

MINUTES OF THE
OAK CREEK PLAN COMMISSION MEETING
TUESDAY, NOVEMBER 22, 2016

Commissioner Bukiewicz called the meeting to order at 6:00 p.m. He announced that Mayor Scaffidi was detained and would be joining the meeting within the hour. The following Commissioners were present at roll call: Commissioner Dickmann, Commissioner Johnston, Commissioner Carrillo, Alderman Bukiewicz, Alderman Guzikowski, Commissioner Siepert and Commissioner Chandler. Also present: Kari Papelbon, Planner; Douglas Seymour, Director of Community Development; and Michael Kressuk, Assistant Fire Chief.

Minutes of the November 8, 2016 meeting

Commissioner Dickmann moved that the Plan Commission approve the minutes from the November 8, 2016 meeting. Commissioner Siepert seconded. On roll call: all voted aye. Motion carried.

**CONDITIONAL USE PERMIT – ALLOWING A FREIGHT TERMINAL
OPUS DEVELOPMENT COMPANY, LLC
500 W. OPUS DR.
TAX KEY NO. 924-9012**

Planner Kari Papelbon provided an overview of the proposal for a 2-phase freight terminal with two (2) 20,000-gallon underground fuel tanks on the property (see staff report for details).

Arden Degner, 8540 S. Pennsylvania Avenue, stated that this is an interesting proposal. He wanted to know the business plan for trucks that are licensed in Wisconsin for this terminal. Commissioner Bukiewicz responded that he speculated it is freight delivery, so it is trailer trucks coming in either picking up or dropping off merchandise. Mr. Degner asked if they are going to have trucks licensed in Wisconsin and paying the freight in Milwaukee County. Commissioner Bukiewicz responded he believes that some of the trucks will be; some of the trailers will be from out of state, but anybody conducting business here DOT-wise has to license their trailers and tractors. Mr. Degner asked if they had to be licensed with Milwaukee County. Commissioner Bukiewicz responded that the Plan Commission is not here to discuss that particular dilemma of the wheel tax. Mr. Degner stated that that is his problem because of the fact that the stormwater fee is increasing and here the City is putting in dozens of locations for a terminal because a truck licensed works 24 hours a day. After 250,000 miles, the trucks are trashed. The experience in Milwaukee County, especially along Layton Avenue with truck terminals, has been disastrous. Commissioner Bukiewicz stated he agrees and that is a question for the County Supervisor. Mr. Degner added that here we are taking a piece of property that has been worked on for a couple of years to make it a business park and giving it away to these people that are just going to be competing with FedEx delivering packages. Commissioner Bukiewicz stated that the question is a conditional use permit on this item. Mr. Degner asked why we need another giveaway like IKEA. He stated that he sees another tax-paid entity because Oak Creek are soft touches. Oak Creek will give every resident that lives here an increase in price, increase in stormwater fees, but yet these other people will only be here five years because the trucks will deteriorate and we will be stuck. Commissioner Bukiewicz asked Mr. Degner if he had a question relating to the conditional use permit. Mr. Degner stated that that is what he is saying. Oak Creek is going to be stuck with a deteriorating property just like the rest of it and he prays that the Commissioners vote against this.

Commissioner Siepert asked how many trucks will be coming and going on a daily basis to start with, and as they expand, how many trucks will then fill in during that time. Dave Nelson, 1520

Red Oak Court, Middleton, Wisconsin, representing the applicant, responded that on a daily basis, there are a total of 382 arrivals and departures to the site. Commissioner Siepert asked if that was for the first phase. Mr. Nelson stated it is for the total build out and he does not have figures for the phases.

Commissioner Siepert asked if there was any guarantee that the trucks will be using Howell and Ryan when they get off the expressway rather than coming down 13th Street and Oakwood Road. Mr. Nelson responded that they are required to use Ryan Road, Howell and coming up Oakwood to Opus Drive. Douglas Seymour, Director of Community Development, stated it is posted "no trucks" so there would not be any truck traffic on Oakwood Road west of Opus Drive from this development or from the OakView Business Park.

Commissioner Chandler asked for more information on the underground storage tanks. Mr. Nelson responded that his client uses this terminal for distribution of packages. The price of fuel fluctuates a lot, so they would like to be able to control that a little bit and be able to fuel their trucks on site. It saves them money by being able to purchase it themselves.

Commissioner Chandler asked for more information about the impact to the transportation network. Mr. Nelson responded that there was a Traffic Impact Analysis (TIA) done looking at the routing. Everything was sized for use as a business park and as such, a lot of this traffic was taken into account. The traffic study showed that there would be no impacts on most of the interchanges from the interstate all the way down Ryan Road to Howell Avenue. The one recommendation they made as the part to the south of this develops is lights.

Mr. Seymour stated that while the traffic impact analysis was prepared for this development and included on their behalf, there would potentially need to be some improvements made to the Opus Drive/Oakwood Road intersection as a result of additional traffic from OakView Business Park. A similar TIA was done for the OakView Business Park, and, in fact, a number of infrastructure improvements were made based on that proposed or anticipated impact. While the TIA may say one thing, any required offsite transportation improvements will be the responsibility of the applicant. There is no further responsibility of the businesses in the OakView Business Park for that.

Commissioner Dickmann asked if any improvements would need to be made to the I-94/Ryan Road interchange as a result of this increased traffic, if this property owner would be responsible for those costs. Commissioner Johnston stated that he does not believe the State received this TIA. The original TIA for the site was reviewed by the State. It was in 2004/2005 that this development was started. They originally had two large buildings about the size of what GE Healthcare is on this site and then a larger building on the west end of it. The traffic from those three buildings that were proposed was greater than what this development would generate.

Commissioner Dickmann stated that this is part of Tax Increment Finance District No. 8. Whatever money this generates, the public won't see for 20 years from now. Mr. Seymour stated that this is part of TIF 8 and as such, there is a base value that has been attached to the district. The base value shows this additional acreage as undeveloped, so it is correct that until the district is paid off, the additional increment from this would go to generate taxes to pay off that district. At this point, there is no financial incentive being offered as part of this development. The additional increment that would be created by this development based on its assessed value would go to pay off the district. Once the district is paid off, that would accrue to all the taxing organizations such as the County, School District, State, MATC and the City.

Alderman Guzikowski stated his concern about the location in relationship to Howell Avenue and the Interstate. He concurred with Commissioner Siepert on the access to the Interstate.

The State still has not had an opportunity to improve the on/off ramps or that bridge yet, so that is a concern for Alderman Guzikowski.

Alderman Guzikowski questioned if this is the best use for this property.

Commissioner Siefert stated he sees a problem down the road as Oakwood Park (sic) is developed and more businesses are added. There will be a lot more truck traffic and there will be a major problem getting in and out of the side streets on Howell Avenue around Oakwood Road and Elm Road and so forth. Unless they improve that road to Howell Avenue south of Oakwood Road and Elm Road on Howell Avenue, there is a major problem with the hill there and seeing and the traffic coming. Commissioner Siefert stated his concurrent with Alderman Guzikowski that this doesn't appear to be the best location.

Carl Ruedebusch, owner of the company that is responsible for putting in the due diligence for his client and involved in the project, stated that the original project had three buildings on it and would have generated more truck traffic than this particular project. They have done a traffic impact study that does presently tell exactly what the impact will be to Howell and various roads. He stated he is hearing from the Commissioners that there is concern with some other areas (Ryan Road and other interchanges), and although it sounds like there are some valid issues, he does not think those issues go away with other buildings. It doesn't sound like building three different buildings or developing a different business park is going to solve those problems.

Mr. Ruedebusch stated that the development of this project will bring a large piece of tax base to the community. It will help extinguish the tax increment quicker. The dealing with the road issues sounds like it needs to be entered into sooner than later regardless. Truck traffic is going to come regardless at some point and he asked the Commissioners to keep an open mind on this as they think through the process. He stated he would appreciate approval of this conditional use. The application has agreed to do the necessary development whether that is a lighted interchange or some additional elements of redoing the road, rerouting the water mains, doing the necessary landscaping, etc.

Alderman Guzikowski asked who would pay for the lights at the intersection at Opus Drive. Mr. Seymour responded that it would be staff's strong recommendation that any costs accruing from additional development of this property be borne by the applicant.

Commissioner Bukiewicz stated that yes, traffic will increase. As far as the off-ramps go, that is really a State thing. The State budget is tied up right now, with the money going to the Zoo, so the I-94 stuff kind of got put on hold. That is really a State issue. As far as Highway 100 goes, it has been improved. Howell Avenue is adequate to handle the truck traffic. The question becomes Oakwood Road and Commissioner Bukiewicz compared Oakwood Road very much to Drexel Avenue ten years ago. Drexel Avenue was a two-lane road. It is now a four-lane road that can handle very heavy traffic volumes. He is not saying Oakwood Road is going to change anytime in the near future, but sometime that is going to be an improved road with four lanes to connect up to 27th Street to Alternate 241. With those regards and the safeties built in that the staff will put in for the street lights, the traffic isn't bothering him. What is bothering Commissioner Bukiewicz is the noise that is going to be generated off that side street going to the cul-de-sac to the neighbors to the south. Since this is a 24/7 operation, there will be some big trailers coming in there. There will be some cube trucks and things of that nature too. He equates this to the trucks that get off on Drexel Avenue, and head off to Northbranch. Noise can be an issue. Commissioner Bukiewicz is looking for more details as to the vegetation to protect that and how the sound will be limited.

As far as best use of the property, it is an M-1 property. In the foreseeable future, Commissioner Bukiewicz does not see anyone coming in asking for a rezone back to R-1 to put

in a subdivision. Given the extension off the first Opus property, he states it is a reasonable fit; however, the City needs to be cognizant of these neighbors, particularly to the south.

Commissioner Bukiewicz asked Asst. Fire Chief Kressuk about the excess of 5,000-gallon fuel tanks and if that is common on a facility of this size, or a normal service station, and if there are any long-term concerns.

Asst. Fire Chief Kressuk responded that in regards to the fueling and underground tanks, it is similar to a service station setup. It is not unusual for larger entities, larger freight outlets, to do fueling on site. That is regulated by the State as far as the installation and code enforcement requirements for the planning associated with that. Asst. Fire Chief Kressuk stated that the Fire Department would be okay with the underground setup.

Commissioner Bukiewicz asked about entrances to the property. Asst. Fire Chief Kressuk responded that it was his understanding that there will be an emergency access point on Oakwood Road at the west side of the property.

Commissioner Bukiewicz asked why the cul-de-sac was extended back so far to affect all the other properties and if it is even necessary. Commissioner Johnston responded that the area was originally called Oakwood Crossings. That was the Phase II development to this extended back and that was to serve what was originally laid out.

Mr. Nelson stated that obviously the trucks coming in and leaving the site will generate noise. In terms of back-up alarms, they don't have back-up alarms on the trucks and trailers. They do have about 15 of the movers that they use on site to move the trailers around the site. Those do have back-up alarms on them and they are required by OSHA to have back-up alarms on them. They can set those alarms to the lowest levels that OSHA allows to help control the noise.

Mr. Nelson continued that the building has been set back on the site as far as it can be set back from the neighborhood to keep the traffic and back-up alarms as far away from the neighborhood as they can. They have 30 feet along the front of the property as a required setback from parking to the road. They can try to do some berming in that area to help build up a little bit of a barrier there. In 30 feet you can't do a lot of berming there, but you can get some berm there and they can get some vegetation on those berms to grow up and help screen and deflect the noise.

Regarding the cul-de-sac entrance, Mr. Nelson stated that the trucks won't be going down that drive at all. Once past the driveway coming onto the site, the only vehicles that will be going down that road will be those going to the maintenance building at the back there. There is a little parking lot for the employees that work in the maintenance building. There are about 23 cars back there. Those would be the people that would use the rest of the road.

Mr. Ruedebusch stated it might be an interesting possibility if the City would consider abandoning if that road isn't necessary for any other purpose. The cul-de-sac could be moved to the east for turnaround. By abandoning it, you could create a much larger berm and they could still get access to the rear of the property. Commissioner Johnston stated that this suggestion has merit. His only concern would be the lots that are apparently residential that face on Oakwood Road.

Commissioner Dickmann stated this is a 24 hour/7 day a week operation, not only for the neighbors, but for the roads and the large quantity of trucks. He cannot believe that if there were three buildings there, that all those buildings would be 24 hour operations 7 days a week. That is very unusual. Commissioner Dickmann referenced the staff report which stated that

staff wishes to see this site developed with something less impactful and more consistent with the City's newer business parks in terms of aesthetics, outdoor storage, etc. Yet it is there opinion that these impacts are manageable through a conditional permit and that it should be approved subject to conditions and restrictions. Commissioner Dickmann stated he would like to see the conditions and restrictions before he votes for this. He would like to have the State look at the transportation analysis. Commissioner Dickmann is also concerned about the neighbors.

Commissioner Siefert stated that there are also neighbors to the west. There are also railroad tracks between those and the neighbors on the west side.

Commissioner Bukiewicz moved that the Plan Commission recommend that the Common Council approves the conditional use permit for a freight terminal with, two (2) underground fuel storage tanks in excess of 5,000 gallons and outdoor storage of dolly equipment as accessory uses, at 500 W. Opus Dr. after a public hearing and subject to conditions and restrictions that will be prepared for the Commission's review at the next meeting (Dec. 13, 2016).

Commissioner Bukiewicz moved that the Plan Commission recommends that the Common Council approves a Conditional Use Permit for a freight terminal, with two (2) underground fuel storage tanks in excess of 5,000 gallons and outdoor storage of dolly equipment as accessory uses, at 500 W. Opus Dr. after a public hearing and subject to conditions and restrictions that will be prepared for the Commission's review at the next meeting (December 13, 2016). Commissioner Carrillo seconded. On roll call: Commissioner Dickmann, Alderman Guzikowski, Commissioner Siefert, and Commissioner Chandler voted no. Commissioner Johnston, Commissioner Carrillo, and Commissioner Bukiewicz voted yes. Motion failed.

ZONING TEXT AMENDMENT

SECTION 17.0315

ALLOW SELF-STORAGE AS CONDITIONAL USES IN B-4, HIGHWAY BUSINESS DISTRICT

Planner Papelbon gave a presentation describing/showing surrounding communities' approach to allowing self-storage (see staff report for details). Staff's recommendation is that the Plan Commission NOT recommend to the Common Council that Municipal Code Section 17.0315 be amended to allow self-storage facilities as Conditional Uses in the B-4, Highway Business district. That the Plan Commission directs staff to research and present options for the creation of a new commercial or manufacturing zoning district.

Commissioner Bukiewicz stated that he would support staff's recommendation to research and present options for the creation of a new commercial or manufacturing zoning district.

Commissioner Dickmann asked if Mr. Gallacher had not requested this change, would the City be looking at creating this zoning. Ms. Papelbon responded that at this time it is likely that they would not, but that is not saying anything regarding the validity of the proposal. It is not something that staff had considered simply because they have been focused on other developments in the City.

Commissioner Dickmann asked why Mr. Gallacher is requesting this be done. Attorney Brian Randall, Friebert, Finerty & St. John, S.C., 330 E. Kilbourn Avenue, Milwaukee, spoke on behalf of Kelly Gallacher. He could not be in attendance at this meeting, but Mr. Gallacher met twice with Mr. Seymour on a potential site.

Mr. Randall stated that Mr. Gallacher is looking at a site in the City, but the zoning does not fit. With the type of product that he is interested in presenting something more in line with the commercial use retail presentation, not the "old school" approach of outdoor storage of

cars/boats on gravel surfaces. Many of those sites are not appropriate for the manufacturing district. The broader approach, if that is to be appropriate, is the way to go about doing it. While they prefer B-4 as the best of the commercial categories where this might find a home, they do support the staff alternate recommendation to take a deeper look at this; maybe find a way that it could work in another category or set of criteria that could be applied.

Commissioner Siefert stated that he concurred with staff on not changing the B-4, Highway Business to allow self-storage facilities as a conditional use.

Commissioner Dickmann moved that the Plan Commission NOT recommend to the Common Council that Municipal Code Section 17.0315 be amended to allow self-storage facilities as Conditional Uses in the B-4, Highway Business district, and that the Plan Commission directs staff to research and present options for the creation of a new commercial or manufacturing zoning district.

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

**CERTIFIED SURVEY MAP
WISPARK, LLC
300 W. OAKVIEW PARKWAY
TAX KEY NO. 955-1031**

Planner Papelbon provided an overview of the proposal to re-divide the property into three (3) new development lots of conforming size (see staff report for details). Commissioner Johnston pointed out that the engineer's comment about the 20-foot utility easement has been addressed with their updated cul-de-sac.

Commissioner Chandler asked for more information. Nate Franke, Zilber Property Group, 710 N. Plankinton Avenue, Milwaukee, responded that the eastern portion (Lot 1) is under contract with the user, and they are going to be coming in on December 13 with their plan to go forward on a site plan for Plan Commission review. Lot 2 to the west is under option in that same contract to the same developer to move forward should they want to do a Phase 2 of development. Lot 1 is going to have 120,000 square-foot speculative industrial building.

Commissioner Bukiewicz stated that it just makes sense to be dividing up these properties to get them ready for development so they are a little easier to develop. Also, this just adds to getting the TIF done quicker.

Commissioner Siefert moved that the Plan Commission recommends to the Common Council that the Certified Survey Map submitted by Jerry Franke, Wispark, LLC, for the property at 300 W. Oakview Parkway be approved, with the following conditions:

1. That all easements and wetlands are shown and clearly labeled on the map prior to recording.
2. That all technical corrections, including, but not limited to spelling errors, minor coordinate geometry corrections, and corrections required for compliance with the Municipal Code and Wisconsin Statutes, are made prior to recording.

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

**PLAN REVIEW
KWIK TRIP, INC.
2040 W. RYAN ROAD**

TAX KEY NO. 878-9003-004

Planner Papelbon provided an overview of the proposal for site and building modifications to the existing fuel center, and noted that the restaurant components that were part of the convenience store are going to be removed as part of this application (see staff report for details).

Commissioner Dickmann asked if the walk-in cooler is in addition to the building that is there now. Ms. Papelbon responded that is correct. Commissioner Dickmann asked if this was in conflict with the Kwik Trip on 13th & Ryan Road. Troy Mleziva, Real Estate Manager, KwikTrip, 1626 Oak St., LaCrosse, WI, responded that KwikTrip purchased this property and another as a package deal from the seller. What interested them in this site is the investment that Oak Creek has made in terms of the infrastructure that was placed in Ryan Road. This was an opportunity to serve folks headed west and take advantage of the investment that has been made in terms of the long-term infrastructure on that side of the Interstate. This site will not serve trucks. It just has in-line gas facilities, so there is no separate diesel component like the location on the east side.

Commissioner Johnston asked for color samples, particularly the red that is going to be used. Troy stated that they are basically using the same color palette as on all the other stores in terms of the brick color (dark burgundy), khaki/camel accent brick, and green standing seam metal. Commissioner Johnston stated he is more concerned about the red paint that is going on the existing brick wall. Troy stated he could provide samples of that.

Alderman Guzikowski stated this is a great addition and he looks forward to it because that corner will be revived.

Commissioner Siefert stated that it is nice that a vacant lot is being cleaned up.

Commissioner Bukiewicz asked if a liquor license goes with the property. Ms. Papelbon responded that the Clerk's office would know that answer. Commissioner Bukiewicz suggested they check into that. Commissioner Bukiewicz stated he is in favor of this proposal.

Arden Degner, 8540 S. Pennsylvania Avenue, asked if there is a pass-through from this business to the others on this side. Ms. Papelbon stated yes, there is. On the south side, that is Ryan Road, and then 22nd Street, and then there is a private road that loops around the north.

Alderman Guzikowski moved that the Plan Commission approves the building plans submitted by Chris McGuire, Kwik Trip, Inc., for the property at 2040 W. Ryan Rd., with the following conditions:

1. That all building and fire codes are met.
2. That proposed parking areas are revised to meet all setback requirements.
3. No outdoor storage or display of merchandise is included in this approval. The Applicant may apply for a separate Conditional Use Permit for outdoor display of merchandise.
4. That permits and approvals be obtained for all proposed signs.
5. That all new exterior brick veneer meets the minimum 4-inch thick requirement per Code.
6. That all mechanical equipment (ground, building, and rooftop) is screened from view.

7. That all revised plans (site, landscaping, signage, etc.) are submitted in digital and paper formats for review and approval by the Department of Community Development prior to the submission of building permit applications.
8. That all trash enclosures are screened per Code.
9. That final lighting plans indicating luminaire type, pole type, color, and height are submitted to the Electrical Inspector prior to submission of building permit applications.
10. That stormwater and grading plans are submitted for final approval by the Engineering Department prior to issuance of permits.
11. That all water and sewer utility connections are coordinated with the Oak Creek Water & Sewer Utility.
12. That materials samples are submitted to the Department of Community Development prior to the submission of building permit applications.

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

**CONDITIONAL USE PERMIT AMENDMENT
SHAWN MCKIBBEN, OAK PARK PLACE
1980 W. RAWSON AVE.
TAX KEY NO. 736-8995-001**

Planner Papelbon provided an overview of the proposal for an amendment to the existing Conditional Use Permit for construction of a licensed community living arrangement with a capacity of sixteen (16) or more persons and housing for the elderly/multiple-family dwellings in excess of four (4) dwelling units per structure. Per the approved Conditions and Restrictions, construction for Phase I was to begin within 12 months from the December 15, 2015 date of approval. The request is for an extension to May 15, 2017 (see staff report for details).

Commissioner Dickmann stated that he is all for this. He has always been concerned with the traffic situation there. Right now, the County or State has completed all the work at Rawson Avenue and have extended to three lanes wide so cutting in it is a little easier than what it used to be.

Commissioner Dickmann moved that that Plan Commission recommends that the Common Council approve a conditional use permit amendment extending Section 11, Time of Compliance to a deadline of May 31, 2017 for Phase I for the property located at 1980 W. Rawson Ave., after a public hearing and subject to conditions and restrictions. Commissioner Siepert seconded. On roll call: all voted aye. Motion carried.

**PLAN REVIEW
DG27TH, LLC
8645 S. HOWELL AVE.
TAX KEY NO. 828-9001**

Planner Papelbon provided an overview of the proposal for exterior modifications to the existing multitenant building on the property (see staff report for details).

Commissioner Johnston stated that he would like to see something more than EFIS on the bump-outs on this building.

Commissioner Chandler asked for more information. Michael DeMichele, 2060 N. Humboldt, Milwaukee, WI, responded that the building was built as a Blockbuster initially. Mr. DeMichele purchased the building last year. After Blockbuster left, Mattress Firm and Papa John's came in. Mattress Firm moved out and he has been searching for tenants, and they now have one that will be next to Papa John's. This building is transforming from a single tenant building to a two-tenant building and now is going to a four-tenant building. Mr. DeMichele just wanted to do a few things to enhance the appearance of the building because it is pretty plain. He is trying to balance the building out because when it was initially built, the focus was on the center of the building. There will be divisions of the spaces inside if they have to.

Commissioner Dickmann moved that the Plan Commission approves the building plans submitted by Michael DeMichele, DG27th, LLC, for the property at 8645 S. Howell Ave., with the following conditions:

1. That all building and fire codes are met.
2. That all mechanical equipment (ground, building, and rooftop) is screened from view.
3. That all revised plans (site, building, signage, etc.) are submitted in digital and paper formats for review and approval by the Department of Community Development prior to the submission of building permit applications.

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

**SIGN PLAN REVIEW
DG27TH, LLC
8645 S. HOWELL AVE.
TAX KEY NO. 828-9001**

Planner Papelbon provided an overview of the proposal for a sign plan that will allow a tenant one wall sign, and allow for a second wall sign for the tenant spaces located on the north and south corners of the building. The existing pole sign is included as part of the proposed sign plan (see staff report for details).

Commissioner Chandler asked for more information. Mr. DeMichele responded that the Code requires every building to have a master sign program; a format by which there are rules for signage that will come to the building. Each tenant that comes to this building will have to come to the Plan Commission with their individual sign.

Commissioner Chandler asked if the wall sign on the south meets the City's size requirements. Ms. Papelbon responded that the sizes of the signs are fine. The placement is up to the Plan Commission. As far as individual tenants coming before the Plan Commission for their sign review, that is actually a requirement for Drexel Town Square. If the signs proposed meet Code and they meet with the approved sign program (if it is approved), they would just need to get permits. The sizes are fine. If the Plan Commission is okay with the proposal for the locations, then this would be the approved master sign program.

Commissioner Carrillo asked if there is a way that the pole sign could be replaced with a monument sign. Ms. Papelbon responded that the pole sign is something that was approved a while ago and has been in place ever since. They have the right to continue to use it. The Plan Commission can recommend that they go with a monument sign; however, with this particular site, it would be quite difficult to find an appropriate and Code-compliant location for a monument sign.

Commissioner Bukiewicz stated that it is up to the applicant and the tenant, but he doesn't know if they will get a lot of use out of the sign on the north side of the building. Other than that, he is fine with this proposal. Ms. Papelbon stated that staff made a recommendation that if that tenant were to ever ask for such a sign, that they include it in the sign program so they wouldn't have to come back to amend it at a later date.

Commissioner Siefert moved that the Plan Commission approve the sign plan for the multi-tenant building at 8645 S. Howell Avenue with the condition any text or logos on the canopies of the building will be counted toward the total number of wall signs per tenant space. Commissioner Guzikowski seconded. On roll call: all voted aye. Motion carried.

Commissioner Carrillo moved to adjourn. Alderman Guzikowski seconded. On roll call: all voted aye. Motion carried. The meeting was adjourned at 7:34 p.m.

ATTEST:

Douglas Seymour, Plan Commission Secretary

11/30/16

Date