

VILLAGE OF ORLAND PARK

14700 Ravinia Avenue
Orland Park, IL 60462
www.orland-park.il.us



Meeting Minutes

Monday, February 15, 2016

6:00 PM

Village Hall

Development Services, Planning and Engineering Committee

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

CALL TO ORDER/ROLL CALL

The meeting was called to order at 6:33 PM.

Present: 3 - Chairman Fenton; Trustee Gira and Trustee Calandriello

APPROVAL OF MINUTES

2016-0124 Approval of the January 18, 2016 Development Services, Planning and Engineering Committee Minutes

I move to approve the Minutes of the Regular Meeting of the Development Services, Planning and Engineering Committee of January 18, 2016.

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

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

Nay: 0

ITEMS FOR SEPARATE ACTION

2015-0659 The Residences of Southbridge - Planned Unit Development

Director of Development Services Karie Friling reported that the petition for a planned unit development (PUD) proposes to construct and maintain a twenty-two (22) unit townhome development on a 2.1 acre vacant portion of Southbridge Church's property at the northwest corner of 73rd Avenue and Wheeler Drive. The 2.1 acre portion of vacant property currently owned by Southbridge Church will be subdivided from the current property and the proposed PUD will then be on its own separate property. Once subdivided, the PUD will be rezoned from RSB Residential Supporting Business District to R-4 Residential District zoning. The proposed PUD orients four (4) buildings north-south and develops a new interior open space with a single two-way access drive off 73rd Avenue, which connects to the church parking lot at the rear/ west end of the property. A detention pond is located at that west end as well.

This petitioner requests the following modifications:

1. Reduce the side setback from 25 feet to 9.69 feet;
2. Increase lot coverage from 45% to 58%;
3. Reduce the detention pond setback from 25 feet to eighteen (18) feet;
4. Reduce the south bufferyard from Type C fifteen (15) feet to four (4) feet;
5. Reduce the north bufferyard from Type A ten (10) feet to 9.56 feet;
6. Reduce the minimum driveway length from twenty (20) feet to eighteen (18) feet; and
7. Increase the mean height of structures from 30 feet to 34 feet.

The recommendation motion includes the following conditions:

1. Submit a Record Plat of Subdivision to the Village for recording.
2. Address the side elevations, particularly the north, to improve the visual appearance to add character and design variance.
3. Submit a final landscape plan for separate review and approval within 60 days of final engineering approval; include details about the proposed fountain in the central courtyard, and trees in each parking lot landscape island and the parkway.
4. Meet all final engineering and building code related items.

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

MOBILITY

The petitioner has revised the internal sidewalk network of the proposed site plan. The main issue in the previous iteration of the site plan was that the westernmost building on the site was not connected to a pedestrian network that could bring future residents to the public sidewalk network. It was requiring them to walk in the drive-aisles.

The revised site plan attached to this report indicates a new four (4) foot wide carriage walk on the north side of the common drive running from the detention pond east to the courtyard. At the courtyard the sidewalk system crosses the common drive and continues again as a four (4) foot wide carriage walk on the south side of the common drive until it comes across from the easternmost building, where it connects to the church's private sidewalk that ultimately leads to the 73rd Avenue right-of-way and the public sidewalk system. As private sidewalks, the four (4) foot dimension is considered appropriate to service the development. In addition, a private sidewalk connecting to a private sidewalk to access the public system is also appropriate.

There are no sidewalk or other connections proposed to the existing townhouse development neighboring to the north.

BUILDING ELEVATIONS

At the previous Plan Commission public hearing on December 8, 2015, numerous comments were made about the appearance of the proposed three-story townhomes. Namely, the buildings lacked relief on the front façade and were considered too plain on the side and rear facades. The side facades were particularly of interest due to their visibility from neighboring properties (the existing townhomes to the north).

In response to the comments from the Plan Commission, the petitioner has revised the front elevations of the buildings. The revised elevations show the same use of materials and patterns as in the original elevation drawings. The

main difference, however, is the additional relief. The building front facades no longer have every element on the same plain. Rather, the entrances have been set back into the building from the ground floor up to the third floor. This has provided the effect of creating depth to the building on all levels and differentiated each unit by bringing forward the entire part of the façade underneath each gable. Each unit is therefore highlighted.

A foundation exhibit at the bottom of the front elevation illustrates the extent of the two (2) foot recessed entries.

The petitioner has not provided revised elevations for the side or the rear elevations. He maintains that these elevations are full masonry and that he has already provided architectural elements such as large balconies, shutters, dormers etc. to break up the façade. He requests the previous elevations for the side and rear be considered.

Building Height and Alternative Design

The mean height of the three-story buildings is 34 feet from the public sidewalk and 31.5 feet from the point where the ground meets the building on the front elevation. The perception of the building's front elevation height will therefore only be one (1) foot and six (6) inches more than what is allowed by the Land Development Code. This is considered imperceptible to the common eye and the modification to the special use permit has been updated accordingly.

Nevertheless, the petitioner has provided alternative building elevations that demonstrate a shorter building with a mean height of twenty-four (24) feet - well below the maximum limit in the R-4 zoning district. A two-story model using the same materials and architectural elements as the three-story model is proposed as an alternative if the three-story model is still considered too tall. The petitioner has noted that if the two-story product is more palatable to the community, he is willing to build it.

Alternative Elevations

Besides the general height and the fact that the building is essentially missing the second level, the main difference for the two-story model is in the lack of stone base, the use siding on the side and rear elevations and the addition of small balconies on the front façade.

With the second story removed, the proposed buildings appear squat and low to the ground. This has also meant that the stone foundation has been removed. The buildings are fully clad in brick masonry from ground level to the roofline on the front main elevation. The side and rear elevations reflect the same treatment up to the second floor siding. The rear elevation, however, is mostly dominated by the two-car garage overhead doors, which will include a row of clerestory windows.

The use of siding on the side and rear facades is an issue of scale as a two-story structure made entirely of masonry all around will appear heavy and monolithic. The use of siding on the second story is in keeping with area practice for the design of single family homes to provide both architectural detail and to lighten the appearance of the structure.

The rear elevation no longer has a balcony as in the three-story model. The balcony has instead been moved to the front elevation and the French or faux balconies of the three-story model have been converted to small full balconies that are cantilevered above ground floor windows.

The alternative two-story concept does not change the land design of the site plan or the proposed building footprint. It is expected that the same relief provided to the three-story model's front elevation will also be provided for the two-story model. Indeed, the shadow lines on the proposed elevation drawing indicate this intent.

This is now before Plan Commission for consideration.

Selection of Elevations

While the site plan remains unchanged between either of the two models, the requested modifications for the three-story model persist in the below motion. The three-story model is more in keeping with the general design of area townhomes such as Sheffield Square, Orland Crossing, (the recent) Townhomes at Colette Highlands, Fountain Village etc. All of these developments have used three story products when aligning townhomes in a rowhome arrangement.

Two-story townhomes are typically not planned in rowhome arrangements. Two-story townhomes are usually planned in either back-to-back quads or aligned quads such as Village Square of Orland, Heritage Townhomes, Veritas, Manor Homes/ Greencastle and the immediately adjacent neighboring townhomes to the north of the subject site in Catalina Villas.

For this reason, the three-story model is a more appropriate application of the rowhome design in Orland Park than the two-story model.

Paul Swanson, of 401 East Prospect Avenue, Mt. Prospect, IL, the developer for the project came forward to ask the committee for the ability to do either two-story or three-story townhomes.

Chairmen Fenton stated that she would want to stay with the three-story. She stated that all the current rowhomes are three-story and that staff would want to keep with that same theme.

Trustee Gira stated that the stone foundation of the three-story would be lost with

the two-story. She then asked if the original side elevations were going to be kept.

Mr. Swanson stated that the three-story elevations that were accepted were the revised elevations. There is no stone base and it is brick and siding. The sides of all three elevations were revised at the initial Plan Commission meeting and then accepted at the following meeting.

Trustee Gira stated that the three-story would be her preference as well.

Trustee Calandriello stated that if the two-story is wanted, the petitioner would need to go back to the commission.

Director Friling stated this type of flexibility is usually not allowed in a R4 townhome development.

I move to recommend to the Village Board of Trustees to approve the site plan, special use permit with modifications, subdivision, rezoning and elevations for the Residences of Southbridge, 15500 S. 73rd Avenue, as recommended at the January 26, 2016 Plan Commission.

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

I move to recommend to the Village Board approval of the preliminary site plan titled "The Residences of Southbridge", prepared by Pearson, Brown & Associates, dated Nov. 24, 2015, last revised Dec. 21, 2015 sheet 1 of 2, subject to the following conditions:

1. Submit a final landscape plan for separate review and approval within 60 days of final engineering approval; include details about the proposed fountain in the central courtyard, and trees in each parking lot landscape island and the parkway.
2. Meet all final engineering and building code related items.

And

I move to recommend to the Village Board approval of the Elevations titled "Front Elevation", "Rear (Car Court) Elevation", and "Side Elevation", prepared by Paul Swanson, dated Jan. 11, 2016, subject to the same conditions as above and the following:

3. Extend the rear balcony across the full width of the garages below.

And

I move to recommend to the Village Board approval of a six (6) lot subdivision for The Residences of Southbridge, subject to the following condition:

4. Submit a Record Plat of Subdivision to the Village for recording.

And

I move to recommend to the Village Board approval of the rezoning from RSB Residential Supporting Business District to R-4 Residential District for the 2.1 acres of property north of Southbridge Church, located at 15450 S. 73rd Avenue, subject to the same conditions outlined above.

And

I move to recommend to the Village Board approval of a Special Use Permit for a Planned Unit Development for The Residences of Southbridge, a six (6) lot, four (4) building development located at 15450 S. 73rd Avenue, subject to the same conditions as outlined in the Preliminary Site Plan motion. Modifications to the Special Use Permit include:

1. Reduce the side setback from 25 feet to 9.69 feet;
2. Increase lot coverage from 45% to 58%;
3. Reduce the detention pond setback from 25 feet to eighteen (18) feet;
4. Reduce the south bufferyard from Type C fifteen (15) feet to four (4) feet;
5. Reduce the north bufferyard from Type A ten (10) feet to 9.56 feet;
6. Reduce the minimum driveway length from twenty (20) feet to eighteen (18) feet; and
7. Increase the mean height of structures from 30 feet to 34 feet.

All changes must be made prior to the Board meeting.

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

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

Nay: 0

2015-0267 Dunkin Donuts Plaza

Director of Development Services Karie Friling reported that the petitioner is proposing to establish and maintain a new retail shopping center in an existing building that was formerly a restaurant (Orland Buffet). The petitioner proposes site plan changes to the site. These include dividing the building into two units for separate tenants. The north tenant will be Dunkin Donuts, which will move from across the street (156th Street) at its current location of 15609 Harlem Avenue. As such, a new drive-through facility will be added to the building and site to service the north unit for Dunkin Donuts and the parking lot will be rearranged to accommodate the necessary improvements.

This petitioner requested the following modifications:

- 1) Reduce the east bufferyard width from Type "C" 15 feet to Type "B" 10 feet. (obsolete)

The recommendation motion includes the following conditions:

- 1) Add a sign at the drive-through exit to indicate the direction drive-through patrons should travel to exit to 71st Court.
- 2) Connect all interior sidewalks to the public sidewalk networks on Harlem Avenue and 156th Street.
- 3) Screen the garbage enclosure with landscaping from view of Harlem Avenue.
- 4) Submit a traffic study prior to the project being forward to the Village Board of Trustees for final consideration.
- 5) Screen all mechanical equipment at grade level with landscaping or on the rooftop with parapets from view of the surrounding public rights-of-way.

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

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

DETAILED PLANNING DISCUSSION

In June/ July 2015, Board action was never taken on the original plans proposed for this Dunkin Donuts redevelopment. Substantive changes have been planned since the last time the Committee saw this project and the project is brought back to Committee for a second review prior to Board action. A copy of the "Proposed Site Plan" and the Village's "Alternative Site Plan" is attached for reference.

Since the project was last reviewed by the Plan Commission and Development Services Planning and Engineering Committee in June 2015, Section 6-305 of the Land Development Code was amended for a new landscape code. The modification requested to change the required bufferyard "from Type 'C' 15 feet to Type 'B' 10 feet" is obsolete as the new ten (10) foot bufferyard condition meets the new Code minimum standards for a Type 1 Bufferyard (6-305.D.4). The motion has been revised accordingly. This project now meets all Code requirements.

There were also a number of petitioner concerns expressed at the June 2015 Plan Commission and Committee meetings. All of the concerns generally circled around the extent of the drive-through (including the by-pass lane) and its impact on site circulation and parking. The petitioner noted that removal of the drive-through lane was necessary to accommodate a parking arrangement that met corporate requirements for Dunkin Donuts, which included not interfering with drive-through activities.

The Village maintained that a by-pass drive-through lane was required to essentially avoid trapped vehicles and increase green space. The by-pass lane utilized the additional surface area made available when the central parking lot canoe landscape islands were consolidated. This was done as an incremental improvement to introduce more green space to the site. The functionality of the by-pass lane meant that the parking arrangements for the Dunkin Donuts facility needed to be consolidated around a single green space, with parking backing up into the by-pass lane. Parking backing into the by-pass lane was not considered a serious circulation issue by the Plan Commission since parked vehicles routinely back-up into busy drive-aisles all the time at every shopping center.

The project was put on hold by the petitioner for the ensuing six (6) months to assess corporate interests in the project due to the revised layout for a by-pass lane.

In December 2015, the project resurfaced and the petitioner met with staff to collaborate on a modified land design combining the Village's intent with corporate requirements. The resulting negotiated site plan is attached for the Committee to review.

From the Village's plan for the site, the ingress/egress point to 71st Court and the garbage enclosure were moved to the north end of the site. However, the consolidated green space at the center of the parking lot was replaced with two canoe landscape islands whose parking bays face each other. Despite the change to the Village plan, the two canoe islands that face each other are comparable in area to the original consolidated landscape island favored by the Plan Commission. This was done by adjusting drive-aisle minimum widths and parking stall lengths. Importantly, the revised plan meets the intent for incremental improvement to introduce additional green space to the site.

However, from the Dunkin Donuts plan for the site, the by-pass lane was removed in favor of closer parking, which is achieved by the orientation of the two canoe landscape islands facing each other.

The revised site plan from December 2015 continues to demonstrate that vehicles circulating out of the drive-through will head north around the center of the parking lot and out to 71st Court. Vehicles accessing the center of the parking lot are no longer interfering with the drive-through activities.

PLAN COMMISSION MOTION

On June 9, 2015, the Plan Commission, moved 6-0 to recommend to the Village Board of Trustees to approve the preliminary site plan titled "Alternative Site Plan" on sheet SP.1 titled "Dunkin Donuts 15615 S. Harlem Avenue Orland Park, Illinois" and dated March 15, 2015, subject to the following conditions:

- 1) Add a sign at the drive-through exit to indicate the direction drive-through patrons should travel to exit to 71st Court.
- 2) Connect all interior sidewalks to the public sidewalk networks on Harlem Avenue and 156th Street.
- 3) Submit a petition for administrative Appearance Review for any exterior alterations to the existing building before applying for any building permits related to the exterior appearance of the building.
- 4) Screen the garbage enclosure with landscaping from view of Harlem Avenue.
- 5) Submit a traffic study prior to the project being forward to the Village Board of Trustees for final consideration.
- 6) Screen all mechanical equipment at grade level with landscaping or on the rooftop with parapets from view of the surrounding public rights-of-way.
- 7) Submit a final landscape plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.
- 8) Meet all final engineering and building code related items.

and

Moved 6-0 to recommend to the Village Board approval of a Special Use Permit for 15615 S. Harlem Avenue, Dunkin Donuts restaurant with a drive-through, subject to the same conditions as outlined in the Preliminary Site Plan motion.

Modifications to the Special Use permit include:

- 1) Reduce the east bufferyard width from Type "C" 15 feet to Type "B" 10 feet.

All changes must be made prior to the Board meeting.

PLAN COMMISSION DISCUSSION

At the Plan Commission meeting the lack of elevations was briefly discussed. The petitioner did not have a final design for building elevations. It was noted that because this was an existing building, the petitioner could apply for an administrative review to approve the appearance of the building.

Since the project took six (6) months to essentially move from Plan Commission to Committee (with this re-review), the petitioner developed new elevation drawings for the building. Rather than submit a new petition for an administrative appearance review, the petitioner is seeking to combine the appearance review process with the Committee's re-review of the site plan. Since the Plan Commission would otherwise have not seen these drawings, the drawings are included for Committee review.

Appearance Review

The existing building is characterized by a façade dominated by a mansard roof, dryvet, a single boxed arch main entrance and one window bay facing Harlem Avenue. The proposed elevations are mainly characterized by the introduction of

stone columns and brick veneer, multiple storefront window bays across the front and south side of the building and dryvit or EIFs parapet. The following is a discussion of specific elements of each elevation.

North Elevation

The north elevation is where the drive-through service window will be located. It is highlighted by a vertical tower feature clad in fiber cement lap siding. The majority of the façade is blank brick wall that will be covered in landscaping. This is the location of much of the backroom operations of the restaurant facility. An EIFs parapet extends above the brick and stone course to screen mechanicals.

South Elevation

The south elevation faces the intersection of 156th Street and Harlem Avenue. It is not quite on the corner to hold it, but the new transparent design of the building is wrapped around to the south façade to recognize the importance of the corner on the intersection. Three (3) large storefront window bays dominate the west half of the south elevation, while blank facades of brick, stone columns and stone bases form the rest of the appearance. The eastern most brick element is not covered by a parapet because this is setback from the south façade by over 30 feet. It represents the south wall of an exterior cooler which is added to the site plan (this too would be something that would have been administratively reviewed on a subsequent petition).

East Elevation

The east elevation is the rear elevation, which will be covered by foundation landscaping and screened by adjacent bufferyard. It carries the typical masonry materials of stone and brick for this building with EIFs parapet.

West Elevation

The west elevation is the main elevation facing Harlem Avenue. It has the main entrance to Dunkin Donuts, a tower feature clad in fiber cement lap siding like the drive-through tower. The main elevation has six (6) storefront window areas, a secondary entrance to Dunkin Donuts and the main entrance to the neighboring retail space. Over each of the window areas are proposed awnings. Awnings are not proposed over the Dunkin Donuts main entrance or the window area immediately south of it. This part of the building exhibits EIFs accents around the window area to provide variety along the façade front.

The proposed elevations generally reflect an overall improvement in the building's appearance. The site and elevation improvements will add value to the site, the business and the Harlem Avenue business corridor with a fresh new look.

As a result of the above review, Condition 3 of the Plan Commission motion is removed and the motion below is revised to reflect a completed Appearance Review.

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

I move to recommend to the Village Board of Trustees to approve the site plan, elevations, and Special Use Permit for Dunkin Donuts Plaza, 15615 Harlem Avenue, as recommended at the June 9, 2015 Plan Commission meeting, with the attached elevation drawings, and as indicated in the below fully referenced motion.

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

I move to recommend to the Village Board of Trustees to approve the preliminary site plan titled "Site Plan Dunkin Donuts 15615 S. Harlem Avenue Orland Park, Illinois", prepared by Peter G. Paraskis Architect, Ltd., on sheet SP.1 and dated March 15, 2015 last revised January 20, 2016, subject to the following conditions:

- 1) Add a sign at the drive-through exit to indicate the direction drive-through patrons should travel to exit to 71st Court.
- 2) Connect all interior sidewalks to the public sidewalk networks on Harlem Avenue and 156th Street.
- 3) Screen the garbage enclosure with landscaping from view of Harlem Avenue.
- 4) Submit a traffic study prior to the project being forwarded to the Village Board of Trustees for final consideration.
- 5) Screen all mechanical equipment at grade level with landscaping or on the rooftop with parapets from view of the surrounding public rights-of-way.
- 6) Submit a final landscape plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.
- 7) Meet all final engineering and building code related items.

and

I move to recommend to the Village Board of Trustees to approve the elevations titled "Exterior Elevations Dunkin Donuts 15615 S. Harlem Avenue Orland Park, Illinois", prepared by the same, on sheet A.1 and dated March 15, 2015, subject to the same conditions outlined above;

and

I move to recommend to the Village Board of Trustees to approve the Special Use Permit for 15615 S. Harlem Avenue, Dunkin Donuts restaurant with a drive-through, subject to the same conditions as outlined in the Preliminary Site Plan motion.

All changes must be made prior to the Board of Trustees meeting.

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

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

Nay: 0

2016-0111 108th Path Design Engineering Services - 153rd Street to Jillian Road

Director of Development Services Karie Friling reported that as more activities are planned at Centennial Park and ridership at the 153rd Street train station increases, multi-use paths and safe crossings are an important component of the Village's overall transportation system. High visibility crosswalks, signage, pedestrian traffic signal heads and flashing pedestrian crossing signals are all components to developing a safe pedestrian crossing experience.

Currently at the intersection of Jillian Road and 108th Avenue, crosswalks exist on all legs of the intersection except for the south leg. Pedestrian crossing warning signs are located to highlight the crossing of 108th Avenue. Due to the hill south of Jillian Road, motorists make it uncomfortable for pedestrians crossing 108th Avenue. To alert motorists of pedestrians crossing 108th Avenue this project includes pedestrian activated flashing signals north and south of Jillian Road.

In 2013, the Village completed the construction of the multi-use path from Wolf Road to 108th Avenue along 153rd Street. Christopher B. Burke Engineering, Ltd. (CBBEL) designed and permitted the 153rd Street path project. This project will connect the 153rd Street path with the Jillian Road path leading to the 153rd Street Metra Station and Centennial Park.

During 2015, Village staff with the assistance of CBBEL developed and submitted Phase I Engineering for the path improvements to IDOT for approval. The report is currently being reviewed by IDOT for final approval.

Village staff and CBBEL applied for Transportation Alternative Program (TAP) funds through the Chicago Metropolitan Agency for Planning (CMAP). The Village was approved for \$150,800 (80%) to be used for the construction of the path which is estimated to cost \$188,500. As part of the TAP funds approval construction of the project is expected to be started in 2017. To be ready for construction the design plans and specifications need to be administered through IDOT since federal money is being utilized. Also as part of the process, the Village and the Cook County Highway Department will need to execute an Intergovernmental Agreement for the improvements since 108th Avenue is under the jurisdiction of Cook County.

CBBEL was instrumental in securing the TAP funding for this project. Staff along with CBBEL have met with IDOT concerning the processing of this project as well

as various design components for Phase I approval. Given CBBEL's involvement with securing funding, coordination with IDOT and their familiarity with the project, staff requested CBBEL to provide a proposal for the Phase II Engineering services which includes outside agency coordination and permitting, geotechnical investigation, wetland services, construction plans, specifications and estimate. The total amount not to exceed is \$44,472.00.

I move to recommend to the Village Board approval of a proposal from Christopher B. Burke Engineering, Ltd. of Rosemont, Illinois for the 108th Path Design Engineering Services - 153rd Street to Jillian Road in the amount not to exceed \$44,472.00.

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

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

Nay: 0

2015-0750 66 Orland Square Drive Parking

The petitioner is requesting a variance to reduce the number of required parking spaces 579 to 314. Currently the building has one existing tenant, Carson's Furniture, and two proposed tenants: Skyzone Indoor Trampoline Park and Charter Fitness. Charter Fitness was granted a special use permit (Legistar File Number 2015-0388). Skyzone, an indoor recreation use, was permitted as of right and the exterior building modifications were approved via an Appearance Review (Legistar File Number 2015-0292). Both Skyzone and Charter Fitness have been issued building permits and are currently working on their interior and exterior build outs.

According to the petitioner they have received interest from an additional indoor recreation user, Jak's Warehouse, to occupy the two vacant tenant spaces on the north end of the existing building. The use is permitted in the COR zoning district without additional entitlement approvals, however, they will not be able to occupy the building if the variance request is not approved. If Jak's is allowed to occupy the building there will be one remaining vacant 7,000 square foot retail space.

Economic Development Assistance Provided to Vacant Building

Class 7C Tax Incentive

In 2014, the Village supported a Class 7C tax incentive for this project to encourage redevelopment which was subsequently approved by Cook County.

This petitioner requests the following variances/modifications:

1) Reduce parking requirement from 579 spaces to 314 spaces.

The recommending motion includes the following conditions:

- 1) Continue to pursue a shared parking agreement with adjacent property owner, Orland Square Mall.

- 2) Meet any and all building code related items.

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

SITE PLAN

The existing 166,000 square feet building sits on an approximately 7.8 acre site directly east of Orland Square Mall along Orland Square Drive. This property has already been approved for minor site modifications (Legistar File Number 2015-0292) which included: enhanced sidewalk near the entrance, better defined drop-off area, six new landscape islands and enhancements of the existing landscape areas.

At the time of the last approval (Legistar File Number 2015-0388) the petitioner was providing approximately 206 parking spaces on site. The site plan submitted by the petitioner indicates that they have added 108 additional parking spaces for a total of 314 spaces. Aside from the additional striped parking spaces there are no other proposed site modifications a part of this petition.

MOBILITY

Vehicular/Traffic:

Four full access curb cuts on the west side of the subject property that open on to Orland Square Drive, a private street, provide access to the site.

Parking/Loading:

Parking Required - 579 spaces
Parking Provided - 314 spaces

BUILDING ELEVATIONS

For approved building elevations see Legistar File Number 2015-0292.

LANDSCAPING/TREE MITIGATION

For approved landscaping enhancements see Legistar File Number 2015-0292.

DETAILED PLANNING DISCUSSION

Variance(s)

The following variance is being requested as a part of this petition:

- 1) Reduce the number of required parking spaces from 579 to 314.

When considering an application for a variance, the decision making body shall consider the variance standards listed in the Code. The petitioner has provided responses to the variance standards. See Parking and Loading section below for detailed explanation of the proposed variance.

Land Use/Compatibility

Lot coverage, lot size, FAR, building setbacks and height are not being modified as a part of this petition. This building and site is in compliance for each of these requirements based on the previous entitlement approvals when the property was originally developed.

Parking Analysis

Required - 579

Proposed - 314

The petitioner is requesting a variance to reduce the amount of required parking spaces from 579 to 314. Given the ample parking surrounding the site the petitioner has engaged Orland Square Mall in talks regarding a formal shared parking agreement. Although the preliminary feedback has been positive nothing has been agreed upon. Due to the increased interest in the property by prospective tenants the petitioner is looking to move faster than the adjacent property owners to alleviate concerns about parking. In order to occupy the building as it sits today without demolishing any portion or leaving any portion vacant the petitioner must pursue this variance request.

The petitioner has provided information in regards to anticipated parking demand for the current and potential tenants at the subject property. In addition, staff has completed parking counts for the existing tenant, Carson's Furniture, to accurately predict future parking demand for the entire site.

See below for Village Staff's analysis of anticipated parking demand. The following analysis will help determine if parking can be accommodated given the current site configuration and tenant mix.

Carson's Furniture

The property was originally developed as a Homemaker's Furniture gallery. The use was required to provide 68 spaces for the showroom and 37 spaces for the warehouse portion. In total 231 parking spaces were provided. In 2008 Carson's

furniture occupied the same tenant space as the former Homemaker's approximately 71,783 square feet while the remaining 91,363 square feet representing 56% of the buildings area was vacant. As stated above a majority of the building has remained vacant for approximately 13 years. Carson's Furniture is allowed to occupy their existing tenant subject to the parking requirement (105 spaces) outlined in the above mentioned approval for Homemakers, considering the use had not changed and they were occupying the same tenant space. Based on current code requirements Carson's Furniture would have to provide 257 parking spaces (247 for retail, 10 for storage).

It has been observed by staff that although the code requires a significant amount of parking spaces that the existing furniture gallery rarely uses more than the two parking lot aisles directly adjacent to their tenant space. To help confirm this assumption Village Staff collected parking count data from November 12, 2015 to January 4, 2016. Parking counts were made at approximately 10:30am, 2:15pm, and 4:15pm Monday-Friday, including only business days. The average parking counts for these time periods are as follows: 10:30am - 8 cars, 2:15pm - 11 cars, and 4:30pm - 9 cars. The largest total parking count observed was 16 cars and lowest observed during this time period was 5 cars.

This information suggests that Carson's Furniture can operate at significantly lower amount of parking than is required by the current Land Development Code. Based on the collected data, that Carson's can operate with only approximately 25 parking spaces (9 spaces higher than the highest recorded on site), they are thus only occupying approximately 9% of the required parking spaces.

Skyzone Indoor Trampoline Park was the first tenant to petition to occupy Tenant Space B approximately 28,794 square feet. Per code this use is required to provide 115 parking spaces. Given the current site plan showing 314 spaces and accounting for the 105 spaces required for the existing tenant both Skyzone and Carson's meet code for parking and leave 94 spaces remaining for future tenants.

Charter Fitness at 18,298 square feet is required by code to provide 111 parking spaces. Although, there are not enough parking spaces on site to accommodate this requirement, approval of the special use permit relied on several factors to justify the provided parking. First of all the subject property is directly east of Orland Square Mall which provides a total of 6,923 parking spaces. 2,444 of these parking spaces are directly adjacent to the subject property. At the time of special use approval parking could be accommodated for the three potential users given that Carson's uses significantly less than is required, and there is a significant amount of shared parking opportunities in the area.

To provide further support for a reduction in the amount of required parking for the subject property the petitioner provided supplemental information documenting the existing and proposed tenants anticipated parking demand.

Skyzone provided a parking study prepared by RK Engineering group, Inc. RK Engineering collected parking data on June 10, 2011 and June 11, 2011 (Friday and Saturday) at 30 minute intervals from open to close at 3 California locations. The observed locations were similar in size to the proposed Orland Park location. Two of the observed locations shared parking with adjacent uses and one was a stand alone. However, care was taken to ensure that only vehicles parked specifically to visit the indoor trampoline uses were counted.

According to the study the weighted average peak parking rate for all three locations for Friday was 1.51 parking spaces per 1,000 square feet of gross floor area. On Saturday the weighted average peak parking rate for all three locations was 2.08 parking spaces per 1,000 square feet of gross floor area. The study used the highest observed parking rate of 2.94 per 1,000 square feet to determine the parking demand rates at future locations.

Per the Village of Orland Park Land Development Code, Skyzone is required to provide 5 parking spaces per 1,000 square feet. This parking requirement is 42% higher than the highest observed parking rate per the referenced study. This information further suggests that Skyzone may require significantly less parking spaces than is required by code.

The petitioner has also provided information on a potential indoor recreation user, Jak's Warehouse. The use caters to children's birthday parties and offers various activities such as go carts, laser tag etc. In their current location in Schererville, Indiana, they occupy a 50,000 square foot tenant space and provide 130 parking spaces. This location is a multi-tenant building that is shared along with the 130 spaces with a Health Club. They have been in operation at that location for three years and have not experienced a parking shortage.

By comparison the Village of Orland Park Land Development code requires the proposed use that will occupy approximately 36,000 square feet to provide 185 parking spaces.

The proposed tenants also provided information on their hours of operation and anticipated peak times based on previous locations.

SkyZone - August - May T-Th 3pm - 8pm, F 12pm-11pm, Sa 10am-12am and Su 12pm-7pm

May - August M. 10-8, T-Th 10am-10pm, F 10am-11pm, Sa 10am-12am and Su 12pm-7pm

Busiest Times Friday night and All Day Saturday and Sunday

Charter Fitness - Hours: M-F 5am-11pm, Sa & Su 7am-7pm
Busiest Times: M-Th 4pm-8pm

Jak's Warehouse - Hours M-Th 3-10, F 3-11, Sa 10-11, Su10-8
Busiest Times 1pm-7pm Sat/Sun

The information provided seems to encourage shared parking amongst these uses considering the peak times for the indoor recreation uses align and would lead to higher parking counts on weekends while the majority of the parking demand generated by the fitness center will be seen during the week. In addition, the indoor recreation uses open later in the afternoon while the other uses open in the early morning. It appears from this information that the parking field should not be experiencing peak usage by the proposed tenants at the same time.

See below for a summary of required parking spaces per current Land Development Code requirements:

Carson's Furniture - 257 spaces
Vacant Tenant Space (7,716SF) - 31
Skyzone - 144
Charter Fitness - 107
Jak's Warehouse - 185

The total parking required is 724 spaces. The Land Development Code allows a 20% reduction in the amount of required parking spaces if shared parking exists in the surrounding area. Given this information the total required amount of parking spaces is 579. Village Staff is in support of granting the requested variance given the provided background information which is summarized below:

1. Village Staff has worked with the petitioner to secure a Class 7c Cook County Tax incentive to assist in full re-occupancy of the building and remodel a blighted building adjacent to Orland Park's busiest commercial area.
2. Parking count data collected from Carson's furniture indicates over the past month the user has only occupied approximately 9% of the required parking spaces
3. Charter Fitness, Skyzone and Jak's warehouse provided information indicating that their peak usage of the parking field alternates among the users allowing for provided parking to accommodate each use.
4. Skyzone provided an engineering study that indicates previous locations were able to operate at peak times using 42% less parking than is required by the Village Land Development Code.
5. Jak's Warehouse provided documentation that indicates they have operated a larger facility for the last three years with 30% less parking than is required by

current code. That location shares these spaces with a health club and the petitioner reported no instances of a parking shortage during that time period.

6. The petitioner has worked diligently to find a solution to this parking issue. They have maximized the amount of parking on the site and engaged in talks to secure a formal shared parking agreement.

7. If the variance is not approved approximately 40,000 square feet of the existing building must remain vacant indefinitely. A majority of the building sat vacant for the past 13 years. Now in less than one year the entire building (aside from one 7,000sf space) can be re-occupied pending variance approval.

8. Although the petitioner has not secured a formal shared parking agreement, there are 2,444 parking spaces directly adjacent to the subject property.

While Village staff is recommending approval of the requested variance a condition of approval will be to continue to pursue a shared parking agreement with Orland Square Mall.

Chairman Fenton gave praise to the developer for getting the project off the ground. She stated that it will help to bring more commercial businesses and people to the east side of the mall.

Trustee Gira asked if it would be necessary to have an agreement with Simon or if Sears owned the property.

Director Friling stated that the staff report speaks about that issue. Local Simon management supports what the developer is doing. She stated that the challenge is dealing with Simon Corporate because there is no way to tell how long it would take to get an agreement. In the meantime, the village does not want to hold up Jack's being able to go forward.

Trustee Calandriello thanked staff for the work they did regarding this project.

I move to recommend to the Village Board approval of the preliminary site plan titled 66 Orland Square Drive Landlord Renovation and dated December 28, 2015 subject to the following conditions.

1) To verify the existing shared parking agreement between the subject property and Orland Square Mall. If the current agreement is not applicable, the petitioner shall continue to pursue a shared parking agreement with adjacent property owner, Orland Square Mall.

2) Meet any and all building code related items.

And

I move to recommend to the Village Board approval of a Variance reducing the amount of required parking from 579 spaces to 314 spaces.

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

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

Nay: 0

2016-0109 Village Code Updates - Title 5, Chapter 3 - Electrical Code

Director of Development Services Karie Friling reported that the Development Services Department has reviewed the latest edition of the 2014 National Electrical Code (NEC) with updates used for construction procedures within the Village. The proposed new amendments have a minor number of changes from our existing code's edition as reference in the appropriate code sections of the new 2014/NEC. This Code is found in Title 5, Chapter 3 of the Village Code.

Currently the Village utilizes the 2011 edition of the National Electrical Code (NEC) as the basis for its Electrical construction regulations. This is a national model code written by the National Fire Protection Association experts. It is revised in 3 year cycles and is used for our basic code reference.

Within this latest Electrical Code edition, revisions to our existing modifications have been inserted a limited amount of local changes. They are intended to clarify existing rules and to remove our existing code's edition. Building Division staff has highlighted the changes for your review and will provide answers to questions as requested. See proposed amendments attachment.

The Illinois Building Commission has been notified of Orland Park's intention to adopt a new Electrical code with amendments as required by an Illinois act of the 92nd General Assembly.

I move to recommend to the Village Board approving the local revisions of Title 5, Chapter 3 of the Village Code and to implement the latest edition of the 2014 NEC, approved as an American National Standard on August 21, 2013, as written by the National Fire Protection Association (NFPA 70).

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

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

Nay: 0

2016-0113 Downtown Main Street - Streets, Parking Lot and Infrastructure Delivery Approach

Director of Development Services Karie Friling reported that as part of both the University of Chicago Medical Center (UCMC) project and the forthcoming public parking deck, the Village is responsible for the design and construction of certain improvements within the Downtown Main Street area.

Specifically, the Village is responsible for the following items:

- (1) Jefferson Avenue from 143rd Street to 142nd Street;
- (2) "B" Street between Ravinia Avenue and future Jefferson Avenue;
- (3) The 207-space surface parking lot in front of the UCMC's building; and
- (4) Associated public infrastructure such as public utilities, streetscape, mass grading and landscaping.

SpaceCo, Inc. is currently finalizing construction drawings and developing a Request for Proposals (RFP) for this collection of improvements as part of an existing Professional Engineering Services Contract with the Village. It is anticipated that these drawings and the RFP - components of which are dependent upon final design decisions associated with the parking deck - will be completed in early March of 2016.

Funds for the physical work are included in the FY2016 Main Street Triangle TIF Fund budget, although some of the improvements may be carried over into FY2017 based upon (1) the results of the bid submissions and (2) direction by the Board of Trustees related to phasing expectations, to be discussed in greater detail at a future date.

The improvements listed above must be completed in whole or in part by October 1, 2016 in order to satisfy contractual obligations with the UCMC and provide service and access to the Village's parking deck. Due to the tight timeline associated with delivering these improvements, combined with logistical challenges on site, staff recommends the use of a Limited Invitation Competitive RFP process.

This process is a design-bid-build method of contracting, whereby the Village identifies and directly engages a fixed number of qualified contractors. In this context, staff recommends inviting Leopardo Construction (the general contractor for the UCMC project) and Walsh Construction Company (the design-build contractor for the Village's parking deck) to respond to the Village's forthcoming RFP. This approach is a competitive process since the Village will evaluate the

proposals using the typical metrics of price, qualifications, responsiveness to the specifications, and past experience.

Some of the advantages of this approach include:

- (1) Leopardo and Walsh are mobilized onsite with staffing and equipment infrastructure in place;
- (2) Both contractors already possess the base knowledge and understanding of how this scope of work relates to their respective projects;
- (3) There will be better infield coordination and improved sequencing between this scope of work and the ongoing activities of the UCMC and parking deck projects;
- (4) This scenario will allow for possible project cost savings through leveraging in place operational assets; and
- (5) The use of an existing onsite contractor will allow the Village to meet the project schedule.

I move to recommend to the Village Board to approve and direct staff to proceed with the proposed Limited Invitation Competitive Request for Proposals approach, as outlined, for the construction of public streets, a parking lot, and various infrastructure projects within the Downtown Main Street area.

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

The motion carried by the following vote:

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

Nay: 0

2016-0065 Downtown Main Street Parking Deck

Director of Development Services Karie Friling reported that the Village proposes to construct, operate and maintain a four-story (five-level), approximately 200,000 square-foot public parking deck with at least 520 parking spaces - and containing about 12,000 square-feet of commercial space with outdoor seating on the north side of the structure - to be located at the northeast corner of 143rd Street and Ravinia Avenue (9650 143rd Street).

Building Footprint
Approximately 225' x 270'

Uses
Parking Structure - Levels 1 - 5
Commercial/Restaurant - Level 1 (partial): 12,000 SF

Requested Actions
Site Plan, Elevations, and Special Use Permit with Modifications

PROPERTY ATTRIBUTES

Ownership
Village of Orland Park

Operator
Village of Orland Park

Partnership with the University of Chicago Medicine (UCM)
On August 17, 2015, the Village and UCM entered into a lease agreement related to the development of the University's office medical building - currently under construction at the corner of 143rd Street and La Grange Road. A component of this agreement stipulated that the Village would construct or cause to be constructed a multi-level deck consisting of not less than 513 parking spaces and containing additional commercial space.

In furtherance, UCM agreed to make a substantial monetary contribution toward the construction of the deck provided that UCM would have exclusive rights during normal business hours to use not less than 175 spaces located on the top two (2) levels of the structure. The balance of the parking spaces would be available at no cost to the general public and employees of businesses in the immediate area, excluding use by Metra patrons. The Village is obligated to deliver the parking deck before the year's end.

Parcel Size
+/- 2.0 acres

P.I.N. Number
Pt. 27-04-417-017-0000

Comprehensive Plan Designation
Planned Mixed-Use Residential/Commercial

TIF District
Main Street Triangle Tax Increment Financing District (amended in 2007)

Existing Land Use
Vacant

Surrounding Zoning and Land Uses
North: Vacant Land; VCD - Village Center District

South: 143rd Street; VCD - Village Center District
East: UCMC; VCD - Village Center District
West: Ninety 7 Fifty; VCD - Village Center District

Public Utilities

Existing utilities will be enhanced and extended to serve this site.

Floodplain

None

OVERVIEW OF REQUESTED ACTIONS AND CONDITIONS

Site Plan

The Village requests approval of the preliminary Overall Site Plan Sheet prepared by SpaceCo and dated February 2, 2016.

Elevations

The Village requests approval of the preliminary Elevations and Perspective Views contained in the drawing set prepared by Carl Walker and dated January 22, 2016.

Special Use

To accommodate this development, the Village requests a Special Use Permit to allow for: a Parking Structure - non-accessory; a Planned Development; and a building over 50,000 SF. When considering an application for a Special Use Permit, the decision making body shall consider the eight Special Use Standards listed in the Code. The Village has provided responses to the Special Use Standards, which are attached.

Modifications

As part of the Special Use Permit, the Village is requesting the following modifications, which are discussed herein and throughout the aforementioned Special Use Standards:

1. Reduce the required front yard setbacks along both 143rd Street and Ravinia Avenue from 15' to as little as 0' (Table 6-212.D.6.c);
2. Reduce the required front yard setbacks along both future Jefferson Avenue and future "B" Street from 5' to as little as 0' (Table 6-212.D.6.c);
3. Increase the allowable lot coverage from 75% to 100% (Section 6-212.D.1); and
4. Reduce the required percentage of ground floor transparency from 35% to as little as 15% (Section 6-212.E.3).

Plat of Subdivision

At present, the development area is part of a larger Village-owned parcel. A Plat of Subdivision is forthcoming that will demarcate the limits of the parking facility as well as establish the abutting rights-of-way for both Jefferson Avenue and "B" Street. This document will be prepared by the Village and reviewed under a separate process at a later date.

Preliminary Engineering

Preliminary engineering has been granted for this project.

Conditions

At this time, there are no substantial Conditions attached to the recommended motion since the Village will ensure that the post-Plan Commission activities associated with this project - such as the engineering, building code, and landscape requirements - will meet or exceed the standards and policies established by the Board of Trustees. The only applicable Condition is related to screening mechanicals, which may be the responsibility of the tenant of the commercial space.

SITE PLAN DISCUSSION

General Layout

As shown on the Overall Site Plan Sheet, the development area is situated on 143rd Street between the existing Ninety 7 Fifty on the Park facility and the University of Chicago Medicine project, now under construction. The project site is bounded by 143rd Street on the south and Ravinia Avenue on the west - both existing - and "B" Street on the north, which will be built in phases by the Village concurrent to the deck construction.

Jefferson Avenue between 143rd Street and 142nd Street will also be constructed by the Village as part of this project. The deck's eastern façade is envisioned to sit along the UCM's western property line (with no physical connection to the building) and extend westward across and over Jefferson Avenue. In essence, Jefferson Avenue will pass through the parking deck, with the condition most comparable to an underpass. Access to the deck will be established on both "B" Street and Jefferson Avenue.

While primarily a parking facility, the project will also contain approximately 12,000 square-feet of ground floor commercial space on the northern façade. Also on that side of the project, abutting the ground floor commercial space, a small outdoor plaza is contemplated to function as a public gathering space and potential outdoor dining area.

Pedestrian access to the parking deck is provided by a complete sidewalk

network along the perimeter of the building. Access to the parking levels (vertical circulation) is provided at three (3) separate stair towers located at the northeast, northwest and southwest corners. Elevators will be provided in the northeast and southwest stair towers. The northeast elevator adjacent to the UCM medical office building will have capacity to handle a wheeled stretcher per code.

Building Orientation & Setbacks

As described above, the building is surrounded by four (4) public streets - both existing and proposed - with sidewalks and landscaping placed between the building facades and the curbs along these corridors, except at the restaurant location where a plaza space is contemplated in the public realm.

Due to this condition, combined with the fact the Village will retain ownership of the deck parcel and the streets, the exact property limits remain undefined. In this unique scenario, the demarcation between the deck parcel and the right-of-way lines will be executed by way of a Plat of Subdivision after the design details are finalized.

The building is designed to mirror the right-of-way lines along the four (4) streets that form the block. To create a continuous building frontage, the parking deck will need a modification from the front yard setback requirements on all four (4) sides to allow for a 0' setback. In reality, and depending on the location of the final property lines, the actual setbacks will be greater than 0'.

Modification Request: Reduce the required front yard setbacks along both 143rd Street and Ravinia Avenue from 15' to as little as 0' (Table 612.D.6.c); and reduce the required front yard setbacks along both future Jefferson Avenue and future "B" Street from 5' to as little as 0' (Table 6-212.D.6.c).

Lot Coverage

The Parking Deck is laid out to establish and occupy an entire small block framed by public roads. As a consequence, the project will require a modification to Lot Coverage to allow for 100% coverage where 75% is the maximum. This is a companion issue to the aforementioned setback modification, and similarly the final Lot Coverage will be less than 100% based upon the final parcel size and its relationship to the building footprint. Modification Request: Increase the allowable lot coverage from 75% to 100% (Section 6-212.D.1)

Parking & Loading

The Design-Build team is contractually obligated to provide at least 520 parking spaces. The current plan yields 547 parking spaces, which includes the required 11 accessible spaces (two of which are van accessible). Parking for the commercial use is accommodated within the parking deck.

The parking facilities do not require a loading zoning as part of its operations. Loading for the tucked-in commercial space is provided within the building's

footprint on the east side of future Jefferson Avenue and within the parking deck's underpass.

BUILDING DESIGN

General

The building elevations exhibit a design that references, without copying, the styles of the neighboring buildings. Moreover, the primarily brick structure is designed to present a strong architectural presence with the intent to downplay the functional aspects of the parking use and enhance the building's purpose as a gateway into the Downtown Main Street area. The fact that the parking deck will extend over a public street will only add to its uniqueness. Overall, the skin of the building is a precast system with face brick embedded into the panels, and architectural metalwork is employed to add screening and help establish a unifying architectural style.

Floorplan & Ramps

The ground floor of the structure is comprised of enclosed parking spaces, a commercial space measuring approximately 12,000 square-feet, and stair tower lobbies, as well as electrical, storage and security rooms. The commercial space is contemplated to function as a restaurant, but until such time as a tenant is identified the space will be built as an unfinished shell with a gravel floor. Levels 2 -5 will only provide parking spaces and the requisite stair tower lobbies.

The vehicle circulation layout is defined as a single-thread ramp design that allows a continuous connection from the ground floor to the top level. The slopes of the ramps meet accessibility requirements.

Building Height

In the VCD, the maximum building height for buildings located at the intersection of public streets is 4-stories with a maximum height of 55'. The parking deck is a 4-story building with a varied deck height of approximately 51', and thus below the 55' code maximum. Note that towers and elevator penthouses, which this project has, are explicitly excluded in the height definition.

The provided Elevation Exhibit confirms that the height of the parking structure aligns with that of the neighboring buildings. The Village also anticipates that the format of the parking deck along with its parapet walls will effectively screen the parking from neighboring properties at both the street level and on the upper stories (including the top level).

Elevations

Each elevation exhibits a strong architectural presence with the understanding that all four sides of the structure will be visible to the public. The theme carried across each face is an "A-B-A" pattern of "brick frames - metal work - brick frames". This

rhythm is accentuated with the stair towers, two of which are adorned with a prominent roof feature. The third (at the northwest corner) is simplified and constructed to accommodate, if needed, an elevated pedestrian foot bridge to allow for a connection over "B" Street to a future building north of the parking deck.

The North Elevation also highlights the relationship between a traditional parking deck entrance and the grand entrance over Jefferson Avenue. On the right side of this rendering (off of "B" Street) is situated the standard entrance/exit most typical of such a facility - the height is approximately 12'. On the left side of the drawing is that part that spans over Jefferson Avenue. Here, the height exceeds 25', thereby creating an open and dramatic gateway into both the deck and the overall Downtown Main Street area.

The North Elevation is also the location of the future commercial space. The look of this space is best showcased on the perspective rendering titled "View from North East". The intent is to blend the styles and materials of this space with the parking deck.

The lower level of the parking deck - on all sides - is designed to balance the screening of the internal parking areas with the code requirements for openness (fresh air circulation). Due to the structural and programming nuances associated with the overall building, a modification is requested to allow for ground floor transparency to be reduced from 35% to as little as 15%. Modification Request: Reduce the required percentage of ground floor transparency from 35% to as little as 15% (Section 6-212.E.3).

Mechanical Screening

The majority of mechanical equipment is located internal to the parking deck, except for that portion required by a future user of the commercial space. The mechanical systems for the commercial space will be located on the roof immediately above the space, and will thus require screening from public view.

Signage

This signage package will be submitted for separate review to the Building Division for final approval as part of the Building Permit process. It is anticipated that the signage will be primarily wayfinding in nature, and that any building signage would most likely be blade-signage in style.

Operations

Access Control

The facility is programmed to offer free public parking, and thus the design will not include a gate system or payment booth (although the conduit feeds for such features will be installed to provide for any future changes). Moreover, the parking deck will not allow overnight parking, nor is it intended to accommodate Metra parking. The Village's Police Department will be responsible for monitoring the

usage of the facilities, and changes to the deck's program will be at the discretion of the Board of Trustees.

Security

The parking structure will be designed with passive security as a primary design element. Glass in stair towers, uniform lighting, layouts to maximize line-of-sight for users (minimize visual obstructions), and good visibility are all components of a design for safety. Active security will include CCTV cameras and emergency phones located in the parking garage structure at each stair tower level and each garage elevator lobby.

Snow Removal

Snow removal and deicing will be required at the parking structure roof level. Snow plowing will utilize rubber tipped plow blades mounted to a standard pickup truck. A snow chute will be provided to discharge snow down onto Jefferson Street in the area of the loading zone, which can be placed immediately into a waiting truck or displaced as part of the road clearing process.

PLAN COMMISSION

Plan Commission Motion

On February 9, 2016, the Plan Commission, by a vote of 6-0, moved to recommend to the Village Board approval of a Special Use Permit with modifications to allow for a Planned Unit Development, a building over 50,000 square feet, and a Parking Structure - non-accessory.

Modifications to the Special Use Permit include:

1. Reduce the required front yard setbacks along both 143rd Street and Ravinia Avenue from 15' to as little as 0';
2. Reduce the required front yard setbacks along both future Jefferson Avenue and future "B" Street from 5' to as little as 0';
3. Increase the allowable lot coverage from 75% to 100%; and
4. Reduce the required percentage of ground floor transparency from 35% to as little as 15%.

And

Moved, by a vote of 6-0, to recommend to the Village Board approval of the preliminary Overall Site Plan Sheet prepared by SpaceCo and dated February 2, 2016.

And

Moved, by a vote of 6-0, to recommend to the Village Board approval of the preliminary Elevations and Perspective Views contained in the drawing set prepared by Carl Walker and dated January 22, 2016, subject to the following condition:

1. All rooftop mechanical equipment must be screened, and all public utility and at-grade mechanical equipment located in and around the site as part of this development must be screened with landscaping.

Plan Commission Discussion

Overall, the Plan Commission viewed the project very favorably from both a design and use standpoint. There was consensus that no changes were required to either the Site Plan or Elevations as presented. The Commissioners complimented the overall aesthetics of the building and, in particular, remarked favorably on the stair tower designs on the elevation drawings.

Many Commissioners questioned why the UCMC did not want a direct, physical connection between their building and the parking deck, such as a pedestrian bridge linking the upper stories of both structures. Staff informed the group the UCMC was offered that option on numerous occasions, but that the University's building floorplan and programming will not allow for a secondary entrance point on the upper floors.

No interested parties, residents or otherwise, addressed the Plan Commission as part of the Public Hearing. Residents from the neighboring Ninety 7 Fifty on the Park did come to review the plans and speak with Staff immediately before the Plan Commission meeting, but did not stay for the formal presentation and discussion.

Conclusion

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

I move to recommend to the Village Board of Trustees to approve the Site Plan, Elevations, and Special Use Permit with Modifications for the Downtown Main Street Parking Deck as indicated in the attached fully referenced motion.

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

I move to recommend to the Village Board approval of a Special Use Permit with modifications to allow for a Planned Unit Development, a building over 50,000 square feet, and a Parking Structure - non-accessory.

Modifications to the Special Use Permit include:

1. Reduce the required front yard setbacks along both 143rd Street and Ravinia Avenue from 15' to as little as 0';
2. Reduce the required front yard setbacks along both future Jefferson Avenue and future "B" Street from 5' to as little as 0';
3. Increase the allowable lot coverage from 75% to 100%; and
4. Reduce the required percentage of ground floor transparency from 35% to as little as 15%.

And

I move to recommend to the Village Board approval of the preliminary Overall Site Plan Sheet prepared by SpaceCo and dated February 2, 2016.

And

I move to recommend to the Village Board approval of the preliminary Elevations and Perspective Views contained in the drawing set prepared by Carl Walker and dated January 22, 2016, subject to the following condition:

All rooftop mechanical equipment must be screened, and all public utility and at-grade mechanical equipment located in and around the site as part of this development must be screened with landscaping.

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

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

Nay: 0

2016-0007 Heartis Senior Living - Special Use Permit

Director of Development Services Karie Friling reported that the proposed petition for a congregate elderly housing facility represents the first development proposal for the 7420 W. 159th Street Planned Unit Development (PUD) following its approval in December 2015. The proposed facility will be 91,650 square feet in total building area and consist of a three-story assisted living building and a one-story memory care building. This combined structure will be located on Lot 3 of the PUD, which is the northwest corner of the property and immediately adjacent to the PUD's detention pond.

A full quarter of Lot 3 (the most of the PUD's five lots) is encumbered by a wetland area (.55 acres). This wetland is proposed via the PUD approval process to be eliminated. No modifications are required for this petition to encroach or disturb the wetlands because the wetland setback modification was previously granted via the PUD. In addition to this, the wetland removal and ultimate mitigation has been reviewed according to the strict requirements of the MWRD's new Watershed Management Ordinance (WMO). The wetland may be removed accordingly.

PROJECT DESCRIPTION & CONTEXT

The 2015 master concept plan of the 7420 W. 159th Street PUD indicated that the rear parcels of it would contain larger, anchor users. It included a schematic site plan of Lot 3 that was similar in scale and shape to the one proposed in this project. Lot 3 is one of the rear parcels and the proposed congregate elderly housing facility is one of the two anchor users for the PUD.

In the BIZ General Business District, congregate elderly housing facilities are permitted only by special use permit. The proposed use will have a three-story assisted living wing and a one-story memory care wing, which is a standard arrangement for such facilities.

The project initially requested two modifications related to parking and bufferyards. However, since petitioning the bufferyard modification was annulled by recent Land Development Code amendments to the Landscape Section 6-305. The modification for parking is not recommended for approval as there is a minor site plan adjustment that can be made to meet Code requirements.

No modifications are requested for this petition.

The recommendation motion includes the following conditions:

1. Set the sign at the northwest corner of the interior PUD main access drive intersection back enough to enable sidewalk access to the intersection and to establish crossings east and south.
2. Stripe parallel parking spaces within the loading zone on the west side of the building and sign the areas as "No Parking - Loading zone" between the hours of typical deliveries.
3. Indicate the location of the garbage enclosure on the site plan.
4. Indicate the location and appearance of proposed site amenities pursuant to PUD requirements.
5. Prepare and provide an emergency relocation plan for the project using

standards similar to the Collaborative Healthcare Urgency Group (CHUG) for a Congregate Elderly Housing facility in the BIZ General Business District.

6. Submit a final landscape plan for separate review and approval within 60 days of final engineering approval.

7. Work with Staff to determine the final locations of pergolas on and around the subject site.

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

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

DETAILED PLANNING DISCUSSION

The Plan Commission found the project to be in substantial conformance with both the underlying Planned Unit Development master plan and the Village's codes and policies. The group added one additional condition to the motion that specifically requires the Petitioner to add pergolas on and around the site. The Petitioner agreed to work with Staff to add this feature to the Site Plan.

No interested parties, residents or otherwise, addressed the Plan Commission as part of the Public Hearing.

PLAN COMMISSION MOTION

On February 9, 2016, the Plan Commission moved 6-0 to recommend to the Village Board approval of the preliminary site plan titled "Heartis Orland Park - Senior Living Site Dimensional and Paving Plan", prepared by Manhard Consulting Ltd., sheet 5 of 13, dated 11-27-15 and data box exhibit titled "GW Property Subdivision Data Box Exhibit - Lot 3", prepared by the same, sheet 3 of 6, dated 8-26-15, subject to the following conditions:

1. Set the sign at the northwest corner of the interior PUD main access drive intersection back enough to enable sidewalk access to the intersection and to establish crossings east and south.
2. Stripe parallel parking spaces within the loading zone on the west side of the building and sign the areas as "No Parking - Loading zone" between the hours of typical deliveries.
3. Indicate the location of the garbage enclosure on the site plan.
4. Indicate the location and appearance of proposed site amenities pursuant to PUD requirements.

5. Prepare and provide an emergency relocation plan for the project using standards similar to the Collaborative Healthcare Urgency Group (CHUG) for a Congregate Elderly Housing facility in the BIZ General Business District.

6. Submit a final landscape plan for separate review and approval within 60 days of final engineering approval.

7. Work with Staff to determine the final locations of pergolas on and around the subject site.

and

Moved 6-0 to recommend to the Village Board approval of the Elevations titled "Heartis Senior Living Assisted Living and Memory Care", prepared by Katus, dated 2-2-16, project number 15-D-161, sheets A5.1 and A5.2, subject to the following conditions.

8. Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline.

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

10. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.

and

Moved 6-0 to recommend to the Village Board approval of a Special Use Permit for Heartis Senior Living at the 7420 W. 159th Street Planned Unit Development subject to the same conditions as outlined in the Preliminary Site Plan motion.

All changes must be made prior to the Board meeting.

PLAN COMMISSION DISCUSSION

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

I move to recommend to the Village Board of Trustees to approve the site plan, elevations and special use permit for Heartis Senior Living at the 7420 W. 159th Street Planned Unit Development as recommended at the February 9, 2016 Plan Commission meeting and as indicated in the below fully referenced motion.

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

I move to recommend to the Village Board approval of the preliminary site plan titled "Heartis Orland Park - Senior Living Site Dimensional and Paving Plan", prepared by Manhard Consulting Ltd., sheet 5 of 13, dated 11-27-15 and data box exhibit titled "GW Property Subdivision Data Box Exhibit - Lot 3", prepared by the same, sheet 3 of 6, dated 8-26-15, subject to the following conditions:

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6. Submit a final landscape plan for separate review and approval within 60 days of final engineering approval.
7. Work with Staff to determine the final locations of pergolas on and around the subject site.

and

I move to recommend to the Village Board approval of the Elevations titled "Heartis Senior Living Assisted Living and Memory Care", prepared by Katus, dated 2-2-16, project number 15-D-161, sheets A5.1 and A5.2, subject to the following conditions.

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process and additional restrictions may apply.

and

I move to recommend to the Village Board approval of a Special Use Permit for Heartis Senior Living at the 7420 W. 159th Street Planned Unit Development subject to the same conditions as outlined in the Preliminary Site Plan motion.

All changes must be made prior to the Board meeting.

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

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

Nay: 0

ADJOURNMENT: 6:58 PM

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

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

Nay: 0

/AS

Respectfully Submitted,

John C. Mehalek, Village Clerk