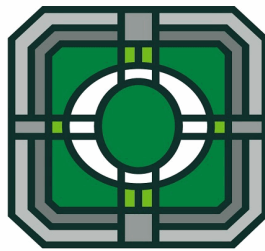


# VILLAGE OF ORLAND PARK

*14700 S. Ravinia Avenue  
Orland Park, IL 60462  
[www.orlandpark.org](http://www.orlandpark.org)*



## Meeting Minutes

**Tuesday, July 2, 2024**

**7:00 PM**

**Village Hall**

## **Plan Commission**

*Nick Parisi, Chairman  
Edward Schussler, Vice Chairman  
Commissioners: John J. Paul, Patrick Zomparelli, Yousef Zaatar,  
Daniel Sanchez and John Nugent*

**CALLED TO ORDER/ROLL CALL**

The meeting was called to order at 7:00 p.m.

**Present:** 5 - Chairman Parisi; Member Nugent; Member Paul; Member Schussler, Member Zomparelli

**Absent:** 2 - Member Sanchez, Member Zaatar

**APPROVAL OF MINUTES****2024-0516 Minutes for the June 18, 2024 Plan Commission Meeting**

Member Nugent was absent at the time the motion was made.

**A motion was made by Member Schussler, seconded by Member Zomparelli, that this matter be APPROVED. The motion carried by the following vote:**

**Aye:** 4 - Chairman Parisi, Member Paul, Member Schussler and Member Zomparelli

**Nay:** 0

**Absent:** 3 - Member Sanchez, Member Nugent and Member Zaatar

**PUBLIC HEARINGS****OPEN PUBLIC HEARING**

Member Nugent was absent at the time the motion was made.

**A motion was made by Member Schussler, seconded by Member Paul, that this matter be APPROVED. The motion carried by the following vote:**

**Aye:** 4 - Chairman Parisi, Member Paul, Member Schussler and Member Zomparelli

**Nay:** 0

**Absent:** 3 - Member Sanchez, Member Nugent and Member Zaatar

**2024-0188 Downtown Orland Park - Special Use for a Planned Development**

Village Attorney Anne Skrodzki swore in petitioners and members of the public.

Architect Corey Dunne gave a presentation on Parcels A through H for a hotel, business office, restaurants with outdoor dining, an entertainment establishment, the expansion of Crescent Park, a daycare center, a medical center, parking garage and a coffee shop inside the Metra Station. (refer to audio)

Chairman Parisi asked if they will change parking to the west of train station?

Mr. Dunne responded on the other side of Southwest Highway?

Chairman Parisi replied yes.

Mr. Dunne responded we are looking at that as a potential multi-unit residential, townhouses or apartments. That is in the preliminary stages.

Chairman Parisi asked are you referring to east side of Southwest Highway?

Mr. Dunne this would be the northwest corner of the intersection of 143rd and Southwest Highway.

Commissioner Schussler replied where the gas station used to be.

Commissioner Zomparelli stated no, the east side of Southwest Highway the west side of the train tracks.

Mr. Dunne responded right.

Commissioner Schussler asked to clarify if your putting townhouses where the Metra parking is on the west side of the tracks?

Mr. Dunne responded I don't think we would be removing any parking spaces.

Director of Development Services Steve Marciani asked is your question regarding what is happening to the Metra parking between Southwest Highway and the train tracks?

Chairman Parisi responded the Hansen property is not part of this development.

Mr. Marciani replied correct.

[Mr. Dunne had a brief phone conversation with the Petitioner, Ramzi Hassan of Edwards Realty]

Mr. Dunne added we're not changing anything to the Metra parking. It's staying as-is.

Commissioner Schussler asked on the west side of the railroad tracks?

Mr. Dunne answered correct.

Commissioner Schussler asked about the overflow parking after 5:00.

Mr. Dunne stated we're looking at shared uses depending on the time of day. We are looking at taking advantage of the parking garage at University of Chicago

and Metra's parking.

Director of Engineering Programs & Services Khurshid Hoda added the east and west side of the Metra parking will stay the same.

Landscape Architect Mijung Ko gave a presentation on Crescent Park's expansion and design to accommodate flexible outdoor activities such as farmer's markets, a food truck alley, concerts, ice skating and any Village events. In addition, she presented the North Pond's sidewalk connection, landscaping, art feature, water fountains, Parcel C's landscaping around the daycare, and a preliminary plant list. (refer to audio)

Mr. Dunne added Edwards Realty retained Wight as a landscape architect because they are the landscape architect for the master planning for the Village and he wanted to make sure there was a seamless approach in design with the Village and this development.

Associate Planner Marcus LeVigne respectfully requested the staff report be accepted into the record as written and presented during the meeting. (refer to staff report)

Mr. LeVigne stated the purpose of this petition is to review the Special Use Permit application for Downtown Orland Park. He gave a brief presentation on the site plan, landscape plan and several modifications to approve the concept plan for the park. (refer to audio)

Mr. Marciani stated we've briefed the commissioners separately on the planned approval process for this case. The recommendation is to approve the planned development tonight as long as what will be proposed to fill in those building footprints is consistent with this plan and not asking for additional relief. (refer to audio)

Mr. LeVigne continued his presentation on Parcel B, which includes 2 development options. (refer to audio)

Mr. Marciani added this is very similar to the different options we had when we approved Wild Fork. Both options are on the table. (refer to audio)

Mr. LeVigne continued his presentation on Parcels C, E, F and H, the modifications, off-street parking, and lot coverage. (refer to audio)

Village Engineer Scott Lueken gave a brief presentation on site circulation including decorative crosswalks, enhanced lighting for pedestrian safety, access to Parcels A and B, utility relocations and storm water management. The Village has budgeted funds in 2024 for utility main relocations (potable water, sanitary, and storm sewer). The petitioner will be required to install new storm, sanitary,

water infrastructure to serve the development. The petitioner will also be required to coordinate and complete franchise utility relocations (such as ComEd, AT&T, Comcast, etc.) to serve the development. As part of this petition, existing paver streets (B Street and Jefferson Avenue) are required to be reconstructed by the petitioner. This will require coordination with Metropolitan Water Reclamation District (MWRD) and the Village due to existing stormwater permitting dating back to 2006.

Mr. LeVigne stated the staff recommends the Plan Commission approve a Special Use Permit for the planned development subject to the phasing condition as well as some of our standard development conditions, the preliminary site and landscape plans, and the preliminary plat of subdivision. A traffic impact study will be required to be approved by the Director of Engineering Programs & Services.

[Members of the Public]

Brian Collin, a former Orland Park resident, asked if an EPA study has been done on the land? He stated he has many friends and family in that area and his concern is chemicals like MEK, Lycra thinners that were used years ago in the light industrial area may be dumped in the dirt.

Chairman Parisi asked Mr. Hoda if an EPA study was done?

Mr. Honda replied an environmental study was done when the last phase of the project was done when the University of Chicago was built. Those reports are available and have been shared with the developer.

Chairman Parisi responded great.

Commissioner Schussler added he was on the Village Board when the project started 20 years ago, and a remediation was done on the property because the soil testing disclosed there were chemicals from Norman's Cleaners.

Chairman Parisi replied thank you for that additional information.

[Commissioners]

Commissioner Zomparelli stated to Mr. Collin that was a great question because I was concerned right where the daycare center is was Davidson Concrete and they had a lot of problems. I'm assuming we took care of that with environmental testing?

Commissioner Schussler responded yes, and they discovered an underground fuel tank where the lumberyard was.

Commissioner Zomparelli asked if the pond was a retention pond and if it can

hold more water? It's 20' deep but there's never anything in it.

Mr. Lueken added this pond is interesting in that it drains a big portion of Ravinia and LaGrange so that's the reason for the size. It is a retention pond. (refer to audio)

Mr. Dunne stated the goal for this development is to activate the pond and the area around it.

Dan Falda added the storage of the pond itself would remain the same of what it can store up to a high level. I agree with everything the Village Engineer said.

Chairman Parisi asked if there's going to be a fountain in the pond.

Mr. Falda stated I believe that is a part of it.

Chairman Parisi responded it would be great to circulate that water.

Mr. Falda stated I believe it was intended at the start that it could happen.

Mr. Lueken added it's worth noting there's a parallel storm sewer system to this pond. I believe it's 48". (refer to audio)

Commissioner Zomparelli stated I just ask because I think it's a beautiful asset. Orland Park spent a lot of money on that retention pond so I'm glad you're utilizing it.

Mr. Dunne responded from an experience standpoint we do want to activate it with the path around it and it's at the north end of our entertainment district, so we want to have outdoor seating overlook it. We want to bring that as part of the community.

Commissioner Zomparelli asked what will be done with the ice-skating rink when it's warmer?

Ms. Ko responded it will be used as a plaza or concert venue.

Commissioner Zomparelli asked if the streets will be the same width or wider by Crescent Park?

Mr. Dunne responded we're going to make them a little bit wider but it's still going to be a one-way street. We're looking to improve that.

Commissioner Zomparelli stated I like the hotel. I think that's great. I've been wanting a hotel on the north side of Orland Park and asked if there is any development like this in the country?

Mr. Dunne responded there's a similar one in Alpharetta, Georgia about an hour north of Atlanta. (refer to audio)

Commissioner Zomparelli stated I hate to see a medical center go at the plot right at LaGrange and 142nd. I'd rather see a restaurant there.

Mr. Dunne replied that is our first choice at H.

Commissioner Zomparelli asked how many indoor pickle-ball courts will there be?

Mr. Dunne responded they would be indoor, and I'll say anywhere from 12 to 20.

Commissioner Zomparelli stated that's a nice size.

Mr. Dunne responded it's going to be a good size facility.

Commissioner Zomparelli stated I wish you luck and I like the idea.

Mr. Dunne replied Ramsey is reminding me that Rosemont has a similar version of this. I'd like to think that ours might be a little more dynamic.

Commissioner Nugent asked Mr. Lueken if the people that live east of LaGrange Road that would come walking or parking can come around the pond and have full access?

Mr. Lueken responded I think that's correct. You have the system correct.

Mr. LeVigne responded correct.

Commissioner Nugent asked if the pond was retention and detention at the same time? I know it's all about the water level and we didn't develop it completely. (refer to audio)

Mr. Lueken responded when you have a retention pond your detention volume that you're considering is from the normal water surface elevation upwards. (refer to audio)

Commissioner Nugent asked when the project is done, you can choose to walk around the pond? (refer to audio)

Mr. Dunne responded there will be a walking path all the way around the north pond and the bridge over LaGrange will remain the walking path along the west side and along the Metra tracks will remain as well.

Commissioner Nugent asked if he were a commuter, and I like to come in on Main

Street to avoid traffic, I would have to go west to exit?

Mr. Dunne responded that is correct.

Commissioner Nugent asked if there are 2 crossovers if parking on Southwest Highway?

Mr. Dunne replied correct.

Commissioner Nugent asked if it's a wild Saturday, parking would need to be utilized on the east side of Southwest Highway?

Mr. Dunne responded yes.

Commissioner Nugent asked if there's going to be safe/easy illuminated crossing of parking people?

Mr. Dunne responded from the west side?

Commissioner Nugent stated west side of the tracks east side of Southwest Highway.

Mr. Dunne responded correct. That parking lot will remain as-is. I can't speak on the specifics of Metra's strategy on where and how they cross. (refer to audio)

Commissioner Nugent asked if commuters will be discouraged to utilize Ravina to go to parking?

Mr. Dunne responded correct.

Commissioner Nugent stated they can, but they'll quickly realize there's no point. They should take Jefferson to go up and make the circle?

Mr. Dunne responded yes.

Commissioner Nugent asked in a perfect world everybody would take 142nd?

Mr. Dunne responded that would be ideal. That's going to be our front door.

Commissioner Nugent asked if we feel there's not enough parking, they can park on the east side of Southwest Highway at the west side of the tracks.

Mr. Dunne responded that is correct.

Chairman Parisi stated Mr. Hoda has something to say on the subject.

Mr. Hoda added there's no plan to change the crossings. That has to go through



Metra and is under their control. As this project progresses, we may ask for and look into enhancing or adding more crossings.

Commissioner Nugent stated the north half of the west section is currently not utilized and that parking is convenient. We want people to come that way. (refer to audio)

Mr. Hoda responded you're right on that but if you look at the site plan, north of 143rd are buildings that are not encouraging people from the Metra parking lot coming into north of 143rd. The best thing is to come across closer to the station. (refer to audio)

Commissioner Nugent asked about parking behind the hotel being for commuters.

Mr. Hoda responded that is for the development. That is not going to be commuter parking. Commuter parking is going to stay on the west side of the track. (refer to audio)

Commissioner Nugent stated there's a good amount of people that park northeast of the station, southwest and west of the tracks.

Mr. Hoda all the parking on this side (pointing to plan, specifically the northeastern-most parking lot proposed on Parcel A) are getting removed, except for the parking next to the train station.

Mr. Dunne added Walker Consultants is our parking consultant for the property. They did a study of Metra's ridership and commuters that use those parking lots, and it showed that taking away the northeast parking lot and turning it into the development that it's more than adequate with the projected ridership as it continues to increase.

Commissioner Nugent stated with more people realizing they have to park on the Southwest Highway side.

Mr. Dunne responded it's a little bit more "retraining" than it is "do we have enough parking spots?"

Mr. Hoda added in the future if the ridership goes up and we get an express train that serves Orland Park, we have accommodations in the parking lot west of the track that if we need to build more parking there's space for that.

Chairman Parisi stated parking has been an issue in a number of recent proposals that have come before us. I appreciate the detailed presentation.

Commissioner Nugent asked if the University of Chicago owns their parking, the building to the west or does the Village?

Mr. LeVigne responded it's currently leased from the Village to the University of Chicago.

Commissioner Nugent asked if we have the right to use the parking lot on weekends?

Mr. Hoda added the parking lot is currently leased to the University of Chicago but after 25 years, I think from 2017, they'll own it after 25 years.

Commissioner Nugent asked if it's the garage or the parking lot?

Mr. Hoda responded the parking lot will be owned by the University of Chicago. The parking garage is owned by the Village. The University has 176 spaces that they have the right to use from morning to certain hours in the afternoon. (refer to audio)

Chairman Parisi asked if they have exclusive use up to 5:00 p.m.?

Mr. Hoda replied I believe it's 3:00 p.m.

Mr. LeVigne stated it's 3:00 p.m. for Metra and 5:00 p.m. for the University of Chicago.

Commissioner Nugent stated business tenants at Ninety7Fifty have not been successful. There's somebody going there now on the corner?

Mr. LeVigne responded there is an open business currently. I believe it's a dental office.

Commissioner Nugent asked if I want to go to a business at Ninety7Fifty, where do I park?

Mr. LeVigne responded they have about 20 guest parking spaces for commercial.

Commissioner Nugent stated that's Ravinia and then in front.

Mr. LeVigne responded it's their parking garage on the first floor.

Commissioner Nugent replied that works.

Mr. LeVigne stated so far it has been but like you said we haven't had a lot of businesses.

Commissioner Nugent responded there was a coffee shop. I just want to make sure in all this construction whoever moves in I want to succeed. I want to make

sure we've respected the rights of the commercial tenants. How many different areas are there for bikes? Are some by the commuter station?

Commissioner Schussler added we have 88.

Mr. LeVigne responded correct. The Metra Station already has two different bicycle areas.

Commissioner Nugent stated we have theirs but if we get restaurant row, there are going to be a couple?

Mr. LeVigne responded yes. There are several bike parking areas, two on Parcel B, two on Parcel A. Every parcel does include bicycle parking and the minimum amount required was 24 spaces but there are 88 spaces provided.

Commissioner Nugent asked if the intersection by Fox's needs to be improved?

Mr. Hoda responded that intersection is going to continue to function the way it is.

Commissioner Nugent asked if it's ready for growth?

Mr. Hoda responded correct.

Commissioner Nugent asked if Jefferson and Main Streets are going to be right-in/right-out, no changes?

Mr. Hoda responded Jefferson will remain right-in/right-out, and Main Street too.

Commissioner Nugent asked if he's dropping off a child at the daycare, if I'm coming from Harlem, I can take 143rd make a right on Main and go to that daycare and is it safely designed with the commuters?

Mr. Dunne responded yes.

Commissioner Nugent asked where will signage be located so people know where things are? (refer to audio)

Mr. Hoda responded the signage ordinance will be followed. It's no different than what we have on the east side of LaGrange Road. (refer to audio)

Mr. LeVigne added there is proposed future archway signage along 142nd and LaGrange. "Downtown Orland Park".

Mr. Hoda stated I'm not sure if it will have individual store names, that's not the intent. It will be Downtown Orland Park. (refer to audio)

Mr. Dunne added there will be a sign strategy. The way it was explained to me is right now it's more focused on use, bulk, and square footage. We'll make sure we work with staff on complying with code and ordinances.

Commissioner Schussler stated at 153rd Street Metra Station, there is an underground viaduct to get from the parking lot on the west side to the train station on the east side of the tracks. Has there been any thought about building an underpass at this location?

Mr. Hoda responded we have looked in the past at underground as well as overhead. Doing it underground is quite complicated. (refer to audio)

Commissioner Schussler made a statement for the record. The Triangle Development has been going on for over 20 years and I've been involved with it the entire time. Sometimes as a participant on the Village Board and sometimes on the Plan Commission and sometimes just kind of watching. There have been some mistakes made by the Village Board and there have been some major obstacles the Village Board in the past had to work around. One was a lengthy condemnation that was the result of the key parcel in the development Orland Plaza. The owners refusing to sell. The Village was able to voluntarily enter into purchase agreements with all the other parcels except the key one, Orland Plaza. That took several years to get through that condemnation. The other was the recession of 2008/2009 when the banks stopped lending to developers such as Edwards, buyers and the real estate market collapsed. Here we are today, many years later trying to finish what has always been referred to as the Triangle Development, now called the Downtown Orland Park Development. I have a problem with the density. Most of the time developers are hammered by the staff, Plan Commission and Village Board to reduce the density. In this case I feel the density is too low in this development. The redevelopment of the Triangle has always been a transit-oriented development, it's next to a train station, a TOD. It's described in the comprehensive plan and the Land Development Code as a transit-oriented area. The staff report makes the following statement in the section on page two which is the area that talks about the comprehensive plan. It says, "As the core of the Downtown, this subdistrict promotes higher densities and use intensities that gradually decrease moving away from the Metra station". All the buildings in this plan are one or two stories unless option two is chosen for Parcel A which is a hotel which would be 5 stories. You can't get higher densities with only one or two stories. I think that the plan for the Triangle should consider what went on in Oak Lawn where they built a multi-story garage next to a condo building by their train station. Look at Burr Ridge, looking at something closer than Georgia, where they've had a very successful Burr Ridge Center which is a multi-use center that has condos above retail, restaurants, and offices. I was hopeful that this is what this would entail but it doesn't. From a legal standpoint this project requires a special use permit, that means the developer has to meet the special use standards which are set forth in the Land Development Code, Section 5-105. In that section, number one of the applicable standards says the special

use will be consistent with the purposes, goals, objectives, and standards of the comprehensive plan and of any adopted overlay plan and these regulations. I don't think you're complying with that because it's a transit-oriented district and you've got low density. I don't think it meets the requirements of the comprehensive plan. Also, the entire Triangle is in the Village Center District. There are 11 principles in the Village Center. Principle 9, which is mentioned in the staff report on page 4, encourages that alternative parking options such as underground parking or parking structures be considered, and this plan has all surface parking. The plan going forward, there's a parking garage in part of the Triangle that's already developed, and I think there should be another parking garage in the part that's being developed that you're proposing. I don't have any problem with any of the proposed modifications or conditions. You always have a need for those depending upon the topography and the geographical area. I think this is a terrific plan, a nice plan, a great plan but for a different location. It's low density which doesn't meet the requirement for a TOD. Since the comprehensive plan and the Land Development Code designate the Triangle area now called Downtown Orland Park as a TOD, this plan doesn't comply with either the comprehensive plan or the Land Development Code. The Village Board at any time can change the Land Development Code or the comprehensive plan but as it exists today it doesn't comply. Presently in the Triangle there are three structures. The Ninety7Fifty apartment building, which is five or six stories, there's a five-story parking structure next to it and next to that is the four-story University of Chicago Medical Center. I think this development, to build out the rest of the Triangle, should have similar size buildings to what's there now. In other words, the daycare center is fine it works well being next to the train station. The hotel is great as Commissioner Zomparelli mentioned we need a hotel on the north side of town. The entertainment center and the park amenities are wonderful but we should have a multi-story parking structure and not structure at grade. We should have four to six-story buildings that contain retail, restaurants, offices on the first level and offices or condos on the second level. I know the Village Board doesn't want anymore residential. That's fine as far as rental goes, we've got the Ninety7Fifty building. We could certainly use some condos on the upper levels. I'm making this statement primarily for the Village Board and I'm not criticizing the developer because I know you are working with what you were told to work with. That's all I have to say.

Chairman Parisi stated as a point of clarification, and I'll turn it to our attorney, as far as the legality of not complying with something with the Land Development Code, would you briefly address that?

Ms. Skrodzki responded we're at the stage of a site plan approval rather than having a variance in front of us or having any kind of petition for specific building plan or finalized density. At the conceptual level, I don't necessarily see a hard conflict with what we have in the comprehensive plan or in the Land Development Code. (refer to audio)

Commissioner Schussler added I agree with everything Ms. Skrodzki said and the Village Board certainly has the discretion anytime to amend the comprehensive plan and to amend the Land Development Code. (refer to audio)

Commissioner Paul stated he should make a disclosure that his son works for Wight Company as an architect, and he's primarily involved with school building/remodeling. I'm going to defer to the attorney here, do I need to recuse myself? (refer to audio)

Ms. Skrodzki stated I think because we are a recommending body only and there's nothing that you have the power to approve or disapprove in terms of the entrance of any contracts and because this is as I understand a third-party contractor of the developer and not anybody with any kind of direct interest or interaction with the Village, I think it's okay. (refer to audio)

Commissioner Paul stated I agree with Commissioner Schussler as far as the density goes. I would have preferred to see parking structures going up and then more retail/restaurant type buildings in the site. Is that economically feasible?

Mr. Dunne responded we have looked at a series of different option throughout the iterations in this process and primarily we've looked at Parcels A and B with different densities. Structured parking is more expensive than surface parking and subsurface parking is twice as expensive as structured parking. (refer to audio)

Commissioner Paul stated I understand as far as the buildings go you can build all you want but you have to be able to have people in it. From that standpoint, aside from the cost of the parking, is it feasible to build more or up?

Mr. Dunne responded the subsurface no. Feasibly, just to take the math out of it and the economic side of it, yes, you could build up. (refer to audio)

Commissioner Paul stated I was hoping to see more retail and restaurants and less surface parking because it gives the feel of a mall. How is this different?

Mr. Dunne stated what's different here is if you're taking Orland Square Mall and Ring Road and the stores that dot around it you've got the indoor mall and you're seeing a lot of those converted to lifestyle centers. The goal of this development is it's a sense of community where you park, walk and experience. (refer to audio)

Commissioner Paul asked how are we doing as far as filling these units? How much interest do you have from restaurants, hotels, retailers, and medical centers?

Mr. Dunne responded we do have some good momentum. We do have a couple of high-profile operators that are very interested. (refer to audio)

Commissioner Paul stated I like the idea but I'm looking at what they've done in Burr Ridge where they created a downtown. Lemont's has always been there but what they've turned it into more recently is a huge improvement. I'd like to see this be done the right way. (refer to audio)

Mr. Dunne responded there is a sweet spot of you don't want to put too many spaces in there because then you can't fill it. You don't get the right users. (refer to audio)

Commissioner Paul asked if the parking is free?

Mr. Dunne responded yes. We've even talked about valet strategies. (refer to audio)

Commissioner Nugent stated to the west you have a phenomenal view. If I were a hotel guy, I would put my banquet room on the top because we're going to be one of the premium places. (refer to audio)

Mr. Dunne responded we feel a boutique brand that has an identity to it would be appropriate for this. (refer to audio)

Commissioner Nugent stated I'm assuming somebody would put a facility on the second floor. (refer to audio)

Mr. Dunne responded when we looked at the higher density on A and B was that the top level could be a food and beverage offering. (refer to audio)

Chairman Parisi stated thank you Mr. Dunne for your detailed answers to our questions. I appreciate it and I've been involved since the original concept of Ninety7Fifty and the Triangle. I have no problems with the density. (refer to audio)

#### STAFF RECOMMENDED ACTION

Regarding Case Number 2024-0188, also known as Downtown Orland Park Planned Development, Staff recommends to accept and make findings of fact as discussed at this Plan Commission meeting and within the Staff Report dated June 27, 2024;

And

Staff Recommends the Plan Commission approve a Special Use Permit for a Planned Development subject to the following conditions:

1. Prior to the construction of any Phase of this Planned Development, a Phase Plan must be approved by the Board of Trustees and all permits for that Phase must be issued. With respect to each Phase of Development, the Developer shall submit its Village Board Approval Documents prior to the presentation to the Village Board. For each Phase of Development, the Village and the Developer shall cooperate to effect an expeditious process consistent with Village Regulations and the Development Agreement. The process for the development

of each phase shall be as follows:

- a. No Additional Plan Commission Review. If the Phase of Development is consistent with the PD and this Agreement, the Developer will not be required to return to the Plan Commission for recommendations or approval. Rather, the Village Board will have the authority to approve the development for that Development Parcel or Phase of Development.
  - b. Discretionary Plan Commission Review. The Village Board may, in its sole discretion, send any Phase of Development proposal, which is not substantially consistent with the PD, back to the Plan Commission for additional recommendations.
  - c. Required Plan Commission Review. A public hearing before the Plan Commission will be required under the following circumstances:
    - i. A Phase of Development proposes a use not found in the PD (or)
    - ii. A Phase of Development proposes a change that will result in a variance or modification from the Land Development Code not previously approved by the Village Board.
    - iii. If the Phase Plan would necessitate a variance under the Village Code.
  - d. Within thirty (30) days of the Effective Date of the Development Agreement, the Developer shall have made an application to the Village and shall have submitted the Village Board Approval Documents for the first Phase of Development in conformance with the PD. Within thirty (30) days of approval of a Phase Plan Ordinance for each Phase of Development, the Developer shall submit Permit Documents for that Phase of Development.
2. All building code requirements and final engineering requirements must be met, including required permits from outside agencies.
  3. All ground-based and roof-mounted mechanical equipment must be fully screened from view and shall meet the requirements listed in 6-308.J.
  4. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.
  5. A special service area (SSA) shall be established for Downtown Orland Park as instructed on the Redevelopment Agreement.
  6. The parking table on the site plan must be revised to accurately reflect Village parking requirements prior to proceeding to the Committee of the Whole or Board of Trustees.
  7. A final traffic impact study must be approved by the Director of Engineering prior to proceeding to the Committee of the Whole or Board of Trustees to ensure traffic impacts to the area are appropriately addressed and managed.

And

Staff recommends approval of the following modifications:

1. Allow for parking lots within the setback area between the building facade and the street on Parcel H (Section 6-212.E.2).
2. Allow for a trash enclosure within the setback area between the building facade and the street on Parcel E (Section 6-212.E.2).
3. Allow for parking lots/drive aisles between the building and the street on Parcel C (Section 6-212.E.2).



4. Allow for playground to be located beyond the front building setback on Parcel C (Section 6-302.C.27)
5. Allow for a reduced rear building setback on Parcel C (Section 6-212.D.6.d).
6. Allow for an increased front building setback up to 24' from Main Street on Parcel C (Table 6-212.D.6.c)
7. Allow for a trash enclosure within the setback area between the building facade and the street on Parcel C (Section 6-212.E.2).

And

Staff recommends the Plan Commission approve the preliminary site plan and landscape plan for Downtown Orland Park, subject to the condition that the development will be in substantial conformance with the Site Plan prepared by Dunne Kozlowski, last revised June 24, 2024, and the Landscape Plan, prepared by Wight and Company, last revised June 26, 2024.

And

Staff recommends the Plan Commission approve the preliminary plat of subdivision for Downtown Orland Park, prepared by SpaceCo, Inc., last revised June 20, 2024.

#### PLAN COMMISSION RECOMMENDED ACTION/MOTION

Regarding Case Number 2024-0188, also known as Downtown Orland Park Planned Development, I move to approve the Staff Recommended Action as presented in the Staff Report to the Plan Commission for this case.

**A motion was made by Chairman Parisi, seconded by Member Paul, that this matter be APPROVED. The motion carried by the following vote:**

**Aye:** 4 - Chairman Parisi, Member Nugent, Member Paul and Member Zomparelli

**Nay:** 1 - Member Schussler

**Absent:** 2 - Member Sanchez and Member Zaatar

#### CLOSE PUBLIC HEARING

**A motion was made by Chairman Parisi, seconded by Member Schussler, that this matter be APPROVED. The motion carried by the following vote:**

**Aye:** 5 - Chairman Parisi, Member Nugent, Member Paul, Member Schussler and Member Zomparelli

**Nay:** 0

**Absent:** 2 - Member Sanchez and Member Zaatar

#### NON-PUBLIC HEARINGS

#### OTHER BUSINESS

**2024-0515 Memo: New Petitions**

**NON-SCHEDULED CITIZENS & VISITORS****ADJOURNMENT**

The meeting was adjourned at 8:48 p.m.

**A motion was made by Chairman Parisi, seconded by Member Paul, that this matter be ADJOURNED. The motion carried by the following vote:**

**Aye:** 5 - Chairman Parisi, Member Nugent, Member Paul, Member Schussler and Member Zomparelli

**Nay:** 0

**Absent:** 2 - Member Sanchez and Member Zaatar