

VILLAGE OF ORLAND PARK

14700 Ravinia Avenue
Orland Park, IL 60462
www.orlandpark.org



Meeting Minutes

Tuesday, March 14, 2017

7:00 PM

Village Hall

Plan Commission

Louis Stephens, Chairman

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

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: 7 - Chairman Stephens; Member Jacobs; Member Aubin; Member Parisi; Member Paul; Member Murphy, Member Shalabi

APPROVAL OF MINUTES**2017-0045 Minutes of the March 14, 2017 Plan Commission Meeting**

A motion was made by Commissioner Jacobs, seconded by Commissioner Parisi to approve the minutes of the February 28, 2017 Plan Commission.

APPROVED

Aye: 5 - Member Jacobs, Member Aubin, Member Parisi, Member Paul and Member Shalabi

Nay: 0

Abstain: 2 - Chairman Stephens and Member Murphy

PUBLIC HEARINGS**2016-0800 Rizza Porsche of Orland Park**

TURLEY: Staff presentation made in accordance with written staff report dated March 14, 2017.

STEPHENS: Thank you Mrs. Turley. The petitioner is apparently present.

AUBIN: Swore in David Sosin of 9501 West 144th Place in Orland Park, Dan McMillan of Joe Rizza Enterprises at 8721 W 141st Street in Orland Park, Simon Yu of Simon Design Group at 500 Lake Cook Road in Deerfield, Jason Green of W-T Civil Engineering at 2675 Pratum Avenue in Hoffman Estates, Carl Peterson of 212 South Main Street in Wheaton, and Javier Millan of KLOA Traffic Engineers at 9575 West Higgins Road in Rosemont.

SOSIN: Mr. Chairman I also wanted to introduce Jim Canary who is here with us tonight. He is the regional sales manager for Porsche, and he is sitting in the back watching the proceedings. We're pleased to be with you after many months of planning on this project. We started out with a very detailed set of requirements from Porsche, very similar to some of the other manufacturers that you've seen in the past. We've had numerous meetings with both the Village engineering and planning staff that resulted in this plan. We felt that it was incumbent on us from the point of view of the manual to bring in the prototype Porsche plan with all of the major components of it. We understand, and I've explained to our client, the Village standard for masonry. Having been in the Village for many years, they as a dealership also understand there are local standards that come into play. We have

presented the plan per the Porsche requirements and when we received this denial suggestion with regards to masonry we reported it both to our clients, and Porsche is aware of it also. Prior to this hearing, my office sent out notices to the adjoining property owners per the code, installed the sign, and completed the staff submissions. I believe that we've complied with the requirements of the Village and we are ready to proceed with the hearing. The presentation of Mrs. Turley was very detailed and we appreciate that, but we felt that it was very important because of the size of this project that we have all of our professionals here. Dan McMillan is the Chief Financial Officer for the Rizza dealership. You're familiar with him, he's been before you before, and he's here to give you an overview of why they're doing what they're doing and their view of this property. Simon Yu is our architect who has worked with the Village. Javier Millan is also here, he is working on issues relating to that intersection and the traffic. He has a number of comments to explain the scope of what he is doing and he is working with the Village engineers on that issue. Finally, Jason Green is our engineer. I think one of the things that this plan shows is that there is a great deal of engineering that has been done, especially moving the pond from the south to the north. What it has done is created the largest buffer between any residential development in a car dealership along 159th in either Tinley Park or Orland Park. From the lights to the back of the property is 270 feet. From the end of the pavement to the back of the property is 240 feet. Even if there is a future development of that additional parcel to the north shown on the site plan called "Porsche Future Extension", there still is almost 200 feet. This is an extraordinary plan. The lights that are at the back of the dealership will be I believe 0 foot candles at the edge of the pavement. Then, there is that additional 230 or 40 feet to those buildings in the back and there are 3 buildings back there. We're very proud of this plan and we think that it's far different than some of the other dealerships. We've had the luxury of a very deep lot and we're using it in the right way by moving that detention to the rear. In developing this plan we've relied on the Porsche directions and the Village code, and tried to blend the two. With one exception, we've been able to do that very effectively. Everything is prescribed for car dealerships today by the manufacturers. They call it "the image." The image dictates what all the dealerships in the past several years that we've presented have operated with. Sometimes matching that to the code of any Village is a challenge but I think it's worked very well. With that, I'd like to proceed and Dan McMillan wants to make a few comments on behalf of the Rizza dealership group as to why they're doing this and their thoughts regarding this project.

MCMILLAN: I want to thank everyone for coming tonight and giving us an opportunity to explain how long we've been here and what the Village means to us. I started with Joe back in 1988, and right after I started with him we bought the dealership on 157th and Harlem, that was Joe Rizza Ford from Ron Kramer. We operated as a Ford dealership there. In 1996 we purchased the Porsche dealership, put it in there, and moved over to the current facility that we're at in 1997. We operated as a Ford/Porsche dealership up until 2005, and came before you then. You can see how well we build, we built a beautiful Porsche dealership

that we've now outgrown on 159th Street. Coming forth now, we'd like to build a state of the art facility that gives us a chance to stay on 159th Street and more importantly, stay in Orland Park. This keeps us in Orland Park so we can thrive hopefully, for the next 30 or 40 years. Thank you for giving us the opportunity to be here in Orland Park, and we look to be here for at least the next 30 years.

SOSIN: Simon Yu is our architect who has worked on this plan with the manufacturer and with the Village. He has a number of comments to add to the presentation with the Village planners.

YU: I'll be brief. We've worked on about 89 car dealerships in the past 5 years. We have been through the process quite often. One thing we appreciate about Porsche is that they are meticulous about their design, much more so than other brands. So what you see developed before you, as Mr. Sosin mentioned, is a product of that. Our design is prototypical, very few variances to the prototype design. We think it is a very unique brand that you can recognize from almost anywhere. A couple of comments on the light, we are proposing to use LED lights, 0 cut off at the lot lines. We are proposing for a little additional light in terms of foot candles that isn't any different than some of the other dealerships, so we hope you would accept that. We're happy to present this to you, back to Mr. Sosin.

SOSIN: During this process, the Village has requested some study of the intersection of 80th Avenue and 159th and the parking lot of the adjoining banquet hall. Javier Millan is looking at this and we thought it was important to explain the limited scope of what the Village asked for and what he's studying. We are paying attention to that intersection with a view toward how it would be impacted by the dealership and how the dealership fits in with the banquet hall in terms of busy times and the general traffic pattern. He'll be brief but there's a couple of comments he wanted to make on what he's working on with your engineers.

MILLAN: Good evening, my name is Javier Millan and I'm a senior consultant with KLOA. As David mentioned we were retained to conduct a traffic evaluation specifically looking at 159th and 88th. We are conducting traffic counts at that intersection. The counts are being done on a weekday AM and PM, the peak period, as well as Saturday. We have been in the area on Saturday and in the afternoon trying to observe traffic and see what's going on. Based on the observations, because we are still conducting the counts, and a review of the preliminary plan, the future volumes in the area that are going to be generated by the dealer will not affect or change the intersection. Why? It's a fully improved intersection in terms of traffic signals, turn lanes on 159th Street, two through lanes in each direction. Also, car dealerships for the most part unlike an office building do not have an actual peak. In the morning in an office building, almost everyone is going in and in the afternoon almost everyone is going out. A car dealer is more spread out through the day. Yes, you have a bit more in the morning, maybe people going to service their cars before they go to work. But, it's not as intense in terms of the surge that you see. Because it's spread out throughout the day, it has

a lesser impact on the peak hours of the intersection more than any other type of land use. Because of that, we don't anticipate any major changes to the intersection. However, one of the things that we're looking at is potential re-striping of 88th Street. Right now you basically have two lanes in each direction on 88th, you don't have any exclusive turn lanes. When we get the volumes back, analyze the data and we add the traffic we're able to see if we need to re-stripe it and add a left turn lane. Does it make sense or not from an analysis standpoint? So that's what we're looking at. No widening because it's fully improved, but is there a better way to delineate or stripe this to make it work better? Certainly whatever we do is going to be reviewed and evaluated by your staff, your consultant and IDOT. But like I mentioned, this will not have any negative impact on this intersection because of the spread out load of traffic. It's throughout the whole day, you don't have a heavy impact.

SOSIN: Thank you Mr. Millan. Joseph Green, our engineer, is here. He and I have attended multiple meetings with the Village staff and the engineering staff. When we first received the report, it was multiple pages of comments, which is not unusual. Because of the site, the complications, and moving the detention, there is a lot of work he has done with Burke engineering. We're just happy to be here today with preliminary engineering approval. I think he's got a couple of comments to just add from an engineering perspective as to this project.

GREEN: Jason Green of W-T Civil Engineering, Vice President of the firm. As David said we worked closely with the Village engineer, as well as staff, in order to be here tonight. We had to show that we addressed all the major concerns and all that remains from this point on is closing up the little details in order to make the permit set. Multiple meetings and review comments back and forth, we've fortunately reached their recommendation for approval for zoning. Storm water is a big concern for the site, for everyone. That detention pond that's proposed in the north end is just over three acre feet, which is kind of a weird measurement. I'll put that in terms you understand. 137,000 cubic feet of detention volume there. The intent of it is for all the site to drain into that low area where it can be temporarily stored and slowly released into the Village storm sewer system. The result of that is a reduction of 87% of the discharge. Right now with the grass area when the rain lands and runs off, as opposed to what's proposed, there will be an 87% reduction in the run off. We were able to do that by storing so much volume in that low area in the north, and slowly discharging it through a small restrictor rather than just letting it run off. Even though we're adding impervious areas that run off more water than the grass, we're able to more than attenuate that by having the storage on site.

STEPHENS: I have a question for you. This grading plan that you've submitted to us - are these all new contours or are these existing contours?

GREEN: There's existing and proposed. The existing is shown with a little bit lighter line weight and they're dashed. The proposed ones are heavier lines and

solid. You can probably tell the difference as you look through the plan.

STEPHENS: There's a lot of regrading here.

GREEN: Yes, significantly.

STEPHENS: That's all I wanted to ask you for now.

GREEN: Other points of interest – we're looping the water main through the property and proposing hydrants along the route. Whenever you can loop a water main it always benefits everybody because if there's a break in one spot it gives another route where water can be routed around in order to serve a fire. Not only for the Porsche dealership but Georgio's and neighboring properties as well. I just wanted to point that out. Thank you.

SOSIN: Mr. Peterson is here to answer any questions about the landscape plan, but that concludes the petitioner's presentation. We're happy to answer any questions that the Commission may have and that our neighbors may have regarding the plan, with any issues they may have. Thank you.

STEPHENS: Thank you Mr. Sosin and your gentlemen for a good presentation and giving us a clearer understanding of what you've done and how you've brought it to this point. Is there anyone out there from the public who wishes to speak on this petition?

AUBIN: Swore in Carolyn Newkirk of 16001 88th Avenue.

NEWKIRK: One thing is I get real concerned when I hear lighting that exceeds the maximum. I'm asking you to please be gentle with the lighting. Another thing I'm asking is please, please do not let them have an outdoor PA system.

STEPHENS: Are you on the south side of 159th Street?

NEWKIRK: Yes sir I am.

STEPHENS: So you can hear Apple's system?

NEWKIRK: You got that.

STEPHENS: How lucky you are.

NEWKIRK: I know. I don't want to hear that. Especially when they forget to turn it off at night and we hear music all night.

STEPHENS: Mr. McMillan just said they have no plans for an outdoor speaker system. I just wanted to restate that so we get it on the microphone.

NEWKIRK: Perfect. Thank you very much. I appreciate it.

AUBIN: Swore in Nancy Strock of 15811 88th Avenue.

STROCK: We have a few concerns over the grading and the water retention back by us. We're all on hills, and so are they. When they disturb and move 8 acres of land, what does that do to the stability of the property we're on? We're all on slabs, they're not basement buildings. Is there any potential for shifting or other building concerns for us? As well as that amount of water being butted up against our property, the safety of children, mosquito abatement and things like that.

STEPHENS: Ok, we'll ask their engineer to address that question. Is that the only question that you have?

STROCK: No, there are others because there's about eight acres being developed. There's also wildlife that exists there right now. Where is that being displaced to? Does that mean that it's moving further west, which is a continued easement behind the individual homes? Or is it going into the neighborhood when they fight for food? Whether it's the coyotes or mice, are we going to have other rodent issues? Things like that.

STEPHENS: I don't know who is going to answer that question.

STROCK: It's a concern for any of the neighbors, if that's what we're looking at. If you have extra coyotes in the neighborhood, you don't want that with small children or small pets.

STEPHENS: Eventually, whether it's this development or another one, that piece of property will get developed. Just like the piece of property that your townhouse is on was developed and built into a townhouse. So whatever happened to the critters, they probably moved on into a different area.

NEWKIRK: But hopefully they don't go into the neighborhood and they go into undeveloped land.

STEPHENS: Well you would assume that they don't want to be by people.

NEWKIRK: Well we have to bring it up.

STEPHENS: Ok. We're going to ask them to address your question about the engineering and water. Mr. Green, would you please explain or answer the question that the lady has had?

GREEN: Grading – because of the setbacks, the 15 feet plus the 25 feet setbacks, and the 25 feet is a level area – there's no possibility for that to

undermine any foundations.

STEPHENS: When you say 25 feet of a level area – do you have a pointer? Show us where you're talking about.

GREEN: There's a level area where you can see the lines are a little more spaced out right here. And those contours that you mentioned earlier are closer together, those indicate 1 foot grade drops with each line. There's a level area right here between the two.

STEPHENS: Is that area going to be regraded from its current grading?

GREEN: Yes, that area will be regraded. However, we are meeting the grades at the property line and we are cutting down from that spot.

STEPHENS: So it peaks up at that point?

GREEN: That's the maximum.

STEPHENS: And on your site, you're going to be grading it down towards the pond.

GREEN: Yes, the high point would be the off-site area, and as you approach the property line you'd have a flat area so that it's not a steep embankment right up against the property line. Then it starts to slope downwards as you move into the detention pond here.

STEPHENS: Does it affect the foundations to the north in any way?

GREEN: No.

STEPHENS: Personally, I can't see how that would affect the existing foundations. But in your professional opinion?

GREEN: It would not. There is no way that I could imagine in my professional opinion that that would cause any undue hardship on any of the other properties.

STEPHENS: Ok, I think that was a major concern that the lady had. Commissioner Parisi?

PARISI: Just to add to that – I noticed that you have a significant amount of new trees that you're planting there. I would think that the planting of the trees would serve even more to solidify that.

GREEN: Yes. Not only that there are native plantings which have very deep roots. Carl Peterson would be better to answer, but some of the plantings I believe have

ten feet or more. They stabilize that soil immensely. Much more than whatever is there today. Mosquito abatement, do you want me to mention that? A retention pond is a wet bottom pond. A detention pond is a dry bottom pond. We do have some wet bottom area to the pond, however it's only 12 inches deep. The only reason we proposed that is because it's a requirement of the ordinance. We have to have that water stored so that we can clean the water before it discharges off into the Village system. We don't want to have sediment and debris going off into the Village system, clogging up your storm sewers and flooding everyone. That's the purpose of that 12 inches. It's been designed in accordance with the ordinance, and the intent is again to clean it, and release it. That water isn't permanently there, it's just there until it can evaporate and infiltrate into the ground.

STEPHENS: How deep is the pond?

GREEN: Do you want to know the depth of the water or the depth of the hole in the ground?

STEPHENS: Is there a difference?

GREEN: Yes. The hole in the ground is significantly deeper than the amount of water. The hole, if you measure it at the west property line, is significantly deeper because the ground is higher at that location. At the west you can see each of these lines is one foot. So at this location you're more than ten feet deep just to get down to the level area, and then approximately eight feet down from that location. At the east, it's not as much because the east is a naturally lower grade so we're only down six feet at that location. So that's the excavation, or the hole in the ground measurement. The detention is just over three feet.

STEPHENS: Do you have a safety shelf around that?

GREEN: Well, we do not have a safety shelf within it. I would call this a safety shelf around the outside, the flat area. Within it, I don't believe it's necessary because there's not an overly deep excavation.

STEPHENS: It looks like you go from 705 to 704, just one foot. That's what the contours show, just one foot.

GREEN: Yeah that's the permanent or wet area.

STEPHENS: Ok, your questions have been answered I believe, ma'am. Is there anybody else who has any other questions?

AUBIN: Swore in Tom Shanklin of 15814 Farmhill Drive.

SHANKLIN: Can we put a barrier wall up there?

STEPHENS: Where?

SHANKLIN: That whole backside, can we throw a barrier wall up there?

STEPHENS: Where's the landscape architect? Can you come up here please and show him what you're putting up as far as landscaping?

SHANKLIN: Back here, can we throw a barrier wall up there? Deep footing barrier wall? Like we want to see a car dealership from our house?

STEPHENS: I think they're putting a landscape wall up there.

SHANKLIN: What about like, deep footings with a big wall?

STEPHENS: Let the landscape architect speak.

SOSIN: I can answer part of that. We followed the ordinance. Orland Park has for many years made a decision that we do it with landscaping, not walls. Unlike other villages that have done others. There's been a few instances where we've put up a wall, but very small and nothing like this. We followed the code. There's existing and a lot of new landscaping, and tree mitigation. So that would be contrary to the code, and we've always subscribed to the belief that landscaping is desirable and it doesn't need maintenance. I think the answer is that would not be permitted under the code.

STEPHENS: Under the Village Code, ok. Thank you, Mr. Sosin. I'd like your landscape engineer – Mr. Peterson is it? Please come up and describe to us what that whole landscaping area will be. What kind of plantings are you going to put there?

PETERSON: First of all, around the perimeter we have a mixture of deciduous trees and evergreen trees. The evergreen trees, there's a three cluster there, an evergreen tree there. Underneath, where there's not evergreen trees, underneath the deciduous trees, we basically have a wall of shrubs. Wherever you don't see evergreens, and you see the trees that lose their leaves, you have shrubs underneath. So it's a pretty solid landscape buffer, and in addition a view from the rear of these homes you have this layer, and another layer of landscaping, and this island also has landscaping on it. So before you get to the building, which is close to 420 feet away, you're looking through three levels of landscaping. In addition, the pond itself is not only deep rooted, that native vegetation is three to four feet high. You have a grassy meadow area, that's basically surrounded by trees. It really does a substantial job of breaking up the view.

STEPHENS: Where's that grassy area that you're talking about?

PETERSON: The slopes of the pond, that 15 foot flat area also is going to have

this grass but it can be driven on for maintenance or whatever purposes that may come up as far as taking care of the pond. For the most part that is a very substantial landscape buffer that in my opinion serves a higher function than a fence.

STEPHENS: Than a fence or a wall. Ok, thank you.

JACOBS: Sir, one more question. What is the age of the trees, the caliper or the deciduous?

PETERSON: They're two and a half inch caliper trees, for the deciduous. They'll be ten to 12 feet tall.

PARISI: That's a good size.

JACOBS: And the evergreen type?

PETERSON: Those are, starting off per code, those are six feet tall to begin with.

STEPHENS: Thank you sir.

AUBIN: Swore in Louise Sottomayer of 15816 88th Avenue.

SOTTOMAYER: I'm right behind this new construction. Number one, our land if you're looking at it sideways is here. There's a slant of land and then it goes up to a plateau. What is with this slant? What's going to happen with that?

STEPHENS: Is that on your land?

SOTTOMAYER: Not that I'm aware of.

STEPHENS: Is that your question? We'll bring the engineer up.

SOTTOMAYER: What it's going to do.

STEPHENS: On the subject property or are you talking about the townhouse property behind you?

SOTTOMAYER: North, where it says multi-family residence. We are lower. You can't see it from the side. The land that they're going to build their building on is up here. It slants down, and then our land is here. My question is what is going to happen to that land that's on a slant. Is it going to be filled up to equal the rest of the plateau? Is it going to be left as it is?

STEPHENS: We'll ask the engineer.

SOTTOMAYER: Ok, and another thing is with this retention pond – what if there is an overflow? Where is that going to go? You're talking about almost eight acres in this one little bit of land here.

STEPHENS: Well, I think to answer that question I would answer it this way. Their engineer has designed it so that it will take into consideration all the water runoff is coming off of that eight acres. Our Village engineer has reviewed that engineering and they have approved them. They say it's going to work. We have to rely on the professionals, and our professionals tell us that the engineering that they've designed is going to work.

SOTTOMAYER: As it stands now, there's a sewer in the back of my house. When it's even kind of a little over normal rain, it builds up. So I'm just thinking it might be a lot worse. If it doesn't work, who do I call?

AUBIN: Village of Orland Park.

STEPHENS: Yeah, you call the Village of Orland Park. We'll ask the engineer to come back up if you're done with your question. You've said more than one thing but what's the last thing you have to say?

SOTTOMAYER: Ok, I wanted to say one more thing. Is there anybody here who would want to buy a home that butts up against a car dealer?

STEPHENS: We don't answer those kind of questions.

SOTTOMAYER: Yeah, I know. I just want you to think about that because now our places are going to be devalued when they look out and see all this stuff that's going on in here, mechanics working in the back shop and whatnot. That's kind of disheartening.

STEPHENS: We'll ask the engineer to come up and answer the question. Did you understand Mr. Green, what she's asking you?

GREEN: I believe so. I think she would like an explanation about how we're changing the land adjacent to the homes, is my understanding. In that case, my explanation is over in this area in the east, we're actually matching the grade a little bit south of the property line, so into the Rizza property. Then we start to cut the grade down in order to create the detention pond. So the effect there is we won't be even regrading next to the property line in that location. Once we get away from the property line into the Rizza site that's when we start to reduce and cut the slope downwards.

STEPHENS: So you're going to keep the existing grade at the property line?

GREEN: Yes. We're not proposing any grading off site or even on the property

line.

STEPHENS: So your drainage is going to run into the detention pond rather than off. Is that the point of the crest of a hill back there?

GREEN: There's a crest relatively in this area here. In the existing condition this north portion drains north towards those homes. There's a little strip over in the far northwest that drains in this direction offsite. There are other areas, there's a ridge point here where all these watersheds start towards the east, there's a bigger area that drains off.

STEPHENS: So right now, what you're telling us is that the existing condition, as it exists, is draining to the north.

GREEN: Correct. Not the whole eight acres.

STEPHENS: No, but the surface runoff at the crest is draining to the north.

GREEN: Yes. And we will capture that with the new detention pond.

STEPHENS: So your design should make it better not worse?

GREEN: Yes, in addition to the 87% reduction in discharge. That factors into the calculations because just having water run right off the site is worse than having it detained for a period.

STEPHENS: You told us about what's happening on the east end – what's going to happen as you go to the west end on the common property line?

GREEN: Towards the west we'll be cutting and sloping down a little bit sooner. Towards the east, we are in from the property line. Towards the west we are sloping in but it starts closer to the property line. That will cut down and then we have that level area that we mentioned earlier, and then it slopes down again into the detention pond itself.

STEPHENS: The way I understand that you're explaining it to us here is that when you design it, whatever water runoff is on your property is going to drain into that detention pond.

GREEN: Yes, it will capture it. The water cannot go the other way. It will capture that and then discharge it into the sewer systems.

STEPHENS: I think we've answered that question for the lady.

AUBIN: Swore in Frank Miron of 8805 Baltusrol Drive.

MIRON: I live just north of the townhouses. Could you point out where the existing storm sewers are located where the retention pond is going to drain?

STEPHENS: Could you repeat that?

MIRON: The retention pond is going to drain into the storm sewer system, is that correct? Ok could you tell me where the existing storm sewers are located.

STEPHENS: Is that the only question you have sir? Ok. Mr. Green? You're a pretty popular guy tonight.

GREEN: That's why I sat close. The storm sewer that was built in '73 terminates at this location in the parking lot of the Orlan Brook housing development. That storm sewer which drains down directly into the creek is a 24 inch diameter storm sewer which is a very large storm sewer. It was designed to include 16 acres of tributary area from an upstream area. That included the eight acres from the Rizza property. That is the storm sewer that the Village engineer has directed us to discharge our storm water into. It's a 24 inch diameter sewer that drains straight through to the creek from this location.

STEPHENS: And where do you tie into it from? Where are your pipes going to be?

GREEN: The detention pond will be here, the pipes exiting that pond will come out this way and drain into that storm sewer system. There was a stub that was provided on that line for future connection.

STEPHENS: Is the stub at the property line?

GREEN: The stub is at the property line, it actually goes a bit in this direction but it's roughly there.

STEPHENS: So you're going to tie into that stub in a 24 inch sewer main.

GREEN: Yes.

STEPHENS: I think that answers your question sir. Ma'am you've already been up once. Do you have a question on an issue that we haven't heard yet?

STROD: Yes. Will any of the construction equipment need access to the townhome property?

SOSIN: No.

STEPHENS: Thank you Mr. Sosin for answering that. I guess we've heard all the questions from everyone out there who has a question to ask. At this point we'll go

to our commissioners. I'm going to ask a few questions first here. The lighting – you've asked for a variance on the lighting. Where are the larger foot candles in the lighting going to be at?

SOSIN: In the front, of course. But we have a drawing submitted to the Village, I'd like to show it to you.

TURLEY: You might notice in the conditions we've asked that the variance be restricted to the 159th street frontage.

SOSIN: There's a number of different drawings that have been done, all submitted to the Village. The amount of lighting in these dealerships is always substantially in the front. Then it tapers down and it's zero at the pavement end. That's now 230 feet from the houses.

STEPHENS: And it's zero at that point?

SOSIN: It's zero, and then you have another 230 feet unlike some of the dealerships where it's zero and then there's a backyard for a condominium or multi-family building.

STEPHENS: Understood.

SOSIN: It's all been studied. Every single light fixture has been detailed. It's all been reviewed. The lighting for the dealership property in the front is similar to what's been permitted for the other dealerships on 159th street. The only difference is that these are now LED lights because of the development of that technology. Looking at the 1999 and 2003 dealerships, these lighting fixtures are so much better and so much more directed than the sodium vapor shields and everything that we dealt with at that time.

STEPHENS: The requested variance is only going to be across 159th Street, which will not bother any of the residential. Ok. Your traffic engineer said something about possibly re-striping 88th Avenue. Get the traffic engineer back up here. Where would you re-stripe it? South of 159th or north?

MILLAN: I'll explain. If you could put that aerial at an angle back up. Do you see going south you basically have two lanes, and they're shared so one is shared with the left? That's what I was referring to. When we get the data, and we look at the amount of traffic, we'll find out does it stay like that? Is it better to re-stripe it to actually be a left turn lane and a through combined with a right like you see at regular intersections? On the south side, whatever we do on one side we need to do something on the other side so it actually matches. So we have to look at that. That's why I said there's no widening involved, but once we get the volume we can actually determine does it need to be re-striping to organize it better. Maybe it doesn't, maybe the volumes are low enough that it doesn't need that, but we need

to explore that.

STEPHENS: Ok so when you talked about re-striping, it depends on what your final conclusions are. You would re-stripe the north side of the roadway and then the south side to meet it.

MILLAN: Right. This lane lines up with this one and then that one and then you have the two lanes going up. Whatever we do we it has to jive. That's what I alluded to.

STEPHENS: Ok. Thank you. I already asked the engineer, but you're re-grading the entire site?

GREEN: Yes.

STEPHENS: Well that's an awful lot of land balancing. It's a pretty costly project.

SOSIN: This piece of land has essentially been vacant for a long period of time while every large parcel developed. There are some challenges and some costs involved. It takes the right user to do this. We believe that we are the right user for this project.

STEPHENS: That's an awfully big hole sitting in front of there, right off 159th street. Thank you. We'll go to our commissioners.

PARISI: As attorney Sosin just said, this parcel's been vacant for a pretty long time. I appreciate all of the effort that the Porsche people have gone through in trying to meet all of our standards and all of the care they've taken whether it's lighting or water or drainage to be sensitive to the neighbors behind them. It's quite nice to have a prestigious dealer like Porsche in Orland Park. To that end, they put great effort to have a state of the art facility. Image is really important. I don't want to be contrary, but image is important and brands spend a lot of money on their image. How important is it to have brick if that doesn't really serve the image of this brand? Only because we've said we're a brick and mortar community. I know you have the writing that we've always done it, I got that.

TURLEY: It's a matter of the precedence that would set. Once you start granting that for some folks you might as well...

PARISI: I get that. Well, we'll never have an AI's Diner. But I appreciate it. I just had to say that. That's all I have. Otherwise I'm happy with the answers, happy with the dealership.

MURPHY: I agree with Commissioner Parisi. This is a great use of the space. It is consistent with surrounding businesses and developments. I would like to speak from a personal standpoint. I built a home in '98 off 159th. It was vacant land there,

and now it's a BMW dealership. I do understand your concerns as residents, but I think that this space they've created, this buffer, is nothing short of impressive. I think it's a great development.

AUBIN: Kudos to both our staff and the folks from Porsche/Rizza on their reports. Ladies and gentlemen, their engineering staffs carry a lot of weight. This project doesn't go forward unless we have preliminary engineering, which it has. I think their engineers have answered your questions most proficiently on what they're going to do to take care of any objections that you have. There's one other thing in this motion that I'm going to read tonight – there are 21 conditions for this project to go through. Twenty one, and there's even one in here that's a denial. You haven't heard the petitioner object to any one of those conditions. In my humble opinion, Mr. Chairman, with staff's report and the professionalism by our petitioner I concur with this project moving forward. Thank you.

STEPHENS: Just a point I would like to make with regards to the Special Use Permit – I appreciate and understand the logic of the answers that you've given us to these eight special use questions. They're logical and make sense and I don't object to any of this in regards to the special use. However, on the brick aspect, I can't see how we can say "no you don't have to put the brick." You have to put the brick because it's code. A couple of months back, maybe 4 or 5 months back, we had to deal with the Infiniti dealership as this lady well knows. We had to give them a continuance not only for the brick design but they had a lot of other things that needed to be ironed out. If it's only a denial for the masonry I don't see that we should give a continuance for that reason as long as you cooperate and comply with the brick requirement.

SOSIN: We are.

STEPHENS: Ok, those are my comments. Commissioner Jacobs?

JACOBS: Thank you Mr. Chairman. Obviously our staff works so hard on these things. It appears that this is a very thorough report. It looks like the issues have been covered and questions have been answered. It's a great design and I think it's a great addition to the Village.

PAUL: This was a challenging piece of property because of the topography. I give you guys a lot of credit for putting something together that can use that parcel of land. It's been alluded to a few times – something eventually was going to go there. One lady mentioned "who wants to live next to a car dealership." Well if you go just north or just south of 159th street there's a lot of people who live behind car dealerships, or strip malls, or restaurants or bars. It's a retail area. That's what is going to go there. Something retail is eventually going to end up in that spot. When you look at that compared to most of the other car dealerships, where the actual work is being done, that's pretty far away from where people live. That's a lot farther than what you're going to see in most dealerships. Some of these you've

got cars parked right up to the back of the property line and you've got some guy's house right behind that. You don't have that here. Between where the detention pond is at, and that land behind there, that's a nice buffer. If you're going to live behind a car dealership, that's a good one to have going for you, I think. I do concur with staff on the masonry issue. I don't think it's a good idea to start a precedent of making exceptions. We have a lot of big corporations that come to Orland Park and want to build stuff. Then you start doing that, and well, this exception or that exception, next thing you know there's no point of having rules. Everybody can just do what they want. So I do concur with staff on that. Again, I think given the challenges there, I think this is a good addition and I can support that. That's all I have.

SHALABI: This project seems to be a really great use of the land. The building also appears that it will bring beautification to the current structure. Furthermore, based on the presentation, Porsche seems to place really high value on building a top notch facility. My recommendation is to proceed filling staff's request regarding masonry. Thank you.

STEPHENS: I think it's a good plan. I think you've been sensitive to the residents to the north.

SOSIN: We will work with the staff for a type of brick and a color of brick that works with the Porsche approval process but also conforms to the standards of the Village. I feel with all the other approvals, and this plan is so close, we'll work very hard to make that work with Porsche. Hopefully there's someone here from Porsche who is sensitive and knows we tried. Thank you.

STEPHENS: Mrs. Turley, that brick that we're talking about, that's on three sides correct? Because there's all glass on the front area.

TURLEY: Right so it'd just be on the rear and the sides.

STEPHENS: Right, on the east elevation, the west elevation, and the north elevation.

TURLEY: Right. There are a lot of alternatives for masonry that can blend and can coordinate with the rest of the building.

STEPHENS: And you can work with them as far as getting that design in place?

TURLEY: Of course.

STEPHENS: Ok, we're ready for a motion here.

AUBIN:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated March 14, 2017.

I move to recommend to the Village Board approval of the preliminary site plan titled "Preliminary Site Plan", Rizza Porsche, 8760 W. 159th Street" by W-T Engineering, job CEI6063, dated 2/24/17, subject to the following conditions. All changes must be made and conditions met prior to the Board meeting.

- 1) The 'future expansion area' must return to the Village for approvals prior to development.
- 2) Out lot A and B must return to the Village for approvals prior to development.
- 3) Provide a sidewalk from 159th Street, extending along the west side of the eastern parking lot, and stubbed to the Lot B boundary for future extension when that lot is developed. Also connect that sidewalk to Porsche building.
- 4) Submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval, within 60 days of final engineering approval including the following items:
 - a. Protect the existing plant material on abutting lots from construction damage with temporary protective fencing.
 - b. Construct the required landscape buffer around all sides of the entire 7.6 acre site at the time of Porsche Construction.
- 5) Meet all final engineering and building division requirements and approvals.

And

I move to recommend to the Village Board approval of a three lot commercial Subdivision as illustrated on the preliminary site plan titled "Preliminary Site Plan", Rizza Porsche, 8760 W. 159th Street" by W-T Engineering, job CEI6063, dated 2/24/17, subject to final engineering approval, subject to the submission of a Record Plat of Subdivision to the Village for approval and recording, and subject to the following condition:

- 1) The front eastern Porsche parking lot must be consolidated into out lot B prior to development of that out lot.
- 2) A public cross access easement, extending along the entire loop driveway, and also including a 15' wide easement stub from the loop drive to the Village water tower, must be shown on the plat.

3) A cross access easement, at 88th Avenue with Georgio's, must be shown on the plat.

And

I move to recommend to the Village Board approval of the Elevations titled "Exterior Elevations" page A06.01 and A06.02; "Exterior Finish Schedule" page A06.03; "Exterior Materials" pages A06.04 and A06.05; and "Site Details" page A00.51, revised February 8, 2017, by Simon Design Group; and mesh exhibits received 2.9.17 from Simon Group; subject to the following conditions. All changes must be made and conditions met prior to the Board meeting.

1) Extend masonry on the east, west and north building facades from the ground level to the top of the windows as established by the front storefront, per Code Section 6-308, and provide material colors and samples of masonry for approval.

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 2.625" minimum thickness.

4) Signs are conceptual only and are subject to additional review and approval via the sign permitting process and additional restrictions may apply.

5) Dumpster must match building masonry.

6) Meet all final engineering and building division requirements.

and

I move to recommend to the Village Board approval of a Special Use Permit for a planned development with multiple buildings, for motor vehicle services including an automobile dealership and service area, and for relocation of the existing pond to the rear of the site, subject to the same conditions as outlined in the Preliminary Site Plan motion. Petitioner requested modifications to the Special Use permit include:

1) Parking drives and lots located between the building and the street.

2) Parking space numbers that exceed the Code by more than 20%.

3) Lighting foot candles that exceed Code maximums, subject to final engineering approvals, on the Porsche lot only, not to exceed a maximum of 50 foot-candles at the 159TH Street property line and 30 foot-candles interior to the site.

4) Detention slopes that exceed 25% to no more than 33%.

5) Reduced western landscape buffer, shifted eastward approximately 24'.

6) Retaining wall that exceeds 3' height, to a maximum of 3.5' in height.

And

I move to recommend DENIAL to the Village Board for the petitioner requested modification for:

7) Relief from the Land Development Code requirement for facade masonry up to the tops of the windows.

MURPHY: Second.

RECOMMENDED FOR APPROVAL

Aye: 7 - Chairman Stephens, Member Jacobs, Member Aubin, Member Parisi, Member Paul, Member Murphy and Member Shalabi

Nay: 0

NON-PUBLIC HEARINGS

2017-0090 14332 Beacon Avenue Mixed Use Building

PITTOS: Staff presentation made in accordance with written staff report dated March 14, 2017.

STEPHENS: What did you have about changing the parkway?

PITTOS: That is condition number two in the site plan motion, where it says submit a final landscape plan.

STEPHENS: Ok, I just have a question for you. His drawing doesn't show any brick or anything like that. You're comfortable with us moving forward with this drawing? Or would you rather see us get a continuance and have him come in with a drawing that shows the brick? This shows no brick at all.

PITTOS: There's a note on the main elevation, you can't see it on this but it's this note up here. It calls it out as "red brick." It's on the elevation drawings, they're only showing the materials on that main elevation and they're asking us to extend those tags to all the other elements on the other elevations.

STEPHENS: So you're comfortable with this?

PITTOS: Yes I've had multiple conversations with the petitioner. He's consistently said it's going to be brick. We're not going to allow any other material.

STEPHENS: Ok. Do any of the commissioners have any comments to make? No? Then let's move forward with the motion.

PARISI:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated March 14, 2017

And

I move to recommend to the Village Board to approve the preliminary site plan titled "Address", prepared by IJM Architects, dated 12/9/16, sheet number A-2.0, subject to the following conditions:

1. Change the title of the site plan to "14332 Beacon Avenue, Orland Park, IL. 60462 Mixed Use Building";
2. Submit a final landscape plan, for separate review and approval, within 30 days of Board approval for the continuation of the existing non-residential street parkway pattern of brick paved sidewalks and tree grates.

And

I move to recommend to the Village Board approval of the elevations drawings titled "Address", prepared by IJM Architects, dated 12/9/16, sheet A-1.0, subject to the following conditions:

1. Change the title of the elevation drawings to "14332 Beacon Avenue, Orland Park, IL. 69462 Mixed Use Building";
2. Change the first ground floor windows visible to the right-of-way from picture windows to storefront windows similar to those on the east main elevation;
3. Introduce a brick soldier course above the ground floor windows on the two side elevations and the rear elevation at the same height as the limestone header on the east main elevation;
4. Continue the parapet walls on both side elevations to at least the first second floor window from the front;
5. Include a concrete masonry base to separate ground level and masonry on the east main elevation;
6. Redesign the two (2) exterior stairs at the rear to include a second floor outdoor space (deck or balcony) for each dwelling unit with a common exterior covered fire escape; and
7. Anchor all masonry using a veneer type with a 2.625 inch minimum thickness.

PAUL: Second.

RECOMMENDED FOR APPROVAL

Aye: 7 - Chairman Stephens, Member Jacobs, Member Aubin, Member Parisi,
Member Paul, Member Murphy and Member Shalabi

Nay: 0

2017-0046 Memo: New Petitions & Appearance Review

OTHER BUSINESS

ADJOURNMENT

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

STEPHENS: This meeting is adjourned at 9:00 p.m.

Respectfully submitted,

Heather Zorena
Recording Secretary

Elyse Vukelich
Planning Intern