



Legislation Text

File #: 2015-0526, **Version:** 1

Title/Name/Summary

7420 W. 159th Street

History

QUICKFACTS

Project

7420 W. 159th Street - 2015-0526

Petitioner

Mitch Goltz, GW Properties

Purpose

The purpose of this petition is to establish a five (5) lot mixed-use commercial planned unit development on eleven (11) acres with retail lots along 159th Street. Lot 1 will be developed first and will have a motor vehicle service use (car rental facility) and a temporary structure and gravel parking lot until the first building is complete.

Requested Actions: Site Plan, Special Use Permit (with modifications), Subdivision, Landscape Plan

Project Attributes

Address: 7420 W. 159th Street

P.I.N.(s): 27-13-402-027

Size: 11 acres

Comprehensive Plan Planning District: 159th and Harlem Planning District

Comprehensive Land Designation: Community Commercial

Existing Zoning: BIZ General Business District

Existing Land Use: Vacant

Proposed Land Use: Commercial Mixed-Use Planned Unit Development

Surrounding Land Use:

North: R-4 Residential District - Colonades Apartments/Condos

South: Tinley Park - (across 159th Street) Apartments/Condos

East: BIZ General Business District - Retail and Restaurant

West: BIZ General Business District -- Retail

Preliminary Engineering: Preliminary engineering has been granted. Please refer to the Detailed Planning Discussion section for more details.

PROJECT DESCRIPTION & CONTEXT

The petitioner is proposing to establish a five lot mixed-use commercial planned unit development (PUD) on a vacant parcel west of the Home Depot Center near 159th Street and Harlem Avenue. The proposed PUD will enable retail/ restaurant and other smaller service use out-lots along its 159th Street frontage. Larger potentially more intense users (e.g. big box, senior living) are contemplated for the rear of the PUD. A non-jurisdictional wetland is currently located at the center of the subject site. The petitioner proposes to remove the wetland entirely and mitigate according to the requirements of the new MWRD Watershed Management Ordinance. The removal of the wetland will allow the site to establish cross-access drives internally for this development and between neighboring developments. Cross-access within major commercial corridors is critical to improve traffic movement and circulation between developments and within the corridor.

While a PUD is sought by the petitioner in order to establish the framework, infrastructure and subdivision to accommodate future development, the petitioner is only proposing to construct one building on the east building pad of Lot 1 at this time. That building is intended for AVIS Auto Rental. The petitioner will also build the parking lot of Lot 1, the interior access drives that bound Lot 1, and a single temporary structure with gravel parking lot. These last two items will be removed upon completion of the first building and parking lot.

This petitioner requests the following modifications for the Planned Unit Development:

- 1) Reduce detention pond setback from 25 feet to ten (10) feet.
- 2) Reduce north Bufferyard Type C from fifteen (15) feet to five (5) feet.
- 3) Reduce east Bufferyard Type B from ten (10) feet to five (5) feet.
- 4) Enable construction of a temporary facility on site until the permanent structure is complete.
- 5) Reduce wetland buffer and setback from 50 feet to zero (0) feet.

The recommendation motion includes the following conditions:

- 1) Remove the proposed Lot 1 drive-aisle connection to the east access drive to restrict ingress/egress.
- 2) Pave a temporary asphalt parking lot to service the temporary structure.
- 3) Employ pergolas along the main interior access drives to frame pedestrian pathways between parking lots.
- 4) Address and enhance the central intersection of the interior access drives to serve as a focal point for the PUD.
- 5) Remove the temporary structure from the site entirely within one (1) week of an occupancy permit being issued by the Village.
- 6) Submit an updated tree survey and catalog indicating total removal, tree species, size and health to assess tree mitigation requirements.
- 7) Submit a final landscape plan for separate review and approval within 60 days of final engineering approval. It must include all pertinent site amenities such as pergolas, street enhancements and furniture, sidewalk walkway enhancements and other landscaping and site amenities.

- 8) Submit a final plat of subdivision for recording.
- 9) Screen all mechanical equipment from view of neighboring rights-of-way and properties.

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

SITE PLAN

The petitioner has divided the proposed development of the Planned Unit Development into two site plans. The first site plan considers the first phase of the PUD, the development of Lot 1. The second site plan considers the overall master plan of the PUD. This section will consider the site plan of Lot 1 first and then discuss the master plan for the PUD.

PUD Phasing Plan

According to the petitioner, the development of the proposed PUD will be built in phases. The first phase will include the development of Lot 1 (parking lot and east building pad), the south and east legs of the interior access drives and the detention pond. As a result, the wetlands that are located at the center of the site and within the detention pond area will be immediately impacted and the trees in those areas will also be removed. Subsequent phases will include the north and west legs of the interior access drives, elimination of the remaining wetlands and removal of remaining trees depending on which lots (and building pads) develop next.

Site Plan for Lot 1 - Page 3 of 11 of the plan set titled "Commercial Development" by Manhard Consulting

The proposed site plan demonstrates the extent of the initial development phase of the PUD and the development scheme for Lot 1.

The proposed site plan for Lot 1 establishes two building pads along the 159th Street frontage. Each building pad will contain a single building that will be setback from 159th Street at the required 25 foot setback. The first building to be built will be the 6,325 square foot building on the corner of the east access drive and 159th Street. The second will be a 6,170 square foot building. Both of these buildings will be retail/restaurant facilities. The buildings are properly situated along the street. A parking lot is proposed to the rear of the buildings, with a centered parking lot drive-aisle connecting to the overall access drive along the east property line. Ingress/egress drive aisles are also located on the west side of Lot 1 and on the north side toward the east end.

In addition to this, the site plan is also showing the establishment of the first legs of the PUD's internal cross-access drives that will continue the cross-access patterns established at the Home Depot Center further east.

Access to Lot 1 is challenged by the proximity of its drive-aisle connections to both the 159th Street intersection at the south and the interior access-drive intersection on the Goodwill property to the east. In addition to this, Wendy's already has two drive-aisle connections to the east access drive, and Goodwill has its drop-off drives and parking lot drive-aisles connecting to the same east access drive. As proposed, the arrangement of drive-aisles between Lot 1, Wendy's and Goodwill is staggered and not aligned, resulting in variable traffic circulation.

Simplification of this arrangement would benefit traffic circulation for the first 100 feet of the east

access drive and the interior intersection on the Goodwill property. One way to do this is to remove the proposed drive-aisle connection on Lot 1 so that only the existing drive-aisles from Wendy's directly connect to the east access drive. Full access to Lot 1 can be accommodated by the north drive-aisle connection to the interior access drive at the north of Lot 1.

This arrangement is no different than how access is provided at the Lowe's PUD, where neither Bonefish Grill nor Chick-Fil-A have direct access to 156th Street. Access to those establishments is provided off the interior access drive, 95th Avenue.

Temporary Structure for AVIS Auto Rental

The petitioner has proposed a temporary structure similar to a construction trailer or modular office to locate north of the east building pad of Lot 1 along the east access drive while the first building is constructed on the east building pad. This is shown on the plan titled "*Commercial Development - Temporary AVIS Facility*". This temporary structure is intended for the tenant of the first building, AVIS Auto Rental, to begin operations onsite while the first building is constructed. Once the first building is complete, AVIS will move into it and the temporary structure/ construction trailer will be removed from the site.

The temporary structure/ construction trailer is standard in its appearance. It is characterized by seven (7) windows along the front with a single door and a raised deck/ porch up to the front door.

The temporary structure must unconditionally be removed from the site entirely within one (1) week of an occupancy permit being issued by the Village.

The establishment of a temporary structure/ modular office per the site plan titled "Temporary AVIS Facility" will require the installation of a 43 space temporary gravel parking lot to service the temporary facility. Gravel parking lots are not permitted by Section 6-302.C.24 of the Land Development. The petitioner must pave temporary asphalt parking to accommodate the temporary structure.

Site Plan for the Planned Unit Development - Page 6 of 6 of the plan set titled "GW Property Subdivision - Data Box Exhibit"

The site plan for the overall PUD reflects the proposed development scheme for Lot 1 and also provides context for what might be constructed in future phases on Lots 2, 3 and 4. Outlot A is the location for the detention pond that will service all of the PUD's lots. The master plan for the PUD shows the full extent of the interior access drives that will split the PUD into quadrants. The interior access drives continue the framework of cross-access first established at the Home Depot Center further east and which will eventually continue west to 76th Avenue (through Harbor Freight and Marquette Bank sites).

The master plan for the PUD contemplates potential congregate elderly housing (senior living) at the rear of the property (schematic) on Lot 3 and a big box user on Lot 4. For Lot 2, retail and service uses (e.g. automobile) are contemplated along 159th Street.

It is important that the master plan for the PUD establishes a legible network of connecting drive-aisles, internal pedestrian paths and amenities between the lots. Sidewalks are required along the

entire frontage of 159th Street to complete the public sidewalk network (the initial development of Lot 1 will construct the sidewalks in front of Lot 1, while the remainder will be constructed when Lot 2 is developed). In addition, internal sidewalks must connect to the public system and buildings within the PUD. In particular, sidewalks must connect any congregate elderly housing facility contemplated for the PUD to neighboring site amenities to improve resident quality of life (e.g. public spaces, detention ponds, restaurants and retail etc.).

In order to strengthen the pedestrian links between each of the PUD's proposed uses and frame them amongst the various parking lots, pergolas shall be employed along the main interior access drives, particularly at the central intersection of the interior access drives and emanating from it. Additionally, incremental improvements for the site should address and enhance the central intersection to serve as a focal point for the PUD. The petitioner has confirmed that stamped asphalt will add visual interest to the intersection and that more amenities will be contemplated via the landscape plan (see Sheet 5 of 11 in plan set titled "*Commercial Development*").

MOBILITY

The subject site will be directly serviced by 159th Street along its southern lot line. 159th Street is a major arterial under IDOT jurisdiction. The interior access drives and drive-aisles will be private infrastructure.

The main interior access drives of the PUD will connect east to the cross-access drives of Goodwill, Wendy's and the Home Depot Center. Cross-access easements and stubs anticipating development of the subject site are already in place on the neighboring properties. Along the west property line with Harbor Freight, the petitioner indicates that there is an existing cross-access agreement in place along the full access road that serves Harbor Freight. This existing access is partially on both properties and a cross-access easement was previously recorded (noted on proposed plat of subdivision).

Pedestrian and Bicycle:

The 159th Street parkway currently has five (5) foot wide sidewalks that terminate at the east property line of the subject site. The proposed PUD will extend the public sidewalk network west to the Harbor Freight site. A multi-use path is not contemplated for this segment of 159th Street. An internal sidewalk network will link the land uses of the PUD to each other, neighboring properties, and the public sidewalk system.

Public Transit:

PACE Bus service along this portion of 159th Street is provided by Route 364. The 159th/ Olcott bus stop is currently located in front of Wendy's Restaurant on the north side of 159th Street. On the south side, the bus stop is directly across the east access drive, in front of condominium buildings that are in Tinley Park.

Vehicular/Traffic:

The east access drive for the subject site has a full access intersection with 159th Street. The north-south main interior access drive also intersects with 159th Street, but as a right-in/ right-out intersection. In addition to this, future cross-access with the Harbor Freight site will provide a third access point to 159th Street with full access potential.

At this time, the petitioner is not pursuing signalization of the east access drive's intersection with 159

th Street. The petitioner has indicated that this is desired and will likely follow a later phase of the Planned Unit Development.

Parking (for overall PUD):

The parking analysis below is based on the contemplated land uses as indicated on the current master plan for the PUD. For an analysis of the first phase's parking on Lot 1, see the Detailed Planning Discussion below.

Estimated Planned Unit Development Parking Analysis

Parking Required - 371 parking spaces

Parking Provided - 392 parking spaces

Parking for the contemplated congregate elderly housing facility for Lot 3 was estimated at 77 parking spaces based on a comparison of similarly sized CEH facilities in Orland Park. This number may ultimately be revised based on a future project.

BUILDING ELEVATIONS

The proposed building elevations for the east building pad on Lot 1 are attached for review. This is part of the initial phase of the PUD's implementation. The elevation drawings depict a one-story, orange/red masonry building punctuated by EIFs accents on the parapets and columns. Storefront windows are prominent along the facades of the building and framed by light fixtures. Under the cornices dark bands and soldier courses are typical on all the elevations.

North Elevation - Sheet ST1

The north elevation faces the rear parking lot of Lot 1. It is the main elevation with which site visitors will interact. It is characterized by two main entrances to units that are architecturally enhanced with a larger parapet to accommodate sign face area. Awnings are positioned over each of the storefront window areas adding visual interest and detail to the building.

South Elevation - Sheet ST1

The south elevation faces 159th Street. The south elevation indicates a similar architectural pattern as the north elevation. It is not clear, however, if this building has dual entry, both on the street and from the rear parking lot. The elevation drawing seems to indicate main entrances along 159th Street with the same architectural articulation of the raised parapets as well as the large central window areas under those parapets, suggesting doorways. Transparency on the south elevation is important to maintain throughout the life of the building and any backroom operations that might require frosting of the windows or blocking views inside along the 159th Street frontage should maintain as much window area for daylighting as possible or be avoided altogether.

East Elevation - Sheet ST1

The proposed east elevation will be visible to west bound 159th Street and the east full access drive. It continues the architectural patterns established on the south and north elevations, minus the raised parapets since there are no entrances here. A sign face area is located above the north storefront window area.

West Elevation - Sheet ST1

The proposed west elevation will be visible to east bound 159th Street. It continues the architectural patterns established on the other elevations, minus the raised parapets since there are no entrances

here. Unlike the east elevation, however, the west elevation has a large EIFs area in place of a second storefront window bay (presumably for back of house operations). The brick detailing on this elevation also slightly changes with vertical coursing.

LANDSCAPING/TREE MITIGATION

Sheet 2 of 11 of the plan set titled "*Commercial Development*" indicates a tree survey demonstrating the location of all trees on the property. Sheet TP1 in the same plan set is the tree preservation plan. The two plans comprise the tree survey. The tree survey does not indicate entirely which trees will be removed or the species of the trees that will be removed. Sheet TP1 demonstrates which tree will be removed in order to build the interior access drives and the extent of Lot 1. It does not indicate the tree loss associated with the build-out of the PUD. While phasing the tree removal is possible as development comes in, it is important to establish total tree mitigation requirements for the PUD at the onset in order to effectively administer the Village's Tree Preservation Ordinance (Section 6-305.1).

It is anticipated that a majority (if not all) of the trees onsite will be removed, particularly due to the fact that the non-jurisdictional wetland (around which most of the trees onsite are located) will also be removed to accommodate the development and a detention pond is proposed where many trees are currently located. The petitioner must submit an updated tree survey and catalog indicating which trees will be removed and the tree species, size, and health of all trees onsite in order to assess tree mitigation requirements. Tree mitigation requirements will be included in the Development Agreement for this PUD.

The proposed detention pond will have a six (6) foot wide walking path around it. The path will connect to the proposed sidewalk of neighboring development as an integral part of the interior pedestrian network. Additional amenities and landscaping, such as bench seating, will be addressed on the landscape plan.

In addition to this, the petitioner must submit a final landscape plan for separate review and approval within 60 days of final engineering approval. The landscape plan must include all pertinent site amenities including pergolas, street enhancements and furniture, sidewalk walkway enhancements and other landscaping and site amenities.

DETAILED PLANNING DISCUSSION

Natural Features

At the center of the subject site is a non-jurisdictional (to the Army Corps of Engineers) wetland that is proposed for removal to accommodate the proposed PUD. The petitioner must mitigate the loss of this wetland per the new MWRD Water Management Ordinance accordingly. A variance is requested with this petition to reduce the wetland bufferyard and setbacks from 50 feet to zero (0) feet. This will effectively eliminate the wetland.

Even so, the petitioner will provide additional site amenities in the form of landscaping and site upgrades to offset the removal of the wetland. In addition, the proposed detention basin at the northwest corner of the site will be extensively landscaped with natural and native vegetation.

The trees located onsite will be mitigated accordingly per ordinance. The landscape plan is expected to meet tree mitigation requirements.

Preliminary Engineering

Preliminary engineering for this project has been granted. Water, storm water and sanitary utilities are currently located on the subject site and/or easily accessible for the development.

A traffic study has not been submitted at this time for the PUD. The petitioner has opted to only build on Lot 1's east building pad. The proposed building's square footage does not exceed the 40,000 square foot building area threshold requirement for a traffic study. Also, a drive-through is not proposed at this time. The petitioner has noted that they will submit a traffic study when a specific user requires it (such as for the rear properties or a drive-through facility) instead of a master traffic study for the entire PUD.

Retaining walls are proposed for the detention pond, however they will not exceed three (3) feet in height as limited by the Section 6-302.C of the Land Development Code.

Subdivision

The petitioner proposes to subdivide the currently single lot into five (5) lots. Lots 1 and 2 will be along 159th Street and will each contain two building pads and a parking lot according to Sheet 6 of 6 of the plan set titled "*GW Property Subdivision- Data Box Exhibit*" and Sheet 3 of 3 of the plan set titled "*GW Property Subdivision - Preliminary Plat of Subdivision*". Lots 3 and 4 will be at the rear of the property and will each contain a larger big box type user and a parking lot. Lot 5 will be the detention pond.

Each lot will share in the maintenance of the interior access drives. The lot lines go to the centerline of the interior access drive.

The petitioner will need to submit a Plat of Subdivision to the Village for recording.

Special Use Permit

A special use permit is required for the proposed Planned Unit Development to accommodate multiple buildings on a single lot (Lots 1 and 2) and to establish the framework for larger big box type users (Lots 3 and 4). The special use permit is also required to establish a motor vehicle services use on the subject site.

The modifications to the special use include the following:

- 1) Reduce detention pond setback from 25 feet to ten (10) feet.
- 2) Reduce north Bufferyard Type C from fifteen (15) feet to five (5) feet.
- 3) Reduce east Bufferyard Type B from ten (10) feet to five (5) feet.
- 4) Enable construction of a temporary facility on site until the permanent structure is complete.
- 5) Reduce wetland buffer and setback from 50 feet to zero (0) feet.

Modification 1 is required in order to adequately fit the detention pond in the second lowest point of the property, which is in the panhandle of the site. Modification 2 is needed to accommodate a potential drive-aisle at the rear of the property that will give four-sided emergency access to a potential congregate elderly housing facility. Modification 3 is intended to meet the existing bufferyard patterns along the east property line, particularly as it relates to the existing east access drive. Modification 4 is an allowance for a temporary condition. Modification 5 is to effectively

eliminate the wetland setback and buffer to accommodate the development. This elimination is within the bounds of the new MWRD Water Management Ordinance. Wetland mitigation is required for this project.

The petitioner will offset these modifications with landscaping and other site amenities that will improve the overall experience of the development. See Landscaping section above).

When considering an application for special use permit, the decision making body shall consider the eight special use standards listed in the Code. The petitioner has provided responses to the Special Use Standards.

Land Use/Compatibility

The proposed land uses for the Planned Unit Development are compatible with the Comprehensive Plan and the BIZ General Business District with a special use permit. The immediate land use for Lot 1 is also compatible with the zoning district and the neighboring properties, some of which are auto-oriented.

AVIS Auto Rental was previously located at the northeast corner of Harlem Avenue and 159th Street (BIZ General Business District). AVIS is relocating to the proposed location to continue operations in Orland Park.

Lot Coverage

Maximum: 75%
Proposed: 74.8%

The proposed lot coverage of 74.8% is within the maximum allowable lot coverage limits for the BIZ General Business District (75%). Like other PUDs, the proposed PUD will measure total lot coverage based on the entirety of the development. Individual lots must ultimately conform to the overall lot coverage of 74.8%.

Lot Size

Minimum: 10,000 square feet
Provided:

Lot 1 - 101,930 square feet
Lot 2 - 98,010 square feet
Lot 3 - 128,066 square feet
Lot 4 - 109,335 square feet
Lot 5 - 60,112 square feet

All lots in the proposed PUD meet minimum lot size requirements.

Setbacks

159th Street
Required - 25 feet
Provided - 27.39 feet

Lot 1 Side Setback

Required - 15 feet
Provided (east) - 77 feet
Provided (west) - 24.8 feet

Lot 2 Side Setback

Required - 15 feet
Provided (east) - 74.25 feet
Provided (west) - 59.40 feet

Lot 3 Side Setback

Provided (east) - 46.95 feet
Provided (west) - 62 feet

Lot 4 Side Setback

Provided (east) - 59 feet
Provided (west) - 42 feet

Rear Setback:

Required - 30 feet
Provided (Lot 3) - 43 feet
Provided (Lot 4) -- 56 feet

Parking:

Required - 10 feet
Proposed -- 10 feet or more

All proposed parking lot setbacks are met. In non-residential districts where non-residential land uses abut other non-residential land uses, a parking lot side setback is not required. Nevertheless, the petitioner has indicated greater than 10 foot side setbacks for the parking lots when measured from the property line of the subject site (overall PUD boundary).

Building Height (for Lot 1, east building pad)

Maximum -- 50 feet
Proposed - 22 feet

Parking and Loading (for Lot 1, east building pad)

Required - 93 spaces
Proposed - 100 spaces

For total parking analysis see the Mobility section noted earlier in this report.

Landscape Bufferyards (for overall PUD)

North - Bufferyard Type C, 15 feet

A modification is proposed for the north bufferyard to reduce the width from fifteen (15) feet to five (5) feet. The north bufferyard is reduced to accommodate a drive-aisle that will surround a future congregate elderly housing facility for emergency access.

South - Bufferyard Type C, 15 feet

The proposed development meets the required building setbacks, enabling appropriate application of the Bufferyard.

East - Bufferyard Type B, 10 feet

A modification is proposed for the east bufferyard to reduce the width from ten (10) feet to five (5) feet. The reduction is proposed to continue existing bufferyard development patterns along the east edge, previously established by the development of Goodwill. Goodwill has already established an approximately 20 foot wide bufferyard and Wendy's has already established a 17 foot wide bufferyard. Adding more bufferyard width to existing bufferyard will serve to further separate similar land uses that do not need screening from each other.

West - Bufferyard Type B, 10 feet

The proposed development meets the required building setbacks, enabling appropriate application of the Bufferyard.

Accessory Structures

A garbage enclosure is proposed for Lot 1 of the PUD. It is located to the rear of the property. This means it will be along the main east-west interior access drive. The enclosure is offset slightly from the center toward the east property of Lot 1. The intent of this offset is to partially screen it from 159th Street by placing it behind the east building and two staggered landscape islands in the parking lot. The garbage enclosure will contain all of the dumpsters for the site in a single, consolidated enclosure.

The garbage enclosure must be made of masonry material per Section 6-302.D.

Garbage enclosures for the other lots of the proposed PUD are located to the rear of the respective land use in order to maintain an orderly frontage along 159th Street.

Mechanicals/Utility Conduits

All mechanical equipment must be screened, either at grade level with landscaping or hidden behind the roofline. Exterior roof ladders are not permitted and should be located interior to the building.

Signage

Signage is not part of this petition and should be submitted for separate review to the Building Division.

This is now before Plan Commission for consideration.

Recommended Action/Motion

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated October 13, 2015

And

I move to recommend to the Village Board of Trustees to approve the preliminary site plan for the Planned Unit Development titled "GW Property Subdivision Village of Orland Park, Illinois, Data Box Exhibit - Overall", prepared by Manhard Consulting Ltd., dated 8/26/15, sheet 6 of 6, subject to the

following conditions:

- 1) Remove the proposed Lot 1 drive-aisle connection to the east access drive to restrict ingress/egress.
- 2) Pave a temporary asphalt parking lot to service the temporary structure.
- 3) Employ pergolas along the main interior access drives to frame pedestrian pathways between parking lots.
- 4) Address and enhance the central intersection of the interior access drives to serve as a focal point for the PUD.
- 5) Remove the temporary structure from the site entirely within one (1) week of an occupancy permit being issued by the Village.
- 6) Submit an updated tree survey and catalog indicating total removal, tree species, size and health to assess tree mitigation requirements.
- 7) Submit a final landscape plan for separate review and approval within 60 days of final engineering approval. It must include all pertinent site amenities such as pergolas, street enhancements and furniture, sidewalk walkway enhancements and other landscaping and site amenities.
- 8) Submit a final plat of subdivision for recording.

And

I move to recommend to the Village Board of Trustees to approve the preliminary site plan for Lot 1 of the PUD titled "Commercial Development Village of Orland Park, Illinois Site Dimensional and Paving Plan", prepared by Manhard Consulting Ltd., dated 7/22/15, sheet 5 of 11, subject to the same conditions outlined above;

And

I move to recommend to the Village Board of Trustees to approve the elevation drawings titled "Site Development 159th and Harlem Orland Park, Illinois", prepared by Site Design Studio 24, LLC., dated received 9/28/15, sheet ST1, subject to the same conditions outlined above, and the following:

- 1) Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline.
- 2) All masonry must be of anchored veneer type masonry with a 2.625" minimum thickness.
- 3) 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 subdivision of 7420 W. 159th Street as shown in the plan set titled "GW Property Subdivision Orland Park, Illinois, Preliminary Plat of Subdivision", prepared by Manhard Consulting, Ltd., dated 9/24/15, sheets 1 through 3, subject to the same conditions outlined above;

And

I move to recommend to the Village Board of Trustees to approve the special use permit for 7420 W. 159th Street to establish a Planned Unit Development and allow for a motor vehicle service use on Lot 1, subject to the same conditions as outlined in the Preliminary Site Plan motion above.

Modifications to the special use permit include:

- 1) Reduce detention pond setback from 25 feet to ten (10) feet.
- 2) Reduce north Bufferyard Type C from fifteen (15) feet to five (5) feet.
- 3) Reduce east Bufferyard Type B from ten (10) feet to five (5) feet.
- 4) Enable construction of a temporary facility on site until the permanent structure is complete.
- 5) Reduce wetland buffer and setback from 50 feet to zero (0) feet.

All changes must be made prior to the Board meeting.

PAUL: Second.