

# **VILLAGE OF ORLAND PARK**

*14700 Ravinia Avenue  
Orland Park, IL 60462  
[www.orlandpark.org](http://www.orlandpark.org)*



## **Meeting Minutes**

**Tuesday, April 20, 2021**

**7:00 PM**

**Village Hall**

## **Plan Commission**

*Nick Parisi, Chairman*

*Edward Schussler, Vice Chairman*

*Commissioners: John J. Paul, Patrick Zomparelli, Yousef Zaatar, Daniel Sanchez  
and John Nugent*

**CALLED TO ORDER/ROLL CALL (AUDIO: 2:40)**

**Present:** 7 - Chairman Parisi; Vice Chairman Schussler; Member Paul; Member Zomparelli; Member Zaatar; Member Sanchez, Member Nugent

**APPROVAL OF MINUTES****2021-0312 Minutes of April 6, 2021 Plan Commission Meeting**

**A motion was made by Vice Chairman Edward Schussler, seconded by Member John J. Paul, that this matter be APPROVED. The motion carried by the following vote:**

**Aye:** 0

**Nay:** 0

**Abstain:** 2 - Member Sanchez and Member Nugent

**PUBLIC HEARINGS****2020-0751 Joe Rizza Lincoln Dealership - Development Petition for Special Use Permit Amendment with Modifications, Site Plan, Elevations, and Landscape Plan**

Staff presentation was given by Kyle Quinn in accordance with the written report dated April 20, 2021.

Kyle Quinn noted that all the public notification requirements had been met as well as all necessary responses to the standards were received.

The Commission, staff, members of the public and the Petitioners attended the public hearing in person.

Chairman Parisi swore in Petitioners, Dan McMillan, CFO for Joe Rizza; Simon Yu, Architect; Todd Rogers, Civil Engineer; and Cheryl Rogers, member of the public.

Mr. McMillan explained that Joe Rizza Ford came to Orland Park in 1988 and they are good corporate partners as well as a resident of Orland Park. He further expressed that this building was originally built for Porsche in 2005. Mr. McMillan said the building has served them well. He described that in 2015 there was an attempt to do an expansion of the building to provide for a full service Porsche dealership. He continued in that plan they were expanding the dealership on the North side and moving it out toward the back of the property for service. Mr. McMillan explained that they went through all the proper steps and had it approved but then decided to build a new store location down the street. He further expressed they had approval on the same property for a larger scale project. Mr. McMillan stated currently Maserati and Alfa Romeo vehicles are processed at the

existing Maserati dealership and then transferred to Ford for service which will be the same mode of operation for the Rizza Lincoln dealership. He continued there will not be any additional noise because they are not adding service towards the North. Mr. McMillan explained the building is called the vitrine which is a French word meaning "jewel box" and they're putting a "jewel box" right on 159th Street. He finished by saying Joe Rizza Ford is a good corporate partner and they currently provide services to multiple car dealerships as well as the Village of Orland Park's vehicle fleet.

Cheryl Rogers expressed that she lives in a building that is located 43 feet from Joe Rizza's service door. She said she had concerns about the noise level as well as the landscape buffer. Ms. Rogers explained that currently there is no buffer provided and the noise level is high from the deliveries that occur in the middle of the night from 1 a.m. to 4 a.m. daily. She said that when the deliveries arrive, they drop the tailgate, loud music is playing and there is banging which wakes up the residents. Ms. Rogers further expressed the residents are unable to keep their windows open due to the noise level. She continued that any further expansion Northbound is going to be atrocious.

Chairman Parisi asked for Ms. Rogers to point out the area where she lived in relation to Joe Rizza's service door and clarified she lives directly behind the Joe Rizza Ford service door.

Ms. Rogers expressed concern for an increase in traffic with this current proposal.

Chairman Parisi clarified the area Ms. Rogers was referring to was not the area being discussed in the current proposal.

Ms. Rogers said the increase would be from the vehicles being taken to the current building for service.

Vice Chairman Schussler explained the building is currently there already.

Ms. Rogers expressed concern there is no noise limitation for commercial properties.

Chairman Parisi explained that is incorrect.

Ms. Rogers continued she also attended the meeting for the original Joe Rizza building and expressed concern for the noise level with regard to the deliveries with Mr. McMillan. She said Mr. McMillan explained that they cannot control what time the deliveries are made because it is controlled by Ford corporate. Ms. Rogers expressed the increase in traffic would worsen the noise as well as there is no buffer provided except for a chainlink fence between her building and the dealership. She explained there are two trees that have been removed and now there is nothing else between her and the dealership to buffer the noise. Ms.

Rogers expressed concern for the triple stacking that will happen to the North of the Lincoln property as well.

Mr. McMillan explained the triple stacking is currently happening.

Ms. Rogers asked for clarification if the increased lighting is only going to be in the front of the building.

Chairman Parisi indicated he was also concerned about the lighting, but they adequately addressed it will only be in the front and there are strict standards with regards to lighting.

Ms. Rogers requested information on what the Type D landscaping buffer is.

Kyle Quinn explained that he doesn't have the actual Type D requirements currently with him but further said it means a much thicker bufferyard than what the current landscape code requires but due to the fact that the Type D was required in previous iterations, it is being required for this petition as well. Mr. Quinn continued that the Type D is much wider and more dense than what is currently required in the landscape code.

Chairman Parisi asked if that bufferyard would be on the North property line.

Mr. Quinn responded it would be on the North property line of the proposed Lincoln because, at the Petitioner's request, the focus is the area of impact.

Ms. Rogers asked if it could be extended all the way down.

Chairman Parisi explained that is not part of the current petition. Chairman Parisi clarified the area where the more dense bufferyard would be required.

Mr. Quinn responded as part of the original approval the Acura and Ford site were all part of one planned development and as a result the Type D landscape bufferyard is the entire stretch of the North property line. He continued that it currently exists just North of the Ford dealership and not North of the Acura and Lincoln dealerships. He explained once Acura comes in it would be a condition of approval.

Chairman Parisi questioned if the bufferyard is being extended further West.

Mr. Quinn confirmed that it was being extended further West.

Chairman Parisi noted that there were a few issues which need to be addressed. He clarified lighting was only in the front on the South end of the property. He also expressed that the triple stacking is currently occurring on the site.

Mr. McMillan confirmed there is currently triple stacking.

Chairman Parisi continued about noise abatement and insufficient bufferyard on the North end of the property line as well as increase in traffic creating additional noise and deliveries being made late in the night or early morning.

Mr. McMillan stated there should not be any additional traffic as they are doing the same process for Maserati and Alfa Romeo where the vehicle is being taken over to the Ford dealership for service.

Chairman Parisi clarified there would not be an increase in traffic but an increase in space for the dealership and it will service the same amount of cars: Lincoln; Ford; and the other cars.

Mr. McMillan clarified there is not a new franchise center being brought in but rather the Lincoln dealership is currently located inside the Ford dealer. He further explained the Ford dealer wanted to separate each dealership in their own building but with the same amount of cars being serviced.

Vice Chairman Schussler asked if there would be fewer cars because there will not be Maserati and Alfa Romeo vehicles.

Mr. McMillan confirmed they will not have cars from Maserati and Alfa Romeo so there may be fewer cars if they do not increase Ford or Lincoln.

Chairman Parisi asked if the access point is changing to a degree where it would be closer to the residential area.

Mr. McMillan clarified the access point actually makes it further away from the residential area.

Chairman Parisi asked what was happening with the deliveries which are taking place very late at night or early in the morning.

Mr. McMillan explained parts are being delivered and not vehicles as there are very strict timeframes for delivering cars between 9 a.m. and 5 p.m. so they can be checked in properly. He continued by saying the delivery of the parts is happening at dealerships all over the country. Mr. McMillan explained the delivery driver has a key for the side gate and go to the back of the building and have a key in which they cannot get into the building but there is a cage there and they place the parts in the cage so the employees can access the parts first thing in the morning when they arrive to work and stock the parts. He continued they have tried with Ford to have the deliveries come later in the day or in the morning, but not 4 a.m. but they have not had success in doing so.

Chairman Parisi indicated that they need to try harder.

Mr. McMillan expressed he would keep pushing them and trying.

Chairman Parisi said it would be much appreciated by the Commission as well as the residents.

Vice Chairman Schussler asked for the area to be identified where the increased lighting would be placed.

Mr. Quinn indicated three relocated light poles would be installed in the center parking lot row, one in each of the parking lot islands and then one centrally located as well.

Vice Chairman Schussler asked if they are all South of the building.

Mr. Quinn confirmed they would be located South of the building.

Vice Chairman Schussler asked if the residents in the back would be getting any additional foot candles.

Mr. Quinn confirmed the lighting was only being placed in the South parking lot. He also indicated the submitted photometric plan shows changes to the lighting in the South parking lot not the North.

Vice Chairman Schussler indicated although not required, it would be nice if the landscaping could be beefed up behind the Ford dealership.

Mr. McMillan indicated that an idea would be to plant the four trees over at the Ford dealer instead of the Lincoln dealership.

Vice Chairman Schussler reiterated the four trees, instead of doing cash in lieu, planned to be planted on the Lincoln site be planted instead on the Ford dealer and as they grow they will provide some buffer for the residents living nearby. He continued by saying that anything that could be done in addition to the four trees to kill the sound, such as bushes, would be nice.

Chairman Parisi asked staff if that was agreeable instead of using the cash contribution.

Mr. Quinn indicated that would be a preference and there would be no issue with it due to the fact that the landscape bufferyard was in the planned development.

Vice Chairman Schussler asked if it would be possible to deliver the materials someplace else so they are not putting a garage door up across from a residential area. He continued if the deliveries could be moved away from the back of the building that may alleviate some of the concerns the neighbors are having.

Mr. McMillan indicated they will investigate moving the deliveries either to the side or possibly to the Acura location.

Commissioner Zaatar said it looks really nice. He expressed concern for the lighting intensity and indicated maybe an adjustment to the motion and to specify it is just for what is on the drawing which is to the South of the building.

Commissioner Zaatar continued that we need to specify the modification to the facade is only for the metal panel on the drawing. He asked regarding increasing the lighting intensity during operating hours and what other businesses would be similar.

Mr. Quinn explained that the BMW and Porsche dealerships along 159th Street would have similar lighting primarily in the parking lots directly off of 159th Street.

Commissioner Zaatar expressed the Porsche dealership is located up on a hill and is more isolated and BMW is way West by themselves. He continued by saying he is not sure that he would like to see all the dealerships have that intensity of lighting and possibly if there is a way to manage that in the approval.

Chairman Parisi asked which condition of approval Commissioner Zaatar was referring to.

Commissioner Zaatar indicated it was modification number nine where they are going from 40 foot candles to 80 foot candles. He continued that the condition doesn't speak to the drawing and is an open ended motion and would apply to the entire property if left open ended.

Chairman Parisi said that additional language could be added to indicate that the additional lighting would be limited to the area South of the building on the site.

Commissioner Zaatar asked how the intensity of the lighting is controlled during operating hours.

Mr. McMillan answered there are timers that are adjusted throughout the year so they go on earlier for example in December and then do not go on until later in July.

Commissioner Zaatar asked for confirmation that the intensity would only be for operating hours and not 4:30 in the morning.

Mr. McMillan answered there are poles that have two LED's on it and both will be turned off at night and some will have one on as the police appreciate every dealership on the street having some lights on as they go up and down the street.

Commissioner Zaatar expressed appreciation for the lights as well and it will look

great.

Commissioner Zomparelli indicated he liked the improvements but was surprised with the lack of berm in the back. He continued he is glad Commissioner Schussler brought it up.

Mr. McMillan indicated once they do the Acura store they will address that area as well.

Commissioner Sanchez expressed that 18 bicycle spaces seemed excessive and wondered if that was a previous approval given to go down to zero.

Mr. Quinn indicated it is eighteen based on amount of vehicle inventory parking. It would only be three if it were only employee parking.

Commissioner Sanchez asked if modification number one not requiring anchored brick or stone is common.

Mr. Quinn explained it is pretty common with other car dealerships because they utilize the metal wall panel, however it is not an everyday request that is received.

Commissioner Sanchez said it looked nice.

Commissioner Paul liked the idea of doing something in the back and moving the deliveries at night from the back to the front. He indicated these seem like good solutions and clarified with Mr. McMillan the additional parking is for inventory purposes.

Commissioner Nugent asked if the situation was bad for Ms. Rogers because her building was sideways.

Ms. Rogers explained every cul-de-sac has a building at the end of it except for Deerfield. She continued Deerfield has a worse situation.

Commissioner Nugent asked if the deliveries take a long time for the parts to be unloaded.

Mr. McMillan explained they are big trucks.

Commissioner Nugent asked when Lincoln is operational how the cars are brought around to go to the back of the Ford dealership for service.

Mr. McMillan explained they will come out on the East side and go straight out to the right of way between the two dealerships.

Commissioner Nugent expressed concern going to the zero lot line for the future.



Mr. Quinn indicated all the dealerships are part of a planned development planned at the same time. He continued they are under the same ownership but there could be a conflict if Mr. Rizza sold the Ford and if someone else wanted to construct something else. He further explained when the Acura dealership plan is proposed for expansion we could visit subdividing the property depending on lot coverage requirements and detention.

Mr. McMillan confirmed that has been discussed when the plans for Acura are made.

Chairman Parisi indicated that everything is covered and thanked Ms. Rogers for coming to the meeting. He continued it is a great building and they have been a great business in the Village and he was happy to see the improvements.

Vice Chairman Schussler pointed out the Commission was making modifications to the conditions of approval for the landscaping and the lighting. He continued, while the Commission doesn't have authority on the delivery issue, Mr. McMillan has agreed to pursue other options with respect to the deliveries.

Overall, the Plan Commission expressed support of the project.

Regarding Case Number 2020-0751, also known as Joe Rizza Lincoln Development Petition, I move to accept and make findings of fact as discussed at this Plan Commission meeting and within the Staff Report dated April 20, 2021.

And

I move to recommend to the Village Board approval of the Preliminary Site Plan titled "Preliminary Site Plan," Sheet 4/6, prepared by MeritCorp, dated February 15, 2019 and last revised February 19, 2021, subject to the following conditions:

1. Meet all building code requirements and final engineering requirements, including required permits from outside agencies.
2. All ground-based and roof-mounted mechanical equipment must be fully screened from view and shall meet the code requirements listed in Section 6-308.J.
3. Submit a sign permit application to the Development Services Department for separate review. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.

And

I move to recommend to the Village Board approval of the Preliminary Landscape Plan titled "Landscape Plan", prepared by Dahl Landscaping, bearing no date, subject to the same conditions as outlined in the Preliminary Site Plan motion and

subject to the following conditions:

1. Submit a final landscape plan meeting all Village Code and all required supporting documentation addressing all outstanding landscape items in conjunction with the final engineering submittal.
2. Install the Type D landscape bufferyard along a portion of the north property line, directly north of the proposed Joe Rizza Lincoln Dealership, as required by Ordinance Numbers 1513, 2540, and 3971.
3. Relocate the four (4) required parking lot island trees to the north buffer area to the north side of the Rizza Ford site.
4. Provide the required amount of ornamental trees for foundation and interior landscaped areas as part of Final Landscaping.

And

I move to recommend to the Village Board approval of the Preliminary Elevations titled "Exterior Elevations," on Sheets A04.01 and A04.02, prepared by Simon Design Group, dated December 29, 2016 and last revised February 14, 2021 subject to the same conditions as outlined in the Preliminary Site Plan motion and subject to the following conditions:

1. All masonry must be of anchored veneer type masonry with a 2.625" minimum thickness.
2. Roof-mounted mechanical equipment shall be fully screened from view by parapet walls, the roof structure, architectural elements, or an alternative screening structure.
3. Submit roof-top screening details to Development Services Department for review and final approval prior to Ordinance adoption.

And

I move to recommend to the Village Board approval of a Special Use Permit Amendment to the Ordinance Number 1513 to allow for the changes to the Planned Development, subject to the same conditions as outlined in the Preliminary Site Plan motion. Modifications to the Special Use Permit include:

1. A modification to waive the requirements that anchored brick, stone or similar masonry materials shall extend from the adjacent grade to the top of each story (Section 6-308.K).
2. A modification to allow for drive-aisles and parking lots between the building and the street (Section 6-207.F.4).
3. A modification to decrease the east side setback from a minimum of fifteen (15) feet to zero (0) feet (Section 6-207.F.2).
4. A modification to allow to increase the number of required parking spaces from seventy-five (75) to two-hundred and fifty-five (255) parking spaces (Section

6-306).

5. A modification to decrease the amount of required bicycle parking from eighteen (18) to as little as zero (0) (Section 6-306.H).

6. A modification to allow for triple stacked parking spaces without direct and unrestricted access to an aisle for the rear vehicle inventory parking lot area (Section 6-306.C.2).

7. A modification to increase the allowed lot coverage from 75% to 86% (Section 6-207.G).

8. A modification to waive the parking lot island requirement for the rear vehicle inventory parking lot area (Section 6-305.D.6.a.2)

9. A modification to increase the allowable maximum lighting intensity during operating hours from 40 foot candles to 82.8 foot candles and lumens per square foot from 7.0 to 103 (Section 6-315.A.2). This modification will be limited to the area south of the building on the site.

**A motion was made by Vice Chairman Schussler, seconded by Chairman Parisi, that this matter be APPROVED. The motion carried by the following vote:**

**Aye:** 6 - Chairman Parisi, Vice Chairman Schussler, Member Paul, Member Zomparelli, Member Zaatar and Member Sanchez

**Nay:** 0

#### **2021-0234 2021 Land Development Code Amendments I**

Staff presentation was given by Doug Pollock in accordance with the written report dated April 20, 2021.

The Commission and staff attended the public hearing in person.

Chairman Parisi indicated he was glad to see the process be streamlined a bit.

Commissioner Paul asked if the Committee of the Whole was the same as the Board of Trustees.

Mr. Pollock explained it is the same. He further explained the Board of Trustees has a Committee where the rules are slightly different. The Committee of the Whole is unable to take final action, the meeting is for discussion purposes only and to provide direction not any kind of final action.

Commissioner Paul asked why if the Committee of the Whole recommends denial of a project, it goes to the Board of Trustees.

Mr. Pollock explained the Committee of the Whole cannot take final action by law so it must be transferred to a formal Board meeting for final action.

Commissioner Zaatar asked if the Committee of the Whole is a public meeting.

Mr. Pollock clarified it is still a public meeting.

Vice Chairman Schussler reiterated there is no action taken at the Committee of the Whole meeting but it is more like a workshop and to reach a consensus.

Commissioner Zomparelli asked if they are recorded and if minutes are taken at the Committee of the Whole meetings.

Ed Lelo answered by saying yes they are on YouTube and livestreamed as well.

Vice Chairman Schussler explained that he thinks that it is great that staff is doing this because a common criticism of the development review process is the time it takes to get things done. He further explained that from the perspective of staff or the elected or appointed officials it can be easy to say the process is the process but additional time in the process for a developer costs additional money. This can affect the ultimate product and those additional costs are passed on to the final purchaser of the product whether it be the future owner of a house, townhouse or commercial building. Vice Chairman Schussler further explained that he appreciates attempts to improve the process because doing things the way they have always been done doesn't mean that is the best way to do it. It doesn't hurt to look at other possibilities to expedite the process and make it more efficient.

Commissioner Zaatar asked if the notification process also happens at the Board and Committee levels.

Mr. Pollock answered no.

Commissioner Zaatar continued that hopefully if something gets unanimously approved and final plans are being prepared that the Petitioner may have to go back to the drawing board if there are additional changes required by the Village Board of Trustees.

Ed Lelo explained that as the proposed amendment is brought forward to the Committee of the Whole and Village Board it will be explained that upon unanimous approval by the Plan Commission the Petitioner will be directed to prepare final plans. The Village Board will need to understand the implications of a unanimous approval and understand that significant changes to a plan after final plans are prepared, would cause a significant burden to potential developer.

Additionally, Ed Lelo explained projects like Chick-fil-A that received a unanimous approval would allow them to skip the Committee and go directly to the Board of Trustees. However, that was not allowed because of the concerns raised by the adjacent businesses.

Overall, the Plan Commission expressed support of the project.

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated April 15, 2021.

And

I move to recommend to the Village Board of Trustees to approve the Land Development Code amendment for Section 5-101 as presented in the attached Amendment Report titled "2021 Land Development Code Amendment" and associated exhibits, prepared by the Development Services Department and dated April 15, 2021.

**A motion was made by Chairman Nick Parisi, seconded by Member Yousef Zaatar, that this matter be APPROVED. The motion carried by the following vote:**

**Aye:** 6 - Chairman Parisi, Vice Chairman Schussler, Member Paul, Member Zomparelli, Member Zaatar and Member Sanchez

**Nay:** 0

## **NON-PUBLIC HEARING**

## **OTHER BUSINESS**

Vice Chairman Schussler asked if the proposed development petition for 132 attached multi-family residences at 9551 159th Street, was the area next to Pep Boys. Ed Lelo responded that, that was correct. Vice Chairman Schussler asked if they were proposing townhomes on 159th Street in between Pep Boys and the BP Station. Ed Lelo clarified that this is a mixed use development proposal that will include commercial out lots and apartments.

Chairman Parisi asked if the multi-family would be setback from 159th Street. Ed Lelo explained that the multi-family would be towards the interior of the site.

Commissioner Nugent asked if the soils there were poor.

Ed Lelo explained that there are some wetland areas and that they would all be evaluated through the engineering review process.

## **2021-0304 Memo: New Petitions**

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

## **ADJOURNMENT**

Meeting adjourned at 8:23 p.m.

**A motion was made by Chairman Nick Parisi, seconded by Vice Chairman Edward Schussler, that this matter be ADJOURNED. The motion carried by the following vote:**

**Aye:** 6 - Chairman Parisi, Vice Chairman Schussler, Member Paul, Member Zomparelli, Member Zaatar and Member Sanchez

**Nay:** 0

These minutes are not a verbatim record of the meeting but a summary of the proceedings.

Respectfully submitted,

Gerianne Flannery  
Recording Secretary