

VILLAGE OF ORLAND PARK

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



Meeting Minutes

Tuesday, March 13, 2018

7:00 PM

Village Hall

Plan Commission

*Louis Stephens, Chairman
Commissioners: Paul Aubin, Nick Parisi,
John J. Paul, Laura Murphy, Dave Shalabi
and Edward Schussler*

CALLED TO ORDER/ROLL CALL

Present: 5 - Chairman Stephens; Member Aubin; Member Paul; Member Shalabi,
Member Schussler

Absent: 2 - Member Parisi, Member Murphy

APPROVAL OF MINUTES**2018-0291 Minutes of the March 27, 2018 Plan Commission Meeting**

A motion was made by Member Paul Aubin, seconded by Member John J. Paul, that this matter be APPROVED.

APPROVED

Aye: 4 - Member Aubin, Member Paul, Member Shalabi and Member Schussler

Nay: 0

Abstain: 1 - Chairman Stephens

Absent: 2 - Member Parisi and Member Murphy

PUBLIC HEARINGS**2018-0163 Certified Local Government Annual Report FY 2017**

STEPHENS: We move into public hearings petition number 2018-0163 certified local government annual report for the year 2017.

KING: Thank you. Actually this is just an informational item with the annual report that we submit every year to the state to maintain our certified local government status. For our historic district and as you are the governing body that over views our historic preservation program we are bringing it to you just as an informational item. We've already had a review session through this and so it's mostly just for documentation purposes. Just to highlight a few things in the report very quickly, just from last year's items that we've completed if you go to page 6 of the report it talks about the Stellwagen Property and a few of the highlights from this year were that we approved the master plan for that and we also completed the perimeter path and approved funding to design the parking facilities that will be coming in this next fiscal year. On page 7 you'll see that we've increased our COA reviews this year from last year which is exciting and then on page 13 we also highlighted that we provided AIG funding to replace the roof on the twin towers property which is a landmark facility in the Village. And then the end of the report just discusses the laundry list on page 16 that goes over things we're expecting to do in 2018. Some items in 2018 that we will be continuing to do is helping to train you guys on preservation as well as continuing to update our codes and reviews and also finishing a landmark designation packet for the residents in order to proceed with allowing them to do landmarking on buildings that are not currently landmarked in the Village. If you guys have any questions or comments.

STEPHENS: It's a public hearing, so if anybody in the audience would like to respond to it please step forward if not we'll continue. Seeing no one wishing to step forward. I read this review I think our commissioners had this review and read this thing about two or three weeks ago, I see no problem with it. Commissioner Aubin.

AUBIN: No problem.

STEPHENS: Commissioner Paul, Commissioner Shalabi.

SHALABI: Everything's fine thank you.

STEPHENS: Commissioner Schussler.

SCHUSSLER: No problems.

STEPHENS: This doesn't require any motion so we'll move on. Thank you.

No Motion

2017-0914 Andy's Frozen Custard 14555 LaGrange Road

LELO: Staff Presentation in accordance with written staff report dated March 13, 2018 (Audio 8:11-14:54)

STEPHENS: Thank you Mister Lelo. He has gone over the subject this evening on this particular thing if there's anybody out there who wishes to comment please come forward. Is the petitioner out here?

Aubin swears in Aaron King of Andy's Frozen Custard, Missouri.

KING: They did a nice job presenting our project to you. I don't have anything necessarily to add to that other than to answer any questions that might help.

STEPHENS: Okay thank you very much. Now, is there anybody out there who wishes to address this. Seeing no one wishes to come up and address this, we will go to our commissioners. Commissioner Aubin.

AUBIN: Thank you Mister Chairman. Everything seems to be in order and the site has preliminary engineering approval ready. I don't have any problem with this project at all.

STEPHENS: Thank you Commissioner Aubin. Commissioner Paul.

PAUL: Thank you Mr. Chairman I don't know if this is the same owners as the one in Bridgeview but that's a nice looking facility there. This is definitely, something

needs to replace Wendy's and this is a good option for us, so I have no problem with that.

STEPHENS: Thank you Commissioner Paul. Commissioner Shalabi.

SHALABI: Thank you, Mr. Chairman. I believe that it's a good use of the space, so I wish you luck.

STEPHENS: Thank you. Commissioner Schussler.

SCHUSSLER: Thank you. I have one question for staff. This site shares a driveway ingress/egress to LaGrange Road with the Dunkin Donuts to the north. Is the way it's designed, there has always been a problem with that shared driveway with the cars coming in and going out. Would it be better to take one parking space and increase the size of that so you can stack more vehicles waiting to go out on LaGrange Road, have you looked at that? That problem?

LELO: As it sits today, they've met the requirements of the stacking requirements as described in the Land Development Code and that item did not come up in our previous engineering review or any previous review by staff.

SCHUSSLER: The problem I'm talking about, is there's plenty of room to stack on their site, but when the vehicles are going to make that sharp left hand turn into the shared driveway, they're often times sitting at an angle to LaGrange Road. (Refers to slide of presentation) I guess my question is, would it be better to move that entry way back a little bit so they can make the left hand turn so that they are at a 90 degree angle to LaGrange Road once they get up to the property line. You can only go right once you get to LaGrange Road, so I'm talking about the left hand turn to get into the shared driveway from the Andy's site. (Commissioners & staff refer to presentation slide to discuss what is meant and what could possibly be moved.)

HODA: Let us take a look at it.

SCHUSSLER: I was going to say, I don't need an answer tonight, I just ask that you look at that and work with the petitioner if that would make sense to do that. But since there is plenty of parking, losing one parking place wouldn't be a major thing.

HODA: We'll take a look at it and in fact we will run some auto turns to make sure the turn radius is sufficient to accommodate that turn.

SCHUSSLER: Thank you I have no further questions. Mr. Chairman I agree with the statement of the other board members.

STEPHENS: Thank you Commissioner Schussler. We should put this in as a

condition I would think. Ok.

LELO: Mr. Chairman, for that condition could we add that as a condition to work with staff to evaluate.

STEPHENS: That's exactly how I'm adding it.

LELO: Thank you.

STEPHENS: What would you call that? A curb?

LELO: Northeast landscape island, or the primary access point.

STEPHENS: I got it. I'm fine with all the commissioners comments. I agree with everything. I think we'll move forward with a motion.

A motion was made by Member John J. Paul, seconded by Member Dave Shalabi, that this matter be RECOMMENDED FOR APPROVAL to the Development Services & Planning Committee.

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated March 13, 2018.

And

I move to recommend to the Village Board approval of a special use permit for a restaurant with a drive through with modifications to allow a drive aisle in between the building and the street and increase the number of parking spaces from 21 to 49, as depicted on the preliminary site plan titled, "Preliminary Site Plan," prepared by Intech Consultants, Inc. dated February 16, 2017.

and

I move to recommend to the Village Board approval of the preliminary site plan titled "Preliminary Site Plan," created by Intech Consultants, Inc. and dated February 16, 2017, subject to the following conditions:

1) Meet all final engineering and building code related items;

and

I move to recommend to the Village Board approval of the preliminary landscape plan titled, "Landscape Plan," prepared by Design Perspectives Inc. as shown on pages LP-100, LP-500 and TP-100 and dated March 10, 2017 subject to the following conditions:

1) Submit a final landscape plan, which must reference the final grading and site plans, in coordination with the final engineering submittal.

and

I move to recommend to the Village Board approval of the Elevations titled "Preliminary Elevations," on Sheet No. A200 prepared by Craig A. Schneider, AIA, and dated January 31, 2018, subject to the following conditions. All changes must be made prior to the Board meeting.

- 1) Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline; and
- 2) All masonry must be of anchored veneer type masonry with a 2.625" minimum thickness; and
- 3) Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.

All changes must be made by the petitioner prior to the Board meeting.

RECOMMENDED FOR APPROVAL

Aye: 5 - Chairman Stephens, Member Aubin, Member Paul, Member Shalabi and Member Schussler

Nay: 0

Absent: 2 - Member Parisi and Member Murphy

2017-0772 Smith Crossing Phase 3 Expansion

MAZZA: Staff Presentation in accordance with written staff report dated March 13, 2018 (Audio 24:03-37:57)

STEPHENS: Thank you Mr. Mazza. I've got a question. At what point in time do you believe that the Village will be putting in 104th Avenue?

HODA: It's not determined yet that but it's not at least for 5 years, we know that we will not be doing it, something beyond that.

STEPHENS: So it'll stay as it exists today?

HODA: Yes.

STEPHENS: For an undeterminable amount of time?

HODA: That's true.

STEPHENS: Okay thank you. Petitioner? Is the petitioner present would the petitioner like to come and add anything? Mr. Hoda were you going to make a comment?

HODA: Yes. What I was going to also add that we're asking for this easement what that also means that, depending how the future information comes to us, we may or may not built that roadway, but we just want to have that flexibility now, that if needed we can build it.

STEPHENS: So that's really an access road to relieve the traffic coming off of Wolf Road and LaGrange Road to access it off 104th to the regional mixed use district?

HODA: That's correct and also to relieve traffic pressure on 183rd as the development will happen in this area. This will allow us to connect directly from 104th to Orland Parkway and not allow or reduce the pressure that may happen East West on 183rd.

STEPHENS: It'll lessen the amount of traffic.

HODA: That's true sir.

STEPHENS: Okay thank you. Petitioner.

Aubin swears in John Anderson of Chicago, Illinois.

ANDERSON: I'm here on behalf of Smith Crossing, I represent them in this matter. And we have tonight with us both Kevin McGee, the chief operating officer at Smith Crossing, as well as our land planner, both of whom would like to make presentations before you at this point, and then I would like to conclude with a summary of where we sit on these matters.

STEPHENS: How many of your people are going to come up to speak tonight?

ANDERSON: Well on behalf of Smith crossing that we, of our group we have

AUBIN: The reason for asking is we can swear them all in at the same time.

Aubin swears in the group and asks that they give their name and address as they speak individually.

McGEE: Kevin McGee of Chicago, Illinois: Thank you, it is an honor to stand here tonight before you as being raised, born and raised, in the Village of Orland Park. I stand before you as the President and CEO of Smith Senior Living, which is the parent company to Smith Crossing. We are not-for-profit organization that has been serving seniors for the past 90 years. The original campus is located at 113th and Western in the Morgan Park neighborhood of Chicago. Nearly 20 years ago our organization was approached by the owner of the land that we currently own, as well as the Village, as the Village and the owner were trying to come up

with the concept of Orland Parkway with an industrial Parkway. And the Village wanted to figure out different areas or ideas to act as a buffer between industrial Parkway and the Eagle Ridge development. And as such one idea was to build a retirement community. So the owner approached us to see if we would have a desire to build a retirement community out in Orland park and this made a lot of sense to us because with the population migration coming out of Chicago down to the southwest side, a lot of the children of the residents we serve were moving out into this area. So there was a number of discussions as to what kind of community we would build and as to how it would lay out. Some of the concerns that were raised which was a connection of 104th Avenue to Orland Parkway. And we did not want that of course, because of our concern for traffic, and at that time in May of 1999, the Village abandoned that road as was mentioned in the previous presentation. Three months later, our organization did purchase a property on 5/5/1999, but it was only given after the assurance that the Village gave to our organization that the road that went from 104th Avenue to Orland Parkway would not be put in. And that was also a commitment to the members and residents of Eagle Ridge and as such we developed our master plan which we have seen tonight and we'll see again later. We're proud to be in the community. We serve the community in a number of ways. As example, we have Renaissance Academy offers classes for seniors, we try and invite the community in to use our space. One thing that I am very proud of is we work with Moraine Valley and St. Xavier University. As we know there's a nursing shortage and we allow our clinic spaces to be used for students for future CNA and registered nurses to do their clinical hours there. Just last year we had over 2200 hours of students on our site developing their skills for the future. Today we have over 300 residents at Smith Crossing call home. As a not-for-profit we make a commitment to them that if they ever spend their resources down we'll never ask them to leave and we fundraise for that. Today we have about 250 employees from the surrounding area. Tonight we're here to talk about our third expansion. I would like to point out that the first expansion was a 60 million dollar investment on Orland Parkway. On top of which, Smith Senior Living donated 15 million dollars when that commitment was made to not have that road come to Orland Parkway. That was in 2004, in 2012 we made another 35 million dollar expansion on our campus and today we're looking to make another 22 million dollar investment on Orland Parkway which will be a total of 117 million dollars. We're preparing for the next generations of seniors that need rehab and we are asking for approval tonight for the expansion of a 46 skilled short term rehab stay. Will County has been identified as one of the 100 fastest growing counties in the country, and as such, the state of Illinois from time to time will run studies on a bed need, a skilled care bed need. When we submitted our application in August, there was a 42 bed need, we asked for a variance and we applied for 46. After weeks following application the state of Illinois came out reports saying that there's actually a 276 skilled bed need. Which was of course to our favor given the population growth. So I'm proud to say we did get approval from the certificate of need board on February 28th as we stated our case Frank Wahardo is the executor director here tonight. And he and his staff have to turn away 30 Medicare referrals and patient referrals per week from local

hospitals such as Silver Cross and Palos Hospital. The hospitals have written letters of support for our project. So at this time I'm going to invite Andy Heinen with Kimley Horn who's our civil engineer to talk about the site and again our concerns and our position to the easement. Thank you.

HEINEN: Thank you, Kevin, I appreciate it.

Aubin swears in Andy Heinen of Lisle, Illinois.

HEINEN: I'm the civil engineer on the project. I'm a professional engineer in the state of Illinois and I've been practicing for about 20 years, so thank you for having me tonight I appreciate it. What I would like to cover tonight is 3 items- history of Smith Crossing, and Mike did a wonderful job in regards to providing the overall summary and the history over the last 20 years, so there's a couple points I want to hit on that, but I promise you I won't repeat, try not to repeat a lot of information. I do want to go through the proposed site plan but also primarily focus on our concerns with the 30 foot easement that the Village of Orland Park is asking us to grant along our east property line. So as Mike indicated this is the 1999 master plan. This plan was approved by the Village of Orland Park (refers to slide of presentation). Shortly after this plan was approved, the easement along, or the right-of-way, along 104th Avenue was vacated. And as Kevin mentioned Smith Crossing and Smith Senior Living purchased that property with knowledge that that right-of-way was vacated and the master plan was accommodated with that vacation too. So as you can see, as Mike mentioned, there's two access points along 183rd, one at the northeast corner and then one on the northwest corner and it was master planned in regards to knowing that we're not gonna have a major roadway thoroughfare. Without knowing that there's a major thoroughfare, major roadway in our backyard essentially. Once we received the approval and once Smith Crossing closed on the property they hired a development team and with that development team they generated a revised site plan back in 2003 essentially phase one. Mike went through this plan. There were a couple modifications made- one, we weren't showing the access on 183rd right here, but we did propose the access along Orland Parkway here, and the majority of all this was built except for this extension here. So that roadway, along with those 3 villas, was not constructed at the time, and it had to do with market demand. There was more market demand for the proposed independent living, skilled nursing and assisted living, so the majority of this was built, all this was built in 2003 except for this extension here but with the knowledge that there was not going to be an extension of 104th Avenue down to Orland Parkway with those proposed improvements. In 2010 we came back with our proposed site plan with proposed modifications and proposed improvements and essentially added 3 buildings to independent living buildings, that were connection to the existing independent building, and then one assisted living building which was a connection to the existing assisted living building along with associated parking. It was mentioned that this, the villas, and the roadway private drive was excluded from this site plan but it was never intended on not being built. They still want to build those villas, 2010 during the recession, there

wasn't a market demand associated with that and they still want to reserve the rights associated with building those villas. This is the current aerial that we've seen in regards to what has been built, so again this area is undeveloped and our focus is really on the western half of Smith Crossing where our proposed expansion is. Mike went through a lot of these details in regards to the proposed expansion but this plan is a little bit different than the current plan. This is the original site plan that we submitted and sat down with the Village of Orland Park this was May of last year, so almost year ago. You can see the existing building, I'm sorry the proposed buildings next to the existing building here, we need the connection associated with this building with the skilled nursing or assisted living. Existing Emilie Lane comes down through here, so that's why we need to redirect Emilie Lane and at the time we were proposing on connecting Emilie Lane to Orland Parkway a little bit farther north of the existing access which is roughly right here. At that time Village staff actually recommended saying we didn't like, they didn't like the proximity of this connection to 183rd so they asked us to relocate that access point to 183rd which was consistent with the 1999 plan that was originally proposed. Smith Crossing evaluated that, they liked that option, primarily because this is their front entrance and having access off 183rd is essentially, you're proposing, or you're coming in with your front entrance verses if you're coming in off of Orland Parkway essentially that's your back door. So they like that concept of coming off 183rd. So you can see, this is the proposed site plan, Mike mentioned that we are strategic and lining that up with the alley across the street so as not to affect the residents. And this again this is the proposed site plan showing the building improvements, parking lot improvements. Alright, so in regards to the 30 foot easement, we wanted to talk about the roadway networks, and again Mike did a good job of providing the overview of the roadway networks. As Mike mentioned, you know we've got LaGrange road to the east, Wolf Road to the west, 104th 108th 179th 183rd so this is where Smith Crossing is located. I didn't want to get technical tonight, and Mike actually mentioned this in his presentation, but essentially collector roads are low to moderate capacity roads that serves to move traffic from local streets to arterial roads, so essentially what that is, is the residential subdivisions and commercial subdivisions along collector roads are intended to collect the traffic from those subdivisions and route them to arterial roads. Arterial roads are roads that deliver traffic from the collectors and provide a high capacity, so essentially those roads are intended on transporting traffic in and out of communities. These are the current roadway designations, you know red is arterial roads, so LaGrange Road arterial Orland Parkway and Wolf Road are all arterial roads. Collector roads 108th Avenue, 104th Avenue, 183rd. If you take a look at the residential subdivisions associated, or in this area, a lot of them connect to collector roads and not arterial roads. The purpose of the collector roads is to route them to arterials and then essentially to provide traffic in and out. Our concern is that if we make a connection from 104th Avenue at this point down to Orland Parkway, essentially what we're doing is this, is we're creating a collector road and essentially what was a collector road is going to be acting and have more of a presence of an arterial road. So all this development that's happening along Orland Parkway currently right now if these people that

work here want to go west to Wolf Road or west to go home, without this connection, essentially they would have to go down 183rd to get onto 104th Avenue. By opening that up essentially you're creating a lot more traffic from this future development to go down 104th Avenue. And that's what we're concerned about. We don't want traffic going in our backdoor and I think the residents of Eagle Ridge and the residents north of Eagle Ridge don't want all that traffic to go down 104th Avenue to create a lot of safety concerns. So, this is a picture of 104th Avenue looking north, this is Oklahoma Court right there. I think this picture says a lot, where essentially it's a two lane road. You can see the speed limit is 20 miles per hour, it's not designated for trucks right now, and also it doesn't have designated left turn lanes so there are several areas along 104th Avenue that don't have designated left turn or right turn lanes. So, by introducing a lot of traffic from Orland Parkway to go down 104th, this creates a safety concern for the residents. You know, when people want to turn left into their subdivision, they're going to be stuck here, and there's going to be definite safety concerns associated with that. The other point I wanted to hit on was the villas. And you've seen the site plan, we've talked about the fact that, you know, even though in 2010 we didn't show this expansion that Smith Senior Living wants to reserve the rights associated with that. As we discussed, this has been master plan not knowing that there was gonna be a roadway coming through here and there are several concerns about connecting this from the villas but also from the existing lift station at the southeast corner of the property. The existing lift station currently right now is at the southeast corner of Smith Crossing within the right-of-way, so it's currently right there, and what the Village is requesting is a 60 foot easement with 30 feet on either side. That existing lift station would be in conflict of the proposed right-of-way, or the proposed road. So that would have to be relocated to a different location, which would cost the Village hundreds and hundreds of thousands of dollars to do that. And it also sends an indication that Village staff, back in the day, did not anticipate a road to come through here and actually designed and constructed an existing lift station that was not anticipated to be in conflict. The other thing is with the villas with the road, if we did put a road through here, you can see that this existing villa right here, that's constructed and with the proposed improvements for the roadway we would have to reconstruct the private drive back to the roadway. We don't know if this would be operable in regards to getting access to this unit, but also for future dedications or future use of these villas, to have a major thoroughfare, a major roadway essentially makes these units either not existent or not marketable to build those. So that's our concerns with extending 104th Avenue down. Again that's the lift station that we talked about in this structure here. Where the road is coming is essentially right through here so that would have to be moved. This is an aerial of the roadway extension showing the villas, you know the road essentially would come down through here, it would impact this villa here and then greatly impact the future villas with the villas being right next to a major thoroughfare. So finally, this is from the Orland Park staff report, where it talks about this extension is required to provide the future improved access to Orland Parkway, which would be the main road, and I emphasize the main road, linking future developments in the regional mixed use

campus district. Smith Crossing and Smith Senior Living, they have concerns with a main road being right next to, or right on their property. It's going to hurt the value of their property, it's going to hurt the marketability for those units, not only the villas but also the rest of their campus, and it's also going to hurt the safety associated with their residence. So, I speak on behalf of Smith Senior Living but I also think I speak on behalf of the residents here, of Eagle Ridge, where they don't want more traffic down 104th Avenue, because right now that's designated as a collector road, and by opening that up, really intense is going to be acting as an arterial road and cause major safety concerns for those residents. So with that I'm going to pass it back to Kevin to talk about his concern about the setback.

STEPHENS: Thank you Mr. Heinen.

McGEE: Thank you, I'll be brief. The concern that Andy brought up is essentially this duplex sitting right here would in our opinion not be marketable or desirable for potential residents, so that is about close to seven hundred thousand dollars in entrance fees. These other six villas, or three duplexes, if they would not come in, that would be potential a loss of about two million dollars in entrance fees, and those eight units, we'd have a lot of loss of around 363 thousand dollars a year. We oppose the easement, obviously, for a lot of reasons, for safety, and we are also concerned that 104th Avenue would become the next Ravinia Drive. Ironically, I came from Smith Crossing today, I took 104th Avenue, 104th Avenue to 159th, 159th to Ravinia Drive over to here. We're really concerned it would become the next Ravinia Drive, and I'd just like to remind everyone in this room, the Village made a commitment to us in 1999, when we purchased that property that they would abandon that road, and our organization committed 50 million dollars and millions of dollars development on Orland Parkway to serve the residents of this community. We would ask you to approve our project but take out the requirement for the easement for 104th Avenue to Orland Parkway. Thank you.

STEPHENS: Thank you, Mr. McGee. That concludes your presentation and your comments. Is there anybody out there who wishes to comment on this petition? Come on up.

Aubin swears in Barb Bennett of Orland Park, Illinois.

BENNETT: I live on the corner of Eagle Ridge and 104th and I have to agree with Smith Crossing who is a wonderful neighbor of ours. We have several residents here from Eagle Ridge and that's our concern that 104th Street would be opened up, with the development of grasslands south, we've had a lot more traffic in that area. And the 20 mile speed limit is ignored, so I would have to agree and I think my neighbors also agree with the 104th Street extension to 183rd is not what we're interested in.

STEPHENS: You might be surprised to find out that the 20 mile an hour limit it's probably ignored by the residents who live there. Quite a few times, there's been

studies in various areas within the Village of Orland Park. Commissioner Aubin mentioned to me Wheeler Drive. They used to speed down Wheeler Drive 40 miles an hour and they've put stops in there and speed limit signs and all sorts of things and it's no longer a race track as you might say and it's been found out that it was the residents who did the speeding nobody else used it as a short cut.

BENNETT: Well in this case they do use it as a short cut and having-

STEPHENS: To where?

BENNETT: Well to get to Wolf Road. They come down from 179th they come south to 183rd, make a right hand turn and they get to Wolf Road that way.

STEPHENS: Possibly.

BENNETT: Well it's true I live there so I know, and I'm not saying that the residents don't speed I mean most of the residents in Eagle Ridge are senior citizens and not saying that they don't speed but, you know, we do appreciate our area and that's our concern.

STEPHENS: Okay is that your comment?

BENNETT: That's it.

STEPHENS: Thank you Mrs. Bennett, is there anyone else?

Aubin swears in Donald Lupinski of Orland Park, Illinois.

LUPINSKI: My concerns this evening are on where they're going to place the new building there is a dry retention pond there right now with natural plants growing in there that are native to the state of Illinois so their intention is to bury all that and construct a building on top of that. I don't know if anybody has done any test borings of the soil there if it would hold that structure. I am a retired carpenter of 35 years, I know a little bit about something, so I know what I'm talking about Sir. And on the other side there, there's another dry retention pond with flowers and plants that are native to the state of Illinois that they want to back fill to put the parking lot and fill it up with asphalt. And I think eventually that would sink also. Those are my 2 concerns about the building and the parking lots. My third concern is the exit coming onto 183rd Street. Where they are proposing that, we make a right turn off Orland Parkway coming down 183rd going eastbound that is the highest point of 183rd Street. It falls from there to 104th Avenue I would say approximately 50 feet. Where they had that cut off coming down to 183rd Street from the right turn it's maybe 30 feet. And if somebody is coming around 183rd at 20 miles an hour and somebody is pulling out of Emilie Lane onto 183rd left or right, there could be a problem there. Because people don't go 20 miles an hour, I know that, I live there also. That is a very big concern of mine - traffic – and with summer coming as you

gentlemen all well know, 95 percent of the people that live there are seniors, I can speak for myself also. And people they walk on the sidewalk but when there's a group they'd like to go on the streets, they'll ride their bicycle, they'll push grandma in a wheelchair, or walking down in their cane they're very concerned and again, there's gonna be a lot of traffic there and I think the traffic does not belong there. (on 183rd) I think it would be too congested for everybody living there. And there's a lot of people walk their dogs, there's kids that roller skate, there's adults that roller skate, they use the street. It's a very – it's only two three blocks long. I know 183rd I don't think we'll see it in our lifetime that it will be extended going eastbound. It may happen someday in the future I don't know what the plan is for the Village of Orland. I don't foresee 104th Avenue there, that would be ideal to go through but this developer don't want it because they put the villas in the wrong place originally. If they were to move them 20 more feet going westbound they wouldn't have had that problem today. But now they're crying oh we got people living in villas there, and they don't want to hear the traffic or the noise. Too bad. 104th Avenue should make the connection, Sir, to Orland Parkway my opinion.

STEPHENS: Thank you Mr. Lupinski. Well we got pros and cons here. Is there anybody else who's going to come up and speak? The lady over here and sir you're after the lady okay.

Aubin swears in Frances Fuehrmeyer of Orland Park, Illinois

FUEHRMEYER: I'm just asking Smith Crossings where's the rehabilitation building going? (refers to slide presentation) In that little spot where? Oh right there okay. And also what about emergency vehicles like the fire engines and. Right there? That won't be coming off of 104th?

Aubin swears in Chris August of Frankfort, Illinois.

AUGUST: So to answer the question so emergency vehicles, let's just start with the ambulance service, so correct, we know Mokena fire house sits right here or even Orland Park sits up on Wolf Road they would come to turn onto 183rd, enter the building here and then service this building here, they'd service our existing building here as well as go to the main entrance and service that if they needed to. In the event of a fire, same thing, one of the purposes of this egress road here is for emergency trucks in case they had to take care this part of the building. We do have the entrance down here, for fire purposes. And the same thing if there's, if there's a large fire you'd have multiple fire departments so you can come 183rd, turn in here, they can come down 104th and service, so quite a few points.

FUEHRMEYER: Those are the two things that I have and I do, I think the rehab building is needed so that's great.

STEPHENS: Frances are you done? Thank you.

Aubin swears in Don Martisauski of Orland Park, Illinois.

MARTISAUSKI: I've been a resident of Orland Park for over 47 years. My wife and I some years ago started thinking about retirement. We selected Smith Crossing because they have a lot to offer. They would take care of us for life no matter what was happening. As you have heard tonight they are continuing to fight for us residents of the Village to protect our safety. When we moved into Smith Crossing, it's been 15 months already, we have found that they have lived up to all their commitments to take care of the elderly. We would hope that others who are making decisions about running streets through a community full of elders and then digging up our land and devaluing our homes. I happened to be one of the residents of those villas so I object very loudly and on behalf of the 300 and something residents of all of Smith Village. We all object to making that change so we thank you for your time, and your consideration and we will look forward to you reconsidering putting that expressway through. And to answer somebody else's question without getting into a big debate. The seniors in that development do not wheel their friends or relatives around in the streets as somebody has previously stated here. We all care about taking care of each other and I'm sure all of you are concerned about who's going to take care of you a senior. And some of you in the audience if you haven't thought about it already. So again, thank you for your time and we object on behalf of the 300 residents of 104th Street going all the way through.

Aubin swears in Judy Lewis of Orland Park, Illinois.

LEWIS: I serve on the board of trustees at Smith Crossing and Smith Senior Living as well but I live in Eagle Ridge as well. I was on the original development team of Smith Crossing in 2000 and now I'm full circle as a trustee I enjoy serving in this capacity and I'm certainly proud to be a resident for the past 18 years in Orland Park. I had to say something because I'm just curious about how you are connecting the approval of our request for the approved certificate of need expansion of our 46 rehab unit and it's required that we give an easement that's not even related to the expansion program. I don't understand the legalities of that, am I wrong to question that? That's my question.

STEPHENS: Mr. Hoda, can you give her an answer to that question?

HODA: So we have confirmed it with our attorney, the Village's attorney, that the extension is a regional benefit for not just the Smith Crossing area but it is a regional benefit for the entire Village of Orland Park especially on the south side and that is what part of this requirement that they have agreed that we could ask for this easement again that in future when we will need this road extension we have an option to build it. That's the explanation that I have.

LEWIS: And just one other quick question too. The forest preserve, are they aware of this planned in the future extension of 104th the new grassland area that's been

developed and is being utilized a lot including myself biking and riding and I know there's this potential safety issue getting across that 104th, even now I just wondered if –

STEPHENS: What is your question?

LEWIS: The question is does the forest preserve that spend all that money developing it are they aware of the expansion of all of that?

STEPHENS: Well, didn't they receive notice? They received notice, have they responded? No response from them, but they received notice like everybody else.

LEWIS: Ok, that's all I wanted to know.

Aubin swears in Joanne Jaycox of Orland Park, Illinois.

JAYCOX: I'm the president of the Eagle Ridge Villas 2 association. I am kind of wearing a couple of hats tonight, I'm here representing my community and we have one issue. We live on the other side of 183rd very close to where the new entrance for Smith Crossing is going to be. And also very close to getting out onto the Parkway from 183rd Street. It's a challenge now without any further traffic.

STEPHENS: How do you get off of that, John Charles drive?

JAYCOX: No. (refers to slide presentation) If you look at it, okay, here's 183rd all right, and we are located right here. We would-

STEPHENS: Isn't that John Charles Drive?

JAYCOX: No this is 183rd Street, and the one that goes into, would that be 104th Avenue?

STEPHENS: No

JAYCOX: It's 104th here.

STEPHENS: That one I'm talking about.

JAYCOX: Yes 183rd, this is Orland Parkway here, all right. Right here is where we will have some problems. Because what's going to happen is you're going to increase the amount of traffic trying to get out onto the Parkway. And I'm sure you know that the Parkway is like the Indy 500. They just wizz down there, it's hard to get out there now. We have a huge church. (Stone Church) that is located on Wolf Road. We also have another senior living facility right there. My concern is if you do not put 104th Avenue through, and I'm not for it by the way, I don't think you should do it, it's going to push more traffic down 183rd.

STEPHENS: If you don't put it through.

JAYCOX: Whether you put it through or not it's going to push more traffic down 183rd but my concern is that we're going to have a real issue right here with a lot of accidents. Because we're kind of a quiet little street right now. And our folks exit on to 183rd at John Charles. That is my issue, but I have another one for you too. If you're going to have a fire truck come down 183rd, you're going to have to widen that street because it'll never make the turn. Well he'll be living in our property. Right here, it's a very narrow street. So when I heard the gentleman say that you were going to have fire trucks turn there to go to Emilie to get into the nursing home there or the rehab facility, then you're going to have issues trying to get their fire truck in there.

STEPHENS: Don't fire trucks now go down subdivision streets to get to a fire?

JAYCOX: Yes they do, however, they don't come, we get, we don't see that many people or fire trucks even coming in this way they'll generally come in a different route to be honest with you. So it's something I'm just throwing this out for your consideration. Now in a previous life I was I am a gerontologist I have a doctorate in nursing. And I'm telling you we really need those beds. And the Crossing, I'm familiar with, these are very honorable people. They have excellent services. And I'm all for that, however, you have to think about the people that are living there and my deepest sympathy goes to those who live on 104th Avenue. And I'm speaking for everyone that lives in the villas as well because we know what the traffic is like, and we know they don't go 20 miles an hour. Okay thank you.

STEPHENS: There's one over here and one over there but let me ask you something. Hold on a minute let me ask you two a question. Are the comments about traffic again or 104th Avenue because we already heard a lot of comments on traffic and I don't really want to stay here till midnight listening to the repetition of the same comments if that's okay.

QUILTY: I'm reading from my phone I can send you guys the email.

Aubin swears in Kathy Quilty of Orland Park, Illinois.

QUILTY: Full disclosure not only an Orland Park resident but I do work for Smith Senior Living, I got an email from Janet Paulson who back in 2010 received an email from a Robert E. Sullivan who was the planning director in the Village of Orland Park. She inquired about the expansion of Smith Crossing and what was happening and he told her – quote “The 104th Avenue connection to Orland Parkway was recently questioned at a public meeting related to the Smith Crossing expansion. That was the extent of it. There was no approval for this as part of the Smith project. The connection was previously opposed by the Village board as you correctly pointed out. The right-of-way was actually vacated back so

there was no place to put the road unless the right away was purchased from the landowners. There are no plans to pursue this. Hopefully that will put your concerns." That is dated 3/25/2010, so they told the homeowners back in 2010 that they would not expand to the 104th Avenue she said that she was a president of the Eagle Ridge homeowners and they were guaranteed once Smith Crossing came in 2000 that they would never extend that because of the homeowners values and everything, and then I also like to brag though, that she says that Smith Crossing are excellent neighbors, we are uphold to the community and she would like to say thank you and she will like to email anybody here who would like to hear this. I have to add I work in human resources at Smith Crossing and Smith Village and we would bring a lot of jobs to the community, professional jobs not mall jobs so I just want to bring that up today so thank you.

STEPHENS: Sir, do you have a comment to make that's not about traffic?

Aubin swears in James Belonax of Orland Park, Illinois.

BELONAX: We've been there 26 years, we're one of the original residents in that area. I'm concerned about 104th going all the way through. Now you know, 104th is 20 miles an hour.

STEPHENS: Look, I asked you, is there any more comments about traffic. Please, we've heard them all.

BELONAX: Not this one! Not what I'm gonna say. Right now we're on 45 miles an hour, we come on 104th, it goes down to 20. I'm asking what is the speed limit going to be when you keep on going on 183rd?

STEPHENS: Well, I can answer this for you. Nobody knows when 104th is going to be built or if it's going to be built at all.

BELONAX: Oh, I got the impression that it's gonna be built.

STEPHENS: No sir, they're asking for an easement for future development.

BELONAX: Alright, that took care of that but I just want to know just in case it was built, what's going to happen, and another thing about the trucks.

STEPHENS: We can't speculate that.

BELONAX: I want to know about the trucks coming. Would they come down 104th or 183rd?

STEPHENS: I'm not going to speculate on answering those questions, we can't do that. We just gave you the answer we don't know if and when it's going to go through. Right now the Village is just asking for the easement. For possibly in the

future. And this regional mixed use district, we don't know when that's going to happen. That's a major, major project. And it could be 20 years from now. Thank you, sir.

Aubin swears in Charles Wiechern of Orland Park, Illinois

WIECHERN: Okay my problem is. When your road enters 183rd, when their road enters 183rd, I'm looking for stoplights, stop signs, or what there?

STEPHENS: Well, you can't speculate on that right now. Again –

WIECHERN: I don't have to speculate.

STEPHENS: Well we can't -

WIECHERN: That main street, you're going to have to watch it.

STEPHENS: Are you talking about when 104th gets extended to ?

WIECHERN: No, no, 104th is out of the game.

STEPHENS: What are you talking about.

WIECHERN: I'm worried about your new road entering 183rd.

STEPHENS: Oh, you mean from Smith Crossing- Emilie Lane?

WIECHERN: I can see traffic coming from your road to 183rd and I think that's going to be a lot of traffic there, is going to have to be controlled, I believe. Okay. Traffic will then go to John Charles Drive, which is a little jerk through there. And a lot of traffic is going to be able to get into that's how they'll go over to get back to 179th Street. I think that's a serious traffic snarl there.

STEPHENS: Thank you for your comment. Mr. Anderson you got a comment?

ANDERSON: Yes, I do. I'm not going to talk about the traffic issue itself. Seems to reason, a slightly different issue. There's been a lot of comment made about the extension of 104th to Orland Parkway and the traffic dilemma it will cause for people. My concern, however, is that although staff here indicates that a mere easement will have very little financial impact that we still retain title to the property and an easement just gives you a right to go over it. In fact the easement, it actually makes it impossible for, yes to use the property for any purpose other than perhaps put a lawn in there and mow. It constitutes really sort of an implied taking of our property which has material value to us. It also will impact adversely the remainder of our property. And we I think it's basically unjust to ask Smith Crossing to make that kind of financial gift to the city essentially. The city does

have the powers to whenever it wishes to build this road which has remained a fiction for years. I was involved many years ago with St. Xavier and the building of its campus. At that time it was thought that St. Xavier would be, would help jump start to develop along Orland Parkway. Now 20 years have passed. Virtually nothing has happened. We're talking speculatively about 5 years from now, maybe there'll be a road, maybe not. Maybe 20. And yet you want us today to benefit the city for that. You know, I feel that we should be entitled to some, if nothing else, something, some compensation. As I recall that there is a fifth amendment to our constitution which speaks about just compensation for the taking of private property. And I think this is tantamount to that. So I believe that this issue should be disconnected from the approval of our project and be addressed at some later date when people can actually know that something's going to happen. So –

STEPHENS: Well, we're not the elected officials here.

ANDERSON: I understand that.

STEPHENS: We're volunteers here, the elected officials make those decisions. The Village Board. And the Mayor. So we're just a recommending body to the Village Board. And we can't tell you about compensation that's not under our charge.

ANDERSON: Okay but I just wish to make clear our position on all of this and that is why we are asking that –

STEPHENS: You've made yourself clear.

ANDERSON: Okay, thank you.

STEPHENS: Thank you, Mr. Anderson. I guess we got it all. So we'll go to our commissioners and get some other points of view. Commissioner Schussler.

SCHUSSLER: I get to be first. How did I draw the short straw. I have a couple of questions for staff but before that I'd like to comment on the last statement that Mr. Anderson made. I don't believe when the property was vacated that there was anything paid to the Village so I don't believe it would be unfair to require the easement. But that would require some research but I don't think there was anything paid. That was before my time on the Village Board when that happened, but my recollection is it was a couple years before I was elected that there wasn't anything paid when that vacation occurred. So to give it back I don't think would be unfair. I have a question for the staff - have you looked at the safety issue do you, in your professional opinion, would there be a safety problem here in the event that number one, there is an easement given to the Village and number two, the roadway is extended. I mean I'm looking at a pond there and I see one unit that's going to be affected up to the north end but it appears that most of the property is fronts along 104th is a pond. Do you perceive there to be a safety problem first of

all.

HODA: We haven't designed anything or any engineering work or any studies has not been done. This is based on our regional transportation plan, we need a connection at 104th to take it to Orland Parkway that is what we know now, but we haven't done any other studies or evaluations or so. However, I will add to that, is that extending this roadway allows to reduce traffic on 183rd. If you do not do that then the traffic will go east or west on 183rd and connect to the major arterials we have. In our Village we have 2 major arterials LaGrange Road and Wolf Road. The people have traffic will connect to those by connecting 183rd we will be able to relieve some pressure - in future - we do not know when that is - but that is our anticipation that that's what it will do and which in turn will help with the traffic safety.

SCHUSSLER: The question was raised regarding lift station what how do you respond to that having to move the lift station.

HODA: We know that there is that lift station is there and based on the future developments we are anticipating that that lift station will require additional capacity that it will have to be upgraded will have to be moved anyway. So we are, if we move in that direction where we will be extending 104th, we will be moving that lift station with additional capacity to serve the additional demand development demand that will be coming towards us.

SCHUSSLER: Thank you, I have a question for Smith Senior Living. Is there any place else on the site that the 3 villas could be built that you are talking about, maybe Mr. McGee can answer that he's getting up.

McGEE: So the master plan really is if you look at the whole east end of our campus is independent living as you transition towards the west you get towards assisted living ultimately to skilled care so we purposely have the villas on the east end of our campus. This duplex, essentially these two units to be taken out of service. I just don't know how we could market that. And then we purposely designed our roads over here because we felt that, as I mentioned, as people move in our idea is to get people to move in to independent living as they age move to the continual care and that would happen along the east on the campus so to answer your question it would be very much of a challenge to re-route all this design work which I could ask our civil engineers to come up to discuss better than I can, but there's also the views of the pond that we would also take into consideration of the villas that we could not find another site for.

HEINEN: I think in addition to answer your question regards to the villas and you know be placed on the east end of the property. I think if Smith Senior Living knew that there was going to be a road that was going to be extended from 104th down to Orland Parkway, it would've been more strategic in regards to the placement of the storm water management and those villas. The 2003 plan had the villas being

located here and the storm water detention basin here. If there was knowledge of that road I think ideally what they would have done was probably have the storm water management along this corridor here as a buffer. Between that major road that's going through there, but that was not anticipated. That's what puts us in this quandary in regards to the fact that they bought the property not knowing and assuming that that road wasn't going to be extended through so that's why the Village is putting Smith Senior Living in a tough position right now because we could have anticipated this back in 1999 to 2003. And we haven't so.

STEPHENS: Thank you.

Aubin swears in Frank Guajardo of Frankfort, Illinois.

SCHUSSLER: This might require an approximation because you know you're not going to have this number at your fingertips but since the villas were built what generally has been your occupancy rate.

GUAJARDO: So I would say I've been at Smith Crossing for about 10-1/2 years now and probably the first half of my tenure there the villas were a tough sell for us. But since our expansion we've been running basically at 90 to 100 percent occupancy within the last 5 years.

SCHUSSLER: That's all the questions I'll make a statement now and then I'll shut up I guess. This really creates a tough issue I think for this commission and for me personally I really, I really like Smith Crossing, my mother-in-law lives there, has lived there for 7 years. It's a quality development, it pains me to hear the statements from Mr. McGee and the other people they feel this is going to adversely affect their operation. However having said that I can see that a mistake was made in 1999. That dedication for roadway never should've been vacated. Unfortunately, I think it was vacated because of pressure from the people who live in Eagle Ridge. I happen to live in Eagle Ridge. Right now I live in Eagle Ridge II which is a little farther north than Eagle Ridge I. But there was a lot of resistance to the building of Smith Crossing by the people that live in Eagle Ridge. They didn't want it built because they thought it would bring traffic. No matter what happens there's going to be traffic. When I moved into this town in 1972 there were 7500 people and two traffic lights in town. I don't know how many traffic lights we have now, but it's probably 50 or something like that. As this town builds out, and it's nowhere near being built out at the present time we have a population of 58,000 plus and the last time I looked at the numbers when I was on the Village Board the projection was we will top out around 80,000 at some point. The property to the south of this development will at some point be developed, maybe not in my lifetime, maybe not in the lifetime of all of you out there that don't have as much hair as I have, or gray hair, but at some point it will be developed and there will be more traffic so all we can do is try and accommodate the traffic in a meaningful way and not the way the Village has always done in the past. Mistakes have been made by the Village Board in not allowing enough sub-arterial and arterial streets

to be built. If you think about trying to go south to north between LaGrange Road and Wolf Road there aren't too many options and I'm not just talking about down here south I'm talking about all the way up north. Right now somebody who wants to go north can get there so we're not talking about really creating another way to get there. It would create an easier way to get there if that road were to go through because right now they can just go up to Orland Parkway and 183rd make a right hand turn go down 183rd up to 104th make a left hand turn and zip up to 159th Street. So putting it through is not going to create more traffic as somebody said it's just going to make it more, the traffic flow more efficient. I would like to agree with Smith Crossing and say don't do it, but I think for the long range good of the Village and having a decent traffic options and traffic pattern we have to ask for that easement. Thank you, Mr. Chairman.

STEPHENS: Thank you Commissioner Schussler, very well spoken.
Commissioner Shalabi.

SHALABI: Thank you Mr. Chairman. I can appreciate the presentations provided by Mr. Mazza from the Village as well as Mr. McGee from the Smith Crossing there seems to be respectable validity on both ends and not that many inconsistencies. My question is for Mr. Mazza, not to put you on the spot, but however, did you find any points of inconsistencies with Mr. McGee's presentation in regards to traffic flow through 104th.

MAZZA: I don't know if I'd consider it an inconsistency, I think maybe it's a difference of opinion. I think the idea that 104th Avenue would turn into an arterial to LaGrange Road or to Wolf Road is probably again unpredictable but unfeasible in my mind. So I know they've eluded to a few indications as based on my staff report, I did say that 104th Avenue would become 'the' major connecting point and I probably should have said 'a' major connecting point. In all honesty I made a mistake so I guess in that regard I would say that the idea of 104th Avenue turning into an arterial to me seems inconsistent with what we understand 104th Avenue would become.

SHALABI: The second question that I have which I believe was answered by Mr. HODA was just going to be in regards to safety, so I appreciate your response there. I do agree with Commissioner Schussler that I think this Board has been put in a little bit of a tough predicament this evening based on what the Village had promised in 1999 of my understanding based on the presentation. I have nothing further to add Mr. Chairman thank you.

STEPHENS: Commissioner Paul.

PAUL: Thank you Mr. Chairman. I agree with Commissioner Schussler. You know, traffic has to go somewhere. We're talking about a hypothetical road that may exist at some point in the future as a tradeoff for getting the rest of this project done now. The project has a lot of good benefits to it. Jobs of the health care

people that need it so I mean I don't want to hold that up. As far as 104th goes I think I say keep it in there but at some point decisions will have to be made on that. And that will be a debate for that time, we don't know, we don't know what's going to be there. Is it going to be a 20 mile an hour road? Is it going to be a 40 mile? We don't know. We don't know what the circumstances are going to be if and when that time comes. Again there will be maybe us or other people up here, different people on the Board that will have to make those decisions and they'll be accountable to the people that live there as well, Trustees, Mayors that will, whoever would be here at the time if that time comes. I guess I am inclined to keep that as part of the petition and let's build this thing now and deal with the 104th if and when the time comes. That's all I have Mr. Chairman.

STEPHENS: Thank you Commissioner Paul. Commissioner Aubin.

AUBIN: Thank you Mr. Chairman. I just want to put some of the residents at ease in regards to traffic and fire department safety. I have a soft spot for professionals and the staff that we have are professional people, they have degrees in these areas, or they'll get people that have degrees in these areas. I'm going to read just a sentence from the traffic study based on review of existing and future conditions, the study concluded that the area traffic operations are projected to be satisfactory at all study intersections. Those are pros. Professionals. Preliminary engineering has been recommended for approval with conditions from the Village engineering consultant Christopher Burke Engineering Company. So the gentleman that had questions about where the flowers were and the pits or something might sink, this project has preliminary engineering approval. By professionals. Degreed guys. Last but not least, if there's anybody in the world would come forth and say I can't turn my fire truck around, it would be the fire department. The fire department has not come to the Village of Orland Park on that issue whatsoever. So with that in mind I hope maybe that I've put you at ease. The other thing that I think that may put you at ease is when we read tonight's motion because there are number of conditions that our professionals have put on this petition to build this project. And he's going to have to meet them to move forward. Notice I didn't say a word about 104th Avenue. Because I haven't got a clue what's going to happen there. Thank you Mr. Chairman.

STEPHENS: Thanks Commissioner Aubin. Look I think this is a pretty tough deal. The residents who come in talking about not wanting 104th Avenue, you know it's going to be a race way, and this and that - it's possible but, from my opinion, I highly doubt it. From a perspective of future planning and roadway planning it just makes a lot of sense. To get the, it's just a 30 foot easement today that they're asking for- it's a 30 foot easement and it just makes a lot of sense to leave it as an easement and see how it develops, when it develops. We don't know what it's going to develop into and we don't even know if that roadway is ever going to go in because if the parcels to the south don't develop there's going to be no reason for that roadway to go in. So to reserve a right to have an easement today for a future development makes a lot of sense. It's been done in a lot of different places in the

town and as Commissioner Schussler said, the town has grown considerably as evidenced by finally widening LaGrange Road. I mean we all had problems with driving on LaGrange road between Thanksgiving and Christmas it was a parking lot we couldn't get through there and so now that problem's been solved. The reason we had that problem is because of the Village growth and because of Village growth, who was it Mr. Hoda said, potentially we're gonna top off 80000 people. No that was Commissioner Schussler. Because of the kind of growth that Orland Park has been experiencing, we had to widen LaGrange Road. Had to widen it. Orland Parkway was built that way to accommodate the traffic going, the potential traffic going through there. Because it certainly doesn't have the kind of traffic it was built for right now, but as the rest of it develops, it's gonna require that size of a roadway which is in place now. So to speculate on when and how and what's going to happen and how much traffic is a very difficult thing and that's really not our charge here. Our charge is really to look into the future and say, well if that area develops the way the regional mixed use district hopes it develops, then you're going to need that, you're going to need that 104th Avenue going through. And with regards to that lift station there it's going to be the Village who has to pay for to relocate that lift station because you're gonna need a larger sizing for the new development coming in so from a perspective of 'what are we gonna do for the future to alleviate traffic', it's a logical conclusion. And as far as the comments with fire engines and this and that, well as Commissioner Aubin said it's been reviewed by the fire department the fire department says that the plan as it exists is okay that they can handle it. Where they cut in the road on Emilie, I looked out there today, the reason they picked that spot was because once the cars come north to 183rd Street, there's about an 8 foot berm there. You can't see the buildings north of 183rd Street, so there's going to be no problems with that, and with regards to traffic going east and west, well, if it becomes a problem than the Village will signalize it. And that stops the problem. And, if there's people who, I don't know if there's people who park their cars there, but that could be solved as well with no parking signs up there if that has to happen so unfortunately, I sympathize with what these comments were with regards to the traffic and the speed limits and all that, but we have to deal with what's existing now. You got an existing speed limit of 20 miles an hour there, nobody really follows it at 20 miles an hour, we know that, and we also know that the biggest offenders are the people who live there. Because who else is going to drive down that street right now? The people who live there. It's not a major thoroughfare so I think it makes sense to plan for an easement for a future extension. To alleviate traffic not to create traffic. And I think on that basis I would go forward with that. And I'm sorry to state it in such terms but it's reality and we have to look at the reality of what's going to happen. Will we be here 20 will it happen in 20 years? I don't know will it happened in 5? I highly doubt it. I highly doubt it, not in this economy. You're not going to get people to come over there and build spend how many millions of dollars to build an office living campus. Where there's offices and people living there and so on and so forth, nobody's gonna come along in the next 5 years to do anything like that, I question if it's going to happen in the next 10 years. How strong is the economy, who knows, we can't speculate on that. Those are my comments

and I personally am in favor for that 30 foot easement. And that's where we stand. So I think it's time for a motion.

A motion was made by Member Paul Aubin, seconded by Member Edward Schussler, that this matter be RECOMMENDED FOR APPROVAL to the Development Services & Planning Committee.

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated March 13, 2018;

And

I move to recommend to the Village Board of Trustees to approve the preliminary site plan as shown on "Overall Site Plan", prepared by KimleyHorn and Associates, dated 9/29/17, last revised 02/13/2018, sheet EX-1, subject to the following conditions:

1. Provide a 30' wide easement along the extent of the east property line for the possible future extension of 104th Avenue between 183rd Street and Orland Parkway;

1A. That the petitioner work with staff to revisit what the future impact would be with a 30 foot wide requirement easement for the future widening of 104th Avenue on safety community issues and the impact on the project as a whole to an agreed conclusion;

2. Extend the existing grass median into the left turn lane from Orland Parkway to Emilie Lane limiting left turns to emergency vehicles only;

3. Provide a "grasscrete" or similar material in place of the proposed asphalt emergency access drive-aisle between Orland Parkway and the proposed building expansion;

4. Provide all additional signage necessary to aid visitors with wayfinding;

5. Submit a sign permit for all proposed signage;

6. Meet all final engineering requirements;

7. Submit a Plat of Subdivision to the Village for review, approval and recording;

And

I move to recommend to the Village Board of Trustees to approve the elevation drawings titled "Smith Crossing Rehab", Sheets E1, E2, E3 and G230, prepared by AG Architecture, dated 12/20/2017, subject to the following conditions:

1. Screen all mechanical equipment either at grade or at rooftop with landscaping or parapets respectively;
2. Meet all building code requirements;

And

I move to recommend to the Village Board of Trustees to approve the preliminary landscape plan titled "Preliminary Landscape Plan", prepared by KimleyHorn and Associates, dated 09/29/2017, last revised 11/24/2017, sheets L2.0 and L2.1, subject to the following condition:

1. Submit a final landscape plan and all required supporting documentation in coordination with final engineering submittal;

And

I move to recommend to the Village Board of Trustees to approve a Special Use Permit amendment for Smith Crossing, subject to the same conditions as outlined in the Preliminary Site Plan motion. Modifications to the Special Use permit include:

1. A reduction of the setback between detention basins and development from 25' to approximately 20';
2. The location of a parking lot and trash enclosure within the setback area between the building facade and the street.

RECOMMENDED FOR APPROVAL

Aye: 5 - Chairman Stephens, Member Aubin, Member Paul, Member Shalabi and Member Schussler

Nay: 0

Absent: 2 - Member Parisi and Member Murphy

NON-PUBLIC HEARINGS

OTHER BUSINESS

2018-0010 Memo: New Petitions & Appearance Review

ADJOURNMENT

Thank you everybody for coming in and sharing your opinions. And we will continue. We move to any is there any other business by staff. Is there any other business from Commissioners. No. Seeing no further business we stand adjourned at 9:04.

ADJOURNED

Respectfully submitted,

Janice Bodinet
Recording Secretary