

# VILLAGE OF ORLAND PARK

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## Meeting Minutes

Tuesday, June 11, 2013

7:00 PM

Village Hall

## Plan Commission

*Louis Stephens, Chairman*

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

**CALLED TO ORDER/ROLL CALL**

The meeting was called to order by the Plan Commission Chairman, Mr. Louis Stephens, at 7:00 p.m.

**Present:** 6 - Chairman Stephens; Member Jacobs; Member Dzierwa; Member Parisi; Member Paul, Member Murphy

**Absent:** 1 - Member Aubin

**APPROVAL OF MINUTES****2013-0371 Meeting Minutes of the April 9, 2013 Plan Commission Meeting**

A motion was made by Commissioner Paul, seconded by Commissioner Murphy to approve the minutes of the April 9, 2013 Plan Commission with the following change:

On page 12, under Commissioner Stephen's testimony on the second line change the word "amount" to "lot".

APPROVED

**Aye:** 6 - Chairman Stephens, Member Jacobs, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

**Nay:** 0

**Absent:** 1 - Member Aubin

**PUBLIC HEARINGS****2013-0259 ORDINANCE GRANTING AN AMENDMENT TO A SPECIAL USE PERMIT - MCDONALD'S RESTAURANT (9110 WEST 159TH STREET)**

FLOM: Staff presentation made in accordance with the written staff report dated June 11, 2013.

STEPHENS: Thank you Mrs. Flom. Could you step up here for a second? I want to go over something with you. Ok, the petitioner is present. Would you like to come up and add to the presentation or make your comments?

DZIERWA: Swore in Jim Olguin, attorney for McDonald's from Goldstine, Skrodzki, Russian, Nemecek & Hoff of 835 McClintock Drive, Burr Ridge, Illinois.

OLGUIN: Tonight I am here on behalf of McDonald's. We also have the entire team that has been working on this project with the Village Staff.

STEPHENS: Are any of the other people that are here going to come up and speak.

OLGUIN: Yes. In case there are any questions, it probably would make sense to

have them all sworn in.

STEPHENS: Ok, we will do that shortly.

OLGUIN: Ok, then just to introduce some of the people that will be speaking tonight. We have Al Daniels who is the Construction Manager for McDonald's. We have Andrew Uttan who is the Project Engineer. Also, we have Fred Matthias who is the Project Architect. We have the Owner and Operator, Greg Schwarting. He is here this evening. In case there are any questions, we expect that we will be able to answer them. As always staff has been great to work with on this project and the end result is something that McDonald's is very proud of and very excited to be able to come in and provide an updated look and feel in the Village but there are a few items within the staff report that we wanted to bring up for discussion. The first one is kind of a minor one. One of the conditions is to work with the adjacent property owner which is based on the owner's past working relationship; we don't foresee that to be a problem. But just on the motion, just indicate that we will use our best efforts to secure the approval for the additional landscaping on the property. We fully expect based on prior experience that they are going to be reasonable but it's always hard to promise on what a third party is going to do. So that is item number one. The second item has to do with the fourteen foot bypass of width. When staff brought that up as a condition, one of the concerns that we had was born from the safety standpoint making sure that the fire truck could navigate around the building and then making sure that our delivery trucks could navigate around the building. So we had our engineer do some confirmations and prepare some plans to see if that would work. The fire truck does function in that 14' bypass lane. Unfortunately, our delivery truck does not. What I wanted to point out is the location of this 14' bypass lane is located at the corner of the property that really has the most landscaping including the most mature landscaping. We are also adding additional landscaping per the landscape plan. So from the visual impact standpoint, having the additional width at that location, it is really mitigated by vegetation and the additional vegetation that is going to be provided. So with that, Andrew can come up and discuss based on his analysis of the truck turning.

STEPHENS: What did you say you wanted to do with regards to the contiguous property owner?

OLGUIN: Just in regards to the motion, that McDonald's will use its best efforts to secure approval for the additional landscaping on the abutting properties.

FLOM: We don't have an issue with that at all. Right now, the condition says "acquire permission" you can just change that to read "use best efforts to secure permission". We would just ask that for whatever reason it did not work out, you let us know and give us the chance to contact the property owner also.

OLGUIN: Sure. We will.

DZIERWA: Swore in Andrew Uttan, Project Engineer from V3 Companies, 7325 Janes Avenue, Woodridge, Illinois.

UTTAN: I am the engineer of record for this project. As you can see here this is the existing site plan and the proposed site plan. What we show as the McDonald's delivery truck. The McDonald's delivery truck is a full size semi-truck. It has a 48' bed with an 8' cab. So we have to do our best to accommodate these large trucks on our very small sites. This site in particular is very difficult because it is not very wide. So when our truck makes the deliveries at the doors in the back, closer to the drive through, it really has to try its best to swing without going straight at all so it has to be at a constant curve the entire way. This particular example shows what would be a 14' drive aisle and the truck would jump the curb. It's a 6" curb and this truck will go on to other sites after this so all the buns, all the food will potentially jump up and fall over.

STEPHENS: Show us where the curb is.

UTTAN: The curb is here. It's very difficult to see because of the gray and black.

STEPHENS: That's fine. I just want to get an idea of where the curb is so the rest of us understand what you're talking about. It's just one curb on the outside.

UTTAN: It is just the curb on the outside. This is actually how the truck will work as we have it designed with an 18' drive aisle. The entire 10' drive through lane and the 18' bypass lane. (Not speaking into microphone)

STEPHENS: (Not speaking into microphone) How far does it jump the curb?

UTTAN: About 2'.

STEPHENS: And you want it to be 18'?

UTTAN: Yes. We want it to be 18'. The maneuver that we did was basically at 1 to 2 miles per hour. Realistically, we don't want a truck to be making that turn in 30 seconds. We want them to be able to make that turn for any level of truck driver.

STEPHENS: Ok.

FLOM: For my own records, can you show how the truck enters the site.

UTTAN: Ok, we don't necessarily have that routing information with us but from what I understand, the truck enters off of 159th Street near the Culver's driveway. We did double check the maneuver to verify that the truck could not exit out the new driveway onto Park Hill. It can't make the right turn and a right turn to get straight enough to get onto 159th Street.

DZIERWA: Swore in Greg Schwarting, owner of McDonalds at 9110 159th Street, Orland Park, Illinois.

SCHWARTING: I agree with everything that they are saying. Just by being an operator and seeing how different truck drivers drive, having a few more feet makes a big difference from a safety perspective. If they misjudge, then they are trying to back up and that causes problems. The other problem is in the winter, when we're snowplowing and we have to bank our snow, it uses up some of those feet. Operationally, I really think they're right on with 18'. I think it is more comfortable, it's safer, it works better. We are going to have a lot of things around so you're really not going to notice the extra few feet. I would really like to see it if it could be at all considered.

STEPHENS: Thank you sir. Thank you for your comments. Is there anything else you would like to add to this presentation?

OLGUIN: Chairman, there is just one more item that was requested by staff to add some additional architectural elements. I figured we would have our project architect go over what is being done, being requested and what his thoughts are on the subject.

DZIERWA: Swore in Fred Matthias, Project Architect of Lingle Design, 158 W. Main Street, Lena, Illinois.

MATTHIAS: Staff requested that the back wall where we put this texture with the stacked stone to be wrapped around to the side elevation. We really have about 4' until we hit the door. I just thought when we look at the proportions, it doesn't look as nice as leaving it as the way it is. I just bring that up for questioning and I did bring in how it would look if we did wrap it.

STEPHENS: This is the south elevation that faces 159th Street.

MATTHIAS: Yes. These are the drawings.

STEPHENS: Mrs. Flom, is there a particular reason other than the obvious reason that that is the street exposure?

FLOM: That is the obvious reason.

STEPHENS: And that makes the most sense to me as well. Is that the only one that we're talking about right now?

FLOM: I believe that is the only change. The other ones were all more administrative to match some of the discrepancies between the renderings and the elevations.

STEPHENS: So we just want to bring that 4' of stone around to the south end and you say you can't do that?

MATTHIAS: No we can do it. I just wanted to take one more look at it but if you feel it's right, we can do it.

STEPHENS: Ok, we will find out what our Commissioners think in a moment.

MATTHIAS: Ok. Thank you.

STEPHENS: Thank you.

OLGUIN: Mr. Chairman, with that, that includes our comments so if there are any questions on any of these items, we will be happy to answer them.

STEPHENS: Thank you, Mr. Olguin. Normally at this time, we ask if there are any comments from anyone out in the audience. Seeing no one in the audience other than the McDonald's people, we will go to our Commissioners. Commissioner Parisi, I think you had some questions.

PARISI: I just wanted to ask, I understand that it's a code but what is the overall logic to reduce that from 18' to 14' when you do have it bordered on a street with landscape buffers. It seems to me that this safety issue would kind of trump that.

FLOM: The way the code is written, we are diligently trying to make sure that buildings and landscaping are what you see from the street and not paving and parking. The 14' requirement in our code was born from that. The history of that in 2005, the code was revised to require all commercial buildings to be up to the street without parking between the street and the building. That worked out really well. It got buildings on the streets and created a street wall but we were having real problems with our drive through establishments on small sites in terms of getting the circulation that they needed so the code was amended to allow for drive through lanes to be between the building and the street but with the certain conditions that I mentioned on the slide before. This is definitely a unique case because it is an existing building with an existing established traffic circulation. We requested the 14' before we got the turning radius. We received that today and as I mentioned we have not had the chance to review that and see if there is anywhere in the middle we could meet.

PARISI: Thank you. Basically, the design is nice and I have no other questions but after hearing the petitioner, I would certainly suggest that we keep it at 18' for some very good reasons.

STEPHENS: Or we can work some sort of compromise. Leave it up to them to determine the feasibility.

PARISI: Other than that, that is all that I have.

STEPHENS: Ok thanks Commissioner Parisi. Commissioner Murphy?

MURPHY: My comments are in agreement. Safety is always a big concern but of course I know it is with staff too. I'm sure staff will work with McDonald's on the feasibility when you get more information if it means meeting in the middle or going up to that 18', whatever is best in terms of safety. I, too, agree with that 4' of stone on that elevation. That is very visible to the street and I think it adds nicely to it. Overall, I think it's just a great improvement. That's all I have. Thank you.

STEPHENS: Thank you, Commissioner Murphy. Commissioner Dzierwa?

DZIERWA: Thank you, Mr. Chairman. Mr. Schwarting, can you please come up to the microphone? You are the proprietor. Just a question: your delivery trucks come in off of 159th Street; they do not use Park Hill Drive at all?

SCHWARTING: They usually come off of 159th Street but sometimes you get a driver that will do something different.

DZIERWA: I'm by there a lot. Not at McDonald's but over in that area. Is that landscape island still there on that turn in?

SCHWARTING: Yes it is. You mean the one on Park Hill Drive?

DZIERWA: Actually, this landscape island here when you turn in off of 159th Street.

SCHWARTING: Yes it is.

DZIERWA: Ok and that looks like it's an ever harder turn to negotiate and its even less than the 14' that staff was saying was difficult.

SCHWARTING: There is plenty of room for him to swing. But when you get between the building and the curb, their perspective changes. Some drivers are real high quality drivers and some aren't as good. If they have a few extra feet and they miscalculate, they have room.

DZIERWA: Yes, I can see this is a tight radius because you're adding a second drive through. I'm just saying that coming in off of 159th Street is a challenge in itself. I don't necessarily disagree with you on wanting the 18', I think if it works and its safe and you can buffer it with a lot of landscaping, I personally don't have a problem with it. I was just saying if you come in off of 159th Street, that is an issue too. That isn't your property over there, is it?

SCHWARTING: No.

DZIERWA: Ok. I was going to say that is one thing that I would like to see taken out because I see a lot of people turning in and missing it on the left hand side if you're making a right hand turn and then they go past the island.

SCHWARTING: If you're concerned too about the landscape buffering, we are adding a substantial amount of landscaping. Any of the issues you might have with the buffer or the 14' versus 18', it is going to be mostly covered by the additional landscaping.

DZIERWA: Ok, well that's fine. With the extra 4' on that front wall if you're not opposed to doing that, I think it would look really nice on that elevation and I would be willing to go along with that if you're willing to go along with that. Other than that, Mr. Chairman, as far as all of the conditions, Mr. Schwarting, have you read all the conditions that staff has listed? I have no other comments.

STEPHENS: Thank you, Commissioner Dzierwa. Commissioner Paul?

PAUL: Thank you, Mr. Chairman. Yeah, the 18' for this makes sense, I understand that. But the question that I have is on a forward basis, with new developments or existing restaurants in the future. The double drive through thing makes a lot of sense too. I'm sure you don't own that. So you are probably going to see other restaurants wanting to do that in the future or new restaurants saying "they've got it, makes sense, we want it". It just seems like it's going to be an issue that is going to come up a lot more. Because you are talking about a considerably wider turning areas to get two drive throughs in plus a bypass lane. This is more for staff. Do you see this as a precedent that we are setting for later?

FLOM: Well, the preference is that the drive through not be between the building and the street. If the drive through is not between the building and the street, the 14' does not apply. The 14' is only for when the drive through is between the building and the street. In some of our other projects, the drive through is not directly between the building and the street. As always, we look at each project on a case by case basis. We certainly don't want to deter property improvements in any way. But our goal is not to have the drive through between the building and the street at all and that usually works on larger sites but it would not really work in this site and some of our smaller sites it really isn't feasible. But we certainly look at it on a case by case basis.

PAUL: That was really all I have. As long as it's not something that we're going to be doing every time someone wants a drive through. To do it here, that makes sense and it is not something that I have a problem with.

FLOM: What's interesting is that we have never allowed a modification to the drive through code that the Board adopted three or four years ago. But remember what I said from the beginning, they do not need to meet 100% of our code. It is not technically a variance or a modification because this is an existing property. If this



were a vacant lot and they were to come in with this scenario, we would probably look at if the drive through could not be between the building and the street to accommodate the double drive through.

PAUL: Ok thank you, Mr. Chairman. That is all I have.

STEPHENS: Ok, thank you. Commissioner Jacobs?

JACOBS: Thank you, Mr. Chairman. Well, I agree with all of the comments that have been made by my fellow Commissioners and with staff. I think we can feel confident that McDonald's will do the right thing. They always have and they probably always will. Thank you.

STEPHENS: Thank you Commissioner Jacobs. This is a terrific improvement to this building from where it is at today. I agree with the rest of my Commissioners to the addition of the 4' wall. The stone wall to go on the south elevation which is 159th Street, which is the view of the traffic going by; I agree to add that 4'. With regards to the 18' drive aisle, I think that we can modify the motion tonight so that you can work with staff and staff can work with you to come to a mutual agreement where it makes sense for the Village of Orland Park as well as for you. That's where I'm at. Thank you, sir. At this point, the Chair will entertain a motion.

MUPRHY:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated June 11, 2013. All plan changes must be made prior to the Board of Trustees meeting.

I move to recommend to the Village Board approval of the "Site Plan, McDonald's Restaurant Orland Park Illinois" by V3 Companies, sheet C3.0, dated June 4, 2013, subject to the following conditions.

- 1) Work with staff to determine feasibility of reducing drive through lane to 14' or a mutually agreed upon dimension as agreed by staff.
- 2) Meet all final engineering and building code related items.

and

I move to recommend to the Village Board approval of the "Landscape Plan McDonald's Orland Park Illinois" by Norris Design, sheet L1.1 dated April 16, 2013, subject to the following conditions:

- 1) Acquire permission from abutting property owner to the north to extend shrub plantings along entire north face of parking lot as incremental improvement for dumpster setback modification.
- 2) Change proposed plant material in new building foundation bed to more vertical, year-round plant varieties.
- 3) Screen exterior rear ladder with upright evergreen such as Arborvitae.

and

I move to recommend to the Village Board approval of the elevations titled "McDonalds 9110 W. 159th Street", Project 13-192, pages A2.0 and A2.1, dated April 19, 2013; and 3D renderings titled "McDonald's 9110 W. 159th Street" by Imagine, received June 4, 2013, subject to the following conditions.

- 1) Wrap the stone column on the east elevation around the south (front) side of the building.
- 2) Update all Elevations to match 3D renderings. Where discrepancies occur, the stricter version shall apply.
  - a) Update west elevation to match 3D renderings including the stone column, primary sign, and window changes.
  - b) Update east elevation to match 3D drawings, including extension of parapet to top of abutting parapets.
  - c) Add note on elevations to clarify that all existing brick on building will be repainted in coyote brown color scheme and that none will be covered or removed.
- 3) Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline.
- 4) All masonry must be of anchored veneer type masonry with a 2.265" minimum thickness.
- 5) Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.

and

I move to recommend to the Village Board approval of a Special Use Permit Amendment for McDonald's Restaurant to allow a drive-through within 300' of a residential parcel, subject to the same conditions as outlined in the Preliminary Site Plan motion. Modifications to the Special Use permit include:

- 1) Expand the existing drive-through that is located between the building and the street.
- 2) Allow a double drive-through lane between the building and the street.
- 3) Reduce the rear garbage enclosure setback and landscape buffer from a required 10' to zero.

All conditions of approval must be met prior to the Board of Trustees meeting wherever possible.

DZIERWA: Second.

#### APPROVED

**Aye:** 6 - Chairman Stephens, Member Jacobs, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

**Nay:** 0

**Absent:** 1 - Member Aubin

## NON-PUBLIC HEARINGS

### 2012-0300 2013 Orland Park Comprehensive Plan - Ordinance

FLOM: Staff presentation made in accordance with the written staff report dated June 11, 2013.

STEPHENS: Thank you, Mrs. Flom. I need to get some clarification or better understanding of what you mean by form based code?

FLOM: Ok. We have a Land Development Code with all these different chapters in it. There is the residential chapter, R-3, R-2, and R-1 that talks about your residential districts. Then we have the Village Center District, which talks about the area near the downtown. Form based code has very little to do with land use. So if you look at a form based code, it is really just a lot of maps. It will say that there are different codes completely like A-2 and you will look at the form based code and it will actually have a picture saying that it doesn't matter what your land use is but your building has to be right here and any parking you have must be here and your building can only be so tall. Those areas change depending on where you want higher density and less intense development. So near a train station in an urban area you have really tall buildings and no surface parking whereas in a suburban area, you would allow for bigger lower buildings and a lot of surface parking. We are not necessarily saying that we need to adopt a full true form based code but there are elements of form based code that allow you to control how a site and what a building look like a lot more than a traditional zoning code can.

STEPHENS: Would this apply more for redevelopment than new development?

FLOM: It applies for either.

STEPHENS: Form based code is a means of regulating development to achieve a specific urban form. Form based codes create a predictable public realm by controlling physical form primarily with a lesser focus on land use through regulations. This is exactly what Mrs. Flom taught us. Is the density that we are showing in various areas, does this mean that if a developer comes in with something that he thinks makes sense and that the Village thinks makes sense; we can change that to what he wants to build?

FLOM: Correct. So this is a guide showing what densities make sense. If a developer came in and had a different vision, but it met a lot of the other Village policies and it was something that the Village Board desired, this is not regulatory, this is just a guide and we could certainly look at changing these maps or then going through the process and getting them the zoning that they would need. The

key is flexibility. Orland Park has been flexible with priorities in terms of high quality development that maintains the property values around that development. So we are certainly open to discussing other options but we need to provide that guide so people at least know where to start. It basically is showing you here is your safest bet and if you have something else then you need to come talk to us.

STEPHENS: Under the Spring Creek Agreement, do we have the ability under that annexation agreement to make changes or to dictate where we believe multi family should go versus single family or other things?

FLOM: Absolutely. Almost every property in the Spring Creek Agreement includes both the single family and multifamily. So when you are looking at those properties on here, the annexation agreement allows for both multifamily and single family. But we have a lot of flexibility as to where that can go, how it can be laid out and the size of the lots. The annexation agreement calls some of that out but it is conceptual in nature and some of the projects that have come in like Long Run Creek and Doctor East, those varied from the annexation agreement but were an agreement between the developer and the Village and how to meet the guidelines of the agreement. There are parts of the agreement that expire over time which is why it is important for us to address it in the Comprehensive Plan.

PARISI: In reading through this, I recall where a small part of that talks about the BMW Dealership on 159th Street and Wolf Road, increasing the density of that area. Is that an example?

FLOM: Yes, that is a very good example. It kind of touches on two items. So, when BMW came in and requested to expand, at 159th Street and Wolf Road, that whole area at the northeast area was called out as single family residential, very low density. We did work with the developer to get the buffer and to eliminate the road connection but it did make some sense for the area to develop as commercial given that it was at a very busy intersection. Now our notion here is that the property to the south is also called out on our existing Comprehensive Plan as single family residential. It is also Gallagher and Henry property which is called out as residential on the Spring Creek agreement. But at the end of the day, this is a neighborhood center area on a very busy intersection that is going to be widened by IDOT and maybe you don't want single family homes right on that intersection. The nice thing about the neighborhood center designation is that it allows for both commercial and higher density residential. So it doesn't necessarily mean that you're going to see another Sportsplex and a grocery store on the other side of the street but what it means is that we are going to be a little more flexible on the land uses there. We will allow you to do some higher density housing there in terms of townhomes or condominiums, mixed use or other buildings that would serve a neighborhood need with pedestrian connections of course. Also, what we like to do is graduated density. So you have your busier intersections and your heavier intense developments surrounded by usually multifamily, which is a good buffer, and then graduated to single family. That is

what we are trying to achieve in the areas where we still have green field property.

STEPHENS: Under the example you gave, is this 27 acres and the 38 acres under the Spring Creek Agreement?

FLOM: Yes.

STEPHENS: That's all owned by Gallagher and Henry. So basically, the greatest portion of developable land is owned by Gallagher and Henry.

FLOM: By far.

STEPHENS: Anybody else have any questions?

DZIERWA: In Silverlake South section, there is just a typo. It says Silverlake Nells and it should read Dells on page 57. Mrs. Flom, I was very interested on page 4, the seams and filters. We have something like that in the works right now in our Comprehensive Plan.

FLOM: The seams and filters idea is really something that we already do. It is generally putting together some words on how to look at land use. When land uses fit together really well, that's awesome so connect them and make them integrated. But when land uses don't fit together as well, try to figure out a way to buffer them from each other and you can do this in the form of roads, landscaping, berms or fences. That is the short summary on seams and filters. Yes we look at it now also.

DZIERWA: And somewhere in all of this while I was reading, in fact it may have been Silverlake South, along 80th Avenue, something that has always been an eyesore is the fences. It is a very travelled roadway. Did I read something in there that we are trying for some uniformity?

FLOM: It's not even just on 80th Avenue. I think what we have found over the last twenty years with some of our residential development is that we've kind of ended up with these streets that are just fences. 80th Avenue is one and parts of 143rd Street that are one. The problem is you have these gorgeous single family homes and they back up to very busy streets. Of course you want to put up a fence; however, everyone is putting up different fences. Now we've been able to address this in some areas and I like using the Evergreen View as an example. What happened there, 143rd Street is a busy street. The detention ponds were located near 143rd Street and the townhomes. All were ringed with a wrought iron fence with brick piers. The detention ponds act as a nice feature into the subdivision but then that also means that single family homes are not backing up to a busy street. The townhomes do the same thing. Only the side backs up to 143rd Street and they have the fence separation. As these other green field areas develop, we are going to do everything in our power not to have single family homes back up to

busy streets. It just does not create a very good streetscape and in all honesty, from a housing perspective, you don't want streets on both sides. If we can find a way to do that using detention or different housing products, we are going to do that.

STEPHENS: It would make sense then to put a duplex project backing up to a busy street and then single family homes on the other side.

FLOM: Right and that is what you're going to see especially on the Gallagher and Henry property. You will kind of see that orange ribbon along the street and then there is that yellow color behind it. That orange color is kind of opening the door for something that is not necessarily high density but something else that is not single family home that could create that buffer.

DZIERWA: Very good. Well that is all I have, Mr. Chairman.

STEPHENS: I would like to compliment you and the staff for completing this and getting all of the other chapters done because it is an incredible amount of work and I compliment you and our staff.

FLOM: Well, I just want to mention that this is a draft. So please, no matter how minor it is, let us know of any typos or mistakes so we can fix it. We will be making these revisions over the next couple of months.

STEPHENS: Thank you for your presentation.

This is an informational item.  
NO ACTION

## **OTHER BUSINESS**

### **2013-0156 Memo: New Petitions & Appearance Review**

STEPHENS: So it shows the only development petition you have is McDonald's which we saw tonight so is there going to be anything else that is going to come before us in the month of June?

FLOM: I don't think there will be anything else in the month of June. But we did also recently receive a petition for Deer Haven II, which is a subdivision just south of Deer Haven Estates on 143rd Street. It is owned by Ray Dignan and he is proposing an 18 lot subdivision of 15,000 square foot lots. We are still reviewing the petition. It is not entirely complete but in the next couple of months it will come through.

STEPHENS: Is that contiguous to the back of that property?

FLOM: Yes it connects.

STEPHENS: So you will have to go in through the current subdivision to get to that one?

FLOM: Yes. Don't worry about it. It's not before you yet, we're working on it.

NO ACTION

### **ADJOURNMENT**

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

STEPHENS: This meeting is adjourned at 8:14 p.m.

Respectfully submitted,

Heather Rosignolo  
Recording Secretary