

# VILLAGE OF ORLAND PARK

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



## Meeting Minutes

Monday, December 15, 2014

6:00 PM

Village Hall

## Development Services, Planning and Engineering Committee

*Chairman Kathleen M. Fenton  
Trustees Patricia A. Gira and Daniel T. Calandriello  
Village Clerk John C. Mehalek*

## CALL TO ORDER/ROLL CALL

The meeting was called to order at 6:18 P.M.

In the absence of Village Clerk John C. Mehalek, Deputy Clerk Joseph S. La Margo was present.

**Present:** 3 - Chairman Fenton, Trustee Gira and Trustee Calandriello

## APPROVAL OF MINUTES

### 2014-0745 Approval of the November 17, 2014 Development Services, Planning and Engineering Committee Minutes

I move to approve the Minutes of the Regular Meeting of the Development Services, Planning, and Engineering Committee of November 17, 2014.

**A motion was made by Trustee Gira, seconded by Trustee Calandriello, that this matter be APPROVED. The motion carried by the following vote:**

**Aye:** 3 - Chairman Fenton, Trustee Gira, and Trustee Calandriello

**Nay:** 0

## ITEMS FOR SEPARATE ACTION

### 2014-0741 Parkview Senior Living - BP Pipeline Water Main Crossing Agreement

Director of Development Services Karie Friling reported that Parkview Senior Living is currently constructing the approved final engineering public water supply network. Construction of the new water main serving the site is underway. A segment which will connect to the Village's existing 16 inch water main on Orland Parkway will cross BP's existing pipeline. The development contractor approached BP to obtain guidance for what accommodations they require to cross their pipeline. BP's requirements are straightforward, and the Village was provided the attached agreement to sign.

Village engineering staff and the Village Attorney have reviewed the agreement and find the terms acceptable. The Village's eventual ownership and maintenance of the water main crossing is not affected by this agreement. Upon acceptance of the overall Parkview Senior Living development's public improvements, the Village will own the water main and this crossing agreement does not place any undue maintenance burden or cost upon the Village. The agreement is simply an acknowledgement of BP's requirements to maintain adequate protection and separation between their 14 inch petroleum pipeline and the proposed public water main.

I move to recommend to the Village Board to approve the BP pipeline crossing

agreement related to water main construction at the Parkview Senior Living development

**A motion was made by Trustee Calandriello, seconded by Trustee Gira, that this matter be RECOMMENDED FOR APPROVAL to the Board of Trustees.**

**The motion carried by the following vote:**

**Aye:** 3 - Chairman Fenton, Trustee Gira, and Trustee Calandriello

**Nay:** 0

#### **2014-0424 Midwest Animal Hospital**

Director Friling reported that Midwest Animal Hospital was originally constructed in 2004 as an 11,280 square foot animal hospital, and has gradually expanded through the years to accommodate a growing business. In June of 2007 a 2,878 square foot addition was added to the south end of the building for additional animal suites, daycare and training facilities, bathing quarters and a food pantry. A modification was granted at the time to allow a reduced detention area setback. In 2014, a 554 square foot addition was added to the north end of the building to accommodate additional storage and an expanded waiting area.

#### **PROJECT DESCRIPTION & CONTEXT**

The petitioner proposes to annex the 1.35 acre undeveloped lot that abuts the existing animal hospital in order to reconfigure and expand the existing parking lot, dog exercise area and detention pond. Currently, parking for the business routinely spills onto 183rd Place. The improvements will be implemented in two phases. Long term goals include a large building expansion, however that is not a part of the current petition. At the time of the future building expansion, the petitioner will be required to contribute \$25,000 (current total estimate \$250,000) toward a left turn lane that will be constructed in conjunction with the proposed Ridgeway Service Station to the north.

The abutting expansion parcel is undeveloped, and is currently a part of the Village of Mokena, however a 1997 Boundary Agreement between the two communities established Interstate 80 as the northernmost limit of Mokena. The parcel must be de-annexed from the Village of Mokena prior to annexation into the Village of Orland Park. Mokena has been contacted by both the petitioner and Orland Park staff, and has expressed a willingness to facilitate the de-annexation, as they did in 2004 for the original animal hospital. All approvals are subject to annexation into Orland Park, which will be considered by separate petition at the Board level.

#### **PLAN COMMISSION DISCUSSION**

On December 9, 2014, a public hearing was held before Plan Commission for this petition, however no members of the public spoke. The Commissioners expressed support for the expansion of the facility, and acknowledged a parking

shortage at the current facility. The petitioner, represented by Bob Edwards, further explained the intent behind the phased expansion.

Trustee Gira asked if construction of the parking lot would begin in the spring.

Director Friling reported yes.  
PLAN COMMISSION MOTION

On December 9, 2014, Plan Commission voted 6-0 to recommend to the Village Board approval of the rezoning of the parcel located at 11211 183rd Place to the ORI Mixed Use Zoning District, subject to de-annexation from the Village of Mokena, and subject to annexation into the Village of Orland Park.

And

Voted 6-0 to recommend to the Village Board approval of the preliminary site plan, titled 'Architectural Site Plan Phase 1', by Linden Group, page EX-1.0, project number 2014-0050, dated 9-30-14, revised 10-23-14; and preliminary site plan titled 'Architectural Site Plan Phase 2', by Linden Group, page EX-1.1, project number 2014-0050, dated 9-30-14, revised 10-28-14, subject to de-annexation from the Village of Mokena and annexation into the Village of Orland Park and subject to the following conditions.

1. All 'future addition' areas for the building, foundation plantings, and associated pet exercise areas are shown for conceptual purposes only and must return to the Village for an amended site plan and elevation approval. At the time of future building additions, a \$25,000 contribution to the construction costs of a northbound left turn lane at 183rd Place will be required, which will be addressed in the Annexation Agreement.
2. Submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.
  - a. Phase 1: Provide Code required landscape buffering, incorporating healthy existing plant material, along the entire north face of the Phase 1 reconfigured and expanded parking lot and in the new tree islands.
  - b. Phase 1: Provide Code required landscape buffering, incorporating existing health plant material, along the southern and western sides of the Phase 1 relocated detention pond.
  - c. Phase 1: Provide naturalized plantings in and around detention pond.
  - d. Phase 2: Provide Code required landscape buffering that incorporates existing healthy plant material along the north and west sides of the Phase 2 expanded parking lot, and in the new tree islands. Add plant material along the southern buffer, if needed, to meet Code requirements.
  - e. Replace existing dead plant material on site.
  - f. Replace existing planting material damaged during construction.

3. Reduce Phase 2 western-most parking lot aisle to 22.8' width in order to meet Code required western landscape buffer of 15'.
4. Label on the site plan all proposed surfaces and materials including tree islands, asphalt, curbing, and concrete sidewalks.
5. Label as 'future dog exercise area' south of the future building, and 'future sidewalk' along the west face of the future building .
6. Add building address to all Plan sheets.
7. Meet all final engineering and building code related items.
8. All changes must be made prior to the Village Board meeting.

and

Voted 6-0 to recommend to the Village Board approval of the dumpster, and fence elevations and 'Perfect Turf' surface product details as shown on the sheet titled 'Site Details', by Linden Group, project 2014-0050, dated 9.30.14, revised 10.1.14, subject to de-annexation from the Village of Mokena and annexation into the Village of Orland Park and subject to the following conditions.

1. No future building elevations are considered through this petition, and must return to the village for approvals.
2. Screen any new mechanical equipment either at grade level with landscaping or hidden behind the roofline.
3. Label all four dumpster elevations as 'brick to match existing building' prior to the Village Board meeting.
4. All masonry must be of anchored veneer type masonry with a 2.625" minimum thickness.

and

Voted 6-0 to recommend to the Village Board approval of a re-subdivision for the lot consolidation of the two petitioned parcels subject to de-annexation from the Village of Mokena and annexation into the Village of Orland Park for Midwest Animal Hospital located at 11211 and 11205 183rd Place and subject to the following condition.

1. Submit a Record Plat of Consolidation to the Village for recording.

and

Voted 6-0 to recommend to the Village Board approval of an amendment to the Special Use Permit for Animal Services authorized by Ordinance 3916, and by Ordinance 4262, subject to the same conditions as outlined in the Preliminary Site Plan motion, and subject to the following conditions.

Modifications to the Special Use permit include:

1. Locate parking lot and dumpster between the building and the street.
2. Exceed Code required parking space minimums by more than 20%.
3. Reduce detention pond setbacks from a required 25' to approximately 15'.
4. Increase pond slope from 4:1 to a 3:1 slope.
5. Reduce south landscape buffer from a required 15' to 10' minimum.

I move to recommend to the Village Board approval of the rezoning, site plan and elevations, lot consolidation, and special use amendment with modifications, all subject to de-annexation from the Village of Mokena and annexation into the Village of Orland Park, for Midwest Animal Hospital located at 11211 & 11205 183rd Place, as recommended at the December 9, 2014 Plan Commission meeting and as fully referenced below.

THIS SECTION FOR REFERENCE ONLY (NOT NECESSARY TO BE READ)

I move to recommend to the Village Board approval the rezoning of the parcel located at 11211 183rd Place to the ORI Mixed Use Zoning District, subject to de-annexation from the Village of Mokena, and subject to annexation into the Village of Orland Park.

and

I move to recommend to the Village Board approval the site plan titled 'Architectural Site Plan Phase 1', by Linden Group, page EX-1.0, project number 2014-0050, dated 9-30-14, revised 10-23-14,; and site plan titled 'Architectural Site Plan Phase 2', by Linden Group, page EX-1.1, project number 2014-0050, dated 9-30-14, revised 10-23-14, subject to de-annexation from the Village of Mokena and annexation into the Village of Orland Park and subject to the following conditions:

1. All 'future addition' areas for the building, foundation plantings, and associated pet exercise areas are shown for conceptual purposes only and must return to the Village for an amended site plan and elevation approval. At the time of future building additions, a \$25,000 contribution to the construction costs of a northbound left turn lane at 183rd Place will be required, which will be addressed in the Annexation Agreement.
2. Submit a Final Landscape Plan, meeting all Village Codes, for separate review

and approval within 60 days of final engineering approval.

a. Phase 1: Provide Code required landscape buffering, incorporating healthy existing plant material, along the entire north face of the Phase 1 reconfigured and expanded parking lot and in the new tree islands.

b. Phase 1: Provide Code required landscape buffering, incorporating existing health plant material, along the southern and western sides of the Phase 1 relocated detention pond.

c. Phase 1: Provide naturalized plantings in and around detention pond.

d. Phase 2: Provide Code required landscape buffering that incorporates existing healthy plant material along the north and west sides of the Phase 2 expanded parking lot, and in the new tree islands. Add plant material along the southern buffer, if needed, to meet Code requirements.

e. Replace existing dead plant material on site.

f. Replace existing planting material damaged during construction.

3. Reduce Phase 2 western-most parking lot aisle to 22.8' width in order to meet Code required western landscape buffer of 15'.

4. Label on the site plan all proposed surfaces and materials including tree islands, asphalt, curbing, and concrete sidewalks.

5. Label as 'future dog exercise area' south of the future building, and 'future sidewalk' along the west face of the future building .

6. Add building address to all Plan sheets.

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

8. All changes must be made prior to the Village Board meeting.

and

I move to recommend to the Village Board approval for the dumpster, fence elevations and 'Perfect Turf' surface product details on the sheet titled 'Site Details', by Linden Group, project 2014-0050, dated 9.30.14, revised 10-1-14, subject to de-annexation from the Village of Mokena and annexation into the Village of Orland Park and subject to the following conditions:

1. No future building elevations are considered through this petition, and must return to the village for approvals.

2. Screen any new mechanical equipment either at grade level with landscaping or hidden behind the roofline.

3. Label all four dumpster elevations as 'brick to match existing building' prior to

the Village Board meeting.

4. All masonry must be of anchored veneer type masonry with a 2.625" minimum thickness.

and

I move to recommend to the Village Board approval for a re-subdivision for the lot consolidation of the two petitioned parcels subject to de-annexation from the Village of Mokena and annexation into the Village of Orland Park and subject to the following condition:

1. Submit a Record Plat of Consolidation to the Village for recording.

and

I move to recommend to the Village Board approval for the an amendment to the Special Use Permit for Animal Services authorized by Ordinance 3916, and by Ordinance 4262, subject to the same conditions as outlined in the Preliminary Site Plan motion, and subject to the following conditions.

Modifications to the Special Use permit include:

1. Locate parking lot and dumpster between the building and the street.
2. Exceed Code required parking space minimums by more than 20%.
3. Reduce detention pond setbacks from a required 25' to approximately 15'.
4. Increase pond slope from 4:1 to a 3:1 slope.
5. Reduce south landscape buffer from a required 15' to 10' minimum.

**A motion was made by Trustee Gira, seconded by Trustee Calandriello, that this matter be RECOMMENDED FOR APPROVAL to the Board of Trustees. The motion carried by the following vote:**

**Aye:** 3 - Chairman Fenton, Trustee Gira, and Trustee Calandriello

**Nay:** 0

**2014-0742 Intergovernmental Agreement - US Route 6/Illinois Route 7 (159th Street) - Gougar Road to Will/Cook Road (IDOT Contract No. 60L71)**

Director Friling reported that In September 2012, the Village approved IDOT's Letter of Intent for the general scope of work for this project. Over the last two years Village staff and IDOT have been working together to coordinate the design and eventual construction of 159th Street. Per the Letter of Intent and the Intergovernmental Agreement ("IGA") with the Illinois Department of Transportation, the Village is obligated to pay for a portion of the work. This work includes the Village's share of the traffic signal work at Will/Cook Road and the



shared path proposed at this location as well. The Village currently has jurisdiction of the south leg of this intersection. IDOT is in the final stages of land acquisition and design. The actual construction start date has not been determined. The Village has made it clear with IDOT that the start date should be pushed back to allow the LaGrange Road project to be further along before we engage in another major arterial road reconstruction project. Utility relocation work is necessary and will be most of the work that will be completed in 2015. This work is expected to last 6-12 months. IDOT has already removed trees and brush within the right of way.

Attached to the Committee Packet is the IGA between the Village and IDOT for the upcoming improvements to US Route 6/ Illinois Route 7 (159th Street) - Gougar Road to Will/Cook Road, IDOT contract No. 60L71.

Per the terms of this agreement, the Village will contribute an estimated total of \$31,211 toward the project. A breakdown of project cost is attached to this agenda item. Once the Village FY2015 budget is approved, 80% or \$24,968.80 will be paid after January 1, 2015. The remaining balance will be due upon completion of the project based on actual/final quantities and unit bid prices.

I move to recommend to the Village Board to approve the Intergovernmental Agreement between the Village of Orland Park and the Illinois Department of Transportation for improvements to US Route 6/ Illinois Route 7 (159th Street) - Gougar Road to Will/Cook Road, IDOT Contract No. 60L71.

**A motion was made by Trustee Calandriello, seconded by Trustee Gira, that this matter be RECOMMENDED FOR APPROVAL to the Board of Trustees.  
The motion carried by the following vote:**

**Aye:** 3 - Chairman Fenton, Trustee Gira, and Trustee Calandriello

**Nay:** 0

#### **2014-0748 Environmental Engineering - Norman's Cleaners SRP Site**

Director Friling reported that on November 3, 2014, the Village Board approved an environmental remediation agreement with Norman's Cleaners. The total project cost for this remediation is estimated to be \$251,408.94, of which \$236,953 will be reimbursed back to Village of Orland Park through this agreement. The Village has used E. Cooney Associates, Inc. to assist with this project. E. Cooney will oversee the project and ensure that all applicable laws and regulations are followed. This firm will also coordinate with the IEPA on the No Further Remediation (NFR) Letter that will be issued for the site. E. Cooney Associates' scope of work is attached to this staff report.

Trustee Calandriello asked if this was where the University of Chicago location would be.

Director Friling stated that it is not on the University of Chicago's piece of property and that it is going in immediately adjacent to where Jefferson Street will be built.

I move to recommend approval of a contract with E. Cooney Associates, Inc. in the amount of \$251,408.94 for the environmental engineering and oversight of the Norman's Cleaners SRP Site and authorize the Village Manager to execute the necessary documents.

**A motion was made by Trustee Gira, seconded by Trustee Calandriello, that this matter be RECOMMENDED FOR APPROVAL to the Board of Trustees. The motion carried by the following vote:**

**Aye:** 3 - Chairman Fenton, Trustee Gira, and Trustee Calandriello

**Nay:** 0

### **2014-0603 Park Boulevard Townhomes - Planned Unit Development**

Director Friling reported that the subdivision of Colette Highlands (condos, single family homes and townhomes altogether) was master planned and approved by the Village Board in 2003. In 2005, ZAUSA Homes took over the condominium part of the project from the original developer of Colette Highlands (Huguelet) but proposed the same site plan and product as the original Colette Highlands master plan first indicated. The Colette Highlands Condominiums were approved by the Village Board the same year.

Following the successful completion of the first condominium building at the northwest corner of Somerglen Lane and Park Station Boulevard, the economic downturn of 2007/ 2008 prevented the completion of the project. A second condominium building broke ground shortly before the further downturn in the housing market. As a result, a foundation was installed but the building was never finished and the project went dormant.

For the majority of the last seven years, the Colette Highlands Condominium property has remained unfinished. In that time, various development proposals were floated to finish the project but none ever reached the point of petition.

The proposed petition for Park Boulevard Townhomes is the first proposal to reach the point of petition for this property since the project halted in 2008. It comes on the heels of the completion of the development of the playground in Colette Highlands Park (2013) and the continued construction and sale of Sheffield Square townhomes and row homes one block to the north.

#### **PROJECT DESCRIPTION & CONTEXT**

The proposed townhome development will utilize the remainder of the former condo property in its entirety, maintain the same residential density as was proposed and approved in 2005, develop new interior open spaces, accommodate parking onsite and continue site connectivity to the surrounding

area.

To do this, the petitioner requests the following modifications to the Land Development Code:

- 1) Reduce the front setback from 20 feet to 13 feet;
- 2) Reduce the side setback from 25 feet to ten (10) feet;
- 3) Reduce the south bufferyard requirement from ten (10) feet to five (5) feet;
- 4) Reduce the east bufferyard requirement from 15 feet to 14 feet; and
- 5) Increase lot coverage from 45% to 75% or less.

In addition to standard conditions, the recommendation motion includes the following conditions:

- 1) Create a pedestrian refuge in the Park Station Boulevard median to link Centennial Park West pedestrian networks, via striped crosswalks, with the mid-block walkway leading to the central courtyard of the development.
- 2) Extend the multi-use path network in Centennial Park West from Somerglen Lane south to connect with future 159th Street IDOT multi-use paths in exchange for impacting Park Station Boulevard and a lot coverage credit.
- 3) Submit detailed scaled and dimensioned elevation drawings showing the four principal elevations of the townhouse products proposed for this development prior to the consideration of final approval by the Village Board.
- 4) Mitigate the road widening impact to existing parkway trees along Park Station Boulevard via the landscape plan.
- 5) Reduce the width of the drive-aisle landscape islands between driveways to four (4) feet and increase the width of all driveways to 18 feet.
- 6) Note any offsite tree and landscape mitigation requirements within either Park Station Boulevard right-of-way or Centennial Park West on the landscape plan.
- 7) Submit a proposed plat of subdivision for review prior to final approval by the Village Board.
- 8) Record a public access easement for any sidewalk along Park Station Boulevard located on private property.
- 9) Reduce the total density to 71 units by revising the preliminary site plan to eliminate one of the three townhomes at the northeast corner of the property at the intersection of Jillian Road and Park Station Boulevard and creating only 2 townhomes around the curve instead of the 3 townhomes as shown on the preliminary site plan.

Overall, the project conforms to the Village's Comprehensive Plan, Land Development Codes and policies for this area.

Additional details about the project are discussed in the Plan Commission report, which is attached for reference.

The plans and drawings for this project have been provided in hard copy only.

#### DETAILED PLANNING DISCUSSION

The Plan Commission public hearing was well attended by a number of residents from the various Colette Highlands homeowner associations (single family, townhome and condo). Approximately 25 people spoke concerning the project. Below is a summary of the main topics raised and discussed by the residents in attendance and the responses associated with each concern.

**Parking Issue at the Property Line:** Residents of the existing condominium building were concerned about the parking reorganization made by the townhome development in front of their building. The existing parking field encroaches on the subject property and the developer is willing to reorganize the layout by flipping the parking spaces and the drive-aisle so that the townhomes could share the drive-aisle with the condo building. The parking would face the condo building but the landscaping around the building would be unaffected and maintained. In all, the condo building would gain more parking by the reorganization of its parking lot and more shared parking opportunities than it previously had in the 2005 plan. This was the only discussion concerning the physical layout of the plan.

**Parking Capacity:** Residents were also concerned about the overall parking capacity in Colette Highlands. They talked about everyday parking issues and event parking issues and felt this development would exacerbate conditions. Plan Commission noted density is not changing from what would have been and they are providing more parking than is needed or even previously approved.

**Density and Lot Coverage:** Throughout the proceedings, residents interchangeably talked about the development being too dense and having too many buildings. Density is a function of the proximity to the train station. The condos were approved at 20.5 DU/acre in 2005 because of their proximity to the train station. Subsequent developments like Sheffield Square also had higher densities (approx. 9 DU/acre) because of their close proximity to transit. The area is a residentially focused transit oriented development (TOD) so maintaining the same density as was previously approved is reasonable for the development. It maintains the status quo and follows precedent.

In terms of lot coverage, residents believed there was not enough green space on the site, by which they meant the buildings were too close together. The side setback modification proposed is similar to the side setback modification given to Sheffield Square townhomes in 2011. In addition to this, while there is 0.2 acres less green space than the 2005 condo plan, the proposed development is better organized around open spaces than the condos were. Nearly all the units of the proposed townhomes have immediate front access to open space. This was not the case with all of the condo units, which begin and began on the second story.

Additionally, a cursory comparison between the proposed project and the existing Colette Highlands townhomes shows that the Colette Highlands townhomes are also positioned close together. Some have a similar 10-15 foot side setback modification.

For more details on the lot coverage credit, see the attached Plan Commission report.

Other issues discussed by residents included:

- a) Target Market and Target Sales Points (21-35 year olds, Empty Nesters, \$325,000 to \$350,000);
- b) Widening of Park Station Boulevard (concern for on-street parking, but it was proven that it fit);
- c) Public Safety Concerns (Fire and Police had no comments);
- d) Width of the west Drive-aisle and bufferyard (no changes in dimensions from 2005, the development was pushed to the east to make room for 22 more parallel spaces);
- e) Traffic Circulation (More ins and outs than in 2005 with Park Station Boulevard connecting to both 153rd Street and 159th Street in addition to Somer Glen Lane and Jillian Road connecting to 108th Avenue);
- f) Orland Park's "Philosophy on Density" (Comprehensive Plan discussion on TOD and precedents);
- g) Relationship of the Master Colette Highlands Association with the proposed HOA (not germane to the zoning case);
- h) Snow Removal (always a problem, but there were some open spaces to put it).

#### PLAN COMMISSION MOTION

On November 11, 2014 the Plan Commission moved 6-0 to recommend to the Village Board of Trustees to approve the preliminary site plan titled "Park Boulevard Townhomes Preliminary Site Plan", prepared by Vantage Point Engineering and dated 11/6/14 subject to the following conditions:

- 1) Create a pedestrian refuge in the Park Station Boulevard median to link Centennial Park West pedestrian networks, via striped crosswalks, with the mid-block walkway leading to the central courtyard of the development.
- 2) Extend the multi-use path network in Centennial Park West from Somer Glen Lane south to connect with future 159th Street IDOT multi-use paths in exchange for impacting Park Station Boulevard and a lot coverage credit.
- 3) Submit detailed scaled and dimensioned elevation drawings showing the four principle elevations of the townhouse products proposed for this development prior to the consideration of final approval by the Village Board.
- 4) Mitigate the road widening impact to existing parkway trees along Park Station Boulevard via the landscape plan.

- 5) Reduce the width of the drive-aisle landscape islands between driveways to four (4) feet and increase the width of all driveways to 18 feet.
- 6) Note any offsite tree and landscape mitigation requirements within either Park Station Boulevard right-of-way or Centennial Park West on the landscape plan.
- 7) Submit a proposed plat of subdivision for review prior to final approval by the Village Board.
- 8) Record a public access easement for any sidewalk along Park Station Boulevard located on private property.
- 9) Submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.
- 10) Meet all final engineering and building code related items.
- 11) Reduce the total density to 71 units by revising the preliminary site plan to eliminate one of the three townhomes at the northeast corner of the property at the intersection of Jillian Road and Park Station Boulevard and creating only 2 townhomes around the curve instead of the 3 townhomes as shown on the preliminary site plan.

And

Moved 6-0 to recommend to the Village Board approval of the Elevations titled "Park Station Townhomes", prepared by the petitioner and dated received 11/6/14, subject to the same conditions noted above and the following:

- 12) Screen all mechanical equipment at grade level with landscaping.

And

Moved 6-0 to recommend to the Village Board approval of a ten (10) lot subdivision/ consolidation for Park Boulevard Townhomes subject to the following condition:

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

And

Moved 6-0 to recommend to the Village Board approval of a Special Use Permit for Park Boulevard Townhome's planned unit development subject to the same conditions as outlined in the Preliminary Site Plan motion.

Modifications to the Special Use permit include:

- 1) Reduce the front setback from 20 feet to 13 feet;
- 2) Reduce the side setback from 25 feet to ten (10) feet;
- 3) Reduce the south bufferyard requirement from ten (10) feet to five (5) feet;
- 4) Reduce the east bufferyard requirement from 15 feet to 14 feet; and

5) Increase lot coverage from 45% to 75% or less.

All changes must be made prior to the Board meeting.

#### PLAN COMMISSION DISCUSSION

The Plan Commissioners boiled down the discussion to being an issue of lot coverage. The density, though oft discussed, was a non-issue since there was always going to be 96 units on this property. Traffic circulation patterns, parking capacity etc. were always going to be a function of the 96 units. However, more options for onsite circulation and parking is added by this site plan and more street connections exist than was master planned, rendering the discussion on the impacts of density moot.

Rather, the issue, in their opinion, was between four (4) five story condo buildings and nine (9) three story townhome buildings. The Plan Commission believed dispersing the traffic from 96 units across two drive-aisles on the site was better than having all 96 units accessing the single west drive-aisle all the time. The dispersal was also akin to single family neighborhood developments in terms of individual unit access and traffic dispersal.

For example, whereas before the existing condo building would have had 24 other condo units accessing its driveways, the proposed plan would indicate only 16 units (from Buildings 1 and 2) accessing their drive-aisle directly. Traffic circulation from other units would flow to them, but not always since there were two points to access the west drive-aisle. In addition, not all traffic would access the full length of the west drive-aisle as in the case of the 2005 condo plan. Nearly 50 townhome units by-pass the west drive-aisle as they are served by the east drive-aisle. This reduces the frequency of traffic passing the neighboring rear yards of single family homes to the west significantly.

It was also noted that the townhomes had better access to functional open spaces than the condo units did and that the lot coverage from a master planning storm water management perspective was accommodated via the lot coverage credit.

#### DEVELOPMENT SERVICES AND PLANNING COMMITTEE DISCUSSION

Since the November Development Services and Planning Committee meeting, the petitioner met with staff to discuss some of the comments received from the meeting-- namely the issue of lot coverage/ green space. (See the Density and Lot Coverage topic in the Detailed Planning Discussion above). Much of the petitioner's concerns circled around the infeasibility of the requested density reduction/ green space enlargement. The petitioner did not indicate that greater green space on the site would produce an economically feasible site plan that could be developed. As a result, the petitioner prefers to proceed with the plan that was proposed to and recommended for approval by the Plan Commission. That plan is once again before the Development Services and Planning

Committee unchanged.

The motion below is identical to the motion that was recommended at the November committee meeting.

This case is now before the Development Services/Planning Committee for review prior to being sent to the Board of Trustees for final review/approval.

All changes must be made before the Board meeting.

Director Friling stated that the PowerPoint that was presented at Plan Commission would briefly be presented and that it was also sent to the project developer, the president of the homeowner's association of the master HOA, and the president of the condo association on December 11th and 12th.

Terry Pittos of the Development Services Department presented the PowerPoint that was previously delivered to the plan commission. He explained that what is being petitioned is to construct and maintain a 71 unit townhome development on the remaining 3.6 acres of the former Collette Highlands condominiums property. He then went over the different types of zoning in the area. He noted that Collette Highlands was master planned in 2003 and the categories including density, lot coverage, connectivity and open space were considered as part of the single master plan. He added that the four condo buildings were proposed in the master plan but the project did not come forward until 2005. In the 2005 plan, it established the 96 total units with 24 units per building with a 20.5 dwelling unit per acre density. Since 2005, a building was fully constructed, and then there was an economic downturn that prevented others from being built. Since the November Committee meeting, there were minor changes to the site plan. Mr. Pittos stated that notably, the one corner unit was removed per the Plan Commission motion, reducing it from 72 to 71 units, and the crossing connecting the development site to Centennial Park West. He also noted that there were minor adjustments made to the parking analysis. Mr. Pittos then talked about the five high points: connectivity, green space, parking, density, and modifications.

Chairman Fenton invited the developer to come forward with any comments.

The developer, Tom Cachey, noted that the site does need some repair and they would like to hear from those who live in the area with their comments.

Chairman Fenton then invited any residents that would like to come forward with comments.

Patrick McLaughlin of 15630 Park Station Blvd., and president of the association for the condos asked to go through some of the slides that were presented. He commented that the proposed project violates the concept of open lands and that



there will not be anywhere to move around the property. He added that when it snows there is no place to put the snow that is removed from the street and that those living there would not want to be charged with the cost of having to pay someone to haul the snow away. Mr. McLaughlin stated that residents do not understand how the plan is going to work as it is currently proposed. He questioned parking and the flow of traffic in the proposed plan. He stated that it is a decent project, but believes there is a better plan that could be agreed upon.

Peter Walsh of 15707 Scotts Glen Road, reported that he agreed with what Mr. McLaughlin stated. He added that real estate is largely based on supply and demand and the proposed project is too much supply for the area. He noted that the development would have a negative effect on the current residents property values.

Demetri Delus of 15609 Julie Way, commented that when he built his house he knew what he was buying into. A wall is now proposed that is made out of siding with no open lands, unlike the four brick buildings that were originally proposed with open lands.

Tom Ostercorn of 15625 Julie Way, commented that he is in agreement with his neighbors previous comments. He added that he does want the developers to build something and make a profit, but the plan needs to be adjusted in order to make everyone happy.

Kathy Follet of 15630 Park Station Blvd, commented that she supports those who have previously spoken. She added that if Orland is going to continue to grow, everyone involved needs to be considered and respected in order to come up with a plan that is pleasing to the entire community.

Frank Shenik of 15541 Julie Way, commented that there is going to be grid lock on one of the road that is currently only a one land road.

Mr. Pittos responded saying that the width of the driveway that is proposed at the back end is 24 feet, which is the width of a normal private drive aisle. It would be adequate space for two-way traffic. He added that the parking is set off 9 feet from the 24 feet. There would be 12 feet of drive lane for each direction and then an additional 9 feet for the parallel parking. The 9 feet does not take away from the west bufferyard.

Chairman Fenton asked how many parking spaces were originally approved in the condo plan along the section being referenced.

Mr. Pittos responded that there were about 50-60 parking spaces on the condo plan and what is proposed in the current site plan is 22 spaces.

Doris Hein of 15625 Julie Way, commented that the parking along the condos was originally on the condos and not against neighbors houses and there was not parallel parking along the curb. She added that her biggest problem with the whole development is that it cannot stand on its own.

Chairman Fenton asked the developer if the plan that is presented tonight, minus the one unit and the walkway connections to be put in, the plan that should be voted on.

Mr. Cachey responded yes.

Trustee Calandriello asked if a smaller plan could be approved.

Director Friling responded that they cannot require the petitioner to change their plan as it has already been through the public hearing process. The developer has requested for the plan to come forward without changes other than the one unit that was lost at the Plan Commission meeting. She added that the developer is aware that the process would have to start over if a negative vote is received.

I move to recommend to the Village Board of Trustees to deny the approval of a special use permit for the Park Boulevard Townhome planned unit development subject to the same condition as outline in the Preliminary Site Plan motion.

**A motion was made by Trustee Calandriello, seconded by Trustee Gira, that this matter be RECOMMENDED FOR DENIAL to the Board of Trustees. The motion carried by the following vote:**

**Aye:** 3 - Chairman Fenton, Trustee Gira, and Trustee Calandriello

**Nay:** 0

## **NON-SCHEDULED CITIZENS & VISITORS**

**ADJOURNMENT: 6:50 P.M.**

**A motion was made by Trustee Gira, seconded by Trustee Calandriello, that this matter be ADJOURN. The motion carried by the following vote:**

**Aye:** 3 - Chairman Fenton, Trustee Gira, and Trustee Calandriello

**Nay:** 0

**/AS**

Respectfully Submitted,

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**John C. Mehalek, Village Clerk**

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**Joseph S. La Margo, Deputy Village Clerk**