



VILLAGE OF ORLAND PARK

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

Meeting Agenda

Plan Commission

Louis Stephens, Chairman

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

Tuesday, March 10, 2015

7:00 PM

Village Hall

CALLED TO ORDER/ROLL CALL

APPROVAL OF MINUTES

Minutes of the November 11, 2014 Plan Commission Meeting

Attachments: [November 11, 2014 Meeting Minutes](#)

Minutes of the February 24, 2015 Plan Commission

Attachments: [February 10, 2015 Meeting Minutes.pdf](#)
[February 24, 2015 Meeting Minutes.pdf](#)

PUBLIC HEARINGS

Orland Park Nature Center

Attachments: [Green Triangle](#)
[Aerial](#)
[Master Plan](#)
Site Plan (JT)

Park Boulevard Luxury Ranch Villas

Attachments: [Standards](#)
[Colette Highlands \(Condos\) 2005-0275 Elevations.pdf](#)
[PBV PC PACKET.pdf](#)
[Aerial.jpg](#)
[Colette Highlands REVISED Final Plan.pdf](#)
Site Plan, Special use, Subdivision (NP)

Kelly Grove II Subdivision

Attachments: [New 9865 144th Street Elevations.pdf](#)
[9865 144th Street RAI Survey Form](#)
[Site Plan and Subdivision Plat](#)
Subdivision (NP)

(Heritage Square) Parkside Square

Attachments: [Rezoning Factors.pdf](#)

Continuance (NP)

NON-PUBLIC HEARINGS

OTHER BUSINESS

Memo: New Petitions & Appearance Review

Attachments: [2-10-15 Plan Commission Memo](#)

ADJOURNMENT

VILLAGE OF ORLAND PARK

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Meeting Minutes

Tuesday, November 11, 2014

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. Lou Stephens, at 7:00 p.m.

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

Absent: 1 - Member Murphy

APPROVAL OF MINUTES**2014-0277 Minutes of the December 9, 2014 Plan Commission Meeting**

A motion was made by Commissioner Dzierwa, seconded by Commissioner Aubin; to approve the minutes of the October 14, 2014 Plan Commission.

APPROVED

Aye: 5 - Chairman Stephens, Member Jacobs, Member Aubin, Member Dzierwa and Member Paul

Nay: 0

Absent: 2 - Member Parisi and Member Murphy

PUBLIC HEARINGS**2014-0337 Police Communications Tower - Schumack Farm**

A motion was made by Commissioner Dzierwa, seconded by Commissioner Aubin to terminate petition 2014-0337: Police Communications Tower.

DZIERWA:

I move to terminate petition 2014-0337 for a Police Communications Tower on Schumack Farm .

AUBIN: Second.

TERMINATED

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

Nay: 0

Absent: 1 - Member Murphy

2014-0568 14232 Ashford Court Geothermal Project

PITTOS: Staff presentation made in accordance with written staff report dated November 11, 2014.

STEPHENS: Is the petitioner present?

PITTOS: No.

STEPHENS: Is there anyone in the audience who wishes to comment on this petition? Seeing no one, we will go to our commissioners.

DZIERWA: What determines the amount of well heads needed for this particular set up?

PITTOS: The contractor explained to me that it is based off of the square footage of the house and the type of system that you are proposing. So there are different levels of mechanical equipment that can pump heat into and out of the building and it is all dependent on the volume of the structure.

DZIERWA: Because there is a lot of pipe in a 200' loop. That's 400' in just one well if it's a loop. And there are 5 loops.

PITTOS: Yes. So there will be significant drilling in the rear yard until it is installed.

AUBIN: I have no comments. It is a straightforward project.

JACOBS: I have no comment. I think it is a good idea and I applaud these people.

PARISI: I have no comments.

PAUL: Anything that is green and saves energy is a good thing. I don't have any problems with that.

STEPHENS: I think it is pretty straightforward. The chair will now entertain a motion.

DZIERWA:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated November 11, 2014,

And

I move to recommend to the Village Board to approve the appearance (environmental clean technology) review for a geothermal heat pump system at 14232 Ashford Court as depicted on the plat of survey titled "Plat of Survey", prepared by the petitioner M. Patel, dated received on September 12, 2014, subject to the following conditions:

- 1) Meet all Building Code related items.
- 2) Obtain necessary permits from the State prior to issuance of a building permit.
- 3) Maintain the required 10 foot setback from all public utilities and infrastructure.

4) All mechanical equipment must be screened at grade level with landscaping.

PAUL: Second.

RECOMMENDED FOR APPROVAL

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

Nay: 0

Absent: 1 - Member Murphy

2014-0603 Park Boulevard Townhomes - Planned Unit Development

PITTOS: Staff presentation made in accordance with written staff report dated November 11, 2014.

STEPHENS: Thank you. I want to ask for a clarification. You had a slide up there with the condo building that was with the parking area. Then another slide where the lot lines are. I'm confused by that. Would you bring that back up?

PITTOS: In 2005, this was approved as a four lot subdivision. Each lot would have its own condominium building on it with 24 units per building and the lot lines were dropped at regular intervals which amounted to the parking between the buildings crossing lot lines. So this parking field was constructed when this building was constructed in anticipation of this future building being built which never happened. As a result, this property is owned by one entity and this property is now owned by the developer of this project. All of this parking here that belongs to the condo building straddles this lot line and if this project were to clear the site and prep it, this parking would be eliminated including these spaces here because the northern parts of these parking spaces also straddle the lot line.

STEPHENS: So all of the parking north of the lot line is on this developer's property and it doesn't belong to that lot, the first condominium property.

PITTOS: Yes it does not belong to this property. It is on this private property here.

STEPHENS: What are they going to do to balance out the parking they are going to be losing? Are they going to add additional spaces or something?

PITTOS: This is proposed to be cleared away and that parking will be replaced along the edge of the condo building here. A new drive aisle will be dropped in place with new parking here. It will accommodate all of the lost parking that was here. In addition to that, this site was approved for shared parking between all of these condo buildings so that shared parking opportunity will continue to exist between the developments.

STEPHENS: With that condo building there, are they going to lose any spaces?

PITTOS: No. They actually gain a few spaces. There are 41 more spaces just in this development versus what was approved in 2005.

STEPHENS: But I'm talking about that condo building. There is no loss of parking spaces?

PITTOS: Not that I saw.

STEPHENS: Thank you. Does the petitioner want to make any comments or add to Mr. Pittos' presentation?

AUBIN: Swore in Marty Jablonski, Landmark Realty & Development, 912 W Lake Street, Chicago, Illinois.

Terry Wendt, Landmark Realty & Development, 912 W Lake Street, Chicago, Illinois.

Mike Cody, Fitzgerald Associates Architects, 912 W Lake Street, Chicago, Illinois.

Bill Zalewski, Vantage Point Engineering, 18311 N Creek Drive, Suite F, Tinley Park, Illinois.

Tom Cachey, TJ Cachey Builders, 9961 151st Street, Orland Park, Illinois.

CACHEY: Just for some clarity, Marty and his group got a contract to purchase this property and have brought me into the project to facilitate and help them work through the process. When we got sight of this project, the purchasers were looking to resolve a blighted project and get this off the ground. The project was in the hands of two receivers prior to this contract purchaser. We've gone to the Village to get direction. We've gone to the Comprehensive Plan to get direction and we feel that we are maintaining what is in the Comprehensive Plan, what the Village has directed us to do and what has previously been approved. Staff did a great job of their rendition of what we have in mind here. If there are any questions, we would be happy to field them.

STEPHENS: Ok. Thank you. At this point we will address any comments from the public.

AUBIN: Swore in Patrick McLaughlin, President of the Condominium Association, 15630 Park Station Boulevard, Orland Park, Illinois.

MCLAUGHLIN: We know this property has to be developed and we are anxious to get it developed. We can't say that we are overwhelmed with the proposal but we appreciate the proposal. It is not consistent with the open lands theme that this village has maintained. It went from three buildings to 72 townhomes. It is a very congested plan. First and foremost, it aggravates me that they are taking the liberty of moving our parking. It is our property and they are not going to move our parking. I also don't think they have ingress and egress rights to our property. It is a separate plan and a separate property. This piece right here would come in and

enter our property. We maintain that property. Our homeowners have to pay for that property. Any damage to the property, we have to assume the responsibility of that. I don't feel that it is fair to have the potential of 144 people living in this 3.6 acres and having very restricted development. It is very tight. Back in here, there is parallel parking in front of the garage, like a city alley. That is not very attractive. This property here, they are proposing to move the parking spaces up against our building. We don't want that. If you could go back to the slide that shows the four buildings. We park here and this lot is typically filled. We do have a few occupancies currently. Three people in this building have a Thanksgiving dinner and we have no parking. Bring this property in over here and if you have 7 people out of 72 that have a Thanksgiving dinner and there is no parking. We don't want these parking spaces pushed up against our building. We are certainly not in favor of it. We have condos here that sold for half a million dollars back in 2008. Granted they are not worth that today but these are luxury condos. They are upscale. It's a fabulous building. It looks like you are walking through the halls of a Hyatt Regency. You have a lot of residents that are right up here against a landscaped berm and wall. I don't think these people are going to want lights shining in their windows, radios blasting, and engines running at 2 AM. This is our aisle that accesses our garage. We have underground parking. Logistically, the way they are designing this, there doesn't seem to be any flow to this layout. Now we have to entertain this traffic as well and these people are going to have access to this parking? We don't have enough right now. I'm sure we can put some cars back over here but that is where our guests park or when workmen come to work in the building. Right now with the residents that we have in our building, this lot typically fills up at night and we have overflow of people that park here. We certainly don't want to be putting these cars up against the building. We bought a lot of open property. We bought some pretty classy looking buildings. If you are not familiar with the building, it is beautiful. It is five stories. It is one of the taller buildings in the Village. It complements some very nice homes and townhomes to the south. I think that what this represents is consistent with an open lands mantra. Their proposal is the polar opposite. It is a very congested plan. The row houses are appealing and I think it is a nifty looking design. It is attractive but there are just so many of them and they are just so tight. I can't imagine that once people understand that, they will be reluctant to buy into that. The tightness of all of these parking spaces, roadways, driveways, parallel parking in front of a garage? We are not excited about it. We are excited about Tom Cachey being on board because he is a class act, he has a great reputation and he has done a great job in the Village. If Tom puts his signature on something, it is going to be a good deal. But these guys are going to build this project and then go away. I have to live there amongst a whole boat load of people here behind me. I bought into this building in May of 2014, anticipating on this being a place I would retire and stay. I have a very nice place and I don't want to be staring out my window at a three and a half story piece of property here and nothing but cars up and down and traffic flow and all of this congestion. It is not appealing. I speak on behalf of all of the homeowners for Park Station Boulevard Condominiums. I don't know if we have a right to prevent an ingress and egress here. We would like that shut off. We want

our parking spaces pushed back to our lot line and let us flow the way we have been. When you park here, you have a visual of this building and landscape. You're not going to have that with cars parked here and you are going to take away from the aesthetics of this building and I would encourage you to go and look at the building before you make a decision on this plan. You will understand what I am saying. This is no good and we don't want it. I can't live with this project and as the President of the association, I don't want to be responsible to come up with the funds to manage the asphalt, curbs, and lamp posts from all of this additional activity driving through our parking lot. I don't think that is in our best interest. We certainly would like to get this developed. There is a partial foundation in the ground just outside our building. It has been sitting there for 8 years.

STEPHENS: You don't want the parking facing the building? Can they flip the parking to face north? You don't want the headlights going in?

MCLAUGHLIN: Correct.

STEPHENS: We will pose that question to the developer.

PITTOS: As a point of clarification, there is no parallel parking in front of the garage. These are just straight spaces that go into the garage.

AUBIN: Swore in Jane Ann Abonamah, 15630 Park Station Boulevard, Orland Park, Illinois.

ABONAMAH: I was one of the original people in the building. I paid a very large price for my unit and we bought into the idea of four buildings and shared parking between each building, a lot of grass, quietness, privacy, and this takes away from the aesthetics of the neighborhood. Our cars, when we park outside, do face north. They want our cars to face south towards the building. The road that this gentleman referred to as an alley is a private road. I know that as a fact because when it wasn't getting plowed by the city and I complained, I was told that it is a private road. I would like to know what these units are going to sell for; because the people in our building and the people that own the homes paid a great deal of money for our homes and those townhouses on the north side started out at \$190,000. When you pay over \$400,000 for your unit, the last thing you want is something that is selling for \$190,000 next door to you taking away your value.

STEPHENS: So you want to know the approximate sale price?

ABONAMAH: I want to know what it is going to do to my property value.

STEPHENS: Well we know what happened to the market with property values. Property values all fell down the drain.

ABONAMAH: I know that but we shouldn't all continuously suffer the consequences

of what happened. We should be able to retain our values and retain the value of what we bought into. If I wanted something with parking facing my building and 72 units with 144 plus cars, I could have bought one of the units east of West Avenue; but, I didn't do that. I came out to West Centennial Park area where it's peaceful and tranquil. I don't even feel like I'm in a big city like Orland Park. I feel like I live in the country. If you start putting parking all along and take away the grass, we have lost that tranquility and peace that we bought into. I know that the previous developer had a town hall meeting. He had already started the lot for the second building identical to the first.

STEPHENS: We know what he wanted to do. He wanted to reduce the size of the square footage of the units. He wanted to reduce the balance of the three buildings but that is not a point of this discussion. When this development was originally approved, it was approved with 2.13 parking spaces per unit. Mr. Moussa wanted to come in and reduce the size of the townhouses which would have created 1.5 parking spaces per unit and we rejected that because we knew that there was a parking situation there. I think your question is...

ABONAMAHAH: I want to know why we should sacrifice what we bought into for the money that we paid for our units for the sake of 72 very congested townhouses.

STEPHENS: But they are not increasing the density. You were going to have 96 units to begin with.

ABONAMAHAH: But they were up. They weren't out.

STEPHENS: Yes but they were five stories.

ABONAMAHAH: It doesn't matter.

STEPHENS: I am not going to get into a debate with you. Your question was that you wanted to know the sale price of the units. We will have them answer your question. Is there anything else?

ABONAMAHAH: I would like to know why they can't have something smaller? Why do they have to encroach and disrupt what we bought?

STEPHENS: Because this is the plan that they came up with.

ABONAMAHAH: But shouldn't they have to come up with another plan?

STEPHENS: I am not going to debate the issue. We will get your question regarding the approximate price of the units answered.

AUBIN: Swore in Sunny Mallavarapu, President of the townhomes association, President of the master association, 15701 Scotsglen Road, Orland Park, Illinois.

MALLAVARAPU: I have one simple question to start. You had a red line that you were adding. I am curious what that was?

PITTOS: This is a proposed multi use bike path connecting Somerglen Lane south to 159th Street.

MALLAVARAPU: Is that next to the concrete sidewalk or is it replacing the sidewalk?

PITTOS: It would be replacing that sidewalk.

MALLAVARAPU: Is that managed by the Village or the Master association?

PITTOS: That would be Village owned.

MALLAVARAPU: Is that managed by the Village today as well?

PITTOS: Yes.

MALLAVARAPU: We haven't had a chance to talk to many of the homeowners from the townhomes as of yet. This is really something that we brought up to them as of last week. And so, I would ask that everybody gets a chance to review everything in detail and come back with further questions because this is the first time that I have actually heard of this proposal or have seen any details along with everyone else in the room for the most part. What strikes me and I hope that you can see Colette townhomes is 12 of the 15 acres. So 12 acres has approximately 122 units. 122 units that was part of the original plan when this whole subdivision was done and obviously you are familiar with Mr. Moussa and this was one big plan. So for not being part of the condos, I do understand the change and feel for you and what you guys have gone through. It is a very open community. I don't know the density models. I don't know how much square footage we have from green space but I can guarantee you we have much more space from the townhomes. As we sit today, we do not have enough room. We have, I would guess close to three people per unit. We have about 2.5 cars per unit. We have much more guest parking in our subdivision. We have two car garages, 24' wide driveways and we still step on each other. Our biggest problem in our association is parking. The condo association gets spill over from the townhomes. Parking is at a premium in this area. I believe the single family homes do not have this issue. They have larger houses, larger driveways and more street. The townhomes have a parking problem. We don't really have a way to solve it other than to get rid of the green space and put in asphalt. It's something we do not want to do but it is something we want to work through. I understand that the parking has increased. I also understand that it is taking away from nice aesthetic view and drive from Park Station Boulevard. I don't know where the flow over is. There is no room for flow over in our subdivision. If they do, because we are private streets and we don't

have a contract for towing, I don't know how we would resolve that. I know from the condo's standpoint, they are engaged with towing and I don't know if we have to go towards enforcing parking but parking causes a secondary issue and that is pure safety. If you are going to come by the subdivision and take a look, come on a weekend when children are out and they are walking to the park, or playing in the townhomes. They play in the streets and they play in the driveways. Unfortunately, they do that because the houses are so close that the street becomes the common ground. It doesn't become the ground between the units because there are trees in the way, there's landscaping and bushes. There are other things. In our subdivision the streets have become the play area for children. It is completely unsafe and it is something we have to deal with. I fear that you will be taking 72 units and 3.5 acres. So you are taking 2/3 of the units we have and putting them in an area that is 1/3 of our area. Parking will be an issue especially for those cars that are anything larger than a compact car. From a density model, I can't speak to that but from a safety and aesthetic model; we all believe that this is blight on the community. It hasn't looked pretty for the past eight years. It hasn't helped our resale value. Having a four foot high brick wall hasn't helped. Also, the units that went up across from the old Andrew building for less than \$200,000. That has hurt our property values. I understand that our property values are lower. That is not a point to this meeting.

STEPHENS: You've reiterated numerous times that your concern is parking.

MALLAVARAPU: Parking and aesthetics.

STEPHENS: Aesthetics?

MALLAVARAPU: From it being so tight, even with the townhomes and the single family homes, it is a very open community. I call it a community because all three associations are tied together and we all use the same green space.

STEPHENS: So your first concern is parking and your second concern is the number of units. Ok thank you.

MALLAVARAPU: Also, I'd like to add from a snow removal standpoint, where will you put the snow? From a master association standpoint, I haven't been contacted but this unit is part of the master association that does have a declaration. It is designed for a certain number of units. This changes that and I don't know how that is addressed. Is the association and inherently every single homeowner paying to readdress the contractual standpoint? I'd like to understand how the association will change and how that will affect every homeowner.

STEPHENS: Ok, your concern then is the number of units and how that will affect the association?

MALLAVARAPU: Well the number of units is a point in itself and then I do wonder

how that number will affect the association because the association is written that where all four units were it is considered the condo association and the condo association is a member of the master association. Now that it seems the condo buildings...

STEPHENS: You have an umbrella association and then you have a townhome association, condominium association and a single family home association underneath that umbrella. Am I correct?

MALLAVARAPU: Yes. So the change on that is an open question.

STEPHENS: Ok. I will ask that question.

MALLAVARAPU: And is the sidewalk adjusted? As you add parking on Park Station Boulevard, does that parking go against the sidewalk as it exists today? Are you opening the door or stepping out onto the sidewalk?

CACHEY: The curb will be moved further to the west to accommodate these parking spots. There will be green space between the existing sidewalk and the parking. So the sidewalk will not move, the curb will and green space will remain.

STEPHENS: Are those parking spaces in the existing right of way or are you giving up some of the land?

CACHEY: It is in the existing right of way. This here is an existing fire hydrant that will not move.

WENDT: We are giving up about 5' of our property to accommodate those parking spaces but the parking spaces themselves will still be in the right of way.

STEPHENS: But you have to give up 5' of the property.

WENDT: Yes because we are going to keep the green space between the new curb and the sidewalk. Essentially it will be the curb and 5' of green space and a 5' sidewalk.

STEPHENS: Which would be a parkway. You are giving up 5' of land on the property. Ok. Thank you.

MALLAVARAPU: I have a general question as well. How does this process work after this point?

AUBIN: This body is not here to approve this project. This body is here to listen to staff's report, listen to the petitioner, and analyze whether this project meets all of our codes and applications that are applied to it. We are here to see if we move it on to the next board, which would be a three man committee of trustees from the

Village, who will review it again to make sure that everything meets code and all of our engineering standards before it goes to the Village Board of Trustees for final approval. We are just a recommending body. We are not an approval body for approving this project.

MALLAVARAPU: Are there any other meetings or discussions that happen before approving this project?

AUBIN: There are two more meetings. This project will go to the committee of three trustees and then it goes onto the Board of Trustees.

STEPHENS: We are not elected officials. We are just homeowners like you guys.

MALLAVARAPU: If we could get the dates.

PITTOS: The Committee meeting is Monday, November 17, 2015. The Board meeting will be December 1, 2015.

MALLAVARAPU: Thank you.

AUBIN: Swore in Peter Walsh, 15707 Scotsglen Road, Orland Park, Illinois.

WALSH: What would be the square footage range of these units?

STEPHENS: We will ask the developer.

WALSH: I am not entirely sure of this but because the master association and the three individual associations are tied together and the declarations run with the land, wouldn't there need to be some type of a change in the declarations which would require an 80% vote from the single family homes, the townhomes and the condominiums.

STEPHENS: We will ask that question as well. I have not read your declarations.

WALSH: For me it is about property value. It seems like notwithstanding what someone paid for their unit because they might have moved in in 2009 and paid a lot. They might have moved in many years earlier and paid less. The value of what our units are today, we should be able to maintain the integrity of that based on the overall economy and the overall housing market. We feel that this being right on our door step will lower our property values compared to what they should be today and it seems if the market isn't what it should be there should be some patience on the part of developers instead of coming in, getting it done and running with the money.

STEPHENS: Thank you.

ABONAMAH: The comment that the President of the master association made, he said that the townhouses to the south have about 13.5 acres with 122 units. I would like to know how this new project can justify 72 units on 3.5 acres?

STEPHENS: Thank you.

AUBIN: Swore in Cary Fotopolous, 15564 Scotsglen Road, Orland Park, Illinois.

FOTOPOLOUS: My question pertains to Park Station Boulevard. Currently the road onto 159th Street is a right in-right out. Will this change so you can make a right or a left out of the subdivision and be able to turn in going right or left? This is one of the major thorough ways for our subdivision.

STEPHENS: The Village of Orland Park does not have jurisdiction over that. That is determined by Illinois Department of Transportation (IDOT).

FOTOPOLOUS: So really it only serves 72 more homes if you are heading in the right direction?

STEPHENS: That is not going to change. That requirement was made by IDOT not by this Village.

FOTOPOLOUS: My concern is the increased traffic flow within the subdivision using Somerglen as an exit to get onto 108th. Then with increased traffic flow, we already have cars that use unsafe speed especially during bus pick-ups and drop offs. That would be a concern for me and my kids that play outside. Going back to the parking that is on the street on Park Station Boulevard, you have parallel parking along the road there. Those roads are not very wide to begin with. What happens to those cars during snow removal? Will you still be able to park there? That really eliminates overnight parking. Where will those cars go? You can barely fit two cars on those roads.

STEPHENS: On Park Station Boulevard?

FOTOPOLOUS: Yes. There is a median. It is tight. It is very tight.

STEPHENS: Yes they said it is 11' wide on each side.

FOTOPOLOUS: How will that get plowed and where will those cars be at that point?

STEPHENS: Ok. Thank you. I am writing down all of your questions and then we will bring up the developer to answer all of these questions.

AUBIN: Swore in Kathy Follett, 15630 Park Station Boulevard, Orland Park, Illinois.

FOLLETT: I am wondering at what point do we bring in the part of Orland Park that is putting together the events? We at the condo experience increased parking whenever there is a concert or a fest. Whenever anything is going on in Centennial West. I understand that we are speaking of this development but I think we would be foolish to not bring in someone who is also dealing with the new events that might be increasing in Centennial West. We have a tremendous amount of people that come for these events and park in our lots. I would like to have that information be brought before the board so that the right decision can be made. We will have more parking issues if the number of events increases.

STEPHENS: Thank you.

AUBIN: Swore in Tom Osterkorn, 15625 Julies Way, Orland Park, Illinois.

OSTERKORN: I will be the sole beneficiary of all of the cars driving by. First of all, thank you for letting me speak and I would like to thank you guys for developing this project. This has been a big eye sore for our subdivision. We do have our concerns though. My major concern is the alley. It is private and it is going to be increased with the parking and I am not in favor of that. Also, the congestion, you are cramming a lot in there. The on street parking along Park Station Boulevard, there are safety issues and the snow plow is going to be a problem. I was wondering who will be taking care of plowing the sidewalk between the single family homes. I am tired of doing it. I did it all last winter and didn't get paid for it. There is an egress that goes between the single family homes and connects to the sidewalk. It allows the residents a short cut to the Metra station. I snow blowed it all winter because I use the Metra. But again my main concern is the congestion.

STEPHENS: Ok. Thank you. We have already covered many of the issues. We will ask them to address your questions. Are there any other issues that someone wants to discuss that haven't already been discussed?

AUBIN: Swore in Eileen Kost, 15630 Park Station Boulevard, Orland Park, Illinois.

KOST: I was just wondering how public safety feels about this project, referring to the police department and the fire department? Because I have been involved in a planned unit development (PUD) before and the street became a fire lane.

AUBIN: The staff would not go forward with anything that was not approved by the fire and police.

KOST: There is that section of land with all of those units and there is only one entrance.

STEPHENS: Mr. Pittos, can you address that question?

PITTOS: When any project is proposed to the Village, it is always circulated to the fire district and the police department for their comments as well as the other departments in the Village: public works, parks and recreation. This particular project came back from the fire district and police department without any significant concerns related to the layout or density.

KOST: When the police have been out to the townhomes, they don't have anywhere to park and they have stopped their cars on Park Station Boulevard and then run around to look for whoever they were looking for. So are the police and the fire department going to be coming through our parking lot every time they have a call so that not only do we have the traffic but we have the concern of the high speed of the public safety vehicles?

STEPHENS: Is that a bad thing that the police will be going through there?

KOST: No, it is not a bad thing. I'm sure that they will be speeding down that road. They usually drive pretty fast.

STEPHENS: I believe your question was about public safety pertaining to police and fire. That question has been answered. The police and fire district have reviewed it. They are ok with it.

KOST: Thank you.

AUBIN: Swore in Gerald Rudolph, 10704 Dani Lane, Orland Park, Illinois.

RUDOLPH: A lot of the objections I concur with. I don't understand why this high density in this wonderful open land. We spent so much money on Park Station Boulevard and now they are going to take the median out?

STEPHENS: They are not taking the median out.

RUDOLPH: Ok. Then I have no problems with that. I do have a problem with the parallel parking. Secondly, we have a huge problem in the townhouses currently because we are high density in the townhomes. We don't have enough parking for visitors and the children have to stand in the street when waiting for busses. It's scary. The busses are pulling around. The children are in the street. It's too dense. There was a mistake made then. It's too much for that small area. This property is smaller and more dense. Why does it have to be this dense? Why this many townhomes in this small little area?

STEPHENS: Thank you.

PARISI: I just want to make sure we are not confusing density with lot coverage. They are two different things. I understand the overriding issue is the open space. You had the same density but you only had it in three buildings. I just want to make

that distinction.

STEPHENS: Thank you.

AUBIN: Swore in Doris Hine, 15625 Julies Way, Orland Park, Illinois.

HINE: I am that second lot in where all of those car headlights will be coming. My concern is also that as homeowners we signed up for the side of a condo building. Now we are signing up for garages without driveways and balconies that will face directly overlooking our back yards. How wide is that street? Is it now considered the driveway?

STEPHENS: What they are calling the alleyway?

HINE: Right. Park Station Boulevard does not naturally flow back there. People cut through the alley constantly. That is treated like a road by most locals. That is a road.

STEPHENS: Probably a lot of people that live within the subdivision cut through there.

HINE: Absolutely. Now if you have parallel parking by that landscaped berm, is that going to change in width or will people just be getting in and out of bushes? In the past we have had issues with people who really don't belong in the area urinating in our bushes, used condoms in our bushes, and drug paraphernalia.

STEPHENS: So your question is how wide is that going to be?

HINE: How wide and now I have the business end of someone's building, all garages and all balconies?

STEPHENS: You want to know if the alley waste is going to be increased?

HINE: I don't think it is being increased but are we losing any land? Will people be getting in and out of the bushes right there?

STEPHENS: I will ask the developer.

HINE: That's fine. Thank you.

AUBIN: Swore in Dimitri Deus, 15609 Julies Way, Orland Park.

DEUS: It feels like I was here just yesterday. You were the same people about three years ago. I was here at this podium talking to you. I opposed that project then.

STEPHENS: It was longer than that. He wanted to reduce the size of the

townhouses.

DEUS: Do we need to do something about these foundations, absolutely. But do we need to go with 72 units, I strongly oppose that. I would rather have 30 units. For the record, I strongly oppose that. What kind of target audience are they going to bring in there? What is their price target? If they can't sell these units are they going to turn them into rentals? We heard from the condo association that they haven't sold all of their units yet. They are subletting in there and a couple units are empty. I don't think Sheffield has all of their units filled yet either. So what are they going to do with it if they don't sell? When you have a settlement overpopulated, it is going to turn into a slum eventually. That is something in the back of my house that I would really like to avoid. I don't want that monstrosity the way it is right now being forecasted to be built behind my house.

STEPHENS: Ok. Thank you.

AUBIN: Swore in Maribeth Milos, 10627 Dani Lane, Orland Park.

MILOS: I would like to understand how this fits in with the philosophy of Orland Park. The proposition before this was a green project. Two of the commissioners made comments supporting it because it was green. This feels very different than that. This feels like the opposite. We are trying to shove all kinds of concrete into a very small area. Also, if you look at the Orland Park website, it speaks about us wanting to be a community of affluence. It highly regarded the hard work that went into being a Class A market area that has attracted some businesses that tend to go into areas that frankly have more money in them. Does this project fit in with that goal and strategy as well?

STEPHENS: I am going to ask Mr. Pittos to ask how this fits in with the Comprehensive Plan.

PITTOS: In terms of the property fitting in with the Comprehensive Plan, the plan is set up so that it gives prominence to the transportation network the Village has, particularly as it relates to train stations. The area around 143rd Street and LaGrange Road is considered a transit oriented development. The area around 153rd Street and the railway line here is also considered a transit oriented development. The two types of developments are similar in the sense that we have high density around train station facilities. In the case of 153rd Street, we had Sheffield Square develop at a higher density. I think that density came out at about nine dwelling units per acre. It was a much larger site. It was approximately 150 units; all located within a quarter of a mile from 153rd Street Metra station. The 20.5 dwelling units per acre approved in 2003 and reaffirmed in 2005 as condo buildings, followed that logic. In fact, Sheffield Square followed the precedent established by the Collette Highland townhomes in the sense that higher densities are to locate near a train station to afford people the opportunity to walk to the Metra stations that we have. So this area is considered a residentially focused,

transit oriented development zone with higher densities close to the train stations. In terms of green space, Centennial West is a major contribution to the Centennial Park system platted by the Colette Highlands developers back when the whole subdivision was planned out and construction began. That is a huge open space consideration. But we also have to take into consideration that green development also includes higher density development which is another one of the reasons for the 2005 plan that was approved for the Colette Highlands Condominiums. Higher densities do result in more green development. There is a distinction to the underline that Commissioner Parisi made that density and lot coverage are two different things.

STEPHENS: It is in compliance with the long range Comprehensive Plan and it is in compliance with the current zoning that is in effect.

PITTOS: Correct.

STEPHENS: Is there anyone else who wishes to speak?

ABONAMAH: If it complied, you wouldn't have to modify it.

STEPHENS: The density is in compliance with the plan.

ABONAMAH: Yes but we are talking about the number of people, the number of cars and the amount of space that is taken for this and the privacy and the well-being of the people that have already moved in. People that bought into the condo bought into the privacy of that living and that plan. People who bought the homes, bought into the privacy of that home and that yard, not to look at somebody else's garage and balcony. We all bought into something. The people that bought into the townhomes knew that they were buying into something that was a little bit more congested. We would never have bought into this plan. We have the right to be valued for what we bought into.

STEPHENS: We are listening to you.

ABONAMAH: Yes but I don't think there is much interest in hearing it because when we talk about parking, congestion, safety, taking the road and moving the sidewalk up; these are all real problems to us and the people that live there. People that don't live there don't have to deal with it. We do, every day.

AUBIN: This project is not going to get approved tonight.

ABONAMAH: I understand that but I think that the people on board and the people sitting to my left need to know that what we say, we mean. It is valued.

AUBIN: We understand but this board is a recommending body.

STEPHENS: Your point is well taken. I think we have everything pretty well covered so we will go to the developers and ask some questions. First of all, approximate price of sale and square footage of the units?

CACHEY: At this point, we are anticipating sale prices in the low to mid 300's. The square footage of the units is about 2,500 sq. ft.

STEPHENS: Ok. Thank you. How would you address the snow removal? That's a good question.

ZALEWSKI: It's a problem. As with all associations, every available space is going to be used for snow. We have them on the ends and along the west property line. It is a situation that we are going to have to look at more on our side.

STEPHENS: Ok. How does this project affect the current associations?

CACHEY: Well I'm glad Sunny told me he's in charge. I have worked with Sunny before and I have worked with Colette Highlands before so I knew there was a master association. We talked with Rose Schrank, who is the manager. She is the manager of the condominium association who is there. We reached out to Bob Huguelet, who created the master association document and it is a work in process. The concept we are thinking of is that it would be a different and separate association that would also fall under the master association. The condo lots were set up to be an add on association so every lot would add on. The first building is the only building that is currently in that association. We are going to have to work together with the condo association as well as the master association.

STEPHENS: Ok. A woman asked about traffic flow on 159th Street?

CACHEY: If I understood the question, it was if we are going to change the right in-right out onto 159th Street to make it a full access. The road was designed for the 72 units that we will be putting in back when the development was approved in 2003. We have no plans on doing any improvements on 159th Street. We have turned in a traffic study to staff.

STEPHENS: Ok. Have we reviewed the traffic study?

PITTOS: We reviewed the traffic study. I would just like to point out that the density has not changed from 2003 to 2005 and from 2005 until now. In 2003 the plan always had Somerglen connecting to 108th and Jillian Road connecting to 108th. In 2005 that was still the case. Between 2005 and 2010, the connection to 159th Street was made and that right in-right out happened in 2008. In 2011, the connection north to 153rd Street happened so there are two connections that did not previously exist that exist today to help disburse traffic. That is with the same density that was originally approved in 2003. There are more ins and outs than

there were when that density was approved in 2005.

STEPHENS: So what the traffic study is basically saying is that the new roadway Park Station Boulevard going to the north should help alleviate traffic problems, based on the existing traffic. That is something we have taken into consideration, the new Park Station Boulevard. I don't know that this pertains to this or that you can answer this but parking during events at Centennial Park West?

PITTOS: It is referring to events that are typically hosted by the Metra parking lot. The July 4th events, the various concerts that happen in the park, and my experience has been that there is quite a bit of parking within the Metra parking lots but these are public roads and people will try to park along them. Medians mitigate some of that along Park Station Boulevard and Somerglen Lane. At the end of the day if someone is not willing to go to Metra, they are going to park on a public road.

STEPHENS: It is legal to do that.

PITTOS: In terms of the private road way behind the property, it is just a matter of vigilance by the property owners. Cone it off or something.

CACHEY: In the past I believe the police department has tried to help the condo owners keep that roadway clear during those events as best as they could.

STEPHENS: What is your target market for the sale of these units? Who do you expect to buy these units?

CACHEY: Younger families or single parent families.

STEPHENS: When you say younger families, are you talking about newly formed husband and wife with children?

CACHEY: 21-35 years old.

STEPHENS: Works downtown and uses the Metra?

CACHEY: Correct. Also, empty nesters.

STEPHENS: Ok. Thank you.

WENDT: There were some questions raised about the condo parking that I would like to clarify. Our plan is to accommodate their needs in the context of the encroachment and be a good neighbor. This parking lot actually encroaches into our property by 7 ½'. If we were developing something else, we could simply require that those parking spaces be removed from our property. Then the only thing that could be done to replace that would be to move this entire parking lot

about 12 ½' closer to the building because you need a 5' buffer strip of green. I don't think that would be very attractive at all. What we thought was the way to solve this problem would be to flip these parking spaces over to the other side and not move this curb at all. That existing sidewalk and curb would remain exactly where it is.

STEPHENS: So the landscaping still remains?

WENDT: Yes. We wouldn't touch it. We simply just put the parking on this side and then we would have a wider drive to share with this condo building because part of that drive would be on our property and part would be on the condo property. That is principle number one. Principle number two is that there was going to be 24 units built here. There were going to be 24 cars coming and going out of this driveway and if they wanted to go south, they would be coming through here and going out. They would be affecting the existing condo building in much the same way as our plan. This is 16 units and when they want to go south they will. It's likely that people in this group of townhouses, some would go north and some would go south. We can't monitor that. It's not going to be all or nothing impact. Some of the residents will want to go south and go down this drive but that was already going to be the situation with that second building anyway. Here you can see where we are widening this drive and it comes on to our property and we actually add three or four more spaces. We can add a space here and what was 11 spaces is now 14. The result is we are going to pay for building three more spaces for the condo building. If you go back to the condo building plan, these spaces were never intended to be used by this condo building but they were built ahead of time and they are being used even though they are not theirs. I'm sorry but that was a temporary situation. I believe that one of you said we are going to add 22 parking spaces along here. That curb line is not going to change. We are simply shifting the drive over, widening it and adding 22 spaces. Those spaces can be used by the condo residents as well as our guests. They would be shared. I did notice that these spaces aren't used at all. These spaces are a good relief valve that already exists for the condo building. In terms of net impact on the condo building, we are going to build three more spaces for them and we are going to have 22 added which is greater than the 14 on our property now that will be lost. We are doing a good thing.

STEPHENS: You are putting in 25 spaces?

WENDT: We are putting 22 spaces along here.

STEPHENS: And three more in front of the condo building?

WENDT: Yes there are 14 here and I believe there are only 11 now. If you really look at the losses and the gains, the condo building has a net gain in usable guest spaces than what exists currently.

STEPHENS: All of the questions have been asked and answered.

FOTOPOLOUS: You said that you are marketing to 21-35 year olds at \$300-\$350k?

CACHEY: Correct.

FOTOPOLOUS: So there are 72 21-35 year olds that are going to buy these units? I don't think that is realistic in my opinion. Furthermore, if you are marketing to growing families, the congestion is only going to increase as these families grow. Previously, the condos were higher end condos and I believe they were being marketed to retirees, people downsizing into homes that needed less maintenance. I don't see many retirees, just looking at my in laws for example, that like stairs. These units are three floors. I don't see very many empty nester retirees going for three floors of home and maintenance. Usually they are looking for ranches. That is my experience.

STEPHENS: Thank you for your opinion.

DZIERWA: Swore in Robert Ator, 10605 Gabriel Lane, Orland Park.

ATOR: We do speak a lot about the densities that were approved years ago in 2003 or 2005 but I don't believe we have talked about how the densities have been affected by the entire new subdivision built just north of Colette Highlands. While 72 units were approved years ago for the space that is being developed now, none of the other townhomes north of our area existed at all. It was all open space. I think the premium aspect of the land has changed significantly. The plan for what was going to be built and what is there now and it just seems to me that we are just saturating an area with buildings that the demand isn't even there for. Being a townhome owner, one of the reasons we purchased there is because we wanted to have a very high end home for the price point that we could get. So we were benefitting from the single family homes and the very expensive condo buildings. Now there is an entirely new subdivision at a much lower price point that you can walk to. Now we are going to jam in 72 additional units. Yes the density is the same that was approved years ago but we have an entirely new subdivision just north of us. To me the density needs to be reconsidered. The premium aspect of our area with all of these units going in is going to decline. We are talking about green space. We wanted luxury living and now it is slowly declining. No one here is happy about it except for the people that are going to build.

STEPHENS: Thank you.

WENDT: Since we had two parallel private drives and the previous plan did not have a second drive, basically all 96 people were going to get out through this one exit. With our plan the people who live along this side will enter and leave their portion of the site without traversing to this other drive. There will be less traffic

going along these homes than currently would of existed had the four condo buildings been built. It is no different in terms of traffic.

HEIN: I will try to use that three feet in the back of my yard with less traffic. Thank you very much. You are terrific.

WENDT: I don't know what three feet you are referring to. We have not narrowed this buffer. It is the same.

STEPHENS: It is the same buffer that exists now. There is no change. What is your concern? I don't understand your concern:

HEIN: Inaudible

STEPHENS: It is the same traffic.

WENDT: It is the same traffic. We are just dispersing it within the two areas.

MCLAUGHLIN: To change a declaration is going to require an 80% vote on behalf of our association. Is that correct?

CACHEY: I don't know. We are going to have to review that with the Mr. Huguelet and the master association.

MCLAUGHLIN: Are you married to this plan? Does it have to go this way? Can we tweak it and change it to make it something more desirable and community friendly to the people here that have been living there for all this time? If you were us and you were seeing what once was going to be three erect buildings housing 72 people versus now 72 people down on the ground, it has taken away just a lot of the aesthetics of this area. We have Centennial Park just to the east of us. This was supposed to be a park land type of community. The original plan for Centennial Park was bridges and waterways that were going to happen and now we have this band shell that is going to be built. It is going to create a whole other mess of problems that have been alluded to tonight. Is there another plan that you can throw out here that will make us all happy?

JABLONSKI: I don't have another plan in mind but when we first approached the Village administrators about this, they were concerned about the fact that this was vacant and lying fallow as many years as it was. If you stay with the existing condo project, I will defer to Tom on this, maybe we could build condos but they would be under \$200,000. That is not good for the values that are surrounding this. We came up with this elaborate townhouse project which is very unique given the balconies that would overlook the park. We felt very strongly that would in fact raise the values as opposed to pulling the values down. The condo market just isn't possible at a price that is above \$200,000. That is the simple answer so what do you do with this blight other than to live with it the way it is because the condo

market is not coming back any time soon. There are no rentals. I immediately agreed with the staff. This is not a rental market. This is a home ownership market. The next best chance we felt there was was to develop this unique townhouse project that will have greater appeal than the townhomes that are built in the area because of how it has been designed.

STEPHENS: Thank you. At this point we have asked and answered all of your questions. Whether they have been answered to your satisfaction, I cannot judge that. At this point in time, we have had all of your input and we will go to our Commissioners after a five minute recess.

Five minute recess

STEPHENS: We have listened to all of the comments from the public and we have asked the developer to address these questions. There have been some good points made on both sides and at this time we will talk to our Commissioners and then make a motion and put it to a vote. Mr. Pittos, I have been asked several times when the Committee meeting is.

PITTOS: It is next Monday, November 17, 2014 at 6 pm in this room.

STEPHENS: Thank you. It will be a committee of three trustees. After that they make a recommendation to the Board of Trustees. That meeting will be the first Monday in December.

PITTOS: December 1, 2014 at 7 pm in this room.

STEPHENS: You can go to those two meetings and speak your piece. We are a recommending body to the Board of Trustees. Now we will go to our Commissioners.

PARISI: First of all, I would like to thank everybody for coming. This is our town and a lot of good points were made. I commend everyone for that. A lot of thoughts here. Some things were answered. The price points and the size of the units. These are some nice units. I will tell everyone here that we were asked to change the Village's rules on density. It is not our charge to change the Village's Comprehensive Plan. In terms of the feasibility of this thing, these professionals who have designed this plan and are spending considerable amounts of time and money. I doubt that they would have done this project without doing a feasibility analysis. They are not going to build 72 \$300,000 townhomes and then hope they sell later. I'm sure they did their feasibility analysis. That having been said, density is not the issue. The density hasn't changed. I don't think traffic is the issue because if you had the four condo buildings you would have had the same number of occupants. Obviously, the price point and the square footage is not the issue. What are the issues? The issue is lot coverage. About five or six years ago, the developer tried squeezing more units into the building and taking up green space

and parking. We turned it down. Snow removal, a very intelligent and valid issue. Parking is an issue. Aesthetics are an issue. I can see where because of the huge variance going from 45% to 75%, it would present an issue. I am happy to see that the price points are where they are. I am glad that question was asked. I am not so sure and I am having a problem with the lot coverage and what that does in terms of common everyday things like getting around, parking, and snow removal. It concerns me. I'll defer to my other Commissioners.

AUBIN: Thank you, for me as an Orland Park resident, it is good to see a project that has been dormant for almost ten years be finished. It is a sign to me that there is a possible recovery to the residential recession that this town has been feeling the last three years. It could be coming to an end which is a good thing. I explained earlier how the system works. There are people that own a piece of property; they want to do something with it. They go to our staff and our staff looks at it. Our staff's first thought is how it is going to affect the citizens and residents of Orland Park. Then they go by the rules. What is the code? What is the Comprehensive Plan? Does this petition meet those requirements? They put a report together and they come to the Planning Commission. They ask our opinion and if we feel that it meets code that is required for this project to go through. As I look at tonight's petition, there are so many conditions for this project to go through and this petitioner's agreed to every one of them. Everything that the Village asked them to do, they agreed to. It would be hard for me as a Commissioner to ask a man to do 35 different things and have him agree to it and not recommend this project. It would show prejudice. What I am saying is that from staff's report, all of the requirements and based on our Comprehensive Plan, I don't have a problem with this. I will read the motion when we get done with our comments. Thank you.

DZIERWA: I want to congratulate the developers for coming up with something innovative. It definitely has some flaws as the residents think. I agree to some of those flaws. I do appreciate the fact that you took the time to answer these special use standards. These are very important. This is something that the developer has to address that the Village requires them to look at. As far as the condominium owners, I feel sorry for you just a bit. Yeah there are going to be some cars driving through and maybe the parking facing the building isn't such a good idea but the developer actually addressed that and tried to give you a few more parking spaces. You are going to suffer maybe a little bit because you don't want your cars parked up against the building. Well technically they aren't up against the building. They are just facing you instead of facing away from you. If there was one thing I could ask the developer to do, it would be a better traffic pattern. It is difficult for the condo owners the way the condos were set up before you had two buildings sharing two streets and two more buildings sharing two streets. Now you basically have a bunch of townhomes that are going to choose to go out one way or the other way. Chances are every person in the condo is going to say 'well, they are using my street too much'. I understand that. There are a few people here that were worried about what they were going to be looking at in their present homes. I felt the same way when I moved into my subdivision 32 years ago. When I moved

in I wanted to close the gate behind me. It didn't work out that way. I got lots of neighbors. I'm the one that is still there and many have come and gone. So I understand that too but that is just a personal preference. Maybe just call it being selfish. You don't want to look at someone else's property. You don't want to look at a balcony. People don't want to look at me on my balcony but it's my balcony and it meets code. My fellow Commissioners mentioned that we make our recommendations based on what's legal and what's not. Sometimes you are going to see things you don't like. You bring them up here. This is the starting point. If you seem to think that we make the rules, we recommend things based on the merit of the plan. We do take into consideration some very important points that you are here to bring up. What we can act on, we will. If we can't act on it, it is your job to go to the next meeting and tell the Village Board of Trustees. They basically can vote for or against a plan from their heart if they think it's not right. We can't do that. We have a strict set of guidelines that we have to follow as Commissioner Aubin said. I am going to say that for the most part I like the plan. I really do. There are some issues that the developer is going to have to deal with. If you are adamant about it, you go to the next meeting and let them know about it just like you are letting us know. A couple comments that were made as far as congestion. There was going to be congestion with 96 condos as opposed to 72 townhomes. Bottom line is there were 96 units, there would be traffic anyway. This is basically a transit oriented development which means we are encouraging people to walk to the train. We are encouraging people to move in that don't need two cars. It is not somewhere I could live. I like cars. Density, which was addressed by Commissioner Parisi, hasn't changed. I wish we could do a couple things as far as the parking is concerned on the boulevards and roads. The developer has addressed that and he is going to increase the parking along Park Station Boulevard. The gentlemen that were here representing the associations, talk with the developer and see what can be worked out with as far as what the associations will be in the future. Maybe you can get some of these other little things worked out. If you leave here tonight and a motion is made to approve this project, it is not the end of the world. It is not set in stone. If we approve it, we approve it based on the merit of the plan but with questions. Most of the questions that you brought up, we wouldn't have known. As far as the people that said we should come out there and take a look, we have been out there a lot since this project started. I came on the board in 2003 so I didn't see the original plan but I've seen all of the changes afterward. We didn't agree to that smaller condo setup that tried to come in before because we felt that it would have made it more congested. Bottom line is this is a good plan but it needs to be tweaked. I encourage you to work together.

JACOBS: There is a lot of emotion in the room tonight. A lot of justifiable concerns. I totally agree with all of you that have expressed yourselves. However, since a considerable amount of work and planning has already occurred and code issues and requirements have been met, we are here to probably recommend this plan. That is all I have to say.

PAUL: I appreciate everyone coming out and expressing your opinions tonight. As has been mentioned by several other commissioners, we are here to look at the minimum standard that has to be met before this thing can move on to the next level. For the most part, I think you have done that. The concern that I have though is the park credit. Part of the reason why we have these lot coverage rules is because of rain water being able to get into the ground rather than rolling off the asphalt. Could you explain that to me? I am not getting why we are taking land from somewhere else and we are including it with this.

PITTOS: Going back to the master plan for Colette Highlands in 2003, Park Station Boulevard was originally planned along this course. You can see these four townhome buildings located at this location. Park Station Boulevard eventually was constructed along a more eastern position so that once it came to this bend here it would cut directly south and connect to 159th Street, leaving a green space opening along the west side of Park Station Boulevard. So if I fast forward to the aerial, the point of all of that is to say that in 2003 when the total lot coverage for the entire subdivision development was calculated, this area in the circle was calculated as impervious surface area. It was covered by street and development. The detention pond is also considered impervious area because rain water doesn't go anywhere. It just sits there. When Park Station Boulevard was shifted to the east, the impervious surface area was reduced in the detention pond and an entire strip of pervious surface area was created here. The detention pond was less wide and deeper. That meant you had pervious surface area that was never originally considered. Colette Highlands in total is below its allowable lot coverage right now based upon the 2003 and later the 2005 approvals. If you take this park then and credit this bonus pervious area to this development site, it essentially brings Colette Highlands back to par from the 2003 plan. Actually for the subject site, it lowers the overall lot coverage from 54% net to 45.9% net.

PAUL: Again, the idea of rain water, does that help?

PITTOS: In terms of storm water, it changes nothing. This is all bonus pervious surface area. When the rain water falls it will hit the sewers in the same way had it hit the sewers in the 2003 plan and ended up in the detention pond regardless. There is no difference in storm water volume.

PAUL: Thank you. That's all I have.

STEPHENS: I appreciate everyone coming out. I want to talk first about the density. The Comprehensive Plan was redone two or three years ago?

PITTOS: The plan was approved in August of 2013.

STEPHENS: 2013. But prior to that time you had meetings with the public. You had all sorts of meetings. It was published on the website for how long? A year?

PITTOS: A little over a year.

STEPHENS: In that Comprehensive Plan, which was brought forward to everyone in the Village, it was hanging out there before it got approved for two years?

PITTOS: Each chapter was brought individually before various groups: Plan Commission, Committee, and Village Board.

STEPHENS: We had meetings.

PITTOS: Yes the Village was in the planning process from 2010.

STEPHENS: You asked for input from the residents and all kinds of things. The public had a lot of input into this Comprehensive Plan. The Comprehensive Plan allows this zoning in this area for a reason. The reason is because they want to make it a transit oriented community. As far as the allowable density goes, that has been in effect for basically a year. Before that, this entire plan was approved in 2003 before anyone moved in there. It was approved for 96 units. They are not changing the number of units. I don't think it is changing the number of people that are going to come in. With regards to the traffic and all that, I appreciate the comments that everyone has made. But I also agree with what Mr. Wendt showed us. You now have different ways to get in and out of there. That traffic from that second building which would go out the one way and now you have 16 units instead of 24. With regards to parking spaces, when we approved this plan originally, we had 2.13 parking spaces per unit. They are adding 41 more spaces to this.

CACHEY: Inaudible.

STEPHENS: The original one had 204 stalls.

CACHEY: Inaudible.

STEPHENS: Ok. So now you are going to increase it to 294. So we go from 2.13. Prior to that time a developer came in and tried to get it reduced to 1.5. That wasn't going to fly. This increases it to 3.06. It actually gives you one more parking space per unit than you already had with the prior plan. I think that's a big improvement. I also think it's a big improvement that they are putting parking along Park Station Boulevard and along the back. As far as the number of units goes, you are not getting more units than what was already approved back then. The other thing is do we want to keep looking at this place with the foundation sitting there and the weeds growing. How much longer are we going to look at that? You talk about property values and doesn't that detract from property values? That foundation sitting there is really an eyesore. As far as property values go, it looks like a blighted area. These people are co

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated November 11, 2014.

And

I move to recommend to the Village Board approval of the preliminary site plan titled "Park Boulevard Townhomes Preliminary Site Plan", prepared by Vantage Point Engineering and dated 11/6/14 subject to the following conditions:

- 1) Create a pedestrian refuge in the Park Station Boulevard median to link Centennial Park West pedestrian networks, via striped crosswalks, with the mid-block walkway leading to the central courtyard of the development.
- 2) Extend the multi-use path network in Centennial Park West from Somer Glen Lane south to connect with future 159th Street IDOT multi-use paths in exchange for impacting Park Station Boulevard and a lot coverage credit.
- 3) Submit detailed scaled and dimensioned elevation drawings showing the four principle elevations of the townhouse products proposed for this development prior to the consideration of final approval by the Village Board.
- 4) Mitigate the road widening impact to existing parkway trees along Park Station Boulevard via the landscape plan.
- 5) Reduce the width of the drive-aisle landscape islands between driveways to four (4) feet and increase the width of all driveways to 18 feet.
- 6) Note any offsite tree and landscape mitigation requirements within either Park Station Boulevard right-of-way or Centennial Park West on the landscape plan.
- 7) Submit a proposed plat of subdivision for review prior to final approval by the Village Board.
- 8) Record a public access easement for any sidewalk along Park Station Boulevard located on private property.
- 9) Submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.
- 10) Meet all final engineering and building code related items.
- 11) Reduce the total density to 71 units by revising the preliminary site plan to eliminate one of the three townhomes at the northeast corner of the property at the intersection of Jillian Road and Park Station Boulevard and creating only 2 townhomes around the curve instead of the 3 townhomes as shown on the preliminary site plan.

and

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

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

and

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

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

and

I move to recommend to the Village Board approval of a Special Use Permit for Park Boulevard Townhome’s planned unit development subject to the same conditions as outlined in the Preliminary Site Plan motion.

Modifications to the Special Use permit include:

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

All changes must be made prior to the Board meeting.

DZIERWA: Second.

RECOMMENDED FOR APPROVAL

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

Nay: 0

Absent: 1 - Member Murphy

NON-PUBLIC HEARINGS

None.

OTHER BUSINESS

2014-0024 Memo: New Petitions & Appearance Review

DZIERWA: How does that Bear Paddle Swim School work with adding graphics to their windows?

PITTOS: The short answer is that it is complicated. Yes the sign ordinance applies and the limitation is basically that 50% of the area may be covered with signs or images. Meaning the rest of the 50% has to be transparent. In this particular case, they are meeting that. The interpretation is in regards to overall fenestration on the building. The long story is they initially came in November and frosted out the windows so you couldn’t see into locker rooms for example and things like that.

The high humidity made the code compliant frosting fail. What ended up happening is an exterior application of the graphics, which is the unique aspect of this project. All in all it still meets that 50%. But it is complicated.

DZIERWA: Thanks.

ADJOURNMENT

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

STEPHENS: This meeting is adjourned at 9:48 p.m.

Respectfully submitted,

Heather Zorena
Recording Secretary

VILLAGE OF ORLAND PARK

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



Meeting Minutes

Tuesday, February 10, 2015

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 Acting Plan Commission Chairman, Mr. Paul Aubin, at 7:00 p.m.

Present: 5 - Member Aubin; Member Dzierwa; Member Parisi; Member Paul, Member Murphy

Absent: 2 - Chairman Stephens, Member Jacobs

APPROVAL OF MINUTES

2014-0463 Minutes of the November 11, 2014 Plan Commission Meeting

A motion was made by Commissioner Dzierwa, seconded by Commissioner Parisi; to continue the minutes of the November 11, 2014 Plan Commission.

I move to continue the minutes of the November 11, 2014 Plan Commission Meeting to the next regularly scheduled meeting.

CONTINUED

Aye: 5 - Member Aubin, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

Nay: 0

Absent: 2 - Chairman Stephens and Member Jacobs

2015-0067 Minutes of the January 27, 2015 Plan Commission Meeting

A motion was made by Commissioner Dzierwa, seconded by Commissioner Parisi to continue the minutes of the January 27, 2015 Plan Commission.

I move to continue the minutes of the January 27, 2015 Plan Commission Meeting to the next regularly scheduled meeting.

CONTINUED

Aye: 5 - Member Aubin, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

Nay: 0

Absent: 2 - Chairman Stephens and Member Jacobs

PUBLIC HEARINGS

2014-0703 (Heritage Square) Parkside Square

PITTOS: Staff presentation made in accordance with written staff report dated February 10, 2015.

AUBIN: Thank you Mr. Pittos. This is a public hearing but we are going to hear from the petitioner first.

DZIERWA: Swore in George Arnold, Attorney, 9501 144th Place, Suite 205,

Orland Park.

ARNOLD: Staff is very thorough in their report. We don't have anything to add. We would prefer to answer any questions you or anyone in the audience might have.

AUBIN: Thank you.

DZIERWA: Swore in Brad Bray, 15203 Hiawatha Trail, Orland Park.

BRAY: I have a question about the property that borders on the north. What is currently immediately adjacent to the proposed development right now?

PITTOS: That is currently zoned R-4. It is not part of this project. What we could reasonably expect in terms of future development is single family. There is existing single family along 151st Street, to the west, and now with this development to the south. It will likely become single family development.

BRAY: I assume that the proposed area is all trees and one of the nice things about that parcel is the fact that it is available to wild life and plants. Has there been a survey done of the existing trees in that area? I know there are some high quality trees in there and Orland Park prides itself on open spaces. I am wondering if there is going to be any effort to preserving those trees. There was a reference to the storm sewers that are going to be put in there on the perimeter and I am afraid that all of that vegetation will be lost if that is the case. There is a stand of Quaking Aspen along the western perimeter. I have a beautiful Pin Oak on the other side of the fence of my property. There are other trees that I haven't identified. I was just wondering if that had been taken into consideration.

PITTOS: We have required that the petitioner submit a tree survey identifying all of the types of trees in terms of species and sizes. That tree survey will then be compared to code to see what is healthy, what is not healthy, and what is a species that requires mitigation. If there is mitigation, that will be incorporated into the future landscape plan. We have not received that tree survey but that is one of the reasons why this project has not been granted preliminary engineering.

AUBIN: Thank you.

BRAY: You have an ordinance where you want so many trees on property but that would mean they would be planted after the construction, correct?

PITTOS: That is up to the developer in terms of what trees could potentially be incorporated into future lots and what trees have to be removed for houses, utilities, and road infrastructure.

PARISI: As part of most of the plans that we look at, they always do a tree mitigation survey. Sick trees can be removed and if healthy trees can be

preserved, they are if they don't interfere with the project. If trees have to be removed then they are required to mitigate it. In my experience they have done a pretty good job with it and replaced some unsightly trees with healthy ones.

BRAY: I was hoping that two of the houses in the six parcel section in the center could be eliminated so you could have a wider preserve area where those are not disturbed. You see how much green space would be lost. The new proposed green space is a detention pond, that's it? In my opinion, that is just really unfortunate. Nothing is going to be done especially if you have to incorporate the infrastructure with sewer lines. I don't know how it's feasible that you can save much of anything really.

AUBIN: Mr. Bray, I don't mean to interrupt you but I can guarantee you that staff has looked at every possible way that this project is going to go on this piece of property. It doesn't happen if it doesn't meet codes and requirements that are demanded by the Village of Orland Park. If the petitioner meets all of the codes and ordinances that Orland Park requests plus this litany of conditions, there is really no alternative.

BRAY: I understand. I just wanted to voice my concerns. Thank you.

DZIERWA: Swore in Michael Tronnes, 10001 151st Street, Orland Park.

TRONNES: What is the time frame of this project? When do you anticipate this to be started?

ARNOLD: Obviously a lot depends on the Village and how quickly we are able to move through this process. The developer would like to start as soon as spring or summer.

TRONNES: In your presentation, Mr. Pittos, you talked about site improvements and road improvements on 151st and West Avenue. I live on the corner and let me tell you about traffic. My concern is the impact on traffic. We have asked for years to have a controlled intersection and that has fallen on deaf ears. The traffic is getting worse. This is not going to improve the traffic situation and I am curious to what may be in the planning to have a controlled intersection. There is one on 153rd Street but not on 151st Street. The issue is now with the construction on LaGrange Road, people are getting off on Southwest Highway, coming down West Avenue and they're getting off on Ravinia, coming back up to 151st Street and then down West Avenue that way. The project looks like a really nice project but it is going to have a traffic impact. When you have the cut in on Franchesca or El Cameno Re'al you are going to have traffic coming and going and backing up. It is not going to improve the situation. So what can we do about mitigating that?

AUBIN: The one thing you said that was most telling was LaGrange Road. That project will be complete. As that project comes to fruition, the traffic will get lighter.

Mr. Pittos, have we done any traffic study work in regards to what is going to take place there?

BRAY: People still take the path of least resistance and LaGrange Road may be faster but it will be more voluminous and we still get traffic coming up West Avenue and that is my concern.

PITTOS: The Village has done traffic and transportation studies and plans to determine what the traffic volume will be in town over the next few decades depending on the type of development patterns and taking into consideration LaGrange Road widening, 143rd Street widening, 159th Street widening and all of these other road widening projects that are happening in the near future. For 151st Street in particular, my understanding is the Village has initial preliminary engineering or Phase I studies that have studied 151st Street to help mitigate some of the traffic volume and backup that is happening along that street. I'm not certain myself regarding the future status of what the intersection will be but I am more than happy to follow up and relay that information.

AUBIN: Mr. Tronnes, please contact Mr. Pittos after this meeting. He will get that information to you.

TRONNES: We have been to the Village before and I think we need a controlled intersection with lights. People blow through the stop signs but I won't take any more of your time.

AUBIN: Seeing no other comments, we will go to our Plan Commissioners for comments though this project will be continued.

PARISI: Obviously, we need preliminary engineering to be approved but it looks like a nice development and a good use of this piece of property. I think the style of homes and the size of lots would probably enhance the value of the surrounding homes. I do agree that the 151st Street intersection is something that needs to be given some attention to. Let alone the homes, you have high density there with all of the condominiums. This is just a fraction of that and that is a problem that has been exacerbated by the LaGrange Road construction. Eventually, I would hope between LaGrange Road completion and any plans going on for 151st Street would mitigate any problems.

DZIERWA: Thank you, Mr. Tronnes, for bringing that up. Definitely, I agree that 151st Street needs to be addressed. It happened at 183rd Street and Wolf Road, it can happen here too, especially with a development like this. Eventually that property to the north is going to develop and it is going to make it even more so a requirement that the intersection gets addressed. As far as the project goes, the plan looks really good. I like the fact that staff and the petitioner have taken into consideration the fact that the storm sewers were needed at the west end of the property, which is basically going to improve the existing property to the west,

which will be developed at some point. I feel that the green space that is there is adequate. It is for obvious reasons that the detention is there. It is definitely in the right spot. I have driven by that location for many years. It is a busy area but I do believe that the homes that are there seem a little bit dilapidated. I am not sure if anyone here is a homeowner there but this is definitely going to be an improvement. Sometimes things just get old and it is time to move on. We like to see people here that are concerned about what is going on in their back yards. We like your comments. I was the same way when someone decided to build behind me. I really appreciate the fact that the petitioner lined up the streets with the existing streets that are already there. It looks like a good plan. It is set up the right way. The fact that the sidewalks are being done is a good thing and the ornamental fencing on the south end of the property and on the east end in lieu of the buffer.

PITTOS: Yes it will be along the majority of the West Avenue frontage.

DZIERWA: That will be something nice to look at. It's not just something that will be there. Other than that I will let my fellow commissioners chime in on something I might have missed.

PAUL: Thank you. I think it is a good idea. It is a good use of that land with those houses there. As far as the traffic goes, I know with stop signs a lot of that is predicated on traffic flow. Obviously this is going to generate more traffic flow and that may be what gets you over the line to get you a controlled intersection as well. Sometimes that's what happens. We will wait for the engineering to come through. That is all I have.

MURPHY: I agree with my fellow commissioners. I think this will be a great addition to this area. I am happy to see the connectivity and this will be a huge improvement. I like the plan and concept. It looks like something that will fit with the Comprehensive Plan for Orland Park. I have one comment on the tree mitigation. Will we have the opportunity to see the tree mitigation plan with the engineering plan when it comes in?

PITTOS: We can provide that.

MURPHY: That would be great.

DZIERWA: Along with what Commissioner Murphy just mentioned, does anyone know if there are any heritage trees on that property currently?

ARNOLD: The developer is not sure. He is in the process of completing this so we're not sure yet.

AUBIN: My comments are in line with the Commissioners. I think the project will meet Comprehensive Plan demands. All of these things that we talk about are

great discussion but engineering has to be taken care of before we can move forward.

PARISI:

I move to continue case number 2014-0703, Heritage Square Subdivision for site plan, subdivision and rezoning review, all subject to annexation, to the February 24, 2015 Plan Commission.

DZIERWA: Second.

CONTINUED

Aye: 5 - Member Aubin, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

Nay: 0

Absent: 2 - Chairman Stephens and Member Jacobs

2014-0736 Whittingham House - SP, SUB, VAR, COA

PITTOS: Staff presentation made in accordance with written staff report dated February 10, 2015.

AUBIN: Thank you, Mr. Pittos. Is the petitioner present?

DZIERWA: Swore in Ian McDonnell, 14508 Woodland Drive, Orland Park.

MCDONNELL: I am the architect on the job and I am here if you have any questions. We do have a landscape plan if you want to take a look at it. It was drawn up to sort of hide the house on the right side, to try to eliminate the width of the house.

AUBIN: Thank you. It is a public hearing, if there is anyone who would like to speak, come forward now. Seeing no one, we will go to the Commissioners.

PAUL: It makes absolute sense. There is another house around the corner that is similar to this. I don't see any problems with this project.

DZIERWA: I agree with Commissioner Paul. This fits in with the area. Good for you that you can buy two pieces of property and put one house on it. I have seen the old farm house there and the garage and I couldn't really figure out if the garage was a separate piece of property. Obviously, when I saw the petition, it spelled it out for me. I have no comments. Good luck to the developer.

MURPHY: Personally, I have experienced the joy and pain of renovating a house from the 1800's and sometimes it's better to tear down and start from scratch. I think the design and character of this home is beautiful and it will fit in. It will be a welcome addition to the neighborhood so good luck.

PARISI: I have no comment other than I almost wish we had done this petition first because it is a great example of how we handle the tree mitigation surveys.

AUBIN: My comments are right in line with my fellow Commissioners. For Mr. Staunton and his people to choose Orland Park's historic district to put a house like that, we are pretty proud to see that. The chair will now entertain a motion.

DZIERWA:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated Feb. 10, 2015

And

I move to recommend to the Village Board of Trustees to approve the preliminary site plan titled "New Two Story Residence for 9915 W. 144th Place", prepared by IJM Group Inc. and dated Dec. 8, 2014, subject to the following conditions.

- 1) Repair the public sidewalk upon completion of construction.
- 2) Mitigate the appearance of the "extended bulk" of the side gables from the public right-of-way through the Landscape Plan.
- 3) Use oak trees as the replacement trees for mitigating the lost heritage oak tree.
- 4) Submit a Landscape Plan, for separate review and approval, within 60 days of final engineering approval.
- 5) Meet all building code related items.

And

I move to recommend to the Village Board of Trustees to approve the Certificate of Appropriateness for the Elevations titled "New Two Story Residence for 9915 W. 144th Place", prepared by IJM Group Inc. and dated Dec. 8, 2014, subject to the same above conditions.

And

I move to recommend to the Village Board of Trustees to approve the lot consolidation of 9915 and 9911 W. 144th Place subject to the following condition:

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

And

I move to recommend to the Village Board of Trustees to approve the variance to increase maximum lot width for new construction in the Old Orland Historic District

from 50 feet to 92 feet, subject to the same conditions as noted above.

All changes must be made prior to the Board meeting.

MURPHY: Second.

RECOMMENDED FOR APPROVAL

Aye: 5 - Member Aubin, Member Dzierwa, Member Parisi, Member Paul and
Member Murphy

Nay: 0

Absent: 2 - Chairman Stephens and Member Jacobs

NON-PUBLIC HEARINGS

OTHER BUSINESS

2015-0040 Memo: New Petitions & Appearance Review

None.

ADJOURNMENT

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

AUBIN : This meeting is adjourned at 8:03 pm

Respectfully submitted,

Heather Zorena
Recording Secretary

VILLAGE OF ORLAND PARK

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



Meeting Minutes

Tuesday, February 24, 2015

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 Acting Plan Commission Chairman, Mr. Paul Aubin, at 7:00 p.m.

Present: 5 - Member Aubin; Member Dzierwa; Member Parisi; Member Paul, Member Murphy

Absent: 2 - Chairman Stephens, Member Jacobs

APPROVAL OF MINUTES**2014-0463 Minutes of the November 11, 2014 Plan Commission Meeting**

A motion was made by Commissioner Dzierwa, seconded by Commissioner Parisi; to continue the minutes of the November 11, 2014 Plan Commission

I move to continue the minutes of the November 11, 2014 Plan Commission Meeting to the next regularly scheduled meeting.

CONTINUED

Aye: 5 - Member Aubin, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

Nay: 0

Absent: 2 - Chairman Stephens and Member Jacobs

2015-0067 Minutes of the January 27, 2015 Plan Commission Meeting

A motion was made by Commissioner Paul, seconded by Commissioner Murphy to approve the minutes of the January 27, 2015 Plan Commission with the following changes:

On page 5, under Destefano's testimony, change the word "council" to "counsel".

On page 10, under Zalewski's testimony, correct the spelling of the word "birm" to read "berm".

APPROVED

Aye: 5 - Member Aubin, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

Nay: 0

Absent: 2 - Chairman Stephens and Member Jacobs

2015-0142 Minutes of the February 10, 2015 Plan Commission

A motion was made by Commissioner Paul, seconded by Commissioner Murphy to approve the minutes of the February 10, 2015 Plan Commission.

APPROVED

Aye: 5 - Member Aubin, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

Nay: 0

Absent: 2 - Chairman Stephens and Member Jacobs

PUBLIC HEARINGS

2014-0703 (Heritage Square) Parkside Square

A motion was made by Commissioner Parisi, seconded by Commissioner Paul to continue the Heritage Square petition to the March 10, 2015 Plan Commission meeting.

PARISI:

I move to continue case number 2014-0703, Heritage Square Subdivision for site plan, subdivision and rezoning review, all subject to annexation, to the February 24, 2015 Plan Commission.

DZIERWA: Second.

CONTINUED

Aye: 5 - Member Aubin, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

Nay: 0

Absent: 2 - Chairman Stephens and Member Jacobs

2015-0002 John Burns Construction

PITTOS: Staff presentation made in accordance with written staff report dated February 24, 2015.

AUBIN: Thank you, Mr. Pittos. Is the petitioner present?

DZIERWA: Swore in Robert Bohnak, Bohnak Engineering, 8405 Radcliffe Road, Tinley Park.

BOHNAK: Mr. Fangerow had to attend to a family emergency so he asked me to go ahead and step in for him this evening. I will be happy to answer any questions that I can regarding the site plan and the variance. The building I might have some trouble with but I will do my best.

AUBIN: No questions from staff?

BOHNAK: No.

AUBIN: You've seen the conditions from staff and there are no problems with any of them?

BOHNAK: Correct.

AUBIN: Thank you. This is a public meeting and there are no members of the public here so I will go to the Commissioners.

PAUL: Just one question I am curious about. Is this going to be for the use of the construction company or is this additional space to be rented out?

BOHNAK: Right now the expansion of the parking lot is to provide parking spots for all of the employees that work there right now so there is no overflow parking and the entire area is dedicated and used by John Burns construction.

PAUL: That was the only question I had.

DZIERWA: Thank you. I can see how this gets all cleaned up. It looks like it's something that has been thought out and as long as we have the parking up against southwest highway, I agree with staff on the continuation and you do have the flow with an in and out. The new Watershed Management Ordinance (WMO) by the MWRD, just curious, it takes effect May 1, 2015. How does this affect their parking? Could their parking change as of May 1, 2015? Will they be required to meet what MWRD says?

PITTOS: There is ongoing discussion and Mr. Bohnak may be able to speak to that. My understanding is that the John Burns Construction site may not be required to follow the new WMO because it is less than 5 acres. There may be an out for them. In the event there isn't, then they would have to figure out a way to meet the new WMO. They did submit a site plan last May to get on the grandfathered list which is a little different than what we see tonight in terms of the extent of the parking that's proposed. Nonetheless, the WMO does have stricter setbacks from wetlands than what the Village currently has. So that will impact their parking if they have to meet it. There is a discussion going on right now as to whether or not they really need to. The Village, being the authorization agency or will be the authorization agency, has not yet determined.

DZIERWA: So it has not been decided yet?

PITTOS: No but we are pushing ahead to make sure that everything is done by May 1st, nevertheless.

PARISI: No comments to add.

MURPHY: No comments. No concerns.

AUBIN: Preliminary engineering has been approved. What is going on here is not going to have any impact in any of the surrounding areas. I don't have a problem with the project. We will move forward with a motion.

PAUL:

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated February 24, 2015.

And

I move to recommend to the Village Board of Trustees to approve the preliminary site plan titled "Sketch Plan for Discussion", prepared by Bohnak Engineering, Inc., dated August 1, 2014, subject to the following conditions:

1. Submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.
2. Remove all wetland encroachments to meet reduced wetland/floodplain setback variance.
3. 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 "Building Addition", prepared by Base Ten Architects, Inc., dated February 13, 2015, subject to the same conditions outlined above and the following:

7. Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline.
8. All masonry must be of anchored veneer type masonry with a 2.625" minimum thickness.
9. 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 of Trustees to approve the following variances for 17601 Southwest Highway:

- 1) Reduce the wetland/floodplain setback from 50 feet to 5 feet;
- 2) Increase Code required parking capacity by more than 20%;
- 3) Establish a parking lot between the principle structure and the street;
- 4) Reduce the north(west) landscape bufferyard from Type E 50 feet to Type A 10 feet; and
- 5) Reduce the (south)west landscape bufferyard from Type D 50 feet to zero feet.

All changes must be made prior to the Board meeting.

DZIERWA: Second.

RECOMMENDED FOR APPROVAL

Aye: 5 - Member Aubin, Member Dzierwa, Member Parisi, Member Paul and Member Murphy

Nay: 0

Absent: 2 - Chairman Stephens and Member Jacobs

NON-PUBLIC HEARINGS

None.

OTHER BUSINESS

2015-0040 Memo: New Petitions & Appearance Review

None.

ADJOURNMENT

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

AUBIN: This meeting is adjourned at 7:28 pm

Respectfully submitted,

Heather Zorena
Recording Secretary



135TH STREET



LAGRANGE ROAD

SOUTHWEST HIGHWAY

METRA LINE

135th Street Wetlands
Village-owned
Donated 2003

O'Malley Parcels
Village-owned
Purchased July 2011
\$144,000

Giannakis Property - 13901 LaGrange Rd.
24 acres (less IDOT taking)

Nature Center site
Village-owned
Purchased 2012
\$280,000

"Mill Creek Green Triangle"



LA GRANGE ROAD

SOUTHWEST HIGHWAY

METRA LINE





Orland Park Nature Center - Proposed Master Plan



Proposed Imagery



Prairie Restoration



Permeable Pavers



Runoff Collection



Patio Area



Wetland Overlook
Courtesy of Parks, Recreation, and Community Services for the City of Burbank



Savanna



Multi Use Trails



Outdoor Classroom

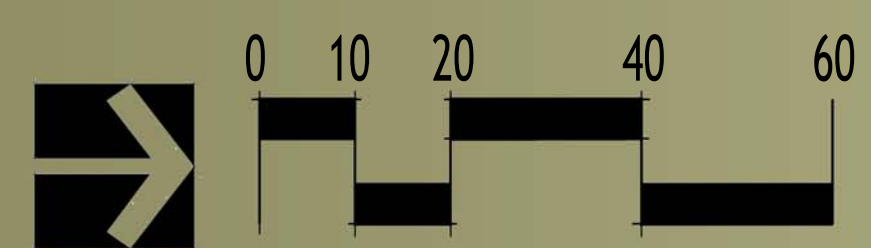


Green Roof



Wall Mural

Proposed Master Plan



PLANNERS
ECOLOGISTS
LANDSCAPE ARCHITECTS

**Park Boulevard Luxury Villas
Orland Park, IL**

Requested Variances (R-4)

- Side yard, from 25' to a minimum 10'(6-205 E. 1. b.)
- Rear yard setback, from 30' to 25' minimum at west property line (6-205 E. 1. d.)
- Lot coverage, from 45% to 55% (6-205 F.)
- Density variance from 6 du/ac to 12.5 du/ac (6-205 C. 11. A. 3.)
- Buffer yard variance at north and south lines, because of side yard variance (6-305 H.)

Variance Standards

1. That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located;

Design footprints are based on the unit size needed meet the current market demand and number of units necessary to make the project economically feasible. Smaller units and/or less units would not be practical.

2. That the plight of the owner is due to unique circumstances;

The property is an existing infill parcel that was previously approved for a high density mid-rise multifamily development. We are proposing a lower-density attached residential development that will result in lower impact to this property.

3. That the variation, if granted, will not alter the essential character of the locality;

Much of the surrounding development is composed of similar attached and detached single family units. This development will be a good complement to the adjacent developments and would not change the character of the overall development.

4. That because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out;

The physical size and shape of the property are such that variance to the current R-4 zoning will be vital to make the unit count and square footage of the residences what the market will demand to make this project feasible.

5. That the conditions upon which the petition for a variation is based are unique to the property for which the variance is sought and are not applicable, generally, to other property;

Because of the change in market conditions, it is necessary to make changes to the original approved concept for this parcel. There is not a current market demand for condominium units. We have provided a development concept that will work with the current market.

6. That the alleged difficulty or hardship is caused by these regulations and has not resulted from any act of the applicant or any other person presently having an interest in the property subsequent to the effective date hereof, whether or not in violation of any portion thereof;

The request for variances to the current zoning are based on current market conditions and not as a result of any act of a person having an interest in the property.

7. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located or otherwise be inconsistent with the Comprehensive Plan, any adopted overlay plan or these regulations;

Granting of these variances will not have a detrimental effect to the public welfare. These variances will allow the development of a semi-developed parcel which, in its current form could be considered a hazard. It will bring new life to a dormant development.

8. That the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood;

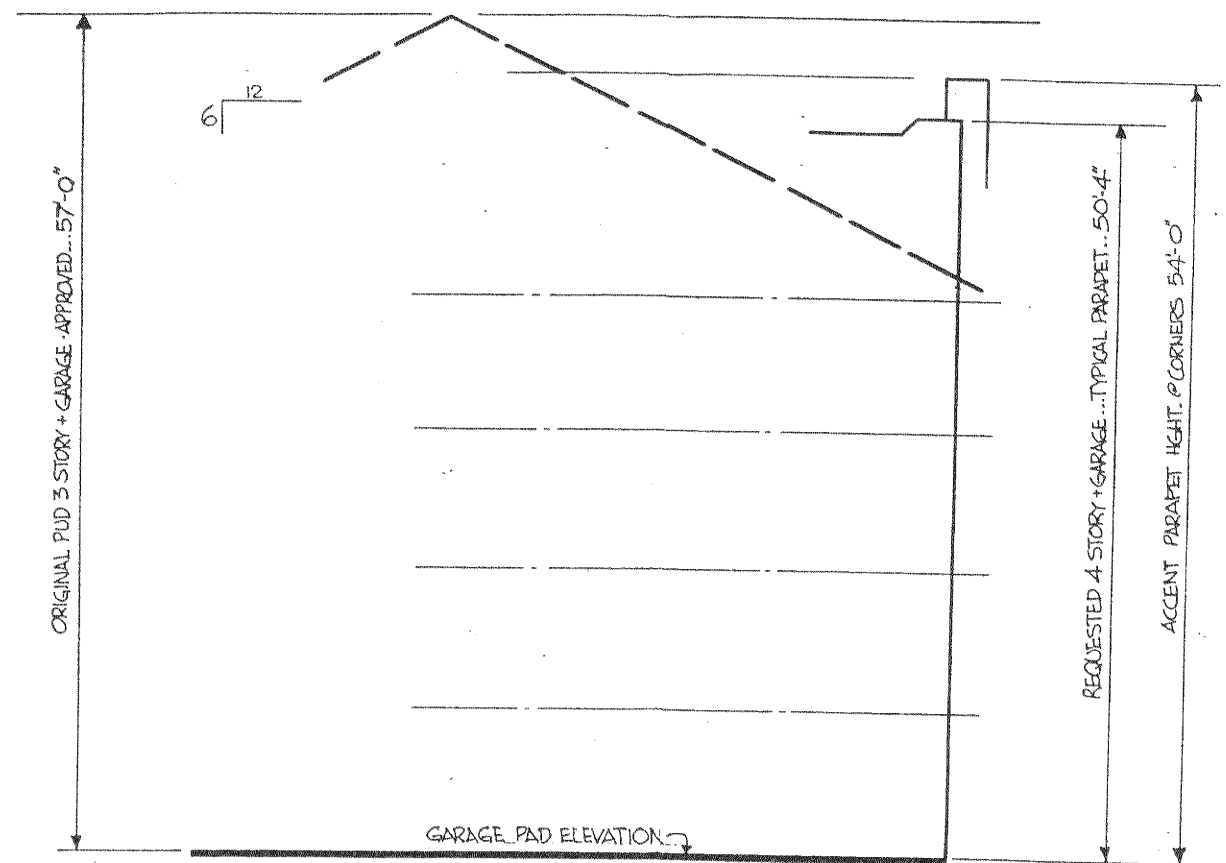
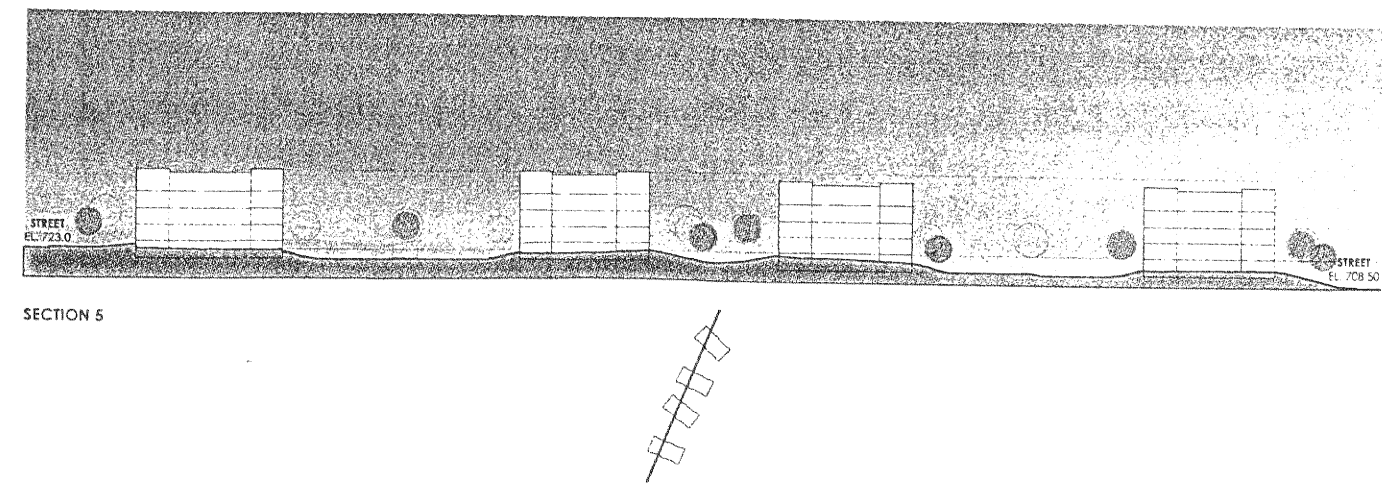
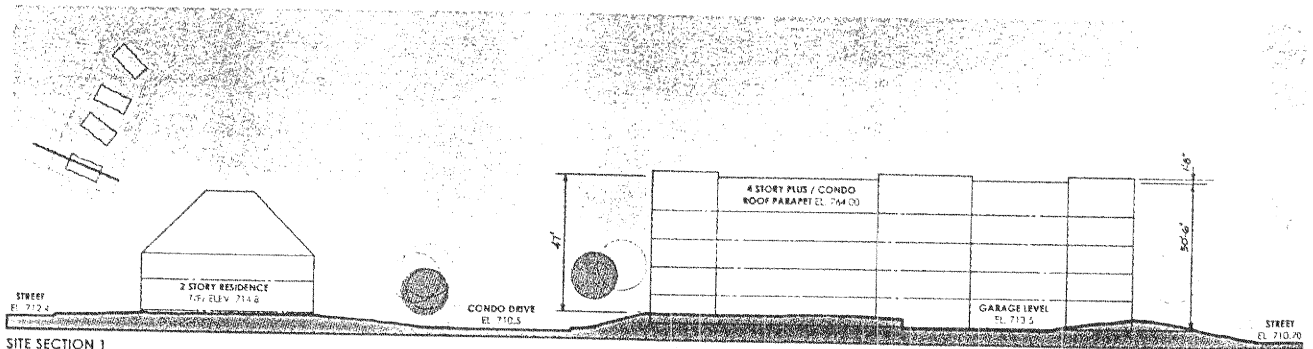
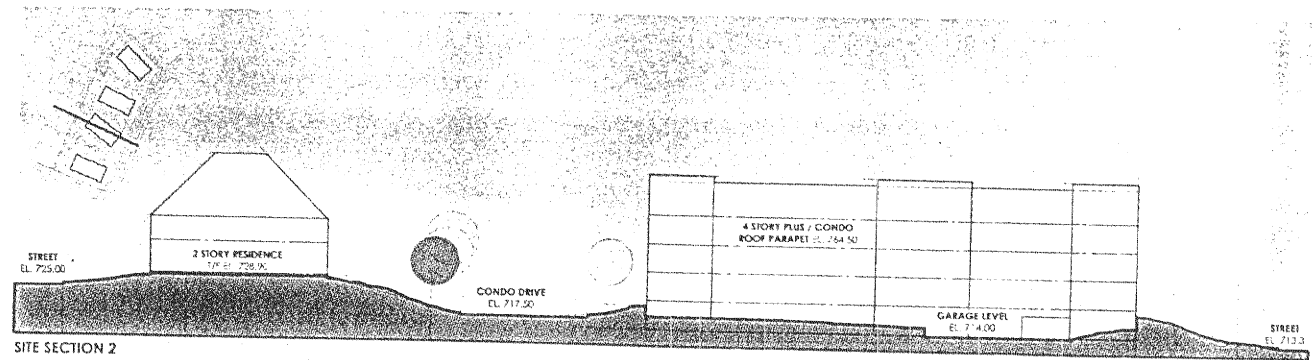
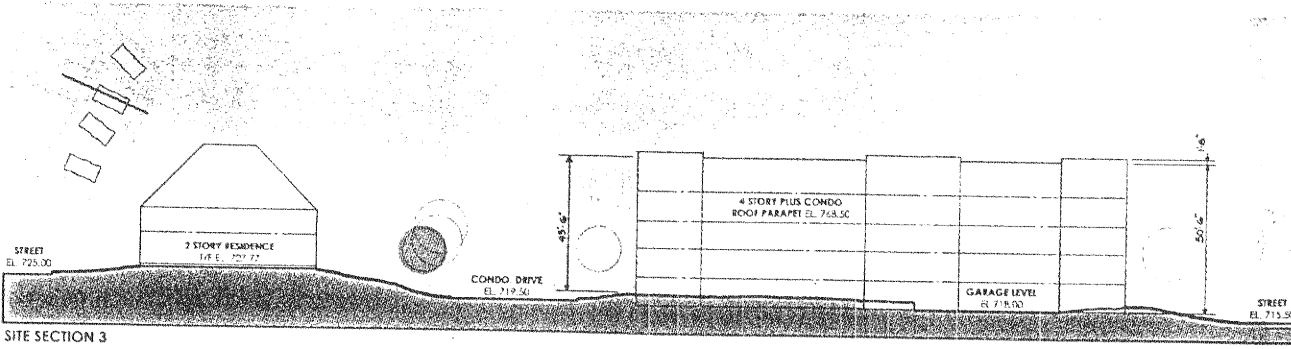
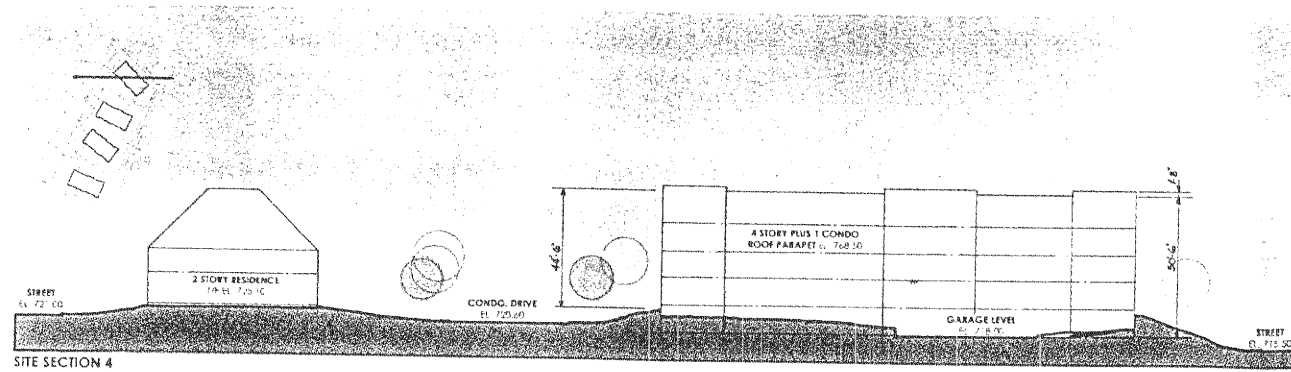
The proposed variation will be a much lower impact to the property than that of the existing approved development. There will be a lower density development with much lower elevations than what is currently approved for this parcel. This will provide improved views of the adjacent park for all surrounding properties.

9. That the variance granted is the minimum adjustment necessary for the reasonable use of the land;

The variances requested are the minimum that would make this new development feasible.

10. That aforesaid circumstances or conditions are such that the strict application of the provisions of this Section would deprive the applicant of any reasonable use of his or her land. Mere loss in value shall not justify a variance; there must be a deprivation of all beneficial use of land.

The variances requested will make it possible for the developer to provide a development that will fit well with the surrounding development and fit the market criteria so that the development will be able to be completed in a timely manner. These variances are critical for the success of the development.



BOARD APPROVED
CASE NO. 2005-0275.2
DATE 6-6-05
W/CONDITIONS
W/O CONDITIONS



RECEIVED
MAR - 6 2015

PRELIMINARY SITE PLAN
 1"=30'




LINDENGROUP

ARCHITECTURE
 LAND PLANNING
 INTERIOR ARCHITECTURE
 LANDSCAPE ARCHITECTURE
 10100 ORLAND PARKWAY, SUITE 110
 P.O. BOX 279 400, F209, 279 443
 WWW.LINDENGROUP.COM

DATE	DRAWN	DESCRIPTION
2014-01-16	3-4-2015	PRELIMINARY SITE PLAN
MEMBER: DATE: DRAWN BY: FINAL REVIEW:		
COMPANY: LINDEN GROUP INC. 10100 ORLAND PARKWAY, SUITE 110, ORLAND PARK, IL 60161 P.O. BOX 279 400, F209, 279 443 WWW.LINDENGROUP.COM		

SHEETNAME: **S-1.0**
 SHEET OF

PRELIMINARY SITE PLAN

PARK BOULEVARD LUXURY RANCH VILLAS



PROPOSED CONDITION	IMPERVIOUS AREA (ACRES)	PERVIOUS AREA (ACRES)	TOTAL AREA (ACRES)
PARK BOULEVARD VILLA SITE	1.940	1.610	3.550
PROPERTY TO CONDO LOT	-0.020	-0.008	-0.028
PROPERTY FROM CONDO LOT	0.000	0.028	0.028
TOTAL AREA	1.920	1.630	3.550

VILLA SITE AREA = 54.08% IMPERVIOUS
- 1.92 ACRES
45.92% PERVIOUS
- 1.63 ACRES
3.55 ACRES

VILLA PARKING SUMMARY	
GARAGE PARKING (2/UNIT)	48
DRIVEWAY PARKING (2/UNIT)	48
PARK BOULEVARD PARKING (NORTH)	10
TOTAL PARKING	106
PARKING RATIO	4.4 TO 1

NUMBER OF LOTS	13
NUMBER OF BUILDINGS	12
NUMBER OF UNITS	24

F.A.R. = $\frac{\text{BUILDING FLOOR AREA}^*}{\text{TOTAL LAND AREA}}$ = .35916
*EXCLUDES GARAGES

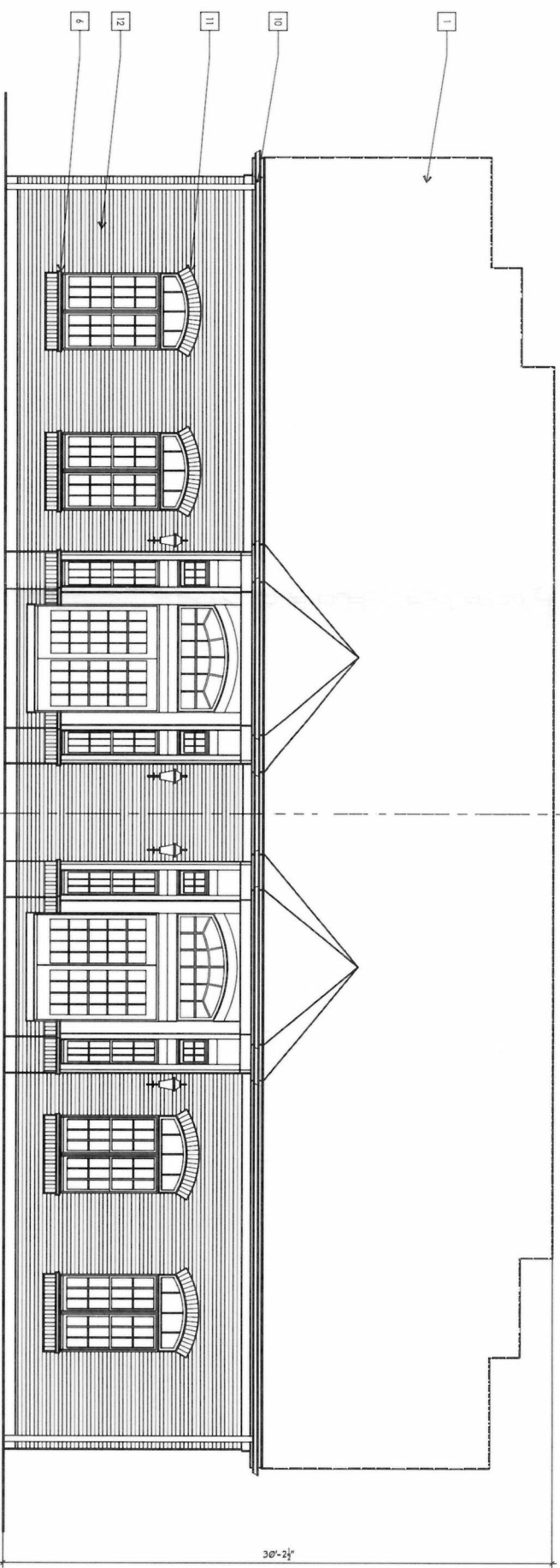
GREEN SPACE COMPARISON	USEABLE GREEN	PERVIOUS	IMPERVIOUS
VILLA AREA	1.30	1.63	1.92
2005 CONDO PLAN*	1.00	1.16	2.39

*ESTIMATE

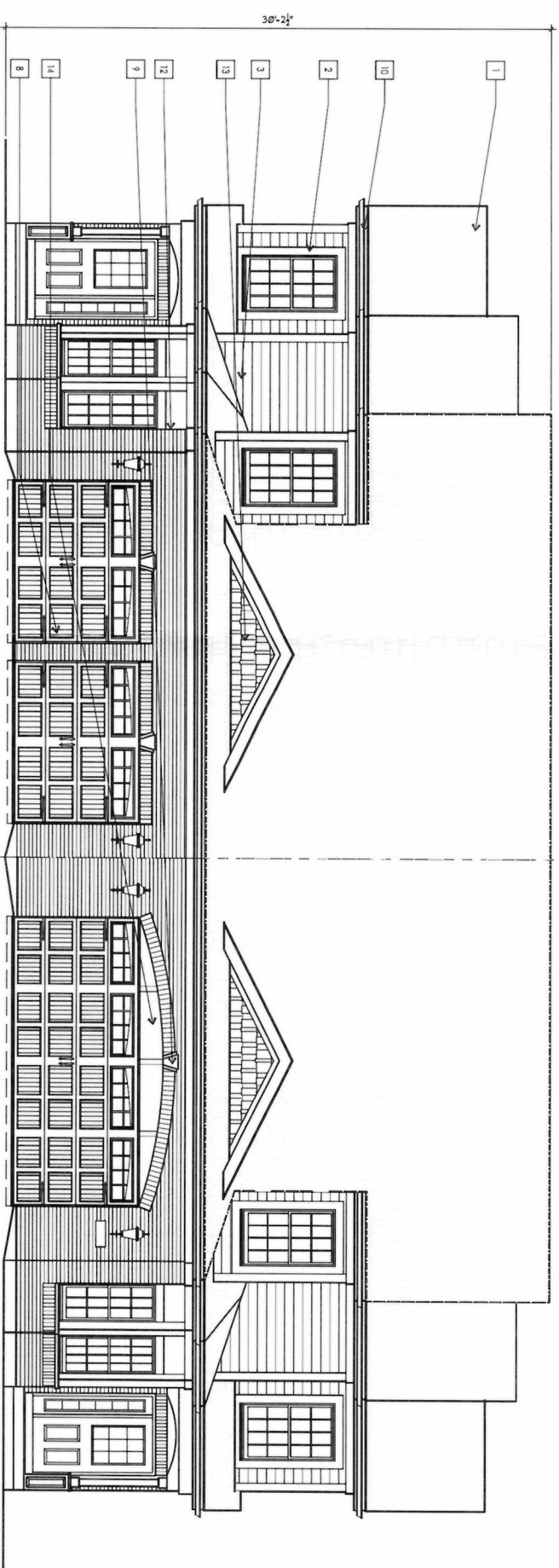
PRELIMINARY SITE PLAN	PARK BOULEVARD LUXURY RANCH VILLAS	CLIENT: PARK STATION LLC. c/o THE CROWN GROUP, INC. 1564 W. ALGONQUIN ROAD HOFFMAN ESTATES, IL 60192	18311 NORTH CREEK DRIVE SUITE F TWIN EY PARK, IL 60477 T: 708.478.4004 INFO@VPENG.COM
	ORLAND PARK, ILLINOIS	PHONE: FAX:	
REVISIONS DATE: 02/09/15 SCALE: DRAWN BY: DESIGNED BY CHECKED BY: BZ SHEET: 3 OF 4 V# 01-15	VANTAGEPOINT ENGINEERING LLC, 2012 NOTE -- DISCLAIMER: The information contained herein is designed for the sole benefit of the Owner/Client. The Engineer assumes no liability whatsoever for the unauthorized use or reuse of this design document(s). VPENG.COM CIVIL ENGINEERING LAND PLANNING SURVEYING PROFESSIONAL DESIGN FIRM NO. 184 005785		

ELEVATION TAG KEY

- 1 LIME WASTANT ARCHITECTURAL SHINGLES
- 2 CERAMIC HARD TERN
- 3 CEMENT BOARD SIDING WITH 6" REVEAL
- 4 BUILT UP W/D POST
- 5 BRICK SOLIDER COURSE
- 6 CUT STONE SILL W/ BRICK SOLIDER COURSE
- 7 STONE ADDRESS BLOCK
- 8 PANEL OVERHEAD DOOR
- 9 ARCH SOLIDER COURSE WITH CUT STONE KEYSTONE
- 10 ALUM. GUTTER AND DOWNPOUTS
- 11 BRICK ARCH SOLIDER COURSE
- 12 BRICK MASQUERY RUNNING BOND
- 13 CEMENT BOARD SHAKE SIDING
- 14 CEDAR PANEL W/ 1/4" OVER JOINTS



REAR ELEVATION 'C-C' COMBINATION
1/4" = 1'-0"



FRONT ELEVATION 'C-C' COMBINATION
1/4" = 1'-0"



ARCHITECTURE
LAND PLANNING
INTERIOR ARCHITECTURE
LANDSCAPE ARCHITECTURE
10100 GRAND PARKWAY, SUITE 110
ORLAND PARK, ILLINOIS 60467
TEL: 708.564.7700
WWW.LINDENGROUP.COM

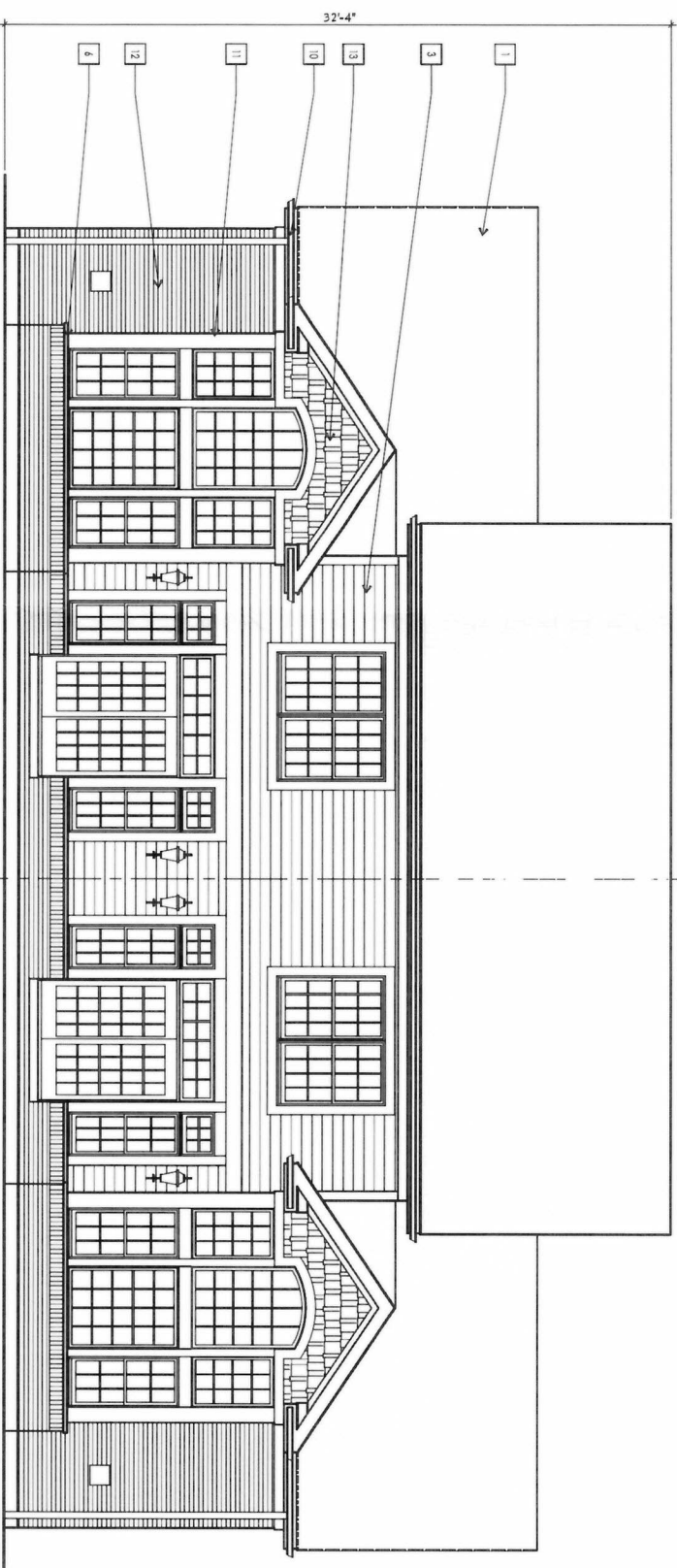
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DRAWN: JM
DESCRIPTION: PRELIMINARY ELEVATIONS
PROJECT NUMBER: 2014-0161
REVISION: NONE
DATE: 3-4-2015
DRAWN BY: JM
CHECKED BY: JM

CONTRACTOR: LINDEN GROUP, INC.
LINDEN GROUP, INC.
10100 GRAND PARKWAY, SUITE 110
ORLAND PARK, ILLINOIS 60467
TEL: 708.564.7700
WWW.LINDENGROUP.COM

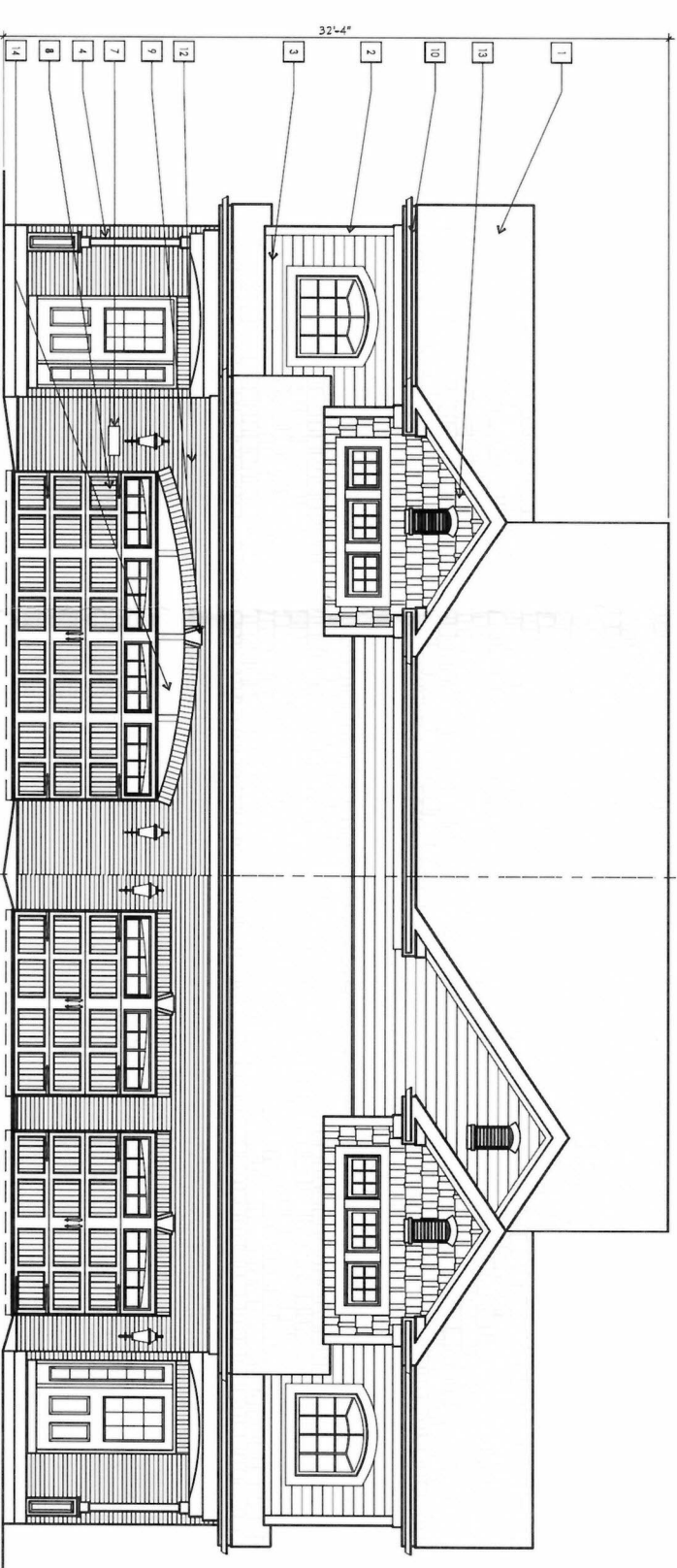
SHEET NAME: A-1.0
SHEET OF: 1

ELEVATION TAG KEY

- 1 LIFETIME WARRANTY ARCHITECTURAL SHINGLES
- 2 CEILING TOGS HARD TERN
- 3 CEILING BOARD SIDING WITH 6" REVEAL
- 4 BUILT UP W/D POST
- 5 BRICK SOLIDER COURSE
- 6 CUT STONE SILL W/ BRICK SOLIDER COURSE
- 7 STONE ADDRESS BLOCK
- 8 PANEL OVERHEAD DOOR
- 9 ARCH SOLIDER COURSE WITH CUT STONE KEYSTONE
- 10 ALUM. GUTTER AND DOWNSPOUTS
- 11 BRICK ARCH SOLIDER COURSE
- 12 BRICK MASQUERY RUNNING BOND
- 13 CEILING BOARD SHAKE SIDING
- 14 CEDAR PANEL W/ 1/4" OVER JOINTS



REAR ELEVATION 'E-E' COMBINATION
1/4" = 1'-0"



FRONT ELEVATION 'E-E' COMBINATION
1/4" = 1'-0"



LINDENGROUP
ARCHITECTURE
LAND PLANNING
INTERIOR ARCHITECTURE
LANDSCAPE ARCHITECTURE
10100 ORLAND PARKWAY, SUITE 110
FARMINGDALE, NY 11737
P: 708.797.4400 F: 708.797.4484
WWW.LINDENGROUP.COM

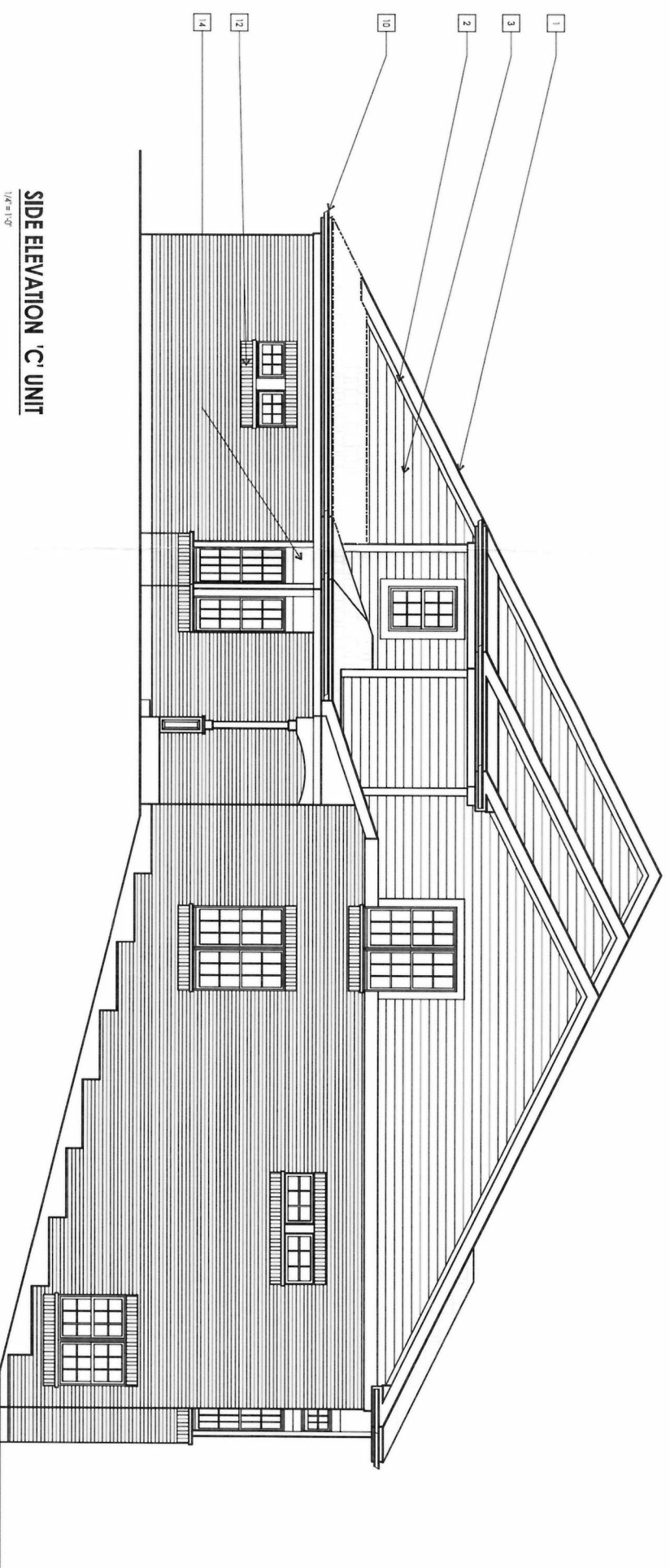
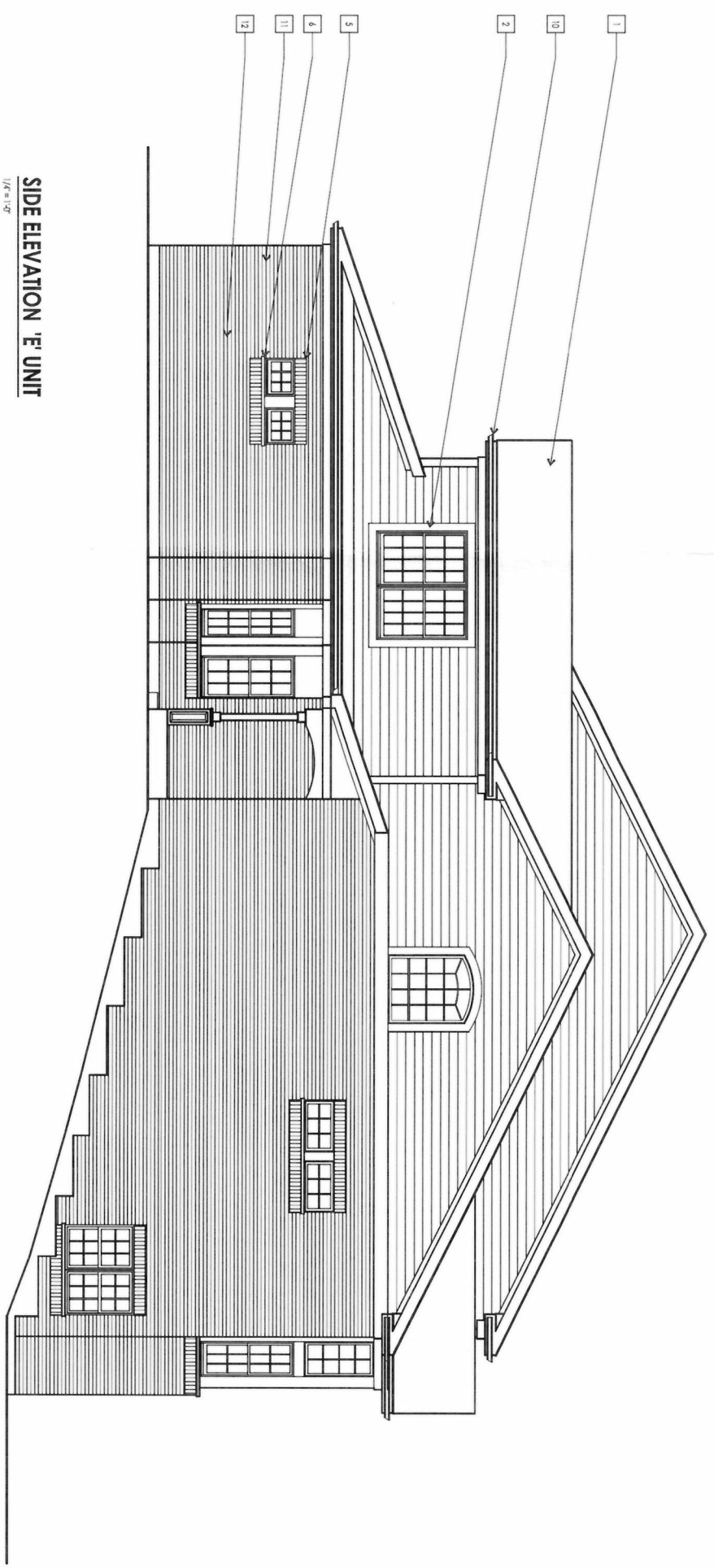
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2014-01-16		
3-4-2015	TJH	PRELIMINARY ELEVATIONS
3-4-2015	TJH	PRELIMINARY ELEVATIONS
3-4-2015	TJH	PRELIMINARY ELEVATIONS

PRELIMINARY ELEVATIONS
LINDENGROUP ARCHITECTURE
10100 ORLAND PARKWAY, SUITE 110
FARMINGDALE, NY 11737
P: 708.797.4400 F: 708.797.4484
WWW.LINDENGROUP.COM

SHEET NAME
A-1.1
SHEET OF

ELEVATION TAG KEY

- 1 LIFE/NE WASPANT ARCHITECTURAL SHINGLES
- 2 CERAMIC HARD TERN
- 3 CERAMIC BOARD SIDING WITH 6" REVEAL
- 4 BUILT UP W/ID POST
- 5 BRICK SOLDER COURSE
- 6 CUT STONE SILL W/BRICK SOLDER COURSE
- 7 STONE ADDRESS BLOCK
- 8 PANEL OVERHEAD DOOR
- 9 ARCH SOLDER COURSE WITH CUT STONE KEYSTONE
- 10 ALUM GUTTER AND DOWNSPOUTS
- 11 BRICK ARCH SOLDER COURSE
- 12 BRICK HAZONY RUNNING BOND
- 13 CERAMIC BOARD SHAKE SIDING
- 14 CEDAR PANEL W/1/4" OVER JOINTS



LG
LINDENGROUP
ARCHITECTURE
LAND PLANNING
INTERIOR ARCHITECTURE
LANDSCAPE ARCHITECTURE
10100 ORLAND PARKWAY, SUITE 110
FREDERICK, MD 21703-7944
WWW.LINDENGROUP.COM

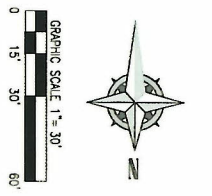
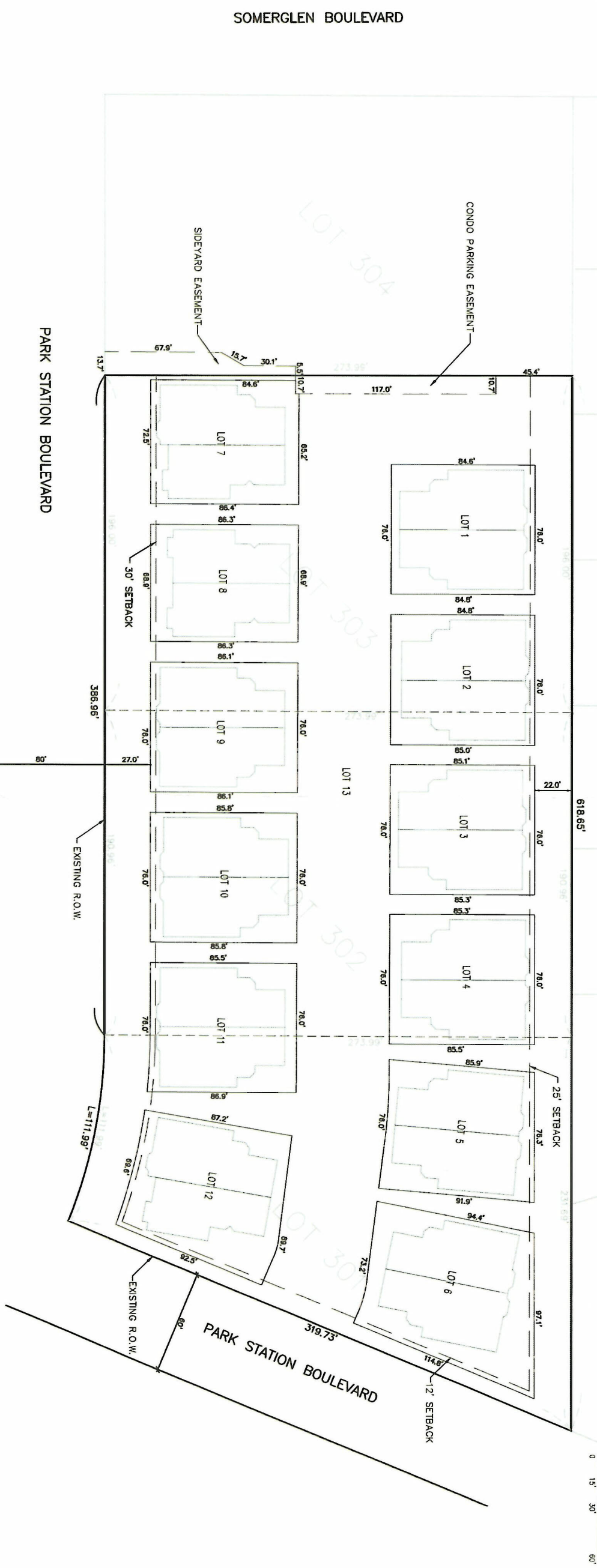
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DRAWN DESCRIPTION: PROJECT NUMBER: 2014-0161

REV. NUMBER: 3-4-2015
DATE: 3-4-2015
DRAWN BY: TMM

FINAL REVIEW: [Signature]
LINDEN GROUP, INC.
ARCHITECTURE, LAND PLANNING, INTERIOR ARCHITECTURE, LANDSCAPE ARCHITECTURE
10100 ORLAND PARKWAY, SUITE 110
FREDERICK, MD 21703-7944
WWW.LINDENGROUP.COM

SHEET NAME: A-1.2
SHEET OF

PRELIMINARY PLAT OF SUBDIVISION EXHIBIT FOR PARK BOULEVARD LUXURY RANCH VILLAS



LEGAL DESCRIPTIONS OF PROPERTY

Lot 301 in HUGUELET'S COLETTE HIGHLANDS, being a subdivision in the Southeast 1/4 of Section 17, Township 36 North, Range 12 East of the Third Principal Meridian, in Cook County, Illinois.
 Lot 302 in HUGUELET'S COLETTE HIGHLANDS, being a subdivision in the Southeast 1/4 of Section 17, Township 36 North, Range 12 East of the Third Principal Meridian, in Cook County, Illinois.
 Lot 303 in HUGUELET'S COLETTE HIGHLANDS, being a subdivision in the Southeast 1/4 of Section 17, Township 36 North, Range 12 East of the Third Principal Meridian, in Cook County, Illinois.

LOT AREA SUMMARY	
LOT 1	6,435 S.F.
LOT 2	6,454 S.F.
LOT 3	6,474 S.F.
LOT 4	6,493 S.F.
LOT 5	6,682 S.F.
LOT 6	7,596 S.F.
LOT 7	6,254 S.F.
LOT 8	5,944 S.F.
LOT 9	6,535 S.F.
LOT 10	6,515 S.F.
LOT 11	6,512 S.F.
LOT 12	7,220 S.F.
LOT 13	75,929 S.F.
TOTAL	155,043 S.F.

LOT 13
 PROPOSED EASEMENT OVER ALL OF LOT 13 TO BE A PUBLIC UTILITY AND DRAINAGE EASEMENT AND AN INGRESS/EGRESS EASEMENT.
 ALL EXISTING EASEMENTS LOCATED ON LOTS 301, 302 AND 303 ARE TO BE VACATED.

<p>PRELIMINARY PLAT OF SUBDIVISION</p>	<p>PARK BOULEVARD <i>LUXURY RANCH VILLAS</i></p> <hr/> <p>ORLAND PARK, ILLINOIS</p>	<p>CLIENT: PARK STATION LLC. c/o THE CROWN GROUP, INC. 1564 W. ALGONQUIN ROAD HOFFMAN ESTATES, IL 60192</p> <p>PHONE: FAX:</p>	<p>VANTAGEPOINT ENGINEERING</p> <p><small>18311 NORTH CREEK DRIVE SUITE 110 THREE POND, IL 60477</small></p> <p><small>T: 708.478.4004 INFO@VPENG.COM</small></p> <p><small>VPENG.COM CIVIL ENGINEERING LAND PLANNING SURVEYING PROFESSIONAL DESIGN FIRM NO. 184-025786</small></p>
<p>DATE: 02/05/15</p> <p>SCALE:</p> <p>PROJWG: DESIGNED: BZ</p> <p>DRAWN BY: CHECKED: JLS</p> <p>SHEET: 1 OF 1</p> <p>VER# 01-15</p>	<p>NOTE -- DISCLAIMER: The information contained herein is designed for the sole benefit of the Owner/Client. The Engineer assumes no liability whatsoever for the unauthorized use or reuse of this design document(s).</p>		



SINGLE FAMILY
27.6 ACRES
67 LOTS

Administrative
Revision of
the Final Plan



PLAN DATA

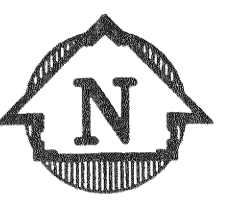
TOTAL AREA	+/-92.7 ACRES
EXTERIOR ROW	1.9 ACRES
COMMERCIAL	7.4 ACRES
METRA	11.5 ACRES
DETENTION	8.3 ACRES
NET AREA	63.6 ACRES
PARK	14.5 ACRES
BUILDING AREA	435,760 SF
SINGLE FAMILY (ASSUMES 60'x60' BLDG)	241,200 SF
TOWNHOMES (ASSUMES 24'x50' UNIT)	146,400 SF
CONDOMINIUMS (ASSUMES 70'x12' BLDG)	48,160 SF
LANDSCAPE AREA	1,776,916 SF
PARKING	
TOWNHOMES (ASSUMES 1/2 @ 3 BDRM. & 1/2 @ 2 BDRM.)	
REQUIRED	275 SPACES
PROVIDED	524 SPACES
(244 GARAGES, 244 DRIVEWAYS & 36 OFF-STREET)	
CONDOMINIUMS (ASSUMES 6 - 3 BDRM., 12 - 2 BDRM. & 6 - 1 BDRM. / BLDG)	
REQUIRED	204 SPACES
PROVIDED	204 SPACES
(196 REQ. & 8 HANDICAP)	
GROSS IMPERVIOUS AREA*	+/-1,120,830 SF
TOTAL UNITS	285
SINGLE FAMILY	67
TOWNHOMES	122
CONDOMINIUMS	96
AVERAGE S.F. LOT SIZE	13,144 SF
MOD. NET DENSITY	5.06 D.U./ACRE

* DOES NOT INCLUDE COMMERCIAL & METRA PARKING LOTS, ASSUMES 35% LOT COVERAGE FOR EACH S.F. LOT, INCLUDES PAVEMENT WITHIN DEDICATED ROADS AND ALLOWS AN ESTIMATED 10,360 L.F. FOR WALKS IN TOWNHOME AND CONDOMINIUM PARCELS.

SUMMARY OF 3/20/03 CHANGES:

- Added topography and surrounding site information
- Eliminated eastern most private drive curb cut from townhome parcel
- Illustrated proposed landscape areas.
- Dimensioned townhome and condominium envelopes.
- Illustrated the correct detention basin as proposed by Civil Engineer.
- Revised parking for condominiums to allow for 3 bedroom units and dimensioned parking stalls
- Moved lot #28 to the north to align pedestrian esmt. with sidewalk.
- Illustrated pedestrian connection to Metra Station.
- Extended the rear of lots 24 - 28 to the R.O.W. line.
- Expanded information on the plan data.

THIS PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE PENDING A BOUNDARY/TOPOGRAPHIC SURVEY, FINAL PLANNING, ENGINEERING & LANDSCAPE DESIGN.



Prepared For:
The Hugellet Company
P.O. Box 781
Frankfort, Illinois 60423

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REVISIONS

1. Revised Townhome Layout	5/20/02
2. Revised Townhome Layout	9/1/02
3. Per Planning Commission Comments	3/20/03
4. Townhome Layout	2/14/03
5. Townhome Layout	2/10/03
6. Condo. Layout	1/21/03
7. Added dimensions, lot sizes & walls	12/15/02

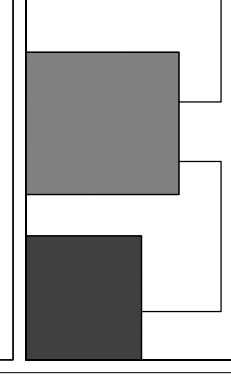
Preliminary Plan
Colette Highlands

Ives/Ryan
Group, Inc.

Land Planning
Landscape Architecture
Golf Course Architecture
1801-A North Mill Street
Naperville, IL 60563
Phone: (630) 717-0726
Fax: (630) 717-0875
E-Mail: Ivesryan@aol.com

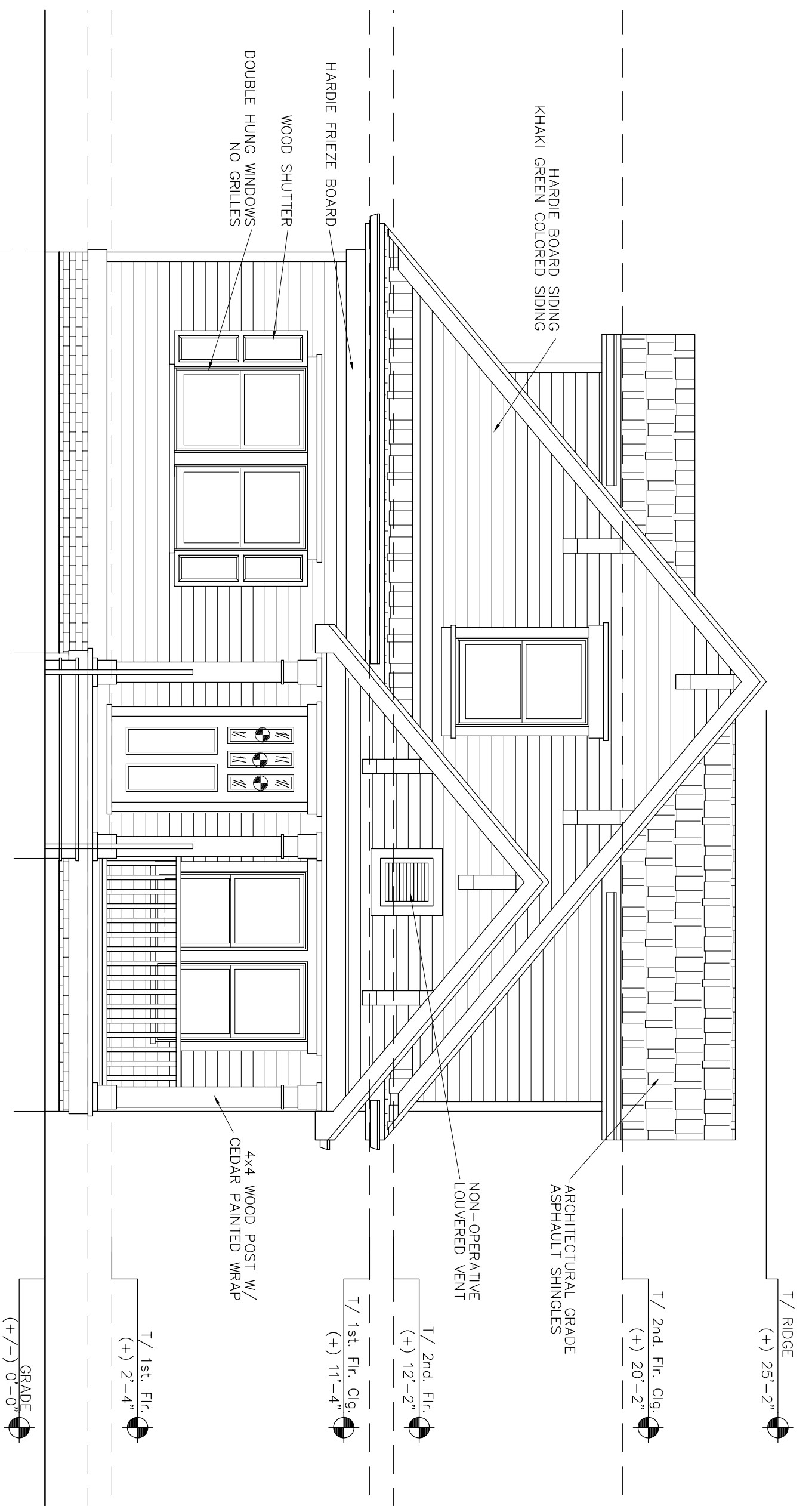
PROJECT NO.: 59202 JOB NO.: 6596

DATE: 10/11/02 SHEET
SCALE: 1"=100'-0"
PLANNER: Metz
DRAWN BY: Metz
CHECKED: _____



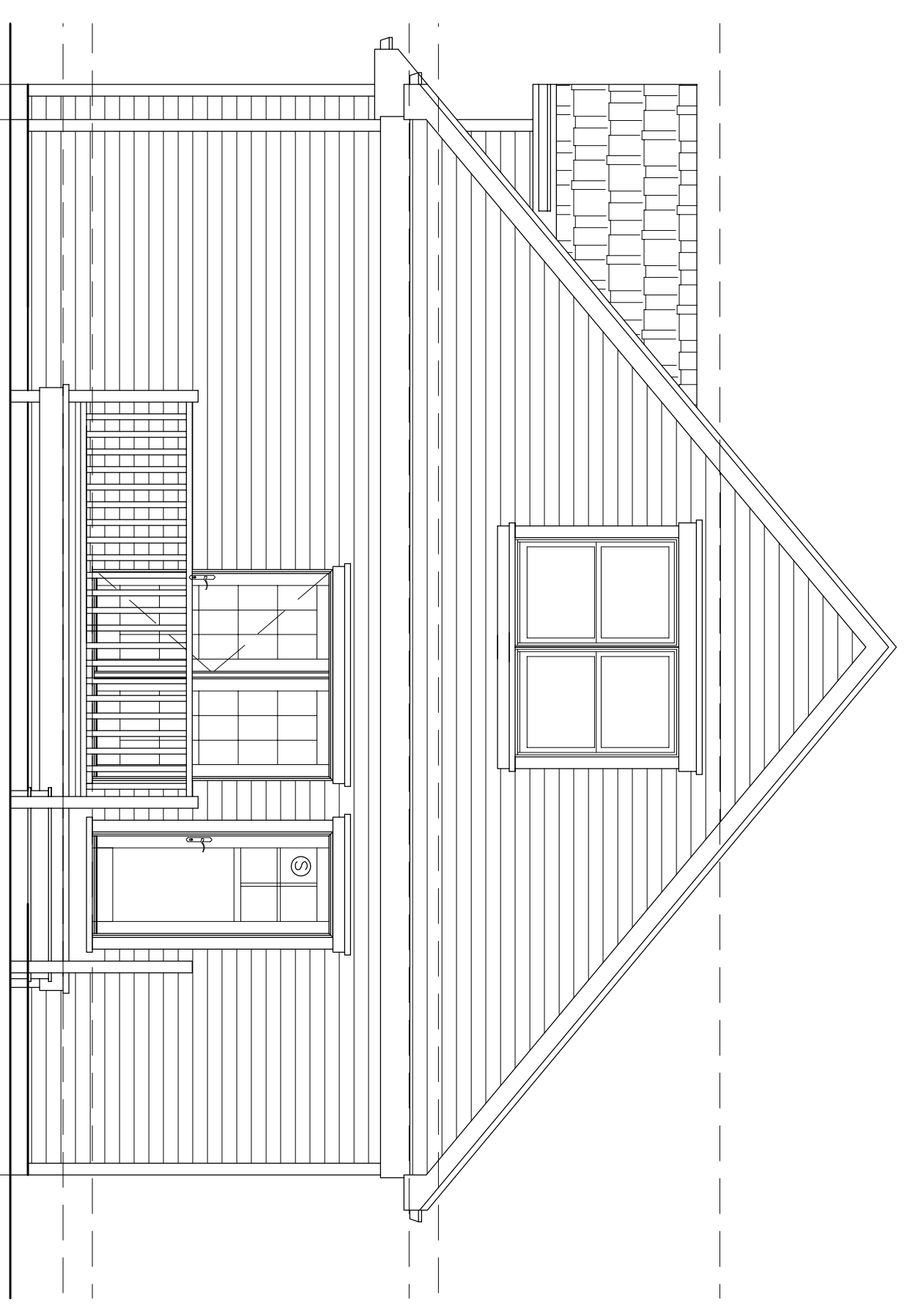
82 S. La Grange Rd.
Suite 205
La Grange, IL. 60525
f: 708-469-7674
p: 708-404-4451

New Two Story
Residence
Orland Park
Historic District



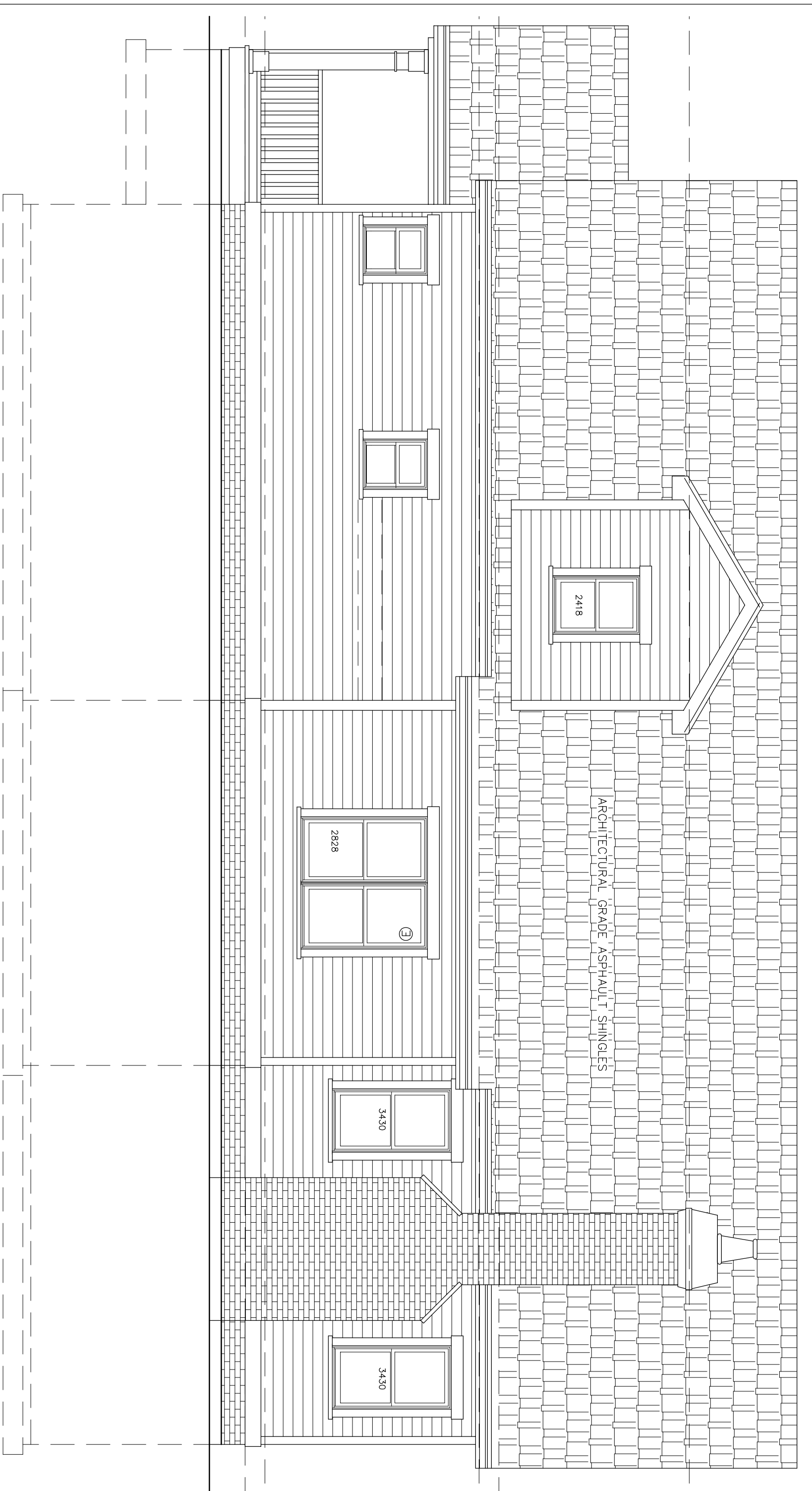
FRONT ELEVATION

1/4" = 1'-0"



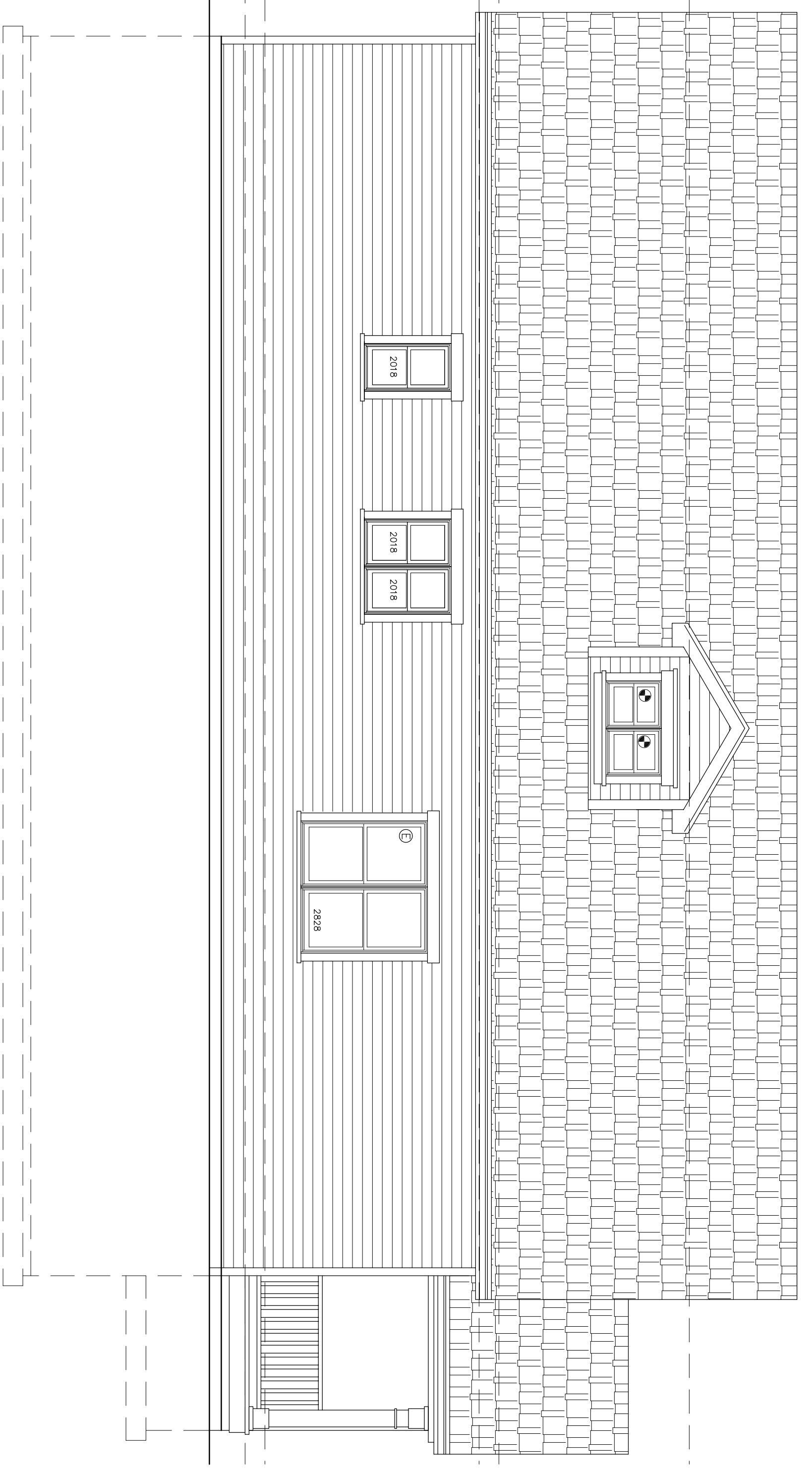
REAR ELEVATION

1/4" = 1'-0"



RIGHT ELEVATION

1/4" = 1'-0"



LEFT ELEVATION

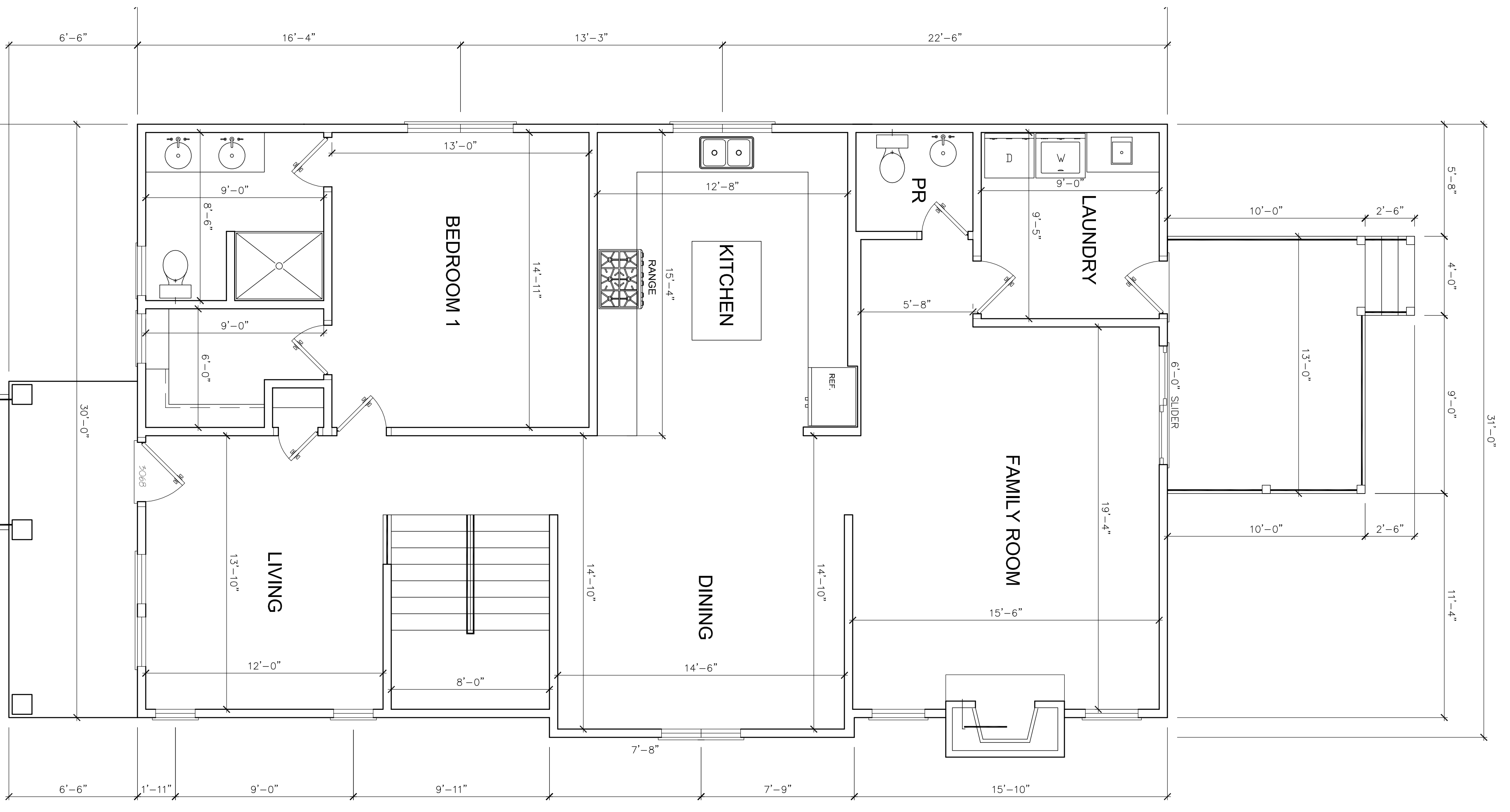
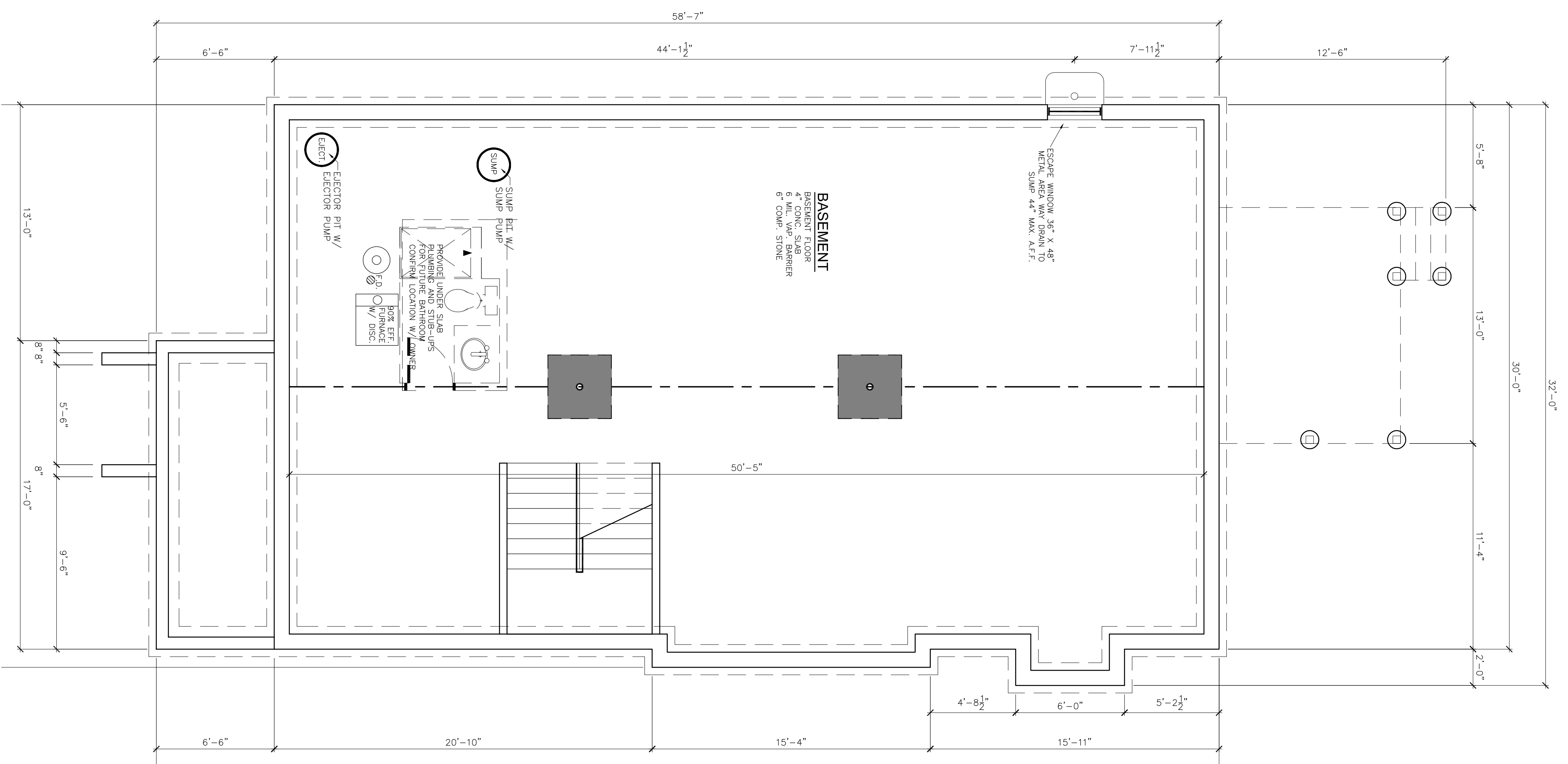
1/4" = 1'-0"

3/14/15	REVISED
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3/14/15	REVISED
3/14/15	REVISED

3-3-2015

2015-8

A-1.0



FIRST FLOOR PLAN

NOTE:
 1. FOR ROOF FRAMING, REFER TO ROOF PLAN

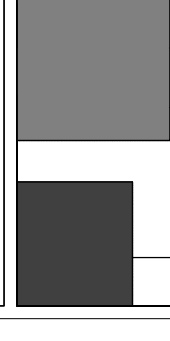
IJM ARCHITECTS

82 S. La Grange Rd.
 Suite 205
 La Grange, IL, 60525
 f: 708-469-7674
 p: 708-404-4451

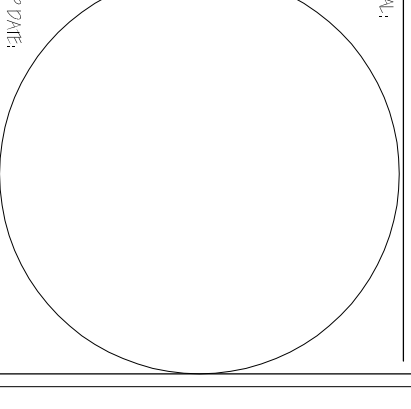
New Two Story
 Residence
 Orland Park
 Historic District

DATE	
3.3.2015	
2015-8	
A-2.0	

A-2.0



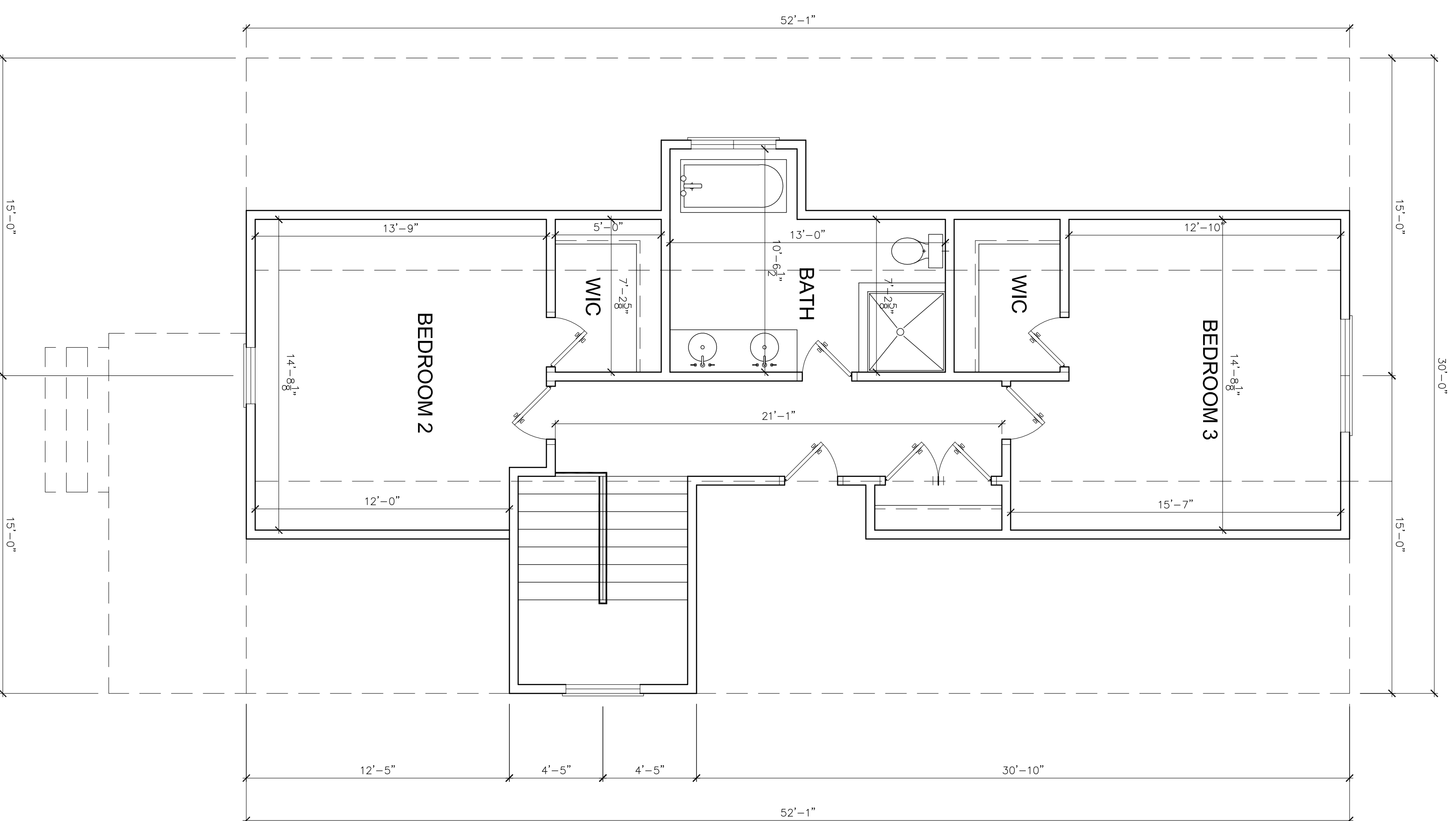
New Two Story
Residence
Orland Park
Historic District



3.3.2015

2015-8

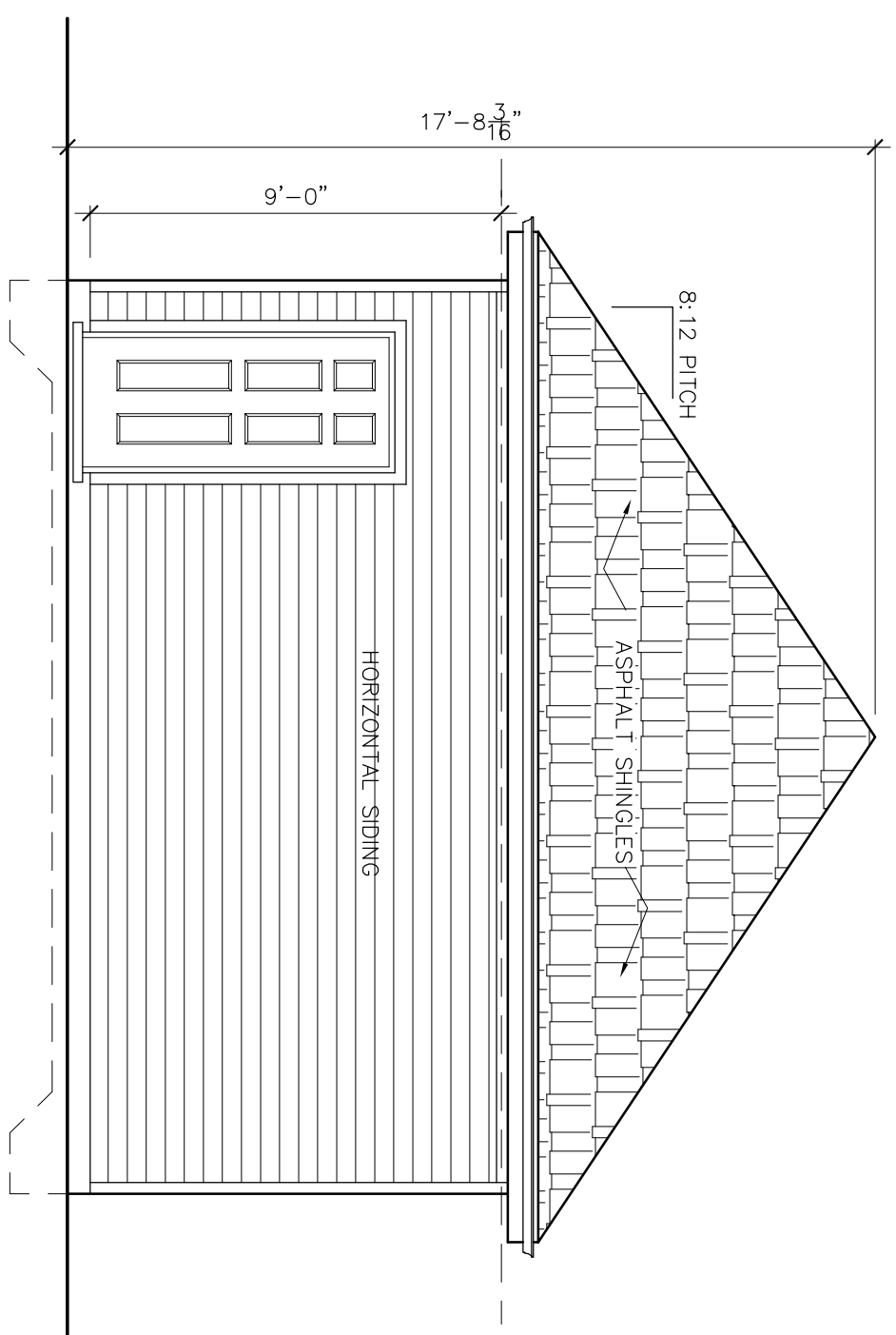
A-2.1



SECOND FLOOR PLAN

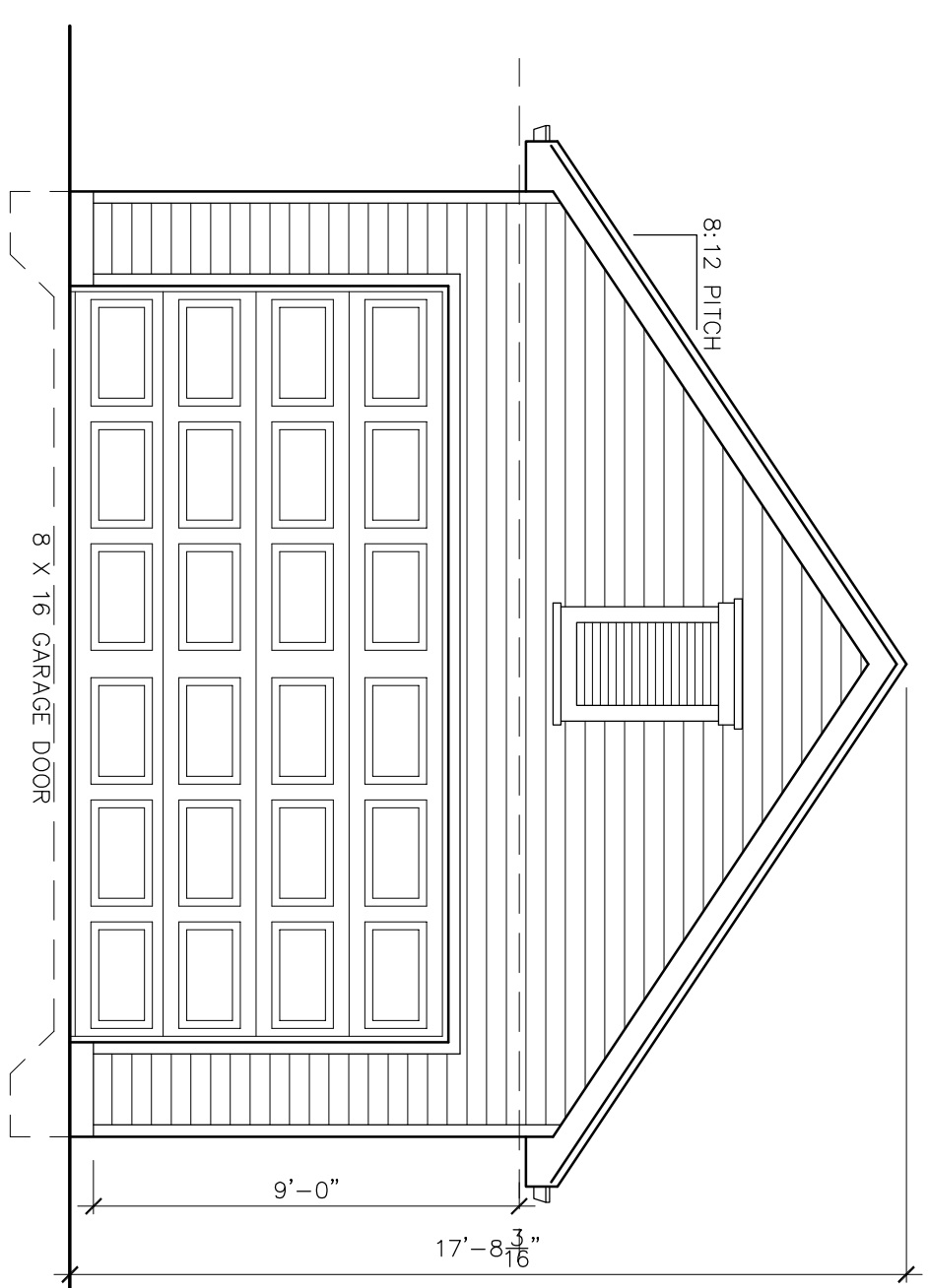
1/4" = 1'-0"

- NOTE:
1. ROOF FRAMING REFER TO ROOF PLAN.
 2. PROVIDE A MIN. OF @ 2x12s WITH 1/2" PLYWOOD FLITCH PLATE HEADERS AT ALL 2x4 FRAMED OPENINGS UNLESS OTHERWISE NOTED.
 3. PROVIDE LATERAL BRACING IN ALL BEARING AND EXTERIOR WALLS.
 4. ALL MATERIAL SELECTIONS AND FINISHES SHALL BE SELECTED BY OWNER.
 5. ALL INTERIOR WALLS ARE DRAWN AT 3 1/2" UNLESS OTHERWISE NOTED.
 6. WINDOWS TO HAVE .35 U VALUE AND .33 SHGC.
- B.P. = BEARING POINT
 ■ B.P.A. = BEARING POINT / ABV.



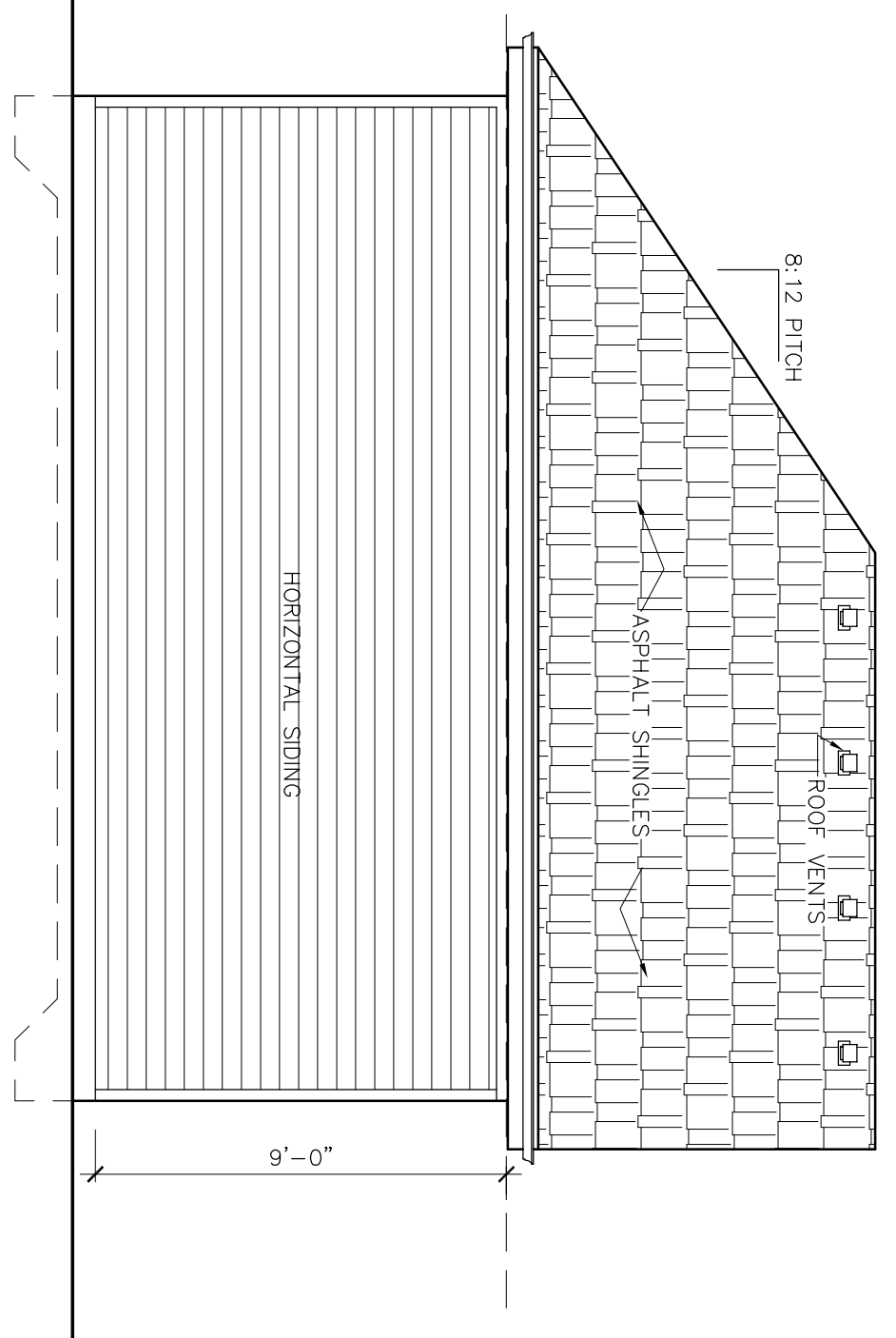
GARAGE REAR ELEVATION

SCALE 1/4" = 1'-0"



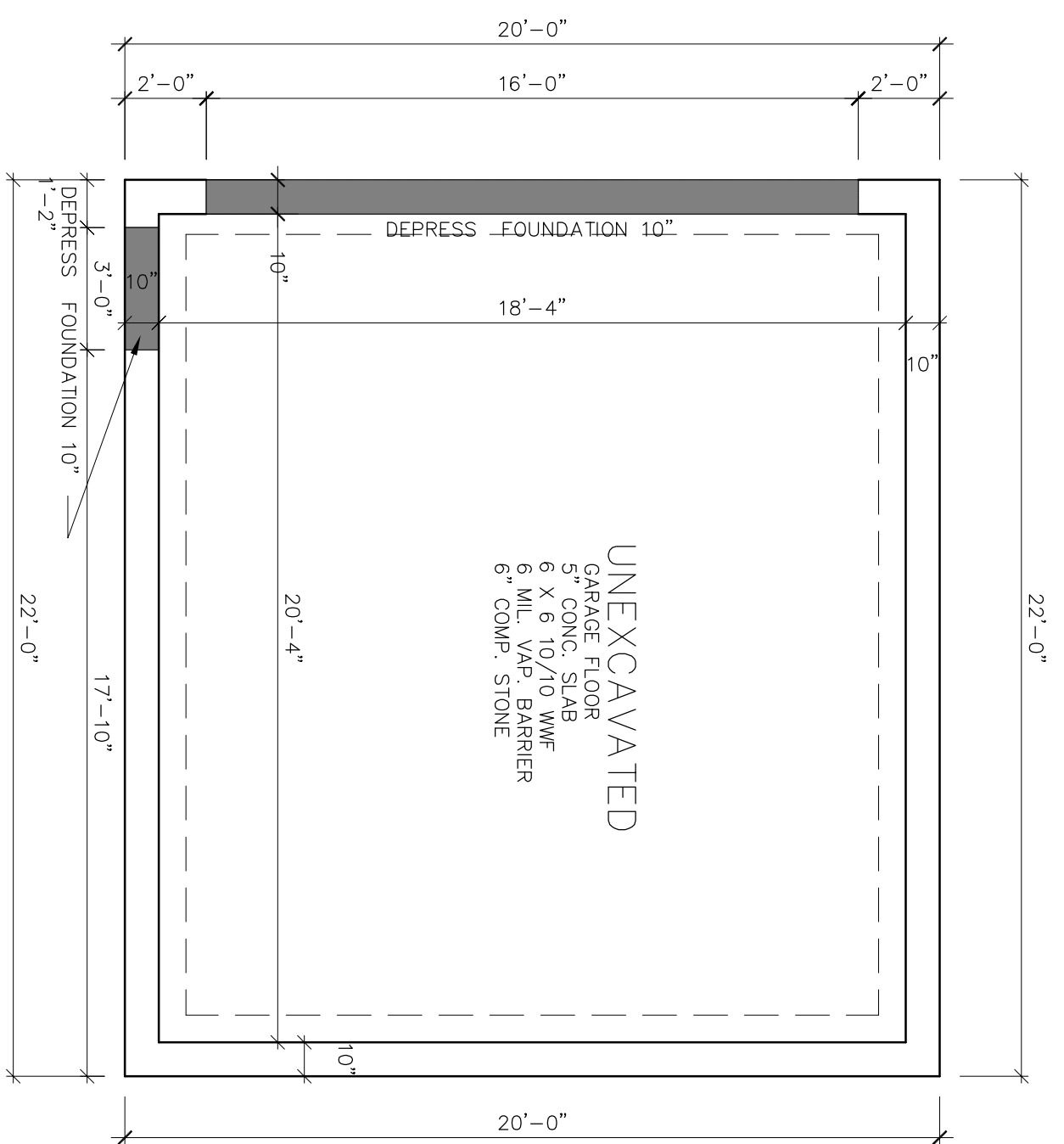
GARAGE FRONT ELEVATION

SCALE 1/4" = 1'-0"



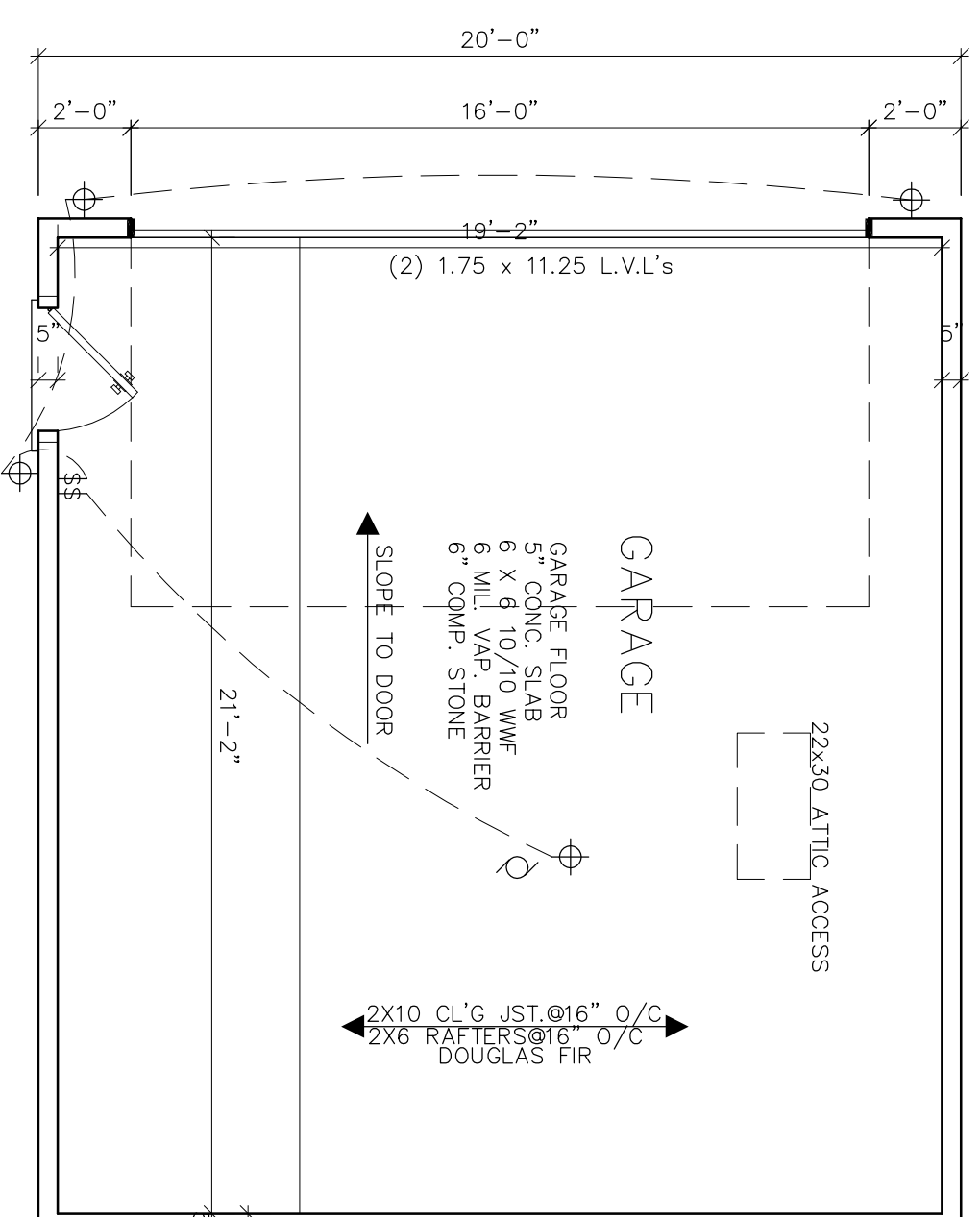
GARAGE SIDE ELEVATIONS

SCALE 1/4" = 1'-0"



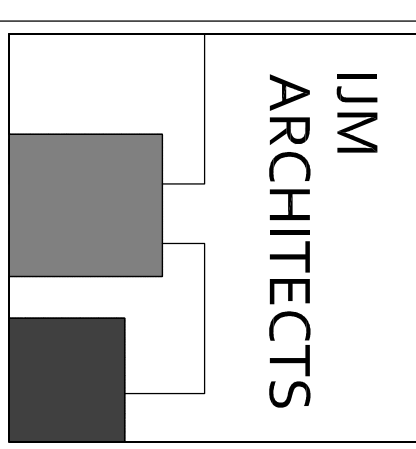
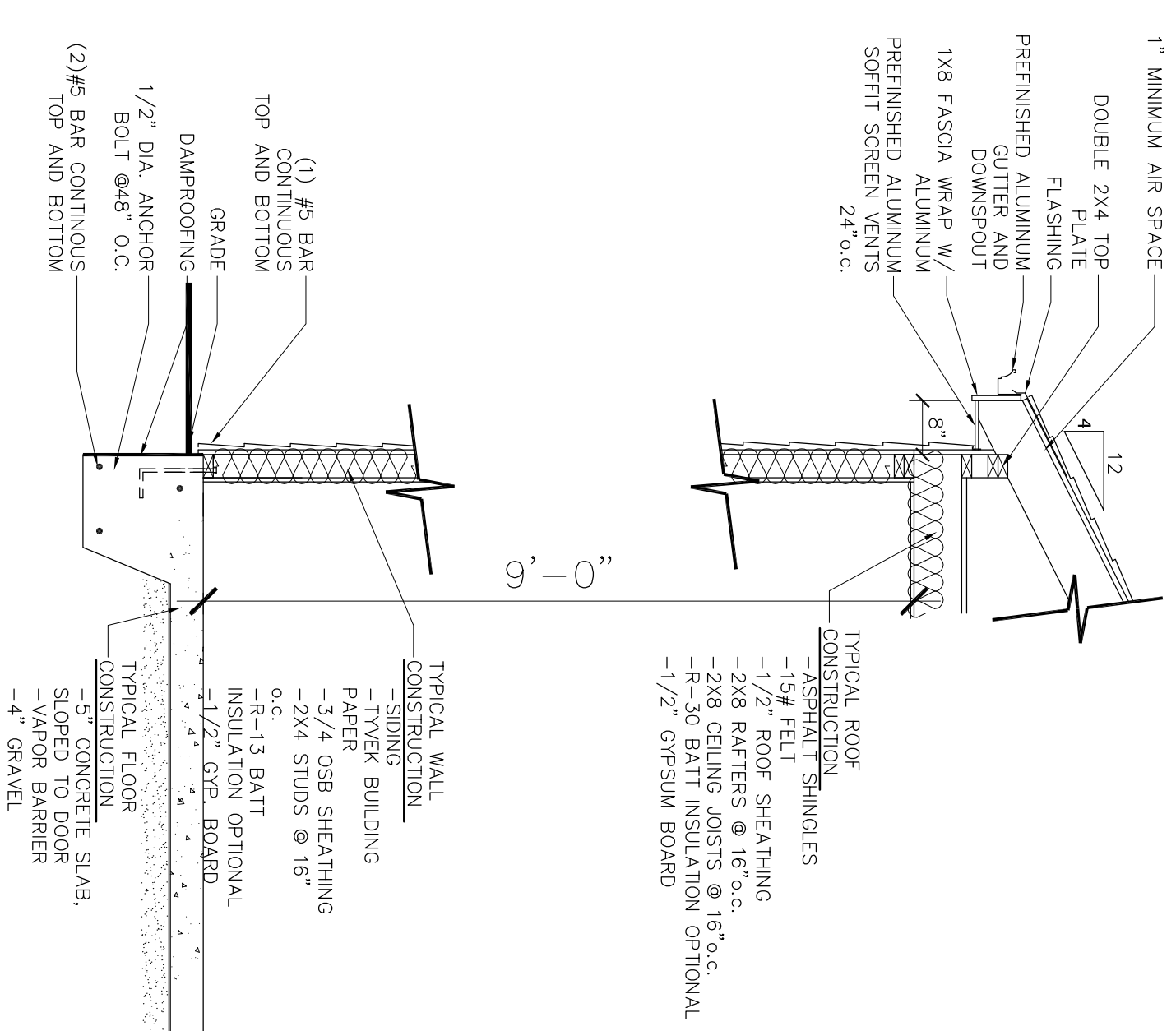
GARAGE FOUNDATION PLAN

SCALE 1/4" = 1'-0"



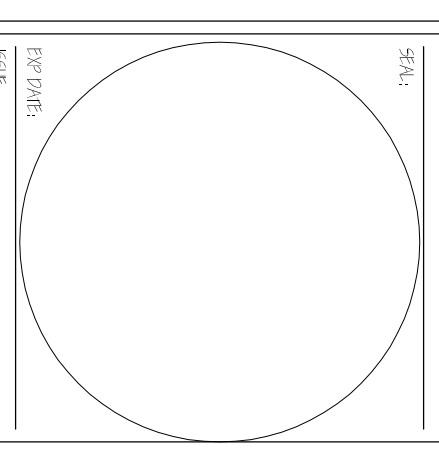
GARAGE FLOOR PLAN

SCALE 1/4" = 1'-0"



82 S. La Grange Rd.
Suite 205
La Grange, IL. 60525
f: 708-469-7674
p: 708-404-4451

New Two Story
Residence
Orland Park
Historic District



DATE	DESCRIPTION

3.3.2015

2015-8

A-3.1

Village of Orland Park, Illinois
Historic Buildings Survey

Address 9865 144th Street
Map Key D-5

Common Name
Historic Name

Current Use Residential
Historic Use Residential
Integrity Medium
Condition Good

Local Landmark
Individual No

Old Orland Historic District
Contributing

National Register
Individual No



9865 144th St.jpg

DESCRIPTION

Inclusion in Previous Surveys

Architectural Type/Style Bungalow

Number of Stories 1 1/2

Materials
Foundation Formed concrete block
Walls Synthetic siding
Roof Asphalt shingles
Roof Type Hipped

Window Type & Materials 1/1 wood

Porch Non-original open porch with awning over the front door

Architectural Details Original multi-light front door

Alterations Siding, dormer windows have been replaced; front porch has newer steps and deck and has fence pickets as balusters

HISTORY

Architect/Builder

Original Construction Date c1900

Associated Events, People, Dates

Surveyor PV/DE Date 03/13/2008

KELLY GROVE II

LEGAL DESCRIPTION

BEING A RESUBDIVISION IN THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

W. 144th STREET

HERETOFORE DEDICATED

AVENUE

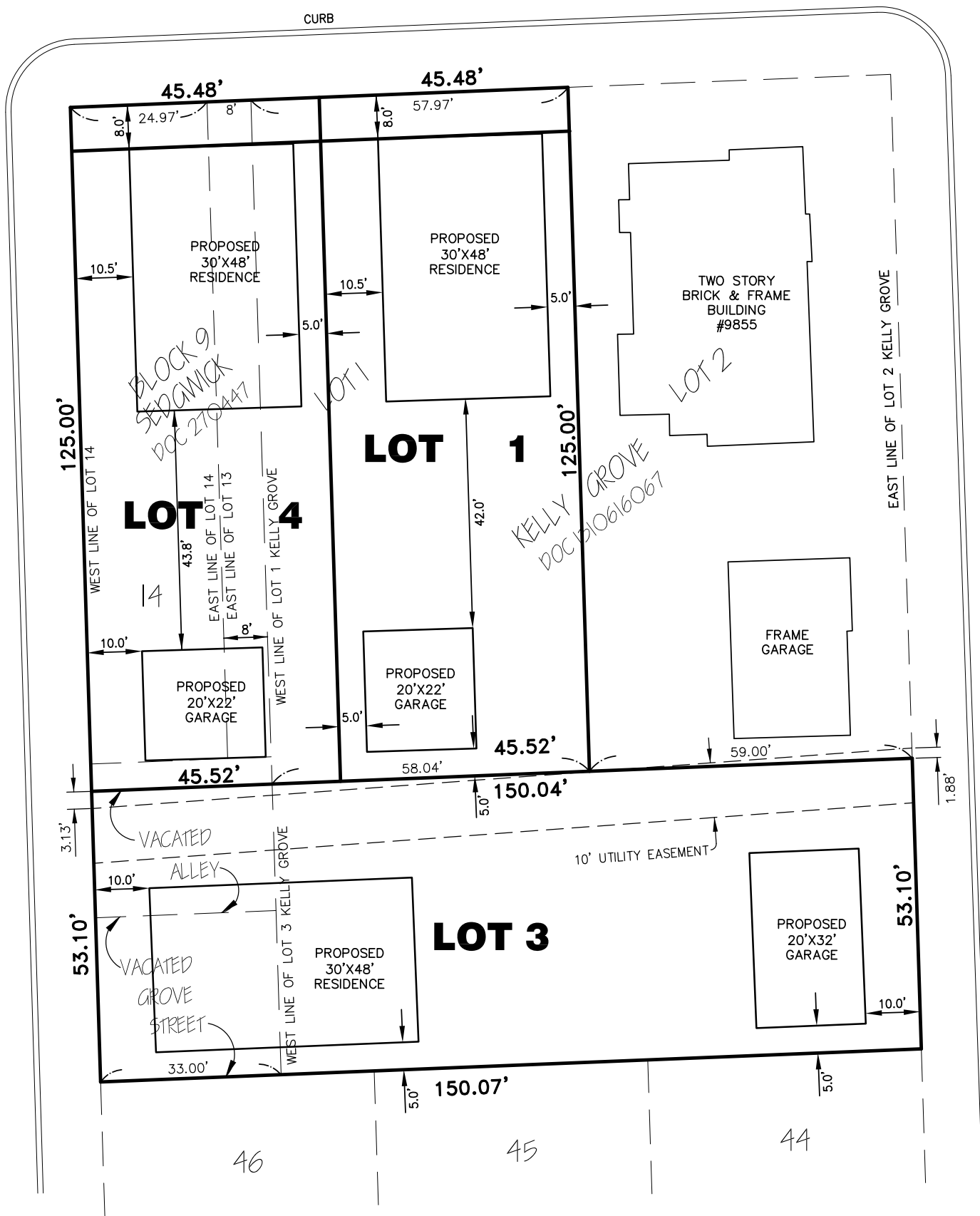
AVENUE

HERETOFORE DESIGNATED AS SECOND STREET

HERETOFORE DESIGNATED AS THIRD STREET

SECOND

THIRD



PREPARED FOR:

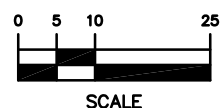
ULVERTON ENTERPRISES, INC.

PREPARED BY:



DESIGN FIRM REGISTRATION NO. 184-005577
 7808 W. 103RD STREET
 PALOS HILLS, ILLINOIS 60465-1529
 Phone (708) 599-3737

PROJECT No. 15-01-028-R



DATED: MARCH 2, 2015

The Right Decision at the Right Time

Rezoning Evaluation Factors

1. Nearby property is zoned R-3a and R-6, requesting of R-4 zoning allows for single family lots and will have a positive effect on the surrounding neighborhood.
2. Property values should increase once this subdivision is approved, because of the quality and price points of the homes to be built.
3. The new subdivision should not have any negative effect on the public's welfare.
4. Property owners in the area and the public at large will see a great gain in the residential area versus the minor inconvenience of the construction in the area.
5. The site is perfect for this zoning request.
6. The property has been owned by one family for over 50 years, know the requested zoning will increase the property value.
7. The community has taken a great amount of due diligence in planning its land use, and hopefully the community will benefit greatly by the rezoning of this proposed subdivision.
8. The zoning request and subdivision will compliment and hopefully be a plus for the surrounding community and meet the need to bring new residents to the community.

The above are answers to the questioner attached.



Memorandum

To: Plan Commission
From: Michael Kowski, Assistant Development Services Director
Date: February 10, 2015
Subject: New Petitions & Appearance Reviews

Below, please find a summary of recently petitioned projects and appearance reviews. Petitioned projects are currently under review by staff and may or may not be on a future Plan Commission agenda. These projects have been petitioned to the Village but may not have obtained all the approvals required to begin work. Projects sometimes are terminated without moving forward for a variety of reasons. Appearance reviews are reviewed and approved administratively. The below list also does not include cell tower co-location or expansion projects. Please contact me with any questions regarding the below projects.

Appearance Review Projects

Fence – 15609-15645 71st Court
Fence installation along side and rear.

Development Projects

Kelly Grove II – 9865 144th Street
Consolidation of two lots into one for the construction of a single family home.

Board Reviewed Projects