank you, Sir.

STEPHENS: Is there anyone else? Is there anyone in the audience who wishes to comment on this petition? Seeing no one, we will go to our Commissioners.

PARISI: I am surprised there isn't anyone out in the audience. I want the residents of Orland Park to know exactly what they're getting. I am a little disappointed that no one is here. Our role over here is to pass on the advice given by our Development Planning and Engineering Committee and make sure they are following the code. It's that simple. On the other hand, I think it is a prestigious event for the Village to have the University of Chicago choose Orland Park. Being a growing community that we are you would expect development and I appreciate the care that the architects have taken making this as aesthetically pleasing and attractive as possible, fitting in with the color schemes of the Village. On the other hand, this isn't Hometown USA anymore. This is a big town and this is a big change. This isn't a family friendly shopping center with Randy's Market and a florist and a restaurant. It's a shock. My predisposition is that something like this would be closer to Orland Parkway and the expressway, not in the heart of downtown. Several years ago we had a plan in this very area as it was presented a very urban friendly area with small shops, walkways and 142nd Street would have a median in the middle with shops on either side and apartments above them like you'd see in other nearby suburbs. This is a radical departure from that. I was concerned about the traffic patterns. I would hope that exit 1 wouldn't be a left where they could cross traffic to go east on 143rd Street. The fact is we are a growing community. But 670 visits a day and 85 visits an hour will create some traffic issues. If you bear with me, I'm just making some notes for myself. I really hope that we are careful about the variances that we are granting. I'm a little bit

concerned with the future parking garage. It is going to have Jefferson Avenue pass under it and have the residents of 9750 looking east at a parking garage. I'm a little bit concerned about that. I'm thrilled that the University of Chicago chose Orland Park. I'm proud of our community and I like the care they've taken. It is not my charge to pass on location or my predispositions on changing the face of the community but nevertheless, I felt the need to express that. That is all I have to say.

MURPHY: I do appreciate Commissioner Parisi's comments. We are all up here for the same reasons. It is a beautiful building. Obvious care has gone into having it blend with Orland's existing plans. My only concern really is the variance of the tower. I just wanted to ask what the current height is of 9750.

KOWSKI: That area represents 55'. The tower of 9750 is 59' from grade to the top of the tower. Then the UC building is 70' and the parking deck is envisioned to be below 55' as it is working out right now. The 9750 project is taller as it heads north but because of the grades it doesn't jump up above 60' at any point. The district allows 70' within 70' of the train station. The UC building is 100' short of that range. If it was within that scope it would have been able to do the 70' without any modifications at all.

MURPHY: And that is the taller of the two towers?

KOWSKI: It is. Correct.

MURPHY: Thank you. That's all I have.

AUBIN: I am ecstatic about this project. I know how long you've worked on it with staff, the compromises that you've had to make to get this project this far; I'm well aware of each step that you took. In my humble opinion, as a Commissioner and a near 40 year resident of Orland Park, and I'm sure I'm speaking for some of my constituents when I say this is going to be the cornerstone of what we are trying to accomplish at the Triangle for these reasons: the businesses that we already have in place, the employees that you are going to have at your facility are going to have to shop and eat. They are going to do that within our town. Because of that we have two projects that have already committed and we haven't even put the first pylon in yet. That is the restaurant that is in 9750 and CVS. When I say cornerstone, I don't mean any disrespect to 9750. That is a great project. I think it is going to be a stimulant not only for the Triangle but across the street as well. This project will help us finish what we began some time ago. Everything looks good to me and I have great confidence in our staff. I am all for this project.

DZIERWA: Commissioner Parisi made a very good point. I was very surprised that nobody from the town was here to see this. We all remember the dissent that went on when 9750 was proposed and how the Village officials and all of us were having rocks thrown at us because they were saying that public-private partnerships shouldn't happen. Well that is another story and that is all in the past

but somebody should have showed up. As far as the project itself, I am very excited too. This is a great thing to go in there. We are all happy that what went on in the past is showing that the apartments have been successful. I can only believe that with the University of Chicago, that success will continue. Just a couple of questions. Is that proposed parking deck just a single deck?

KOWSKI: The parking deck is being designed at present. It will hold about 500 parking spaces. It will be about four stories tall.

DZIERWA: Four levels. Similar to the Marcus Theater.

KOWSKI: Correct. It will be a scissor ramp design. So it might be four and a half but those are the parameters we are trying to stay within.

STEPHENS: Will the top level be open?

KOWSKI: Yes.

DZIERWA: Will there be a connecting bridge from the parking deck to the medical facility?

KOWSKI: At present there will not be any bridge connection to the UC building. That was discussed at some point but the internal programming of the building on the UC side didn't allow that to happen. We are confident still that the walk from the parking deck to the UC front door is a very short distance.

DZIERWA: But you do have to cross Jefferson Avenue and that has a ground floor parking lot just north of the building. Every great hospital has a really nice pedestrian bridge connecting to a parking deck. I think if you are doing multi-level parking deck, I don't want to tell you to change your plans or anything, but it is something I would consider. Are you planning on having valet parking? You do have a nice facility in Hyde Park that offers valet parking so I was wondering if that was something you would entertain.

CAPPICHIONI: Valet parking is something that a lot of our customers expect so we do plan on providing that.

DZIERWA: I was looking through your booklet which is a very nice presentation. I really enjoyed the fenestrations on all four sides, how everything was just a little bit different. It really is exciting and interesting to look at. On page A8, I was noticing the rooftop where you have that screen. Mr. Palumbo explained that the screening for that is for the air conditioning condensers. I presumed that A.H.U. means air handling units. Are those basically just condensers?

CAPPICHIONI: Those are actually big white boxes so the way they look from the outside they are enclosed air handling units. There is a condenser built in but that

is on the top. You actually wouldn't see it from the side.

DZIERWA: The type of condenser that I am concerned about is air cooled to water cooled.

CAPPICHIONI: These are air cooled.

DZIERWA: That's fine because water cooled condensers that close to an intersection isn't something that I would like to see because they do cause problems and I just happen to know about stuff like that. That's all I have.

JACOBS: The apartment complex, 9750; how many floors are above that roofline? How many apartments will look down on that roof?

KOWSKI: I don't know that exact number but on that side there must be a dozen units on each floor going down. That parking deck, as a reminder, will extend only to about half of the 9750 building.

JACOBS: I agree with everything that has already been said. My sentiments are certainly with you all. Your success is very important to us. Will this have a teaching facility as well?

CAPICCHIONI: At this point we are not planning on having teaching there but ultimately the future could have some resident training but there will not be separate classrooms and things other than for community based activities like diabetic counseling, heart and vascular and oncology counseling. We will have those types of classrooms available.

JACOBS: That's all I have to say.

STEPHENS: I think you did a great job. I like that you are using all of the different colors: buffed limestone, red brick, and white brick. I like what you did. It takes away the monotony of such a big building. It softens it a great deal. On that I wanted to compliment you. It is a well-designed building. We are moving into the future and trying to reshape our village. With a building like this on that corner, it will be the cornerstone for the entrance to Orland Park. I believe it does complement 9750. The parking garage does not bother me at all. It is not the first one we have in town. We have the one at Marcus Theater, which really turned out to be a beautiful parking garage. If staff works in the same way with this parking garage, I think it will complement the building as well as 9750.

KOWSKI: I think it will exceed your expectations. The direction from the Board thus far and UC agrees to this is to make sure that the cladding on the front deck minimizes the look that it is a deck. It will blend and help transition between the UC building and 9750.

STEPHENS: I really like the idea that we are driving underneath this parking garage on Jefferson. I am happy to welcome University of Chicago into our community. It will prove to be a good asset for our community as well as bringing a lot of people during the day which will complement all of our restaurants and businesses within the community. That is a very positive thing as well. That is the extent of my comments and I am very happy to see you come in. Great job and I'd like to move forward with a motion.

AUBIN:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated June 9, 2015.

And

I move to recommend to the Village Board approval of a Special Use Permit with modifications to allow for a Planned Unit Development, a building over 50,000 square feet, and a drive-thru facility in the Village Center District subject to the same conditions as outlined in the Preliminary Site Plan motion. Modifications to the Special Use Permit include:

1. Reduce the required number of parking spaces from 278 to 207;
2. Increase the allowable building height from 55' to 70';
3. Reduce the required number of drive-thru stacking spaces from 7 to 4;
4. Reduce the required number of off-street loading spaces from 5 to 0;
5. Reduce the required setback for a dumpster enclosure from 15' to 0'; and
6. Reduce the required percentage of ground floor transparency from 35% to as little as 30%.

And

I move to recommend to the Village Board approval of the Preliminary Site Plan on Sheet A5 (titled "Preliminary Site Plan") prepared by TK&A and dated June 2, 2015, subject to the following conditions:

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

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

And

I move to recommend to the Village Board approval of a Variance to the Site Plan to allow for a drive-aisle in the building setback area.

And

I move to recommend to the Village Board approval of the elevations and perspective views on Sheets A1 through A4 (titled "Perspective View(s)") and Sheets A9 through A12 (titled Elevation(s)") prepared by TK&A and dated June 2, 2015, subject to the following conditions:

1. All rooftop mechanical equipment must be screened, and all public utility and at-grade mechanical equipment located in and around the site as part of this development must be screened with landscaping; and

2. Provide a color and material sample board for review.
RECOMMENDED FOR APPROVAL

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

Nay: 0

Absent: 1 - Member Paul

NON-PUBLIC HEARINGS

None.

OTHER BUSINESS

2015-0040 Memo: New Petitions & Appearance Review

None.

ADJOURNMENT

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

STEPHENS: This meeting is adjourned at 8:31 p.m.

Respectfully submitted,

Heather Zorena
Recording Secretary
ADJOURNED