

# VILLAGE OF ORLAND PARK

*14700 Ravinia Avenue  
Orland Park, IL 60462  
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## **Meeting Minutes**

**Tuesday, October 11, 2016**

**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. Lou Stephens, at 7:02 p.m.

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

**APPROVAL OF MINUTES****2016-0104 Minutes of the October 11, 2016 Plan Commission Meeting**

**A motion was made by Member Judith Jacobs, seconded by Member Nick Parisi; to approve the minutes of the September 27th, 2016 Plan Commission. The motion CARRIED by the following vote:**

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

**Nay:** 0

**Abstain:** 1 - Member Murphy

**PUBLIC HEARINGS****2016-0656 Orland Park Nature Center**

TURLEY: Staff presentation made in accordance with written staff report dated October 11, 2016.

AUBIN: Swore in Michelle Kelly of Upland Design, 1401 Barlett, Plainfield.

KELLY: Presentation made to supplement staff's presentation.

TURLEY: Continued with staff presentation.

STEPHENS: Thank you Mrs. Turley. Is anybody here to address this particular petition with any comments? Ok, we see no one here to address this petition. Commissioner Paul?

PAUL: I think it was an excellent use for that area. I think there was a small business in there that was a landscaping company a few years back? That didn't go anywhere. As far back as I remember, I don't think anything's ever been in there. This is really a nice thing for the community. Yeah, I like that idea. That's all I have.

STEPHENS: Thank you. Commissioner Shalabi?

SHALABI: Thank you Mr. Chairman. I think the project is absolutely beautiful. I'd like to express my support in what appears to be a beautiful project which will add

value to Orland Park, along with being very aesthetically pleasing, and a positive unique use. Very beautiful job. Very nice.

STEPHENS: Thank you Commissioner Shalabi. Commissioner Jacobs?

JACOBS: Thank you Mr. Chairman. Well, I am a member of the Open Lands Commission, so for me, this is a dream come true. We've been working on this for a while. Ever since there was a change in the pond and the flowage of the creek, Mill Creek, the egrets left. I don't know if any of you remember the 200 egrets that used to sit in that little pond. We're hoping that the egrets will come back now that they have a new home. I say that we need to do this. Thank you.

STEPHENS: Thank you. I think it's a much improved use than the prior use of a nursery, and I think it's a good thing for Orland Park. Thank you. Commissioner Aubin?

AUBIN: Mr. Chairman if I were to make any comments it would just be repeating what the four of you guys said. I concur that this is a great project for us and let's move ahead on it.

STEPHENS: Thank you. Commissioner Murphy?

MURPHY: I agree with all my fellow commissioners. I think it's a great addition to our community and I look forward to seeing it progress.

STEPHENS: Commissioner Parisi?

PARISI: I'm in 100% agreement with my fellow commissioners.

STEPHENS: It's a nice project. Shall we entertain a motion to move forward with this project?

PAUL:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated October 11, 2016.

And

I move to recommend to the Village Board approval of the rezoning of the property to the Open Lands District.

And

I move to recommend to the Village Board approval of the preliminary site plan titled "Site Plan Orland Park Nature Center" dated August 29, 2016; and titled

"Preliminary Grading Plan Orland Park Nature Center" dated August 25, 2016, all by Upland Design Inc, project #490, and subject to the following conditions. All changes must be made and conditions met prior to the Board meeting.

- 1) Preliminary Engineering approval must be obtained before the project goes to Committee.
- 2) Meet all final engineering and building division requirements and approvals
- 3) Add/change the following labels on the Site Plan:
  - Correct reference at top of plan from 14 acre to "adjacent 24 acre wetland".
  - Label the Lagrange Road sidewalk
  - Show with a dashed line and label the future multi-purpose trail along Southwest Highway including a sidewalk connection into the Nature Center sidewalk.
- 4) Specify some ADA accessible furniture.
- 5) Show a future ADA accessible drinking fountain near educational space.
- 6) Submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval, within 60 days of final engineering approval.
- 7) Explore option of using crushed granite rather than crushed limestone on paths.

And

I move to recommend to the Village Board approval of the following variances:

- 1) Reduce the required detention pond setbacks and landscape buffer.
- 2) Reduce the required maintenance buffer.

**A motion was made by Member John J. Paul, seconded by Member Judith Jacobs, that this matter be RECOMMENDED FOR APPROVAL to the Development Services, Planning and Engineering Committee. The motion carried by the following vote:**

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

**Nay:** 0

**2016-0607 Cook County Highway Facility Solar Panels - Environmental Clean Technology Review**

PITTOS: Staff presentation made in accordance with written staff report dated October 11, 2016.

STEPHENS: Thanks Mr. Pittos. Is the petitioner present? Come on up here.

AUBIN: Swore in Randy Piscitelli, 3656 W 108th Pl, Chicago.

STEPHENS: Do you have anything to add to the presentation or make any comments?

PISCITELLI: No, we're just trying to do what we can to make the neighbors happy. I think this is a pretty solid plan. We're putting in as many trees as we can fit into that spot.

STEPHENS: It looks pretty good. Thank you. Is there anybody who wishes to address this petition with their comments? Were you here at the last meeting? You were sworn in? Just give us your name.

GUTIERREZ: Hector Gutierrez (sworn in at the September 27, 2016 Plan Commission Meeting). I want to thank you all for continuing this and asking for a new landscape plan. It really is a big quality of life issue for me and my neighbor. We are on that corner lot that he discussed. I'm right next door to that corner lot. It's not necessarily what I would have wanted. It was always there, I can't argue that. But putting a big black billboard in your backyard is not a good thing for us. One extra tree is not what we were looking for, but it's better than what it was in the past. I like the idea of putting some trees on the south side of 135th Street. I think there is room for that. I think if we could add two more trees on there even that would be better than what we've got right now. I think adding one tree to that is not really going to help too much. Like I said, it's better than nothing. If we could look at adding one or two trees on the south side of 135th I think there is room for that. I think somebody mentioned that there wasn't – I live there, I know there is room for it. I would make that request, and I hope that you would entertain it.

STEPHENS: Thank you sir. Anybody else? Ok, we'll go to our commissioners. Commissioner Murphy?

MURPHY: Well I was not in attendance for the last meeting but I did read through the minutes and understand the concerns of the neighbors. It seems to me that we have made a reasonable attempt at adding in enough screen there. But we are saying there is no room on the south side there?

PITTOS: Right. We looked at this area in particular because at the last plan commission meeting, this view was called out as the exact view that a resident had who was requesting additional screening. We backed in to the aerial from this shot. If we were to turn ourselves around we would be looking southwesterly. We surveyed this area in here. This is where all the trees are. I think the gentleman that spoke was referring to this area here. There is room here for trees directly behind this corner house. However, we are adding all these trees in this zone across the street. It's not immediately adjacent to this house, but there is screening directly behind it. It's just on the other side of 135th street.

MURPHY: Ok, thank you. I think that makes sense and I think that to me, it looks like it will be enough screenage required. Thank you. I have no concerns.

STEPHENS: Thank you Commissioner Murphy. Commissioner Paul?

PAUL: Thank you Mr. Chairman. Like I said last time, it's not like we are covering up some beautiful buildings that were there before. We're going from a couple of light colored, plain looking, functional buildings to some dark colored, plain looking, functional buildings. The trees – I think that's going to help a lot. If we're starting here from square one and Cook County wanted to put a highway department there I'd probably say no. But it's been there for how long? I mean, as far back as I can remember it's always been there. It's there, it's not going anywhere. I think this is a fair compromise for everybody that's involved. That's all I have.

STEPHENS: Thanks Commissioner Paul. Commissioner Jacobs?

JACOBS: Thank you Mr. Chairman. This rendering that I'm looking at – is that a reflective surface? Those four panels?

PITTOS: My recollection is that they are not reflective. There's a sheen, as would be with any other kind of surface, even with windows. But it's not reflective in the sense that a light beam is going to bounce off.

JACOBS: Because the rendering shows clouds reflecting on that building which would be a fabulous thing to have and look at. Anyway, I think the trees are the right answer. I like the south side as well.

STEPHENS: Thank you Commissioner Jacobs. Commissioner Shalabi?

SHALABI: Thank you Mr. Chairman. I believe we have definitely tried to address the concerns of the neighbors and agree that this project as amended definitely appears to be very reasonable. I'd be in support of the amendment the way that it stands today.

STEPHENS: Thank you Commissioner Shalabi. Commissioner Parisi?

PARISI: I agree with my fellow commissioners. I think this is a real great compromise. We had a lively discussion last time, it's a good example of how we can work together with the public and arrive at a reasonable compromise. So I think it's about done.

STEPHENS: Thank you Commissioner Parisi. Commissioner Aubin?

AUBIN: Mr. Chairman I concur with my fellow commissioners. We had a project, the neighbors had some issues with it, we reacted, and it seems very fair the way we acted. I say we move ahead.

STEPHENS: Thank you Commissioner Aubin. I concur with the commissioners as

well. We had neighbors coming in last time and they had some concerns. I think we've responded to those concerns. The current landscape plan, the additional tree and the additional arborvitae in the west end is going to give it enough blockage. Also, we are requiring them to install these trees, the seven Autumn Blaze maples will be installed with a three and a half inch caliber. Pretty good sized trees to begin with. The arborvitae, there's 33 arborvitae going in, and they're going to be staggered which will give them room to grow. They're going to be installed at a minimum six foot height. I think we've responded well to a compromise with Cook County as well as with the community. Moving on, we would entertain a motion.

JACOBS:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated October 11, 2016

And

I move to recommend to the Village Board approval of the elevation drawings titled "8900 West 135th Street - BLDG B", prepared by Conserval Systems Inc., project number 2015-632e, sheets 1 and 2 of 7, last revised 10/19/15, and "8900 West 135th Street - BLDG E", prepared by the same, project number 2015-632f, sheets 1 and 2 of 6, last revised 10/16/15.

And

I move to recommend to the Village Board approval of Landscape Plan titled "Orland Park Solar Wall" by Bret-Mar Landscape, Inc., dated 7/21/16, last revised 10/4/16, subject to the following condition:

1. Install 33 Techny Arborvitae trees with a minimum height of six (6) feet and install seven (7) Autumn Blaze Maple trees with a minimum caliper of 3.5 inches.

**A motion was made by Member Judith Jacobs, seconded by Member Laura Murphy, that this matter be RECOMMENDED FOR APPROVAL to the Development Services, Planning and Engineering Committee. The motion carried by the following vote:**

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

**Nay:** 0

**2016-0470 McDonalds - 14445 Lagrange Road**

TURLEY: Staff presentation made in accordance with written staff report dated October 11, 2016.

STEPHENS: Thank you. Is the petitioner present?

AUBIN: Swore in Jim Olguin, of Goldstine, Skrodzki, Russian, Nemecek and Hoff, Ltd., 835 McClintock Drive, Burr Ridge.

OLGUIN: As always, staff does a great job of identifying the project and some of the items that are before you this evening. I'd just like to introduce some of the other folks that are here with me as well in case there are any questions. That way we can make sure we have the right person giving you those answers. We have the owner/operator, Greg Schwarting, here this evening. Also Matt Nichols from V3, he's a project engineer. Al Daniels is the area construction manager for McDonalds, so he is going to be the one responsible for constructing this particular project. Just to step back, as Jane mentioned, we were here a couple years ago. After our approvals, the economics of the project changed. We weren't able to move forward. McDonalds, based on the existing condition of the building, really wanted to figure out a way that we could still do something at this location considering everything else going on in this area. They went back and tried to figure out an engineer way where we could do something with this site. We were able to do that and that's what's being presented here this evening. We believe that what we're proposing is really an improvement, and we are improving things in terms of the overall site plan, providing more pervious area, additional trees and greenery, a much more efficient drive-thru that will be able to move folks through the site a lot quicker, we're definitely upgrading the aesthetics of the building, and helping with pedestrian access to the site as well. The project is a definite improvement to what's presently there. We'd be happy to answer any questions you might have regarding what we're proposing. We hope for your support on this.

STEPHENS: Ok Mr. Olguin. One question I have for you – is this new building going to be similar to the McDonalds that we approved some years ago that was built on 179th about a block east of Wolf Road on the south side of the street? It's their new prototype building.

OLGUIN: Yeah, it's close.

STEPHENS: Close to that? That's a beautiful McDonalds.

TURLEY: But this is just the existing building remodeled. You're not getting the new construction.

STEPHENS: I understand that. But a lot of the design elements in that new McDonalds are being used here. Ok, we'll see if anybody is out here to make any comments. Thank you Mr. Olguin. Is there anybody who wishes to make any comments on this petition. No one? Ok. We'll go to our commissioners. We'll start with Commissioner Aubin.

AUBIN: Thank you Mr. Chairman. McDonalds has been somewhat successful. This design is going to copy a lot of what you've already done, so I think what you're doing is upgrading and bringing your McDonalds up to 2016 standards for



what they need. I don't have a problem with it. What I really don't have a problem with is that this motion has a lot of conditions attached to it and there were no objections to it. In my humble opinion, I say we move forward with this project.

STEPHENS: Thank you Commissioner Aubin. I too am in favor of moving forward. This really takes an old building and makes an improvement to LaGrange Road. We've making so many improvements now, I think it's going to be a very positive move. I'm in full agreement with everything you're doing on this building. I'm happy with this. Commissioner Jacobs?

JACOBS: Thank you Mr. Chairman. I agree with our chairman, I don't have anything more that I could add. I think it's a great addition to our new LaGrange Road and our new village improvements.

STEPHENS: Thank you Commissioner Jacobs. Commissioner Parisi?

PARISI: Yes, it is a nice improvement. As far as having a driveway in front of the building, that's fine. We've established that precedent before. I'm just wondering – that cut through to the south? That's a pretty steep grade. I'm not so sure what the utility of that will be. If it's going to be there I'm glad they have a double drive thru otherwise you'd be creating quite a traffic jam over there. I don't know why that's really necessary.

TURLEY: Right. Well, the idea is that at some point the property to the south will redevelop. You're right, the grade change will have to be accommodated.

PARISI: At this time though, you want the cut through now?

TURLEY: We want the stub now.

PARISI: You want the stub? Ok.

TURLEY: Right. Because you can't get it later. You have to get it a piece at a time.

PARISI: I'm just concerned with traffic coming in from the south. And you've got drive thrus there. That's all.

STEPHENS: No, there's two parking spaces there.

PARISI: But if someone was coming through they'd be coming towards the drive thrus, if you look at that. I was just a bit concerned about that. That's all.

TURLEY: This will be temporarily used for parking.

PARISI: I'm just thinking of the future.

TURLEY: The retaining wall is going to be here.

PARISI: Just worried about a little bit of congestion there by allowing that cut through. I don't have any other comments besides that.

STEPHENS: Staff, do you have a comment to make?

TURLEY: Looking at what was next door, this seemed to be the best location for the stub, in consideration of what was likely to happen to the south.

STEPHENS: Ok, Mr. Parisi?

PARISI: That's all I had.

STEPHENS: Commissioner Murphy?

MURPHY: It's a major remodel, I think it's going to be a huge improvement. It seems to comply with their latest national prototype. In my line of work, I come across a lot of McDonalds remodels and McDonalds has very high standards, as does our village. I don't have any concerns. It will be a great project.

STEPHENS: Thank you. Commissioner Paul?

PAUL: Thank you Mr. Chairman. Yeah, I mean we've approved a few of these already, with the double drive thrus and the remodel. That's the direction it's going in. It's been fine. I'm glad we're at least addressing that lot to the north though. I don't know what we're going to do with that. It's terrible the way it is now so if you just put grass there it's an improvement. I'm not sure what anybody's going to do with that but that's another issue for another time. You're cleaning it up and that's good. That's really the only concern that I had about that.

STEPHENS: Ok. Commissioner Shalabi?

SHALABI: Thank you Mr. Chairman. I don't have much to add except that the building and exterior modifications seem to be significantly better than the current design and layout that have been there for a significant number of years. It seems to be much more aesthetically pleasing and in line with the positive impact LaGrange Road will have upon completion. Thank you.

STEPHENS: Thank you Commissioner Shalabi. Mr. Pittos?

PITTOS: Sorry to jump in but just to rewind a little bit, I want to address Mr. Parisi's comment about the traffic circulation. He was concerned about the interaction between the traffic that will come off the future stub access on the south side of the site and how it would interact with the drive thru lanes. That stub access is essentially going to act as a right in right out condition. Anybody coming north

through that stub would have to turn right and follow the traffic around the building. Likewise as traffic moves into the McDonalds site, and let's say they want to go south to the neighboring property, they would be making a right turn through the stub. At some point in the future, McDonalds could post a sign there to say "right turn only" to solve the circulation issue.

PARISI: I was just envisioning if you ever have a peak period and lines over there, somebody's going to be coming from the south and they're going to get to the back of the line, cut in. I was just thinking about that. That's all.

TURLEY: Accessing the drive thru stacking lanes, that was your concern?

PARISI: Yes.

TURLEY: Ok. I understand now. They could also circle around. There's enough room to bi-pass. They could circle around the drive lane and at least get to this point.

PARISI: And get in line. I just thought it important to bring that up.

STEPHENS: It's a good point. Having no other comments, can we entertain a motion?

AUBIN:

**A motion was made by Member Paul Aubin, seconded by Member John J. Paul, that this matter be RECOMMENDED FOR APPROVAL to the Development Services, Planning and Engineering Committee. The motion carried by the following vote:**

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

**Nay:** 0

**2016-0504 Zeigler Infiniti of Orland Park - Special Use, Subdivision, Variances**

PITTOS: Staff presentation made in accordance with written staff report dated October 11, 2016.

STEPHENS: Thank you Mr. Pittos. Petitioner present? I think you've been sworn in the last time. Just state your name.

O'HARA: My name is Bill O'Hara (sworn in at the August 23rd, 2016 Plan Commission Meeting).

STEPHENS: Ok Mr. O'Hara. Do you have anything to add?

O'HARA: I'm just here to add to any questions. Tonight we have Grant Currier, our architect, our site development engineer Dan Stevens, and also we have our executive manager from Infiniti Kyle Fayman. I'm just here to address any concerns that the village may have and answer any questions.

STEPHENS: Ok. Let's see if there's anybody out there who has any comments to make. Thank you sir. Well we've come a long way with this Infiniti dealership since the first meeting. Are all of the comments that the residents had given us at that point in time – is there anybody who wishes to come up and speak?

AUBIN: Did we swear you in at the last meeting? Your name, please.

O'BRIEN: Bridget O'Brien (sworn in at the August 23rd, 2016 Plan Commission Meeting).

STEPHENS: You were here the first meeting?

O'BRIEN: August 23rd? Yes. I wanted to thank the Plan Commission and the village staff for their diligence in making some of these improvements. It's nice to see some of these. As somebody said earlier tonight, this is a quality of life issue for those of us who live south in the condo buildings. The roofing updates – I guess I'm looking for a little more detail on that. At the last meeting we had no information. While there was some talk of yes, some mechanicals, and yes, some things can be done, I'm not hearing any details compared to some of the other improvements. I guess that would be question that I have, I want to see some improvements.

STEPHENS: What is your question?

O'BRIEN: What specifically is going to be done to shield us whose view is of the roof? Mr. Pittos said some things were going to be done. I didn't hear details. I was just wondering what specific details were going to be done. I heard specific details on other avenues, I just didn't hear it on that. So that was my question.

STEPHENS: Ok. So you just want to know what the screening is going to be on the roof.

O'BRIEN: Correct. I heard that there was going to be something, I just didn't hear what specifically. I think we still have a lot of questions about that south part of the lot that abuts up to our property. What type of landscaping is going to be done? At the August 23rd meeting there was talk that they were going to do something. I believe Commissioner Paul and Commissioner Shalabi had talked about that in their reports that landscaping needed to be improved. I was looking for more specifics with that. I was pleased to hear that the sound would be done in-house or via walkie talkie so I appreciate that improvement.

STEPHENS: You still have Apple Chevrolet to deal with. We can't do anything about them.

O'BRIEN: They're Tinley. I'll do what I can. But again, something is better than nothing so that was a nice improvement. The lighting – I appreciate the diminished lighting in the south part of the lot. I know Zeigler owns the BMW at 159th and Wolf, and would be the same with this Infiniti lot – but that BMW lot is lit up like a Christmas tree. I know that they had said that there would be an increase in intensity, but I probably won't have to pay a ComEd bill because my house will be lit up perfectly thanks to Zeigler's lighting in the front of the building there. While I appreciate that south part of the lot having reduced and diminished lighting, I would like maybe a tilt facing north on those foot candles to deflect it from our building and onto their merchandise and 159th street. I have several more questions. I was under the impression that this was going to be covered at the August 23rd meeting, but – 88th Avenue. It is my understanding that the village was going to get in touch with Orland Hills since they control a lot of 88th Avenue. There was some discussion in one of the previous slides about enabling parking on 88th. I'm looking for some clarification that there's not going to be parking on 88th. I guess if I had all the money in the world, I'd prefer to have a no left turn or southbound traffic out of the Zeigler going south on 88th Avenue. If I could, that's what I'm asking. Another thought on 88th – I did some homework last week before I left for work at 7:15 in the morning. I went over to Nissan Infiniti across the street. I drove around the lot to see when it opens, when the service department opens, what the noise and congestion is like. I noticed on that side street that's next to the Mexican restaurant – I don't know the correct name of it but it would be approximately 86th Avenue. I noticed that there was a big ship truck dropping off cars to the Zeigler lot. It was right in the middle of that 86th Avenue, dropping it off at 7:15 in the morning. I had to maneuver around, other cars and truck had to maneuver around, and it made me think, is that what 88th Avenue is going to be like when the trucks have to come and deliver their merchandise? To be honest, I don't know if 159th Street is going to work out well. I'm fine with it on 159th but I don't know if in relationship to the intersection if that is going to work. So I have some concerns about 88th Avenue in several different ways. I do appreciate the support of the plan commission because as I previously stated, would you want to look at a car dealership as your front lawn if you didn't already buy into it knowing it was there like we did? I appreciate your help and support in making these improvements better. That concludes my thoughts at this time.

STEPHENS: Thank you. Is there anybody else who has any questions to ask, that haven't been asked by Ms. O'Brien?

AUBIN: Were you at the last meeting ma'am? Were you sworn in?

NEWKIRK: I was. Carolyn Newkirk (sworn in at the August 23rd, 2016 Plan Commission Meeting). My question is – can it just be lit and not lit? That parking lot? I mean, can that lighting be decreased any more? It just seems like it's lit up

super. I'm asking if it can be decreased.

STEPHENS: I'll have them explain the lighting for you.

NEWKIRK: Sounds great, thank you.

STEPHENS: You're welcome.

AUBIN: Mr. Chairman, before you go on, I'd like to be excused please for the first time in 12 years. I have a meeting that I'm responsible for over at the Civic Center with about 250 people that coincided with this Plan Commission Meeting. I've had an opportunity to read staff's report and was sitting through the meeting that we had back in August. I'd like to go on record for the five parts of the motion that are going to be read later today that you have my "aye" vote. So if I could have your permission to be excused.

STEPHENS: Absolutely.

AUBIN: Thank you sir.

STEPHENS: And you're being a yes vote on this?

AUBIN: Yes. There's five different parts to the motion. I'll give an "aye" vote on all five. Thank you very much.

STEPHENS: Mr. Pittos, do we have the architect here? Would you please step up to the microphone? We'll swear you in. And talk about the first question, the screening of the rooftop.

STEPHENS: Swore in Grant Currier, President of Linden Group Architects, 10100 Orland Parkway, Orland Park.

CURRIER: With regard to the roof screening, our hope was to work through that with staff once we actually design the mechanical systems. (References presentation) This is the showroom case that is going to take the largest demand of rooftop needs. So we would probably see centrally located two to three rooftops. The services area typically has very few rooftops. It's usually interior hung unit heaters, and they are typically not air conditioned. We will have exhaust fans located in the perimeter walls. As we develop that design, we will work with staff and submit the locations of the units and sizes. We will also provide a screen detail which will probably be aluminum, horizontal, ribbed feature which will totally enclose the units. Again, as I said, we will try and locate as far away from the neighbors as possible.

STEPHENS: And that will minimize or completely block the view? Minimize the view?

CURRIER: It's a vertical wall and they locate those probably three feet away from the units but we can't put a lid on it naturally.

STEPHENS: No, you can't put a top on it, but how high can you go?

CURRIER: As high as code will allow us. We want to screen the unit vertically as much as we can.

STEPHENS: You're saying most of the rooftop equipment is at the front of the dealership? Ok, well that makes a big difference. That's probably how many feet away from the property line? That's got to be what, 250 feet?

CURRIER: I'd say 150 feet.

STEPHENS: Well you've got 35 in the buffer.

CURRIER: Right.

STEPHENS: It's probably closer to 200 feet. Ok.

CURRIER: With regard to the landscaping, what we wanted to do and what we've discussed with staff is as we develop that design work through what a significant buffer feature will be that complies with code and also tries to meet the expectations of the neighbors. Again, the Zeiglers want to be a good neighbor. We want to provide a fruitful operation yet get along with our surroundings and meet the code. We just started with our landscape architect and we'll submit those details to Terry as they develop.

STEPHENS: Are you talking about on that 35 foot buffer strip on the south?

PITTOS: There would be the base requirement for the south buffer yard of this project, as required for all projects in the Village. Start off with that base in that south buffer yard, and as needed add to it perhaps from other locations on site to cover any gaps that the residents might still have. One thing to keep in mind is that we do have a new landscape code in place that was passed by the board in January. Previously, the landscape code required extensive buffer yards, even around car dealerships, along the frontages of the site plan. The new landscape code has made allowances for car dealerships in the sense that you don't want to totally block views and screen the parking lots of the car dealerships since that's the whole purpose of the car dealership, to sell cars from view of the roadway. Because of those allowances, there are some landscaping savings that car dealerships might have along those frontages that we could convert into the south buffer yard. That's kind of the direction that we've been discussing in regard to landscaping the south buffer yard and augmenting the screening for residents in that area.

STEPHENS: So it's going to be in compliance with code and possibly add some additional care there as needed?

PITTOS: Yes. We don't want to overload the area so that the plant material chokes itself either. But, that's the idea. To reinforce it as needed.

STEPHENS: Ok. Next question is...

CURRIER: The lighting intensity, I think.

STEPHENS: Yes.

CURRIER: Ok. Could you go to that photometric plan? (Referencing presentation) What I'd like to offer is that these three fixtures – let us take another look at them. Maybe we could lower the poles. We are meeting code right now but we could probably tweak that and diminish the intensity a little bit. As we finalize the plans and come in for the permit we will work with staff to try and lower that foot candle.

STEPHENS: Do you have anything to just limit it to the parking lot versus having any overflow lighting going to the south?

CURRIER: Yeah. The trade calls them house shields. We would have a shield facing that residential area right at the fixture. Still, you're going to have ultimately some spill. But let us take another look at those three fixtures and see if we can soften that impact.

STEPHENS: Alright, but the shield minimizes it doesn't it? To a great extent, I think. And you're going to include those shields?

CURRIER: Yes sir.

STEPHENS: Ok. And you'll take another look at the five foot candles and see what you can do about that?

CURRIER: Yes. We'll make it zero.

STEPHENS: You'll make it zero?

CURRIER: Right. At that lot line.

STEPHENS: Ok. Last question – I don't know if it's going to be staff or if it's going to be you but – 88th Avenue. We know that 88th Avenue is governed by Orland Hills. Has there been any discussion with Orland Hills, Mr. Pittos, with regards to no parking signs on there?



PITTOS: Usually those discussions happen during the final engineering process. I have not reached out to Orland Hills yet and my understanding is that the engineers have not reached out to Orland Hills yet either. However, I'd like to bring up the aerial here just to make some clarifications. 88th Avenue is four lanes across. You can kind of see the silhouettes of the cars in this aerial here. There really is no room for on street parking. I think what the resident was speaking about earlier is over here. This is the Nissan Zeigler site. Even for a long time, Nissan has had on street parking activities along 86th Avenue. I believe actually this is an old aerial, because the plan commission prohibited parking on this leg. If that's still happening, it's a police enforcement issue. But I think there are signs out there that prohibit parking on this area of 86th Avenue. They've always had this parking on street condition on 86th. 86th is a smaller dimension than 88th, but it has a residential character to it. There's a very large detention pond here and what essentially is happening here, is non-residential frontages being taken advantage for on street parking purposes. 88th Avenue however, is a major collector road. Moving north /south, it's got four through lanes here that tail into two lanes here. There really is no room for on street parking. We would not recommend that on street parking take place here. If there was to be on street parking here, I suspect they would be ticketed and towed because they would be blocking traffic.

STEPHENS: That would be governed by Orland Hills?

PITTOS: That would be governed by Orland Hills, yeah.

STEPHENS: Ok.

PITTOS: We're not recommending on street parking and I think Infiniti would not recommend their employees park there either.

STEPHENS: Alright what about dropping off cars? The lady mentioned about dropping off cars on 88th Avenue, I don't think that's a real possibility at all. Too much traffic.

PITTOS: Yeah, I don't think it's a possibility basically because, again, there's no space on 88th Avenue to do that in terms of the through lane movements. Also, the distance here is too short for cars to be able to bi-pass around any blockage on 88th. It does happen on 86th, because again, 86th street is not as busy of a road as 88th avenue. It's got a residential character to it. A truck can pull off to the side and sit there for a little bit of time without being in the way of much traffic. Not the case for 88th Avenue. The site plan – I was able to speak with an engineer about this. The site plan does make this space up at the front here. In the presentation I talked about cars coming in and out of this site. There was a comment that was made to me regarding delivery happening on site both at the previous plan commission meeting and also afterward, where delivery would be happening on site. Now there's this open space here in the front to help with that.

STEPHENS: Deliveries would be made there?

PITTOS: There or possibly back here too in this area.

STEPHENS: Roughly figuring, you've got about 90 feet there from the last space to the landscape island. That's certainly more than enough.

PITTOS: This area?

STEPHENS: Yeah it's about 90 feet. So that's more than enough.

PITTOS: Yeah, I would say.

STEPHENS: Ok. Mr. Currier, I think we've addressed all those questions. There's another gentleman in the back who wants to come up. Yes sir? You have to come up and speak in the microphone. Were you here at the last meeting? And you were sworn in? Please state your name.

GALASSI: Ray Galassi (sworn in at the August 23rd, 2016 Plan Commission Meeting). I just want to address what Mr. Pittos is referring to on 88th Avenue. Could you bring up that slide again? If you look at 88th Avenue, those four lanes do go into two lanes. But from Crystal Creek drive going south to 167th Street, on the east side of the street, Orland Hills has put lines in where people can park all day long. So there is a line, you can see it there, where people can park all along that area up to 167th street legally all day. If they're going to drop off cars, trucks, or parts, or if customers or employees want to park there, they can legally park there all day long from that point going south to 167th street on the east side of the street. I just wanted to make that clear. It's there now.

STEPHENS: Is it showing on both sides of the street?

GALASSI: No, it's just the east side of the street. In fact you can see the lines there in the diagram. From 161st going north, that line is a parking area where people can park there all day. So if a car carrier came in, if employees want to park there, or if customers want to park there they can legally park there.

STEPHENS: Ok. Thank you. Good point sir. Yes ma'am, did you want to speak? Were you sworn in at the last meeting?

CROSSE: My name is Mary Lou Crosse (sworn in at the August 23rd, 2016 Plan Commission Meeting). Yes I was. I'm just going to reiterate what the last gentleman said because of the parking. Right now, we're Orland Village but the street that gives us access to where we live is Orland Hills, which to me is a little silly, but I didn't know that prior to buying. However, if they make drop offs the only entrance liable is off of 88th Avenue. I can't see those big trucks driving in on 159th. 159th is such a mess because of all the car dealers parking in the medium

strip, unloading their vehicles...

STEPHENS: Let me stop you now. We're limiting this discussion to this petition only. I don't want to hear anything about any other car dealerships.

CROSSE: Alright. This dealership will have no place to park their drop off vehicles.

STEPHENS: They just told you where they're going to park it.

CROSSE: They're going to pull them into the lot?

STEPHENS: That's exactly what they just said.

CROSSE: Ok. I'll hold you to it.

STEPHENS: You don't have to hold me to it. Hold the petitioner to it. I'm not building it. Commissioner Parisi?

PARISI: I don't think I need to expound on that anymore.

STEPHENS: Ok.

AUBIN: Were you sworn in?

KAROPULOS: I was here before. Bill Karopoulos, 16001 S. 88th Avenue (sworn in at the August 23rd, 2016 Plan Commission Meeting). What I'm concerned about, I think where this property is going to be overstressed, I see now with this new revision that the building has been enlarged. Now between the enlargement of the building, and they're saying there is going to be 342 cars in there, there's no guarantee it's going to be 342 or 350, could be 360, could be 400 cars. At the end of the year, manufacturers have a tendency to unload their cars onto the dealers. Now that property – if you take the building of that property, and you take cars, 192 square feet of parking, you're talking almost four acres of land they're using for parking on only 342 cars, not over that. So on two acres of land, by the time you get the driveways, etcetera, you're not going to have much room for a transporter to come in there and unload cars. Those things, I don't know what they are, 50 or 60 feet long? 8 or 9 cars? There's not that kind of room to bring the tractors in there to unload their cars. Question – two questions. Number one, could there be a limit on how many cars can be put in that parking lot?

STEPHENS: There is.

KAROPULOS: Well, it'll say 342. Suppose they get 400 cars in there...

STEPHENS: Wait a minute. I don't go on hearsay. There's a limit to 342 cars, that's what they're going to put in there.

KAROPULOS: And that's mandated.

STEPHENS: Yeah. Just a minute. Mr. Pittos?

PITTOS: Right. So it is mandated that they have a limit of 342 vehicles for on site storage. In terms of your concerns regarding overloads within this site and also other dealerships as well, the village and the dealerships have been working together on a strategy to establish inventory sites off the 159th street corridor in the manufacturing areas of the village. I could bring up the aerial here and point it out really quick. This is Zeigler, these are all the car dealerships on 159th street. The village has been working with the car dealerships both in Orland Park and in Tinley, in fact, to potentially relocate that extra inventory that would overload a site into this area over here in the village. This is 104th Avenue and 164th or so. There are some sites in here that do accommodate overload that you're concerned about. The village has been proactive in addressing that issue, so we believe that the 342 cars that will be at the Zeigler site, that the site won't be stressed.

KAROPULOS: Let me ask you this question. It's a six acre lot. According to the survey report that I've seen, it's not a six acre lot, but I'm not going to site and argue that point. But across the road there's a piece of property that's over six acres, has that been considered by Zeigler, to take that property, rather than the one they're proposing now? It'd be on the north side of the street.

STEPHENS: Sir, I'm going to stop you. That's not part of this petition. You're talking about what's going to happen in the future, will they buy this, will they buy that, no. We're not going there.

KAROPULOS: My concern is stressing that piece of property.

STEPHENS: I think he just answered your question. Did he not? There's off site parking.

KAROPULOS: Alright. Thank you.

STEPHENS: Thank you sir. We have to stop this at some point. Is there anybody else? Mr. Pittos?

PITTOS: Mr. Chairman, going back to the first comment regarding mechanical systems, I think she was looking for a little bit more detail. Usually for the screening of rooftop mechanicals we try to do what we did with Target here (referencing photo). Here we are in the Target parking lot. You can see it up here, these are screening walls that we put around the Target rooftop units. This was done administratively, it never came before the public. If you go around town and you look at the big box buildings, and you see some of the rooftop units that are coming close to the building edges, you'll see that we've required certain

screening elements around the units themselves. This was done successfully at Target, and was done successfully at Toys R Us. You can kind of see the rooftop units from Toys R Us were put in, we had to go in later to fix that view. They put in these screening units. I'm not saying that the Zeigler Infiniti site is going to look like this, but we're just talking about what kind of material we would be recommending to the architect to use to screen some of those mechanicals. Again, this is Toys R Us. It's not Zeigler.

O'BRIEN: I was wondering the examples he showed, does the BMW Zeigler at 159th and Wolf have those same roof specifications?

PITTOS: With the BMW site, two things to keep in mind is this extensive buffer yard here that falls way down to BMW. So a lot of these residents here are being screened by the landscaping here. You can kind of see that the mechanicals of this building are more central to the site, so the lay of the land is a bit different than the Infiniti site. (Referencing street view of BMW site) You can kind of see it right there peeping up over the top, some of the screening elements that we used successfully at BMW and would be used at Infiniti as well.

STEPHENS: I think Zeigler has come a long way. They've done everything we've asked them to do. It seems to me that they're very cooperative. Will this be the second dealership in Orland Park for Zeigler? Mr. O'Hara?

O'HARA: I'll be brief. I just want to thank the neighbors for their concerns. Number one, we've been in the market in Orland Park since 2013. We pride ourselves on the facilities that we put together. We've complied with everything and all the concerns that you guys have addressed here. I can let you know on the car carriers. There's no reason for the car carriers to go on 88th, I agree with that. Sometimes if they go on 86th, we let their drivers know and they pull right into the Nissan Infiniti lot. Now, they actually pull in, the drivers that know. Some of the drivers that haven't been there before, we instruct them where to go, so they can hopefully get their concerns behind them on that. Also on the lighting, we changed the lighting at BMW to the LED lighting which concentrates down and doesn't spread it out in the sky. I think anyone who has driven by, you can see the difference now. It's going to be the same situation at the new Infiniti store. We appreciate your concerns and we just want to be a friendly neighbor.

STEPHENS: Thank you Mr. O'Hara.

JACOBS: Can I ask Mr. O'Hara a question?

STEPHENS: Yes, go ahead.

JACOBS: How often do the car carriers deliver?

O'HARA: That's a good question. You know, it depends on our inventory. We get

deliveries maybe three or four times a month. Five or six at best.

JACOBS: Is there a normal time that they deliver? Is it usually by such and such an hour? Is it 8-10, 7-9, something like that? Or whenever they show up?

O'HARA: Well I'm not sure if we have after hours delivery or not but you can opt in to that, where they drop them off at night and throw the keys in the service door. Just during business hours, there's no really set time where they deliver. But I don't think you'll see any car carriers unless they make a mistake on 88th Avenue, and there's really no reason for our employees to park way down there, our lot's going to be plenty big

JACOBS: Ok, thank you.

STEPHENS: Thank you Mr. O'Hara. We'll go to the commissioners now. Commissioner Shalabi?

SHALABI: Thank you Mr. Chairman. I just would like to thank Zeigler for accommodating the neighbors and many of the specifications that were outlined by the village and by the commissioners in past meetings. I would support proceeding with the current proposal.

STEPHENS: Thank you Commissioner Shalabi. Commissioner Paul?

PAUL: Thank you Mr. Chairman. I just have one question about the lights. Are the lights kept on all night long or do they shut those down when the dealership closes? I know you have some lights because you don't want people running through there.

O'HARA: So we'll have our night lighting that goes on so we won't have the full lot completely lit up. We'll have certain poles lit at night and they'll shut off usually at midnight. Obviously we want to have enough light for security. That's how we structure it down at BMW and Mini right now. In our current situation I think we unfortunately have half the light bulbs out at our current Nissan Infiniti store right now that we haven't replaced. But we are working on that. That's how it works.

PAUL: It makes sense obviously that when the store is opened that you want it to be lit up as much as possible. I mean you close about what, 9:00?

O'HARA: Yes.

PAUL: There'd be no need to keep them on full blast after nine because the customers won't be there anyway.

O'HARA: Yeah we adjust the timers based on...after hours, we don't necessarily get out of there at nine sometimes if it's busy but then they'll shut down into a night

mode, and you usually get every other pole that's lit up.

PAUL: But I'm sure by 10:30, 11:00 PM there'd be no need to keep the lights on full blast anyway.

O'HARA: That's correct.

PAUL: Ok. Aside from that, I think that this was a good compromise from where we were last time we talked about this, last month or month and a half ago. I think you guys did a nice job working with the residents, trying to accommodate the concerns that they have. I think this is fair. Go forward with it. That's all I have.

STEPHENS: Commissioner Jacobs?

JACOBS: Thank you Mr. Chairman. I agree with Commissioner Paul. I think that the efforts made by all to cooperate are wonderful. I think that shows that you are going to have a good relationship as time goes on. We like it, and I definitely approve.

STEPHENS: Thank you Commissioner Jacobs. Commissioner Murphy?

MURPHY: As always, the staff report was very thorough, so thank you for that. It appears all the concerns that were addressed in the previous meeting have been thoroughly looked at and improved upon. As a side note, I lived behind the BMW back in the day before I was on the Planning Commission, and the staff was very proactive with us neighbors to make the improvements as much as possible. I will tell you in all the years I could never tell you when the car transporters were there. We hardly ever see them. That was a concern of ours back then but they come and go really infrequently. I'm in support of this.

STEPHENS: Thanks Commissioner Murphy. Commissioner Parisi?

PARISI: I'm glad Commissioner Murphy brought that up because anybody who was on the board back then recalls the debates we had with the BMW dealer going in and correctly, you were one of the residents. Again, they bent over backwards with lighting, with planting and everything and we haven't had a problem since. Once again, they're demonstrating that they really want to work with the neighbors. Even tonight they're talking about possibly lowering the light poles and things. I think it's a really good compromise and I think we addressed a lot of the concerns, there's been several changes since our last meeting. You've come prepared and I appreciate it.

STEPHENS: Thank you Commissioner Parisi. I want to thank Zeigler and the members of the community who live back there for coming out. I think that we've been able to come to a reasonable if not very good compromise with what your concerns were and what we're winding up with here. I think this site plan is much,

much better. I think the building with the brick and being in compliance is much, much better than what we saw at the beginning. I also want to make note that one of the biggest negatives that was brought out at the first meeting where the homeowners came in and gave us their comments was the public announcement system. It was a big issue back then, and with Zeigler not having a public announcement system, I think that's a big deal. I think your only problem that you now have is that you're going to be listening to Apple Chevrolet's announcement system. And we can't do anything about that, but we certainly have done something here with Zeigler. I want to thank Zeigler for cooperating with our staff and bringing this all into compliance so that it's a compromise with our homeowners. I think that it's going to work out well. I think they've done a nice job on their lighting plan, even willing to go a little bit further. They're going to work with staff to screen the units, the rooftop units. They're going to work with staff on possibly adding more trees in the south buffer yard area. So I think we're here, we've done it, and I think we've created a good compromise for all concerned. I have no further comments at this point. I'd like to entertain a motion to move forward with Zeigler.

PARISI:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated October 11, 2016,

And

I move to recommend to the Village Board of Trustees to approve the preliminary site plan titled "Preliminary Site Plan Zeigler Orland Park", prepared by Spaceco Inc., dated 6/15/16, last revised 9/14/16, sheet number P-GM 4 of 6, subject to the following conditions:

- 1) Install a sidewalk and crosswalk connecting the building to the 159th Street pedestrian network.
- 2) Disallow the use of a public announcement system exterior to the building.
- 3) Keep all garage doors to service areas closed during the servicing of vehicles.
- 4) Meet all final engineering and building code related items.

And

I move to recommend to the Village Board of Trustees to approve the Elevations titled "New Dealership Facility for: Zeigler Infiniti", prepared by Linden Group, sheet A-4.0, dated 9/14/16, subject to the conditions outlined above and the following:

- 5) Reasonably screen the rooftop mechanical units from view of the neighbors to the south.



And

I move to recommend to the Village Board of Trustees to approve a lot consolidation of two lots into one subject to the following condition:

- 1) Submit a Record Plat of Subdivision to the Village for recording.

And

I move to recommend to the Village Board of Trustees to approve a Special Use Permit for a motor vehicle sales facility, Zeigler Infiniti of Orland Park, 8751 159th Street, subject to the same conditions as outlined in the Preliminary Site Plan motion. Modifications to the Special Use Permit include:

- 1) Enable parking between the building and the street on two frontages;
- 2) Reduce the required landscape foundation plantings on the north and east facades; and
- 3) Reduce the number of landscape islands from 34 to 22.

And

I move to recommend to the Village Board of Trustees to approve three (3) Variances for Zeigler Infiniti of Orland Park, 8751 159th Street:

- 1) Increase the parking capacity in excess of 20% from 74 spaces to 326 spaces.
- 2) Reduce less than 50% the amount of masonry used below the windows on the east elevation.
- 3) Increase lighting intensity from a maximum ten (10) foot-candles at the property line to 50 foot-candles and from fifteen (15) foot-candles interior to the site to 30 foot-candles.

**A motion was made by Member Nick Parisi, seconded by Member Laura Murphy, that this matter be RECOMMENDED FOR APPROVAL to the Development Services, Planning and Engineering Committee. The motion carried by the following vote:**

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

**Nay:** 0

## **NON-PUBLIC HEARINGS**

STEPHENS: Please let the record reflect that Commissioner Aubin had to leave a little bit early, and his vote was "yes" on [Zeigler Infiniti]. It was a unanimous vote.

## **OTHER BUSINESS**

**2016-0036 Memo: New Petitions & Appearance Review**

**ADJOURNMENT**

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

STEPHENS: This meeting is adjourned at 9:13 p.m.

Respectfully submitted,

Elyse Vukelich  
Planning Intern

**ADJOURNED**