

**MINUTES OF THE  
OAK CREEK PLAN COMMISSION MEETING  
TUESDAY, NOVEMBER 24, 2020**

Mayor Bukiewicz called the meeting to order at 6:02 p.m. The following Commissioners were present at roll call: Commissioner Sullivan, Commissioner Carrillo, Alderman Loreck, Mayor Bukiewicz, Alderman Guzikowski, Commissioner Siefert, and Commissioner Chandler. Commissioner Oldani joined during the reading of the meeting guidelines announcement. Commissioner Hanna joined the meeting during the presentation of item 5a. Also present: Kari Papelbon, Planner; Doug Seymour, Director of Community Development; and Mike Havey, Assistant Fire Chief. Kevin Koenig, IT Manager, facilitated the video conference.

Planner Papelbon read the following into the record:

The City of Oak Creek is authorized to hold this public meeting remotely during the COVID-19 public health emergency under the March 16 and March 20 advisories from the Office of Open Government in the Wisconsin Department of Justice and subsequent Common Council approvals. Per the advisories and approvals, this meeting being conducted via Zoom video conference with telephone conferencing capabilities was duly noticed per the City of Oak Creek Municipal Code and Statutory notice requirements more than 24 hours in advance of the meeting. Members of the public have been advised of the options for participation via direct mailing to property owners within 300 feet of a proposal, via the COVID-19 information page on the City's website, via social media, and via the information contained on the meeting agenda. This meeting may also be viewed at the City's YouTube page, the link for which was contained in all aforementioned notice methods. The meeting recording will also be accessible on the City's YouTube page within 48 hours.

Plan Commissioners and participants are initially muted upon joining the meeting. Plan Commissioners and staff have the ability to mute and unmute their microphones throughout the meeting. Please mute at all times except for roll call, motions, voting, and when recognized by the Chair. Roll call and voting will occur per the usual and customary procedure, starting from Plan Commissioner seating positions south to north in the Common Council Chambers (e.g., Hanna, Sullivan, Carrillo, Loreck, Bukiewicz, Guzikowski, Oldani, Siefert, Chandler). The Chair will facilitate questions and comments by calling on each Plan Commissioner, or by requesting the use of the "raise hand" function in the Zoom webinar control panel. Only speak once you have been recognized by the Chair or moderator.

Applicants, their representatives, and all other participants who wish to speak will be unmuted

- When there is a direct request for information from the Plan Commission or staff;
- When the participant utilizes the "raise hand" function within the Zoom webinar control panel, and the moderator verbally indicates that they are unmuted;
- When a phone participant dials \*9 to indicate they wish to speak, and the moderator verbally indicates that their line is open.

When unmuted, all participants must state their name and address for the record, then proceed with comments or questions.

Questions and comments may also be entered into the Q&A function within the Zoom webinar control panel. Staff and/or the moderator will monitor this function during the meeting, and provide the information requested. There shall be no private messages or side conversations during the

meeting utilizing the chat or Q&A functions. Chat and Q&A messages are part of the public record.

### **Minutes of the November 10, 2020 meeting**

Commissioner Siefert moved to approve the minutes of the November 10, 2020 meeting. Alderman Guzikowski seconded. On roll call: all voted aye. Commissioner Hanna was not present for roll call of this item. Motion carried.

### **LANDSCAPE PLAN REVIEW**

#### **WALDEN OC, LLC**

#### **PORTION OF 7700 S. IKEA WAY (LOT 4 OF CSM TO BE RECORDED)**

#### **TAX KEY NO. 784-9029-000 (NEW, FORMERLY 784-9024-000)**

Planner Papelbon provided an overview of the landscaping plans for a proposed multifamily residential building and potential future commercial building (see staff report for details).

Dan Romnek, Mandel Group, 4524 North 105<sup>th</sup> Street, Wauwatosa, explained the applicants and developers have reviewed the staff report and are happy to make any recommended changes to the landscape plan in terms of plantings.

Commissioner Siefert asked if the landscaping plan will cover the full development or just this area.

Planner Papelbon stated that this landscape plan is for this specific parcel in the development. The Master Landscape Plan approved in March by the Plan Commission will carry over for the rest of the development. The subsequent individual lot developments will need to conform to the Master Landscape Plan.

Commissioner Chandler asked the applicant if they will be making the applicable updates to the parking lot in addition to the planting updates.

Mr. Romnek confirmed that should not be an issue. Mr. Romnek stated they would work with staff on the eastern border to find the best solutions

Mayor Bukiewicz agrees that staff has done a great job and likes the addition of the ornamental grasses because as it grows the grass adds screening and helps the wildlife.

Alderman Loreck moved that the Plan Commission approves the landscape plans submitted by Kevin Kennedy, Walden OC, LLC, for a portion of the property at 7700 S. Ikea Way (Lot 4 of CSM to be recorded) with the following conditions:

1. That all relevant Code requirements remain in effect.
2. That all conditions of approval from the November 10, 2020 Plan Commission review are in effect.
3. That a revised landscape plan incorporating staff comments is submitted in digital format for review by the Department of Community Development prior to the submission of building permit applications.

Alderman Guzikowski seconded. On roll call: all voted aye. Motion carried.

**SIGN PLAN REVIEW  
MID-AMERICA REAL ESTATE  
2345 W. RYAN ROAD  
TAX KEY NO. 903-9008-001**

Planner Papelbon provided an overview of the proposed Master Sign Plan for the multitenant building on the property at 2345 W. Ryan Rd. (see staff report for details).

Commissioner Chandler asked Planner Papelbon if the building will still need Conditional Use Permits.

Planner Papelbon stated the west end cap was granted a variance allowing the sign on the west side of the building. The Master Sign Plan would establish the Master Sign Program for all signs moving forward with the caveat that any signs on the building must abide by Code and permitting requirements.

Alderman Guzikowski referenced the building having signs that are all different shapes and colors, and asked if the Master Sign Plan would help to clean up the image or look of the building.

Planner Papelbon explained the City does not regulate those type of items, but there is a provision in the Master Sign Plan for signs to be white or incorporate company logos. Planner Papelbon stated that she believes the signs will all be the same font, but would need to confirm with the applicant. Façade enhancements are not regulated by the Master Sign Plan. For example, awning color or style is not regulated by the Master Sign Plan, but would still need to abide by Building Codes. Any signage on the awnings would require a Master Sign Plan Amendment because it is not included in this one. One item that is included is the prohibition of lighting for the awnings. An existing tenant does have or did have lighting on their awning. As long as it is compliant with every other section of Code and is permitted properly, it would be allowed to remain until changes are made to that tenant space. Over time there will be more of a common theme for the signs on the building.

Assistant Fire Chief Havey stated the signs are helpful when locating addresses tied to business names.

Alderman Guzikowski moved that the Plan Commission approves the Master Sign Plan submitted by Dan Rosenfeld, Mid-America Real Estate, for the multitenant commercial building at 2345 W. Ryan Rd. with the following condition:

That Section E. Existing Signs, Graphics, and Illumination is amended to require that all signs, regardless of whether existing prior to the establishment of this Master Sign Program, shall conform to the requirements of the Municipal Code.

Commissioner Siepert seconded. On roll call: all voted aye. Motion carried.

**CONDITIONAL USE PERMIT  
THE DICKMAN COMPANY, INC.  
10303 S. OAKVIEW PARKWAY  
TAX KEY NO. 955-1033-000**

Planner Papelbon provided an overview of the request for a Conditional Use Permit for freight yard/freight terminal/trans-shipment depot facilities (see staff report for details).

Maggie Menard-Mueller, 320 W Oakwood Road:

*"We live directly across from where the trucks would be coming and going and we also, on the northern part of our property is bordered by the FedEx truck terminal. So, what you're proposing here tonight is having truck terminals both to the south and to the north of our residences in a residential area. I take this as being quite unfair. If there's other space available in that park, I would think yet another truck terminal would be more appropriately placed someplace else than directly across to and next to properties that are clearly residential. We had a nice quiet neighborhood here for a long time and we've been promised earth berms and what not and we'll talk about that in the next point. I think overall that this is a really bad choice to have directly across from our residential area which has been eroded already with the increase in traffic, that's non-stop from the employees, illegal trucks, and trucks that are legal, but very fast and don't slow down on Oakwood Road enough. My husband would also like to talk about this."*

Tom Mueller, 320 W. Oakwood Road:

*"I'm wondering why this isn't on the corner across from where their neighbor would be Yaskawa and not be squashing houses."*

Mayor Bukiewicz explained those questions will be answered as the meeting goes on.

Maggie Menard-Mueller, 320 W Oakwood Road:

*"I just think it's unfair to have them both, you know, basically surrounding us now. It'll just lead to more violations on the road of the truck traffic and 5am somebody always is coming down the road, every morning, it wakes ya up. Our house is set off the road a little bit, but I know the Girmscheids down the road, they're actually they're leaving Oak Creek, they're planning to sell in the spring they've had it with, with the traffic basically. You can't walk on the road without just about getting hit. I'm a runner. I'm out there a lot, and I've seen a lot of near misses. It's just not right, this is supposed to be residential."*

Tom Mueller, 320 W Oakwood Road:

*"We had really hope that when something was proposed across from us, it would be more like that medical type building. That's in inside the park a bit you know something a little more general and attractive to look at. I saw the Kari's photos here in the agenda today that great big agenda and I called it a behemoth. That's the first word that came to my mind, behemoth."*

Maggie Menard-Mueller, 320 W Oakwood Road:

*"We've been here since 1978."*

Sam Dickman, 626 East Wisconsin Avenue, Milwaukee, stated that he believes using the lot to the east of this proposal would not be acceptable to the City of Oak Creek because the City would like to save that for a corporate headquarters. This is the last lot in Park that can accommodate a building of this size. The Dickman Company owns four other properties within OakView. Mr. Dickman stated that he believes they have been good neighbors. Mr. Dickman explained this is not a truck terminal. The applicant is proposing a large industrial building that could have truck tenants, but it could be other tenants as well. The industrial building will have truck traffic regardless of the tenants. The applicants have tried to be very sensitive to the neighbors by proposing an extensive landscape plan with berms, distancing from neighbors, and screening. Mr. Dickman explained his company is making a bet on Oak Creek, and this deal is around \$12 million.

Commissioner Hanna stated that she thinks this will increase the percentage of the truck routes on that segment of Oakwood [Road], even though there are regulations for the percentage of the truck route it is not being followed, there is no accountability. Commissioner Hanna inquired what will happen if the truck route percentage exceeds the Traffic Impact Analysis (TIA).

Planner Papelbon explained the TIA states that if this Conditional Use Permit allows for a distribution, freight yard/freight terminal/trans-shipment depot facility, it would be reaching the limits that were established by the TIA. Anything beyond this or future consideration within the Park for a similar use would require a new TIA, and would require infrastructure upgrades based on that TIA. The City is aware of concerns regarding the truck traffic on Oakwood [Road], and requirements were established in other Conditional Use Permits that the City has issued for OakView Business Park for truck routes to be used. There is something in place for the FedEx facility, but that is not part of this application.

Commissioner Hanna asked to confirm that another TIA would be required due to the increase of percentage of trucks on Oakwood Road, which is not a truck route - it is a local-residential road.

Mayor Bukiewicz corrected that the TIA would not just be for Oakwood [Road], it would be the established route that includes all arterial stops and Howell Avenue to Ryan Road. Mayor Bukiewicz stated this development does not put the traffic over the limit of the TIA, but if something similar is proposed on the site to the east it would trigger the new TIA.

Planner Papelbon explained the business park, with this proposal, is reaching the limits of the TIA; any future considerations would trigger a new TIA and upgrades to the Park.

Director Seymour agreed that what Planner Papelbon stated is important to note. Director Seymour explained that when the original TIA was performed, the business park was thought to have a certain level of logistics companies occupying the spaces; however, logistic companies have been coming in quicker than traditional manufacturing buildings. Developers have been responding to market demand for logistic type properties. Director Seymour continued by stating that regardless of the Conditional Use Permit being issued, manufacturing is allowed at this site and manufacturing businesses will have truck traffic. If a logistics-type user applies for a Conditional Use Permit in other parts of the Park, then staff and the Plan Commission would need to take a look at what a future TIA would require for infrastructure improvements both in the Park and adjacent roadways.

Commissioner Hanna reiterated her concerns about having so much truck traffic in a residential area.

Commissioner Sullivan stated that he believes the TIA was performed in 2013 or 2014, and covered the business park as a whole. Commissioner Sullivan explained if this proposed Conditional Use Permit gets approved, it would take the business park to the limit of warehousing calculated in the TIA. The Engineering Department recommends a new TIA be done to gain an understanding of how the Park will develop further, as well as infrastructure and requirements both internally and externally. Improvements may include ways to prevent trucks from moving to the west. Commissioner Sullivan explained the City has done a number of traffic studies, paid for video surveillance, and tried to work with police officers to understand the problems. Commissioner Sullivan stated this is a permitted use, and believes the Plan Commission needs to look at this proposal and look at the business park as a whole while making decisions.

Alderman Loreck asked if the existing road, next to this parcel that comes up to Oakwood [Road], is currently being used for truck traffic.

Mayor Bukiewicz confirmed it is.

Alderman Loreck inquired if there is a requirement that drivers turn right there, but they are ignoring it and going westbound.

Commissioner Sullivan stated there are signs posted there stating “no left turns” for trucks and weight limits. Truck traffic coming southbound out of Opus is not allowed to turn right. Commissioner Sullivan stated traffic is disregarding the signs, and that he believes the only way to address the situation is with a true infrastructure or landscaped-type engineering or heavy police enforcement.

Alderman Loreck stated that he anticipates the new tenants would not follow the signs 100% of the time, and is concerned about this adding traffic to Oakwood [Road]. Alderman Loreck inquired who would be responsible for the upgrades if a new TIA suggests them.

Commissioner Sullivan explained there are multiple ways it could be handled. Commissioner Sullivan’s recommendation out of the Engineering Department would be to put it on each developer or the business park as a whole because this is not caused by the City. The burden could be placed on each developer or the development as a whole. Commissioner Sullivan stated that he believes it would be handled through development agreements or could be added to some Conditional Uses moving forward.

Director Seymour stated this will continue to be an issue whether this Conditional Use Permit is granted or if a traditional manufacturing building goes on this site because manufacturing companies still have trucks. Director Seymour stated that he believes if there is a physical design solution to make it harder for trucks to turn left without compromising the safety of the intersection, it can be started now. If that is something the Plan Commission would want the Engineering Department to explore in conjunction with the approval of the site plan, that is something the Plan Commission can require. If there are additional requests for Conditional Use Permits, it is something that would be looked at on the new TIA. Director Seymour stated that he believes it is legitimate to require improvements as part of a Conditional Use Permit if the Plan Commission can make the case that the impact of the Conditional Use Permit necessitated the improvement. Director Seymour stated that he also believes if there is another request, it is legitimate for the City to look to the developers of those lots to address the impact they are creating on the infrastructure.

Alderman Loreck stated his agreement, and would push for Engineering to look into it in conjunction with this Conditional Use Permit. Alderman Loreck stated TIAs performed in other parts of the City have identified issues and allowed for improvements.

Commissioner Oldani pointed out that the parcel is zoned Manufacturing, and any manufacturing building is going to create truck traffic. Commissioner Oldani agrees with any measures it would take to make sure trucks and traffic go to the east and not to the west in front of houses. Commissioner Oldani stated that he believes the tenants have intentions to be good neighbors; however, once the truck leaves their property, the tenant has little control of what happens. As it is manufacturing, it is hard not to approve this proposal with the conditions being met. Commissioner Oldani stated that he completely supports doing anything to ensure that traffic is limited going in front of the residential buildings on Oakwood [Road].

Commissioner Siepert stated that he agrees with the truck traffic problem, and believes the Plan Commission needs to concentrate on controlling the traffic going west.

Commissioner Chandler asked the applicant for recommendations on how to handle the flow of traffic so it does not impact the residents.

Mayor Bukiewicz stated that he does not know if the applicant will be able to answer that question. Mayor Bukiewicz reiterated Commissioner Oldani's comment that once the trucks leave the facility it becomes difficult for the tenants to control anything with the traffic. Mayor Bukiewicz agreed with Commissioner Sullivan that physical engineering could be used to try to deter traffic from going west.

Mr. Dickman explained that it may be easier to make the entrance a right-turn only from an exit to the Park so that cars and trucks have to turn towards Howell Avenue and no one can turn towards Oakwood Road. Mr. Dickman asks that the physical changes on that corner be addressed with the entire Park or work with the City on it because it is the whole development causing traffic, not just this development. Mr. Dickman stated it would be prohibitive for his company to pay for all the changes at the entrance just based on this one development.

Commissioner Chandler asked Planner Papelbon or Director Seymour what happens if the traffic is excessive or is not in compliance.

Director Seymour explained it will be a matter of enforcement. Director Seymour stated that the Plan Commission does have the authority to revoke a Conditional Use Permit if the property owner is not complying with the terms of the CUP, but it is a very tough hurdle to clear and the City hopes to never revoke these permits. In this particular case it would be more difficult to make a case for something that is not in the applicant's control. City staff would be happy to take a look at some design solutions to minimize or eliminate that turning movement.

Commissioner Chandler asked the applicant if they evaluated any other properties that have less residential area or residents in the area.

Mr. Dickman stated the applicants were looking for other areas, particularly in this Park; however, this was the only site large enough to accommodate the building size that is being proposed. Most of the lots in the business park have been sold. The site to the east is large enough; however, the City is holding out for a corporate headquarters.

Tom Mueller, 320 W Oakwood Road:

*"I have sent in the last year and a half, three reports to the police department about the trucks I count. And these are just what I notice when I'm in a certain room of my house watching TV or out in my yard. So, the true number is a lot higher, but the most recent report said that in 13 weeks there were 51 illegal semis going past my house. Most of them actually come from the west. So, these people would have a hard time turning into the park, if the infrastructure improvements to restrict outgoing traffic happened or maybe they would just happen in one lane. There were 51 total trucks and eight of them were westbound. I would say maybe the true number is that is two or three times 51 if that were somehow monitored 24 hours a day. That would just be my guess."*

Maggie Menard-Mueller, 320 W Oakwood Road:

*"I have a question, though, too, since Mr. Dickman brought it up. Would the City consider releasing that land for something like this, rather have a corporate headquarters on this part, because that would certainly be a better neighbor to us than a truck deal."*

Mayor Bukiewicz stated the parcel with the proposed Conditional Use Permit does not have the acreage to accommodate a corporate headquarters. The site to the east provides maximum exposure as well as acreage needed for a corporate headquarters.

Maggie Menard-Mueller, 320 W Oakwood Road:

*"Yeah. One other question I have, is there a way to reconfigure this? I mean, obviously it's, it's, it's industrial it's allowed. Is there a way to reconfigure it so that only exposed toward the road toward Oakwood would be building and not parking lot or truck terminal kind of stuff?"*

Mayor Bukiewicz explained he would not know how the building would sit and believes there are wetlands.

Maggie Menard-Mueller, 320 W Oakwood Road:

*"No, it's not."*

Director Seymour clarified that the area is not in wetlands, but the Plan Commission will see more of what was done to minimize the impact on Oakwood Road and the adjacent properties during the site plan review.

Mayor Bukiewicz referred back to Mr. Mueller's comment regarding enforcement, and stated that this has been discussed with Police Chief Anderson and Captain Stecker, but unfortunately there are not enough officers to enforce this at all times. Mayor Bukiewicz gave the suggestions that the traffic coming from the west may be trying to reach the business park, but are not leaving the Park. Mayor Bukiewicz supports using the physical design of the intersection to deter traffic from heading west, but agrees with the applicant that it would be unfair to put the cost on this one development when others in the business park have trucking as well. Mayor Bukiewicz stated that he supports the Conditional Use Permit, but wants to work harder to protect the neighborhood. Mayor Bukiewicz stated that he agrees with Commissioner Sullivan that the City would put the onus on the next developer to help correct those issues.

Alderman Guzikowski inquired if there is anything the Plan Commission could put in now that would require the intersection to be reviewed before the development gets going so the neighbors



know something is being done. Alderman Guzikowski stated that he believes the intersection development should not wait until the next developer comes in.

Planner Papelbon explained that staff has discussed the need to incorporate a new TIA following this use in the Conditions and Restrictions. This would need to be carried over into other reviews and approvals. Planner Papelbon stated that she believes, after the discussion during this Plan Commission meeting, that the Conditions and Restrictions would likely include things to address the truck traffic issues.

Alderman Guzikowski stated that he is satisfied with Planner Papelbon's response.

Mayor Bukiewicz inquired if the TIA is tied to this property or to the business park.

Planner Papelbon stated the goal would be to put everyone on notice of this requirement. The requirement would be mentioned in the Conditional Use Permit and any other reviews and approvals throughout the Park. Planner Papelbon said many people are aware of the requirement, but it does not preclude those other agreements or approvals incorporating that same language.

Director Seymour stated this is a Conditional Use Permit, and the Plan Commission is allowed to attach items that impact the Park or the neighborhood.

Mayor Bukiewicz asked whose responsibility is it to do the study and come up with an answer.

Director Seymour clarified that something will be crafted in the Conditions and Restrictions for the December 8, 2020 Plan Commission meeting.

Mayor Bukiewicz asked Commissioner Sullivan if most of the traffic is coming from the west.

Commissioner Sullivan stated he would need to review the study. There was video detection for two or three days. Commissioner Sullivan stated that he believes Mr. Mueller would be 100% correct with his study. If trucks are exiting the interstate and heading towards the development, they would be coming from the west.

Mayor Bukiewicz suggested adding stronger signage at 13<sup>th</sup> Street, and acknowledged that signs do not always correct behavior.

Commissioner Oldani stated there are truck driver shortages right now, with a high turnover, which leads to a lot of inexperienced truck drivers using Google Maps for directions. Google Maps will give the shortest route, which leads 13<sup>th</sup> Street to Oakwood Road, making traffic come from the west. Commissioner Oldani suggested adding signs to make truck traffic come from a different direction. Commissioner Oldani stated that he believes Mr. Mueller is correct in his estimates, and wants that kept in mind when looking for solutions.

Alderman Guzikowski moved that the Plan Commission recommends that the Common Council approves a Conditional Use Permit for freight yard/freight terminal/trans-shipment depot facilities within the multitenant building on the property at 10303 S. Oakview Parkway, after a public hearing and subject to Conditions and Restrictions that will be prepared for the Plan Commission's review at the next meeting (December 8, 2020). Commissioner Siepert seconded. On roll call: all voted aye, except Commissioner Chandler who voted no. Motion carried.

**PLAN REVIEW  
THE DICKMAN COMPANY, INC.  
10303 S. OAKVIEW PARKWAY  
TAX KEY NO. 955-1033-000**

Planner Papelbon provided an overview of the site, building, and related plan review for a proposed multitenant industrial building (see staff report for details).

Dominic Ferrante, Briohn Design Group, LLC, 3885 North Brookfield Road, Brookfield, is available for any questions the Plan Commission may have.

Maggie Menard-Mueller, 320 W Oakwood Road:

*"Thank you. I'm really happy to hear about the lighting, because that was one question I had. And also I'm happy that you're raising that berm up. I'm not quite sure four feet is enough. I know English Aire got a pretty good bump on their Earth berm that that's between them and Amazon. There's got to be some kind of compromise in between what you're proposing and that. I don't know how many feet theirs is, but it's enough so that they don't even see it from where they're when they're in their backyards. Um, but it definitely the trees that the trees would help as well. One other thing that I got to throw out there and this would help the residents a lot and that is if you'd extend that sidewalk that's already started coming from Howell going west on Oakwood it stops right at the entrance to the park and then it didn't continue past that intersection, they could extend that along there even if it's like a bike path kind of stuff instead of a full sidewalk. That would help us a lot in trying to get to that bike path and do the recreating that a lot of people have been doing a lot of during this COVID. Right now, you just gotta kind of hug the edge of the road, all the way up there, but even that little bit would help a lot I think to keep that sense that we're a residential area. That's the part that I just hate losing here and this Landscaping plan definitely will help us retain some of that. Tom also has some comments on this. If that's okay."*

Tom Mueller, 320 W Oakwood Road:

*"I had a question. Kari mentioned the screening wall by the dock."*

Mayor Bukiewicz inquired if it was the north side.

Tom Mueller, 320 W Oakwood Road:

*"On our end and on the south side. Yeah, how long is that wall and how tall is it?"*

Mayor Bukiewicz stated the south wall is a little longer than the north wall.

Planner Papelbon stated the height of both walls is 13 feet. The wall on the south is longer than the one on the north.

Tom Mueller, 320 W Oakwood Road:

*"That seems longer than the wall at Aim Pilot. Is that right? It's kind of a stubby wall that comes out there and I'm not good on you know guessing that how long it is."*

Planner Papelbon stated that she does not recall the heights or lengths of any of the other screen walls that are in OakView Business Park. The walls are similar. One other building has two walls; one was detached from the building to screen additional parking areas for the trucks.

Director Seymour stated that he recalls the existing walls in the Park are one truck length from the building, and suspects this is quite a bit more than that. This proposal covers most of the truck loading area.

Tom Mueller, 320 W Oakwood Road:

*"That would be good. I'd say the more that parking lot, you can cover up the better because if you stood at my driveway, you'd see a berm maybe the berm should be taller. You see the pine trees and other trees. That's good. Hopefully they're large when they're planted because some of the ones by FedEx down Oakwood Road are like two feet high at present a year and a half later. And if that wall is there, you know, that's three good steps here to protect us a little."*

Planner Papelbon clarified that the evergreen trees to be planted on the berm will be planted at a minimum height of six feet.

Rob Mleczko, 431 W Oakwood Road:

*"My property, if you're looking at the proposed site plan, upper left corner, that's my house next to yeah, let's see, yes, just the first drive away west of the proposed property on the south side. I am right on top of it, yes. So, one of the, one of the points that I wanted to make was I can't stress strongly enough the importance of the berming and the landscaping, you know, that's being proposed. I'm actually, I'm actually pleasantly surprised with what is being proposed. There is about 150 square, I'm sorry, 150 feet from my property line before the berming starts and Maggie earlier mentioned about the, the height of the berm, that it would, it was mentioned that it would be a minimum of four feet. Is that correct?"*

Mayor Bukiewicz stated that is what staff is suggesting on the north side. The berm would be four feet and the trees would be a minimum of six feet.

Planner Papelbon confirmed staff is requesting the berm be no shorter than four feet as measured from the adjacent property's grade on the west, and no shorter than four feet as measured at the same grade of the road on the north, with minimum ever-green plantings installed at a minimum of six feet.

Rob Mleczko, 431 W Oakwood Road:

*"Okay, okay. So, since there's a minimum. Silly question, is there a maximum height that is allowable."*

Mayor Bukiewicz stated it depends on the tree and cannot answer that question.

Rob Mleczko, 431 W Oakwood Road:

*"No, I'm talking about the berm itself, the physical, the physical berm not necessarily the plantings."*

Mayor Bukiewicz stated it begins to have an effect on the stormwater management because the taller the berm gets, the wider it gets. Mayor Bukiewicz referred to Commissioner Sullivan for assistance with that question.

Commissioner Sullivan corrected that the issue is not stormwater, but more coverage of the area. Commissioner Sullivan asked Mr. Mleczko if he is looking for a maximum height so the berm does not get any closer to his property.

Rob Mleczko, 431 W Oakwood Road:

*"Yeah, I mean, because all the truck bays, the semis will all be on the west side of the building, which is the side that I would see. So, for me the, the, the taller the screening the better obviously. As opposed to, you know, simply meeting the minimum, you know, berm height requirements, I would, like Maggie mentioned earlier that maybe somewhere in between the minimum and what could be perceived as a reasonable maximum height. I think that would be well certainly very important for me and my property. And I wanted to mention one other thing. As you look at the landscape plan and compare that to what is directly across the street in front of Yaskawa. The proposed landscape here to me, looks more substantial than what the Yaskawa has. So, by comparison, can anybody maybe verify that, yes what, what is being proposed is actually more than what you see right across the street?"*

Mayor Bukiewicz stated just judging by the printout and comparing it to the area this plan looks to be substantially more around this development.

Rob Mleczko, 431 W Oakwood Road:

*"Okay, okay, that that was my impression as well."*

Mayor Bukiewicz reiterated that is just his opinion and would not say for sure.

Rob Mleczko, 431 W Oakwood Road:

*"Right, sure. And I would, I would add one last thing. Earlier you were talking about the truck traffic. I can certainly attest to the fact that the majority of the trucks do come from the west and you can actually, you can actually hear them rumbling down the road before you actually see them. And the other thing that I'll mention is that when those trucks come off of 13<sup>th</sup> Street by the time they are getting on the other side of the railroad tracks between the railroad tracks and Howell they aren't even going close to 25 miles an hour, so that's, that's the other caveat about the, about the semis that that are coming down Howell way too many and way too fast."*

Mayor Bukiewicz explained Commissioner Sullivan and Engineering will take a look at the study and believes the neighbors are correct.

Rob Mleczko, 431 W Oakwood Road:

*"Yeah, you talked about potentially a right turn only out of the business park, but you'd have to do a no right turn into the business parks from the west which obviously, won't happen."*

Mayor Bukiewicz predicted that the truck drivers would just drive by it creating a mess on Howell Avenue.

Rob Mleczo, 431 W Oakwood Road:

*"Yes. Okay, well thank you for your time."*

Mayor Bukiewicz returned to Mr. Mueller's question regarding the length of the north and south walls. The north wall is 73 feet in length and the south wall is 108 feet.

Commissioner Sullivan explained that caution would need to be exercised if the height of the berm is increased. There are utilities and a drainage ditch that runs along Oakwood Road that cannot be negatively impacted. Commissioner Sullivan suggested trying to maximize the height without creating the negative impact. Commissioner Sullivan agrees the look of this building is much improved compared to what is in the business park and the landscaping is much more extensive on this development.

Alderman Guzikowski thanked the neighbors for bringing their concerns forward, and stated the onus is now on the Plan Commission and the City to help remedy the traffic concerns on Oakwood Road.

Commissioner Siepert inquired about the height of the lighting being used.

Mayor Bukiewicz asked to clarify if Commissioner Siepert was asking about the lighting on the building or on the poles.

Commissioner Siepert stated he was inquired about the lighting on the poles.

Planner Papelbon stated the lights are on 20-foot poles with a two-foot base.

Commissioner Siepert asked if the light at that height would create a problem for the residents on the west side.

Mayor Bukiewicz reiterated that there will be shading for the north and the west, but cannot speak about anything on the east or the south.

Commissioner Chandler asked if the parked cars in the front of the building on one of the renderings will be specifically for the employees, visitors, or customers.

Mr. Ferrante stated the east side will be intended for employees and patrons.

Commissioner Chandler asked the applicant to provide a little more information on the pedestrian safety as they are walking across the lot with the large trucks that are coming by.

Mr. Ferrante stated there would be no trucks coming by in the parking lot. The parking lot is strictly for car parking.

Commissioner Chandler asked for more information about the signs that would be on the building.

Mr. Ferrante stated the applicant provided a generic overall size, but will come back with a sign plan to give more specifics. The applicant identified the maximum size, location, and height. The

actual sign will be generic at this time because there is not a specific tenant. Tenants would come in with a proposal for the specifics of their signs.

Mayor Bukiewicz agreed with the Commissioners that it is a nice-looking building, and the landscaping is really enhanced for this development. Mayor Bukiewicz asked where the sidewalk is currently located near the site.

Commissioner Sullivan explained the sidewalk is from Howell Avenue to Oakview Parkway on the south side of Oakwood Road. Ms. Menard-Mueller was trying to get the sidewalk extended from Oakview Parkway to Mr. Mleczko's property. Commissioner Sullivan stated there are some logistics with fitting the sidewalk in addition to increasing the berms and maintaining drainage. Commissioner Sullivan suggested this could be a discussion in the future to widen Oakwood Road to include more of a paved shoulder to give more space for bikes and pedestrians.

Mayor Bukiewicz stated if Oakwood Road is ever widened, the multipurpose trails could be added at that time. There are no current plans to widened Oakwood Road. Mayor Bukiewicz stated that he supports the bigger berms.

Assistant Fire Chief Havey stated the surfaces surrounding the structure are not too concerning for the Fire Department.

Mayor Bukiewicz inquired about the fire hydrants in the development.

Assistant Fire Chief Havey stated the development and underground plans will be reviewed. There are no concerns about water supply for this project.

Mayor Bukiewicz asked to confirm if the building will be fully sprinklered.

Assistant Fire Chief Havey confirmed the size of the building requires sprinklers and alarm systems.

Alderman Guzikowski moved that the Plan Commission approves the site and building plans submitted by Samuel Dickman, The Dickman Company, Inc., for the property at 10303 S. Oakview Pkwy. with the following conditions:

1. That all relevant Code requirements remain in effect.
2. That the plans are revised to include locations for all mechanicals, transformers, and utilities. All mechanical equipment, transformers, and utility boxes (ground, building, and rooftop) shall be screened from view.
3. That all light sources are shielded and directed downward, that the color temperature of the fixtures are limited to a maximum of 3,500 Kelvins, and that light sources adjacent to single-family residential areas are shielded on the side of the fixture adjacent to the residential area.
4. That the landscape plans are revised to incorporate staff comments regarding berm heights, berm plantings, and details for the canopy and heights of all screening plants at installation and maturity.
5. That a detailed Master Sign Plan is reviewed and approved by the Plan Commission prior to the submission of sign permit applications.

6. That all detailed, revised plans are submitted in digital format to the Department of Community Development prior to submission of permit applications.

Alderman Loreck seconded. On roll call: all voted aye. Motion carried.

Commissioner Carrillo moved to adjourn the meeting. Commissioner Siepert seconded. On roll call: all voted aye. Motion carried. The meeting was adjourned at 8:05 pm.

ATTEST:

  
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Douglas Seymour, Plan Commission Secretary

12-8-20

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Date