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Staff Report to the Plan Commission

Crossroads of Orland Park Mixed-Use Planned Development

Prepared: 2/14/24

Project: 2021-0286 – Crossroads of Orland Park - Planned Development**Petitioner:** Anthony DeAngelis, Inter Continental Real Estate & Development Corporation**Location:** 9551 W 159th Street and 16031 S LaGrange Road**P.I.N.s:** 27-22-100-028-0000 and 27-22-100-029-0000**Parcel Size:** 15.74 acres

Purpose: The purpose of this petition is to construct a mixed-use planned development near the southeast corner of 159th Street and LaGrange Road to be called "Crossroads of Orland Park" that includes 132 attached dwelling units in three 5-story buildings (44 units per building), a 4-story 107-room hotel, public amenity spaces, site plans for 3 restaurant parcels (2 of which contain drive-through service windows), and a stormwater management area.

Requested Actions: Approval of a Site Plan, Landscape Plan, Building Elevations, Preliminary Plat of Subdivision, and Special Use Permits with modifications outlined in this staff report.

BACKGROUND

On February 15, 1999, the Village Board of Trustees approved a lot consolidation for "Crossroads of Orland." The petitioner proposed to re-subdivide parcels to allow for future development of the site as a planned mixed-use development. Prior to consideration of the request, several conceptual plans for the site were submitted. Although the conceptual plan was not voted on, it outlined a general idea of what the petitioner planned to develop, which is similar what is currently being proposed for the site.

COMPREHENSIVE PLAN

The Regional Core planning district places an emphasis on developing both horizontal and vertical uses. The Regional Core area is envisioned to host a broad mix of regional and national retailers, creating an active environment during the day and an energized atmosphere at night. Despite being vehicle-oriented, the design of the district incorporates pedestrian and bicycle connections. It is important to note that the comprehensive plan recommends ensuring a proper transition to the surrounding neighborhoods, with a commitment to implementing best practices in commercial corridor design and promoting cross-access due to high traffic volumes.

COMPREHENSIVE PLAN

Planning District	Regional Core Planning District
Planning Land Use Designation	Regional Mixed Use

The Comprehensive Plan Regional Mixed Use land use designation promotes regionally-oriented commercial sites in the Village, serving residents and attracting visitors. Big box stores and national chain businesses predominantly occupy this space, although a diverse range of uses are encouraged. Additionally, mixed residential uses play a crucial role in creating a proper transition to interior neighborhoods outside of the main corridor.

ZONING DISTRICT

Existing	COR Mixed Use District
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As outlined in Section 6-210 of the Land Development Code (LDC), it is the purpose of the COR Mixed Use district to permit the clustering of relatively dense development to create an integrated setting and reduce automobile dependency. The COR Mixed Use district provides flexibility in the design of pedestrian-oriented development and in the location of employment and commercial centers in proximity to higher density housing.

LAND USE

Existing	Vacant – Known wetlands on site
Proposed	Mixed Use Planned Development

ADJACENT PROPERTIES

	Zoning District	Land Use
North	BIZ, E-1, and COR	Mix of Commercial Retail (Across 159th Street)
Northwest	BIZ and COR	Motor Vehicle Services (Pep Boys Auto Service/NAPA Auto Parts)
Northeast	COR Mixed Use	Former Gas Station, Former Restaurant (BP, KFC)
Southwest	COR Mixed Use	Senior Living Facility (Brookdale Senior Living)
Southeast	COR Mixed Use	Attached Residential and Multifamily Residential
East	BIZ General Business	Mix of Commercial Retail (Across 94th Ave)
West	COR Mixed Use	Vacant/Agriculture (Across LaGrange Road)

DETAILED PLANNING DISCUSSION

The purpose of this petition is to construct a mixed-use planned development near the southeast corner of 159th Street and LaGrange Road that includes 132 attached dwelling units in 3 buildings (44 units per building), a 4-story, 107-room hotel, 3 restaurant parcels, (2 of which contain drive-throughs), public amenity spaces, and a stormwater management area.

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SITE PLAN

Summary

The proposed site plan is organized with a new internal north/south and east/west roadway creating an access point to the development from 159th Street to the north and LaGrange Road to the west. The new street includes sidewalks, decorative crosswalks, and landscaping. Three luxury apartment buildings are proposed along the internal street in accordance with the COR Mixed Use District regulations. Two new restaurant uses are proposed on LaGrange Road, one to the north and another to the south of the existing La-Z-Boy furniture store. Another new restaurant is proposed on 159th Street adjacent to the Pep Boys/NAPA store along 159th Street. The residential uses are in the center of the site, away from LaGrange Road and 159th Street. Additionally, the hotel is proposed the adjacent to the former KFC restaurant on 159th Street.

Surrounding Context

The site is situated along 159th Street to the north, 94th Avenue to the east, and LaGrange Road to the west. South of the site has a senior care facility located along LaGrange Road, while an attached and multifamily residential development called "Boardwalk" is located off 94th Avenue. The intersection of 159th Street and 94th Avenue contains a vacant gas station. Adjacent to the west is a vacant restaurant space, a former Kentucky Fried Chicken. The intersection of 159th and LaGrange Road has an existing Pep Boys/NAPA store. There is an existing La-Z-Boy furniture store located at 16011 LaGrange Road that is surrounded by the proposed development. The proposed development site is currently vacant and largely dominated by invasive trees. The east side of the site contains wetlands, as discussed further below.

Vehicular Circulation

The proposed plan indicates 4 points of ingress/egress. Vehicles can access the site through the internal roadway connection from either 159th Street or LaGrange Road. This roadway links to various sites in the planned development, including restaurant "A," restaurant "C," the hotel, and the 3 residential buildings. Restaurant "B" has direct access from LaGrange Road and is accessible through existing cross access easements from both La-Z-Boy and Pep Boys/NAPA. Alternatively, traffic leaving Restaurant "B" has the option to utilize the La-Z-Boy cross access easement to connect to the private roadway to the south.

A right-in, right-out entrance will provide access to the north side of the site from 159th Street. There is an existing access drive on LaGrange Road that serves the La-Z-Boy and Brookdale Senior Living. A new southbound left turn lane into the development has been proposed on LaGrange Road to this entrance, allowing traffic to enter from the west side of LaGrange Road. This entrance will contain right-in, left-in, right-out access. Lot 2, north of the La-Z-Boy store, will contain a right-in, right-out access.

Parking

The provided number of parking spaces for the entire planned development is 10 parking spaces less than the 511 spaces required (1.96%). Section 6-306.B.2 of the LDC permits the Director of Development Services to administratively allow up to a 20% reduction in parking spaces, only if the reduction will not increase congestion on public streets or parking areas of adjacent lots.

The Director is supportive of the reduction because of the unit mix of the apartments and the ability to allow parking throughout the site. The LDC requires two parking spaces per dwelling unit, but many units are less than 2 bedrooms and may only have 1 vehicle parked on site. Additionally, 18 parking spaces are provided along the internal street, increasing the parking count from 232 to 250 spaces for the 132 apartment units.

OFF-STREET PARKING COUNTS

Parcel	Parking Spaces Provided	Parking Spaces Required	Parking Ratio
Lot 1 – Restaurant C	42	40	1 space per 100 square feet
Lot 2 – Restaurant B	60	60	1 space per 100 square feet
Lot 3 – Restaurant A	42	40	1 space per 100 square feet
Lot 4 – Hotel	107	107	1 space per hotel room
Lot 5 – Residential	232	264	2 spaces per residence
Lot 6 – Common Open Space/Stormwater Management	18	0	N/A
Total	501	511	+/- 20% of total permitted

Pedestrian and Bicycle

Existing sidewalks are present along 159th Street and LaGrange Road. The proposed reconfiguration of the sidewalk on 159th Street, shifting closer to Restaurant "A" to facilitate the installation of a new right-turn lane, ensuring access to the proposed private roadway while maintaining the appropriate parkway width. All internal site areas will feature new sidewalks, providing access to adjacent parcels and the roadway crossing the site. Crosswalks along the roadway will be constructed using stamped and colored concrete, prioritizing aesthetics and safety.

All parcels within the planned development contain bicycle parking, except for the hotel parcel. Bicycle Parking is required for mixed use developments and multifamily dwellings or as approved by Development Services in compliance with Section 6-306.H.1.a. The residential buildings contain indoor and outdoor bicycle parking spread out equally among the 3 buildings. The proposed outdoor bicycle racks for the development are not the current code-required rack. They are post-and-ring style, unlike the code-required inverted-U or similar shape bicycle rack. This is because the current petition is older than the amended bicycle code, and the post-and-ring style was allowed at the time the petition was submitted. The proposed racks are legal non-conforming.

BICYCLE PARKING

Parcel	Bicycle Racks Provided
Lot 1 – Restaurant C	4
Lot 2 – Restaurant B	4
Lot 3 – Restaurant A	4
Lot 4 – Hotel	0
Lot 5 – Residential	55
Lot 6 – Common Open Space/Stormwater Management Area	11
Total	78

Public Transportation

There is no bus service located along the subject site. The closest bus stop is located on Pace bus route 364 at the intersection of 159th Street and 94th Avenue. The closest Metra commuter rail station is located at 153rd Street west of Centennial Park and is approximately 2 miles away from the planned development.

Traffic Impact Study

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) conducted a traffic impact study for the proposed planned development. The traffic impact study has been attached for reference. The findings of this study are outlined below and KLOA, Inc.'s recommendations have been implemented on the site plan:

The intersections of 159th Street with LaGrange Road and 94th Avenue have sufficient reserve capacity to accommodate the development-generated traffic. The proposed access system will be adequate in accommodating the traffic projected to be generated by the proposed development and will serve to provide vehicular access. Inbound left-turn movements should be permitted at the La-Z-Boy/Brookdale access drive on LaGrange Road and a southbound left-turn lane should be provided on LaGrange Road serving the access drive. An eastbound right-turn lane should be provided on 159th Street serving the proposed right-in/right-out access drive.

Wetland Mitigation

During review of this project, Hey and Associates, Inc., the Village's Landscaping Consultant, identified that the isolated wetland acreage on the project are eligible for exemption under certain provisions under the Watershed Management Ordinance (WMO). The exemption criteria are meant to simplify permitting requirements for artificially and human-induced isolated wetlands. The following isolated wetland areas are exempt from the wetland requirements:

- A. Wetlands in roadside ditches created by excavation in upland areas;
- B. Wetlands created by excavation or by other unfinished development activities in upland areas;
- C. Wetlands created by the construction of ponds in upland areas.

From Village and property owner documentation, proposed development of the project site was scheduled for the early 1990's. The project received a US Army Corps of Engineers' (USACE) wetland fill permit in November 1991. Some progress was made to implement the project, but the grading work was never fully completed in the 1990's. Multiple engineering and wetland consulting firms were involved with the Village of Orland Park and USACE during that period. Over time, the uncompleted grading work for the detention facility resulted in the expansion of the original wetland area to its current extent. The project record includes documentation that the USACE had recognized that the wetland area had expanded but was "incidental to construction activities" and therefore not regulated in 1998.

The shallow ponding continues today and has caused the artificial wetland to expand to over 4 acres, primarily in originally non-hydric (i.e., upland) soils. The unfinished and rough terrain of the site has caused the development of 2 additional human-induced wetlands on the site, known as Wetland 1 (0.39 acres) and Wetland 3 (0.02 acres).

Given the submitted documentation and historical project circumstances, the Village/WMO-regulated wetland is restricted to the originally delineated wetland acreage of 0.79 acres from 1991. The proposed wetland impact is over the compensatory wetland mitigation threshold of 0.1 acres, requiring the petitioner to provide mitigation credit from a wetland mitigation bank at a 1.5:1 mitigation ratio. A contract to secure wetland mitigation bank credits is on-file for this case.

Detention/Retention

A Special Use Permit for the disturbance of a nontidal wetland has been requested to provide for a stormwater management area on-site. There are two ponds and a naturalized planting area proposed on the east side of the site. A modification to the special use has been requested to reduce the minimum 25' setback from the high water line and slope requirements for the stormwater management area (Section 6-305.D.8.b.4). Staff supports this modification, considering the space constraints of this site due to the manmade wetland condition and detention/retention capacity required to develop this area.

Common Open Space

Planned Developments in the COR Mixed Use Districts are required to provide at least 20% of the net area of the development to be maintained as common open space.

COMMON OPEN SPACE

Proposed	33.61% of the total development
Required	20% of the total development (minimum)

Common open space is defined in the code as a combination of both land and water located within a development site and designed and intended for the use and enjoyment of residents of the development or for the general public, but not including streets or off-street parking areas. In

total, 5.29 acres of the total 15.74 acres, or 33.61% has been proposed as common open space throughout the Planned Development.

Existing Tree Inventory

The site is currently vacant and largely dominated by non-native, invasive trees. Many of these trees are exempt from the Village's tree mitigation requirements. The northern portion of the site is heavily disturbed with soil stockpiles consisting of Callery Pear and Buckthorn species. Clusters of these species were largely on the perimeter of the vacant parcel. Invasive trees included some Willow, Cottonwood, Mulberry, and Siberian Elm. Landscape and/or maintained trees consist of Norway Maple, European Alders, Austrian Pines, and Ash trees. All applicable species will be mitigated as outlined in LDC Table 6-305.F.3.f.2.

Resubdivision

The petitioner seeks to resubdivide the parcels that make up the Crossroads of Orland Park development. A preliminary plat of resubdivision has been submitted with this petition. All proposed lot sizes listed below are compliant with the minimum lot area of 10,000sf for commercial and 4,356sf for residential. The proposed resubdivision will not create any non-conformities within the district regulations if approved.

LOT SIZES

Parcel	Proposed Lot Size
Lot 1 – Restaurant C	60,960sf
Lot 2 – Restaurant B	55,781sf
Lot 3 – Restaurant A	43,079sf
Lot 4 – Hotel	91,720sf
Lot 5 – Residential	228,987sf
Lot 6 – Common Open Space/Stormwater Management Area	205,105sf
Total	685,632sf (15.74 acres)

Special Service Area

Conditioned as part of the approval of the Planned Development for Crossroads of Orland Park, a dormant Special Service Area (SSA) will be required to be established because all site features, including roadways, will be privately owned and maintained. A Waiver of Right to File an Objection petition opposing the creation of the SSA will be provided by the petitioner. The SSA protects the Village of Orland Park in the event that maintenance of the common roads, areas, and other infrastructure is not properly undertaken. If this occurs, the Village would then levy an additional tax that will only be levied on the owners of the subject property to cover the costs of such work.

Lot 1 is situated in the southwest corner of the planned development, south of the existing La-Z-Boy furniture store. There is currently no restaurant user proposed for Lot 1 at this time. The petitioner has requested a special use permit for a restaurant with outdoor seating and a special use permit for a drive-through service window. Lot 1 would accommodate a 4,000 square-foot restaurant with a drive-through lane. The proposed restaurant may have a drive-through on the north side of the building and a bypass lane. Vehicle access to the drive-through lane is proposed near the northeast corner of the lot. There is a curb bump-out prior to entering the drive-through lane to accommodate two-way traffic and an adequate turning radius for a truck leaving the La-Z-Boy site. Signage and pavement markings will be provided on-site.

OFF-STREET PARKING COUNTS

Approximately 7 vehicles can queue from the pick-up window to the end of the drive-through lane and 8 vehicles can stack along the east/west drive aisle within the lot before reaching an internal site access road. It is important to note that these additional drive-through queues will not block vehicles from exiting the drive-through lane or the lot. If necessary, vehicles could queue within the site during peak times before reaching the internal roadway, reducing the traffic impact to Lot 1 itself. The approval for restaurant "C" is conditioned to abide by the maximum stacking space counts for Lot 1, otherwise a special use permit amendment will be required.

[illegible]

LOT 2 – RESTAURANT “B”

Summary

Lot 2 is a 55,781 square feet in size and would accommodate a 6,000 square-foot restaurant with outdoor seating. There is currently no restaurant user proposed for this parcel at this time, but the petitioner has requested a Special Use Permit for a restaurant with outdoor seating. For a restaurant user, Lot 2 is required to have up to 60 parking spaces on-site. Currently, 60 parking spaces and 6 bicycle parking spaces are proposed. The subject site will have direct vehicular access to LaGrange Road and 2 additional entrances via cross-access easements through the existing Pep Boys/NAPA and La-Z-Boy sites. A sidewalk exists on LaGrange Road, and a new sidewalk is proposed connecting Lot 2 to the residential parcel, Lot 5.

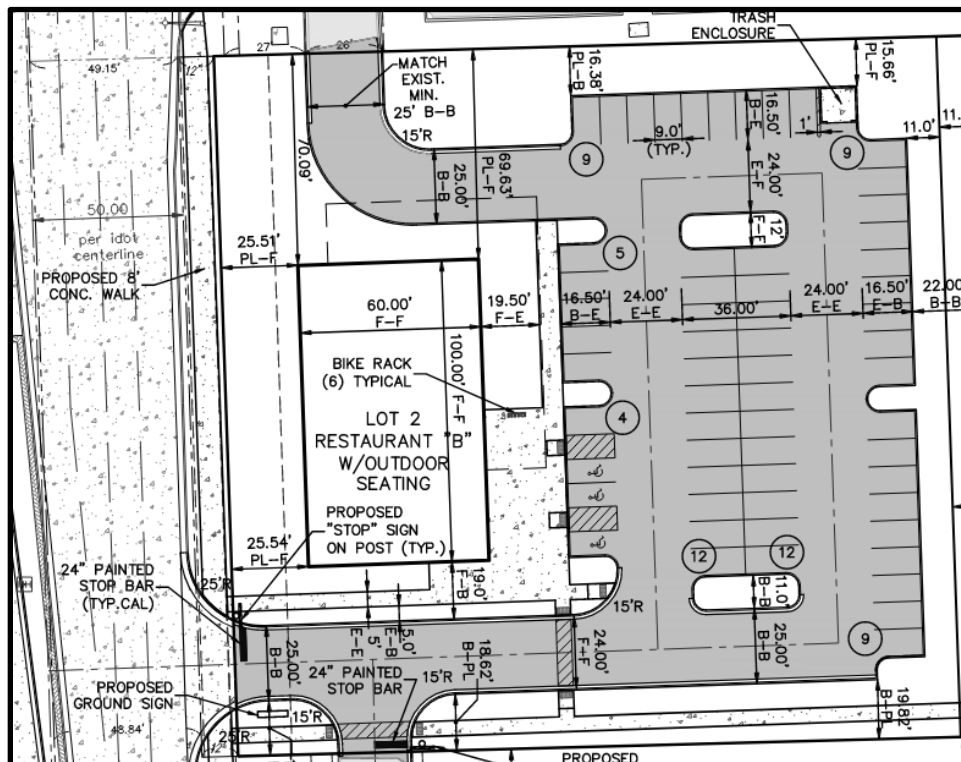
On the east of the site, north of the sidewalk connection to the residential parcel, a 22' landscape median separating Lot 2 from Lot 5 will contain a bioswale with native vegetation to enhance infiltration, filtration, and pollutant removal from surface runoff water in the parking lots.

OFF-STREET PARKING COUNTS

Proposed	60 vehicle spaces
Required (1 space per 100sf of tenant space)	60 vehicle spaces (+/- 20%)

Trash handling areas must be screened from view from public streets and any abutting properties by opaque walls. The trash enclosure is located on the east side of the main parking lot. The trash enclosure includes 6' masonry walls that will be required to match the main building, per Section 6-302.D. Signage landscaping will be approved during the sign review process.

There are no building elevations proposed for Lot 2 at this time. When a restaurant user applies to develop restaurant “B,” the proposed building footprint will have to be no greater than the 6,000 square foot building footprint illustrated on the site plan or else a Special Use Amendment must be granted. If the development complies with the approved site plan and landscape plan, staff recommends that restaurant “B” would proceed through the appearance review process.



Lot 3 is a 43,079 square-foot area accommodating a 4,000 square-foot drive-through restaurant. Although no specific restaurant user is identified currently, the petitioner seeks a special use permit for a restaurant with outdoor seating and a drive-through service window. Restaurant "A," situated east of the existing Pep Boys/NAPA site, includes a drive-through service window between the building and the street. The relocation of the sidewalk, necessitated by the new right-turn lane into Crossroads from 159th street, triggers a modification for drive-through screening requirements due to limited space for additional landscape plantings. Staff suggests addressing this by employing alternative screening elements, such as a decorative screening wall.

OFF-STREET PARKING COUNTS

Vehicles access Lot 3 from the main roadway within the site and can reach the drive-through on the north side. A bypass lane and extra parking are provided along the north end of the drive-through. Due to staff concerns about vehicle circulation and cross-traffic close to 159th and LaGrange intersection, Lot 3 will not connect to the existing Pep Boys/NAPA stub street. About 8 vehicles can queue from the pick-up window to the end of the drive-through lane, more than the LDC requires. Additionally, 8 additional vehicles can queue along the drive aisles within the lot. These extra drive-through stacking spaces will not obstruct vehicles from exiting the drive-through lane or the lot. There is potential for additional vehicles to queue within the site before reaching the adjacent roadways during peak business hours. The trash enclosure is located on the west side of the drive through. The trash enclosure includes 6' masonry walls that will be required to match the main building, per Section 6-302.D. Signage landscaping will be approved during the sign review process. No building elevations are currently proposed for Lot 3. When a restaurant user applies to develop restaurant "A," the building footprint must not exceed the 4,000 square feet illustrated on the site plan. Otherwise, a special use amendment is required. If the development aligns with the approved site plan and landscape plan, staff recommends that restaurant "A" proceeds through the appearance review process.



LOT 4 - HOME 2 HOTEL

The petitioner proposes to construct a 107-room, 4-story hotel building with a total of 16,582 square feet on a 91,720 square-foot lot. Overnight accommodations are permitted in the COR Mixed Use District, provided that rooms are not rented for a period of more than 30 days (Section 6-210.B.12).

Site Plan

The hotel site plan contains foundation landscaping on all sides of the building and parking lots on the east, west, and south sides of the building. The site can be and can be accessed via the internal street system from LaGrange Road or 159th Street. The interior sidewalk system will connect visitors from the hotel to nearby restaurants and amenity spaces to the south and west of the parcel. A drive aisle is proposed on the north side of the building for better site circulation and to avoid dead-end parking lots. Because of this, the petitioner has requested a modification to allow for a drive aisle between the building and the street (Section 6-210.F.4).

Incremental Improvements

1. Increased site amenity spaces
2. Increased amount of masonry on hotel

BUILDING SETBACKS

	Proposed Setback	Minimum Setback Required
North	37' - 4"	25'
South	91' - 1"	30'
East	56' - 0"	30'
West	109' - 2"	30'

OFF-STREET PARKING COUNTS

Proposed	107 vehicle spaces
Required (1 space per hotel room)	107 vehicle spaces (+/- 20%)

A designated drop-off area is planned on the south side of the hotel parcel, featuring a large covered awning above access the main entrance of the building. The drop-off drive area will be constructed of decorative pavement. Two patios are proposed outside the hotel, one on the west side of the building and one on the southeast side of the building. Both patios propose decorative pavement, canopies, and landscaping around them.

The hotel parcel has a lot coverage of 79.94%, which is the highest lot coverage within the planned development. The lot coverage has been considered for the entirety of the planned development instead of a per-parcel calculation due to the project being a planned development with multiple amenity spaces and a large stormwater management area included on-site. The entire planned development has a total lot coverage of 70.59%, permitted within the maximum amount of 75%.

LOT COVERAGE

Proposed	79.94%
Maximum Permitted	75%
Entire Planned Development	70.79%

A trash enclosure is situated in the parking lot east of the hotel and incorporates 6' masonry walls that align with the design of the main building. The proposed trash enclosure meets the requirements of Section 6-302.D and contains a concrete apron in front to withstand the weight of garbage trucks. Additionally, in the east parking lot, two electric vehicle charging stations are included to meet the evolving need for electric vehicle charging. The electric vehicle charging stations will be required to meet the regulations outlined in the Environmental Technology Standards of LDC Section 6-314.

Building Elevations

The proposed building exterior combines brick and stone, complemented by EIFS, metal copings, and fascias that enhance the overall masonry aesthetics. The hotel is designed to be four stories and 43 feet tall, a permitted height within the limits of the COR Mixed Use District. The COR district allows a maximum building height of six stories or 75 feet. The hotel features large windows with charcoal-colored aluminum framing around them. Material samples will be provided for the Plan Commission to review.

HEIGHT

Proposed	4 stories or 43' to top of parapet wall
Maximum Permitted	6 stories or 75', whichever is shorter

The hotel elevations represent the architectural style and branding of the hotel operator. The exterior has been designed to exceed the standards outlined in LDC Section 6-308, going beyond the minimum requirements for buildings of 3 stories or more in height as an incremental improvement to the above requested modification. Signage shown on the hotel elevations is conceptual at this time and will be reviewed separately through the sign permit review process to meet the requirements outlined in Section 6-307. Additionally, lighting proposed on the building and parcel will be reviewed during Final Engineering to comply with Section 6-315 Exterior Lighting.

North Elevation

The northern façade of the hotel features a first floor constructed from stone and a substantial masonry section. A black steel canopy covers the two exit doors on the first floor. A vertical mustard yellow colored band extends from the ground to the parapet on the fourth floor, providing a contrasting color against the mocha-colored brick of the tower. Positioned a few inches inward from the face brick, the mustard yellow band creates a shadow effect, adding more visual interest to the building.

The hotel upper floors are constructed of granite red and mocha-colored brick. A brick soldier course pattern separates each floor, breaking up the large brick portion of the façade and adding additional detail to the building. The top of the fourth floor contains a natural white-colored EIFS material. Most notably, the tower section features a prominent glass crown, slightly illuminated, which is a distinctive element of the architecture of the hotel brand.

South Elevation

The south façade of the hotel is very similar to the north façade but contains a larger decorative canopy above the main entrance extending to the west. The south elevation contains a large sliding door as the main entrance to the hotel. Similar to the north elevations, the south elevation upper floors are also constructed of granite red and mocha-colored brick. A brick soldier course pattern separates each floor. The west corner of the second through the top of the fourth floor contains a natural white-colored EIFS material that wraps around the west elevation. A second tower also features an illuminated glass crown on this side and the mustard yellow vertical band pattern on the façade.

West Elevation

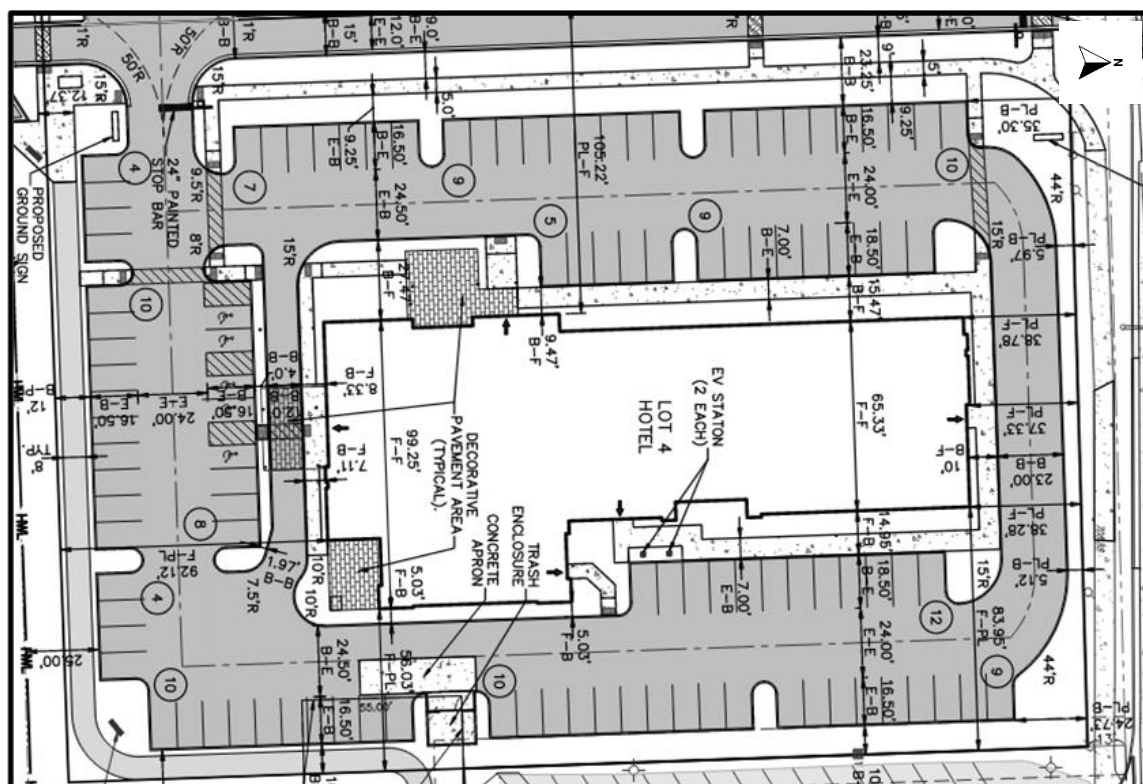
The west facing façade is very similar to the east but has a larger EIFS portion on the southwest corner of the building's upper floors. The first floor has the same stone material as the east side but has a large canopy over the outdoor patio on the site. The upper floors of the hotel are constructed primarily of brick in the color granite red and contain large windows throughout. Each floor is separated on the elevations with a brick soldier course pattern.

East Elevation

The east façade of the hotel first floor is constructed of a stone and contains large black aluminum framed windows where the hotel rooms exist on the north of the building. The first floor contains a further extended building footprint towards the south end of the building than the upper floors on this side. The center of the first floor contains a mocha-colored brick to comply with the design standards of Section 6-308, stating that facades greater than 100 feet in length must incorporate recesses and projections along at least 20% of the length of the facade. The upper floors of the hotel are constructed primarily of brick in the color granite red. The center of the east elevation contains the mocha-colored recessed area outlined with EIFS continuing to the top of the building.

Staff Recommendation

Staff recommends approval of the site plan, landscape plan, building elevations, and requested modification for the hotel parcel, due to its overall adherence to the LDC. Specifically, the modification for the driveway access aisle between the building and the street has been addressed through incremental improvements that exceed the minimum code requirements for design standards and site amenities. Overnight accommodations are a permitted use in the COR Mixed Use district, and the Regional Core land use designation outlined in the Comprehensive Plan supports vertical development, emphasizing the creation of an aesthetically pleasing public realm, overall aligning with the proposed plans for a hotel on lot 4.



LOT 5 – RESIDENTIAL

Summary

The petitioner seeks approval for a special use permit to construct 3 multifamily residential buildings on Lot 5 within the Crossroads planned development and a special use permit to allow residential uses to exceed more than 40% of the Mixed Use Planned Development in the COR Mixed Use District. If the dwelling units are part of a mixed-use development exceeding 100,000 square feet, the residential uses should not surpass 40% of the total square footage (Section 6-210.C.2.b).

Surrounding Context

The neighboring residential area Boardwalk was approved in 1996 for 22 attached residences and 2 multifamily buildings. To date, only 1 multifamily building standing at 5 stories tall in the Boardwalk subdivision. This building matches the proposed height of the 3 proposed luxury apartment buildings to the northwest, and is consistent with the established neighborhood character and with adjacent residential buildings as stated in Section 6-308.F.1.

Site Plan

The 3 luxury apartment buildings are located west of the internal roadway. Each proposed building contains 44 luxury apartments ranging from studio to 2-bedroom units. A large common open space area is located between Buildings A and B, with bags sets, bocce ball, a fire pit, and grills in a shared courtyard setting. Decorative canopies line the east and west borders of the common open space area. A dog run is located on the south side of this lot, adjacent to the internal roadway. A 22' landscape median separates the residential parcel from restaurant B on the west side of lot 5. This landscape area contains a bioswale, which is a landscaped area designed to retain and temporarily store stormwater runoff. The bioswale is planted with native vegetation to enhance infiltration, filtration, and pollutant removal from surface runoff water in the parking lots. All trash facilities for the luxury apartment buildings are located inside each buildings garage, meeting the requirements of Section 6-302.D for garbage enclosures. Any proposed signage must comply with the sign code provisions outlined in Section 6-307. Signs will be reviewed during the sign permit process after approval is granted.

LOT COVERAGE

Proposed	69.18% Impervious Surface
Maximum Permitted	75% Impervious Surface

Building A is the northernmost residential building on the site and contains the leasing office on the first floor. Parking and access to the building are provided through the main entrance on the north side, with a designated 60' loading zone for deliveries. The leasing office is on the east side, the garage on the west side, and a shared courtyard with resident amenities is located on the south side.

Building B, centered along the internal roadway, mirrors Building A with a shared center courtyard on the north side. Its main entrance, on the south side, includes a 60' loading zone. Building B's garage entrance and main parking lot is situated on the west side of the building, while the indoor amenity space is on the east side.

Building C is the southernmost residential building on the site. The entrance is oriented to the west, with the garage entrance on the south side, facing the dog run. The amenity space for building C is on the north side of the building, while most parking for Building C is on the south and west sides.

Parking

Parking for the luxury apartments is located both inside and outside of each building. Each apartment building incorporates 21 indoor parking spaces. While many residents are expected to utilize the shared surface parking lot among the three buildings, an additional 18-vehicle lot is located along the main roadway on lot 6. This parking area serves the pond overlook and amenity space while also being available for guest parking. Parking is provided at 1.76 parking spaces per dwelling unit on-site. The LDC allows for parking to be reduced by up to 20%, and staff is supportive of this reduction due to the smaller unit sizes and many smaller floor plans.

OFF-STREET PARKING COUNTS

Proposed on Lot 5	232 vehicle spaces
Proposed on Lot 6	18 vehicle spaces
Required (2 per dwelling unit)	264 vehicle spaces (+/- 20%)

Bicycle parking is conveniently provided both within and outside of all 3 residential buildings.

Building Elevations

All 3 luxury apartment buildings will contain the same layout but will be oriented in a different direction. The buildings will be constructed of primarily of masonry, EIFS, and metal paneling. Each building is proposed to be 5 stories and 61 feet tall, a permitted height within the limits of the COR district. The exterior of each building contains the same complementary color palate and patterns used on the hotel parcel to keep the design standards consistent throughout the entire planned development.

HEIGHT

Proposed	5 stories or 61' – 3" to top of parapet wall
Maximum Permitted	6 stories or 75', whichever is shorter

Each building is oriented in a different direction. Given that all 3 buildings share the same layout, their elevations are described below as front, rear, and sides.

Front Elevation

The first floor contains the main entrance in the center of the building with a black overhead awning above the door. There are several windows on the first floor, including floor to ceiling windows to enter the leasing office (building A) or amenity space (buildings B & C). The first floor is constructed of a granite red brick with 4 mocha-colored brick soldier course patterns wrapping around the entire length of the building to blend opaque areas of the front of the building and create a pleasing pattern in accordance with the design standards of Section 6-308.

The second-floor façade is constructed entirely of granite red colored brick and contains large windows spanning across the façade. There are 6 private balconies matching the window framing and metal paneling underneath all the windows in the building. The window, balcony, and metal paneling pattern are repeated up to the top floor of the building. The brick pattern extends to the top of the 4th floor on the projections located on the corners and center of the façade. The recesses from the 3rd floor to the 5th floor are constructed of EIFS to create a contrasting color pattern on the exterior of the building. The entirety of the fifth floor is constructed of EIFS.

Rear Elevation

The first floor of the rear elevation contains doors to the leasing office (building A) and amenity space (buildings B & C). The façade is constructed entirely of the same red colored brick and contains large windows spanning across the façade. The second-floor façade is constructed entirely of red colored brick and contains large windows spanning across the façade. There are 5

private balconies matching the window framing and metal paneling. The window, balcony, and metal paneling pattern are repeated up to the top floor of the building. The main difference between the front and rear of the building is the absence of a center projection on the façade. Instead, the petitioner proposed 3 boxed windows framed in black composite paneling extending from the 3rd floor to the 5th floor. The remaining 3rd to 5th floor façade consists of a brick pattern extending to the top of the 4th floor on the corners and center recessed portion of the of the building is constructed with EIFS.

Side Elevation (with garage)

The side elevation with the garage is symmetrical with two balconies on each floor. The garage is centered on the first floor with windows on the corners. The 1st and 2nd floors are constructed entirely of red brick along with the corners of the 3rd and 4th floors. The 3rd to 5th floor recessed area on the center of the site is constructed of EIFS, along with the entire 5th floor.

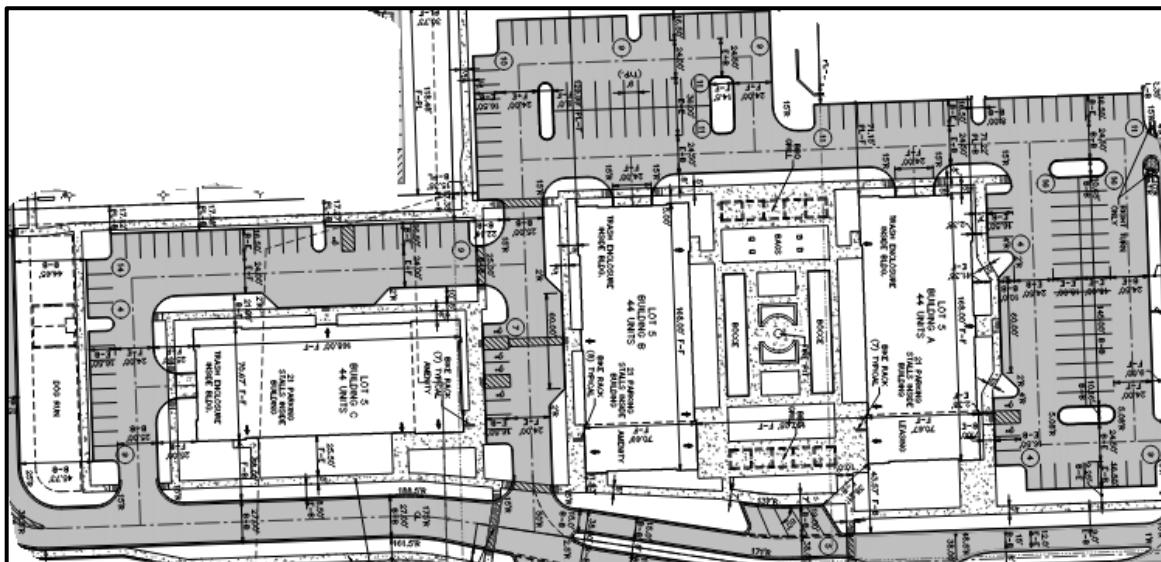
Side Elevation (without garage)

The side elevation without the garage door has an amenity space on the first floor of buildings B & C, and a matching façade for the leasing office on building A. The side elevation facing the private roadway contains floor to ceiling windows along the frontages most visible to passerby. The side elevations are the same from the 2nd floor to the top floor as the side elevations with the garage, containing masonry along the entire second floor and red brick along with the corners of the 3rd and 4th floors. The 3rd to 5th floor recessed area on the center of the site is constructed of EIFS up to the top of the building.

Overall, the design of the luxury apartment buildings is consistent with the character of the surrounding land and design standards required in the COR zoning district. Material samples are available to the Plan Commission for review.

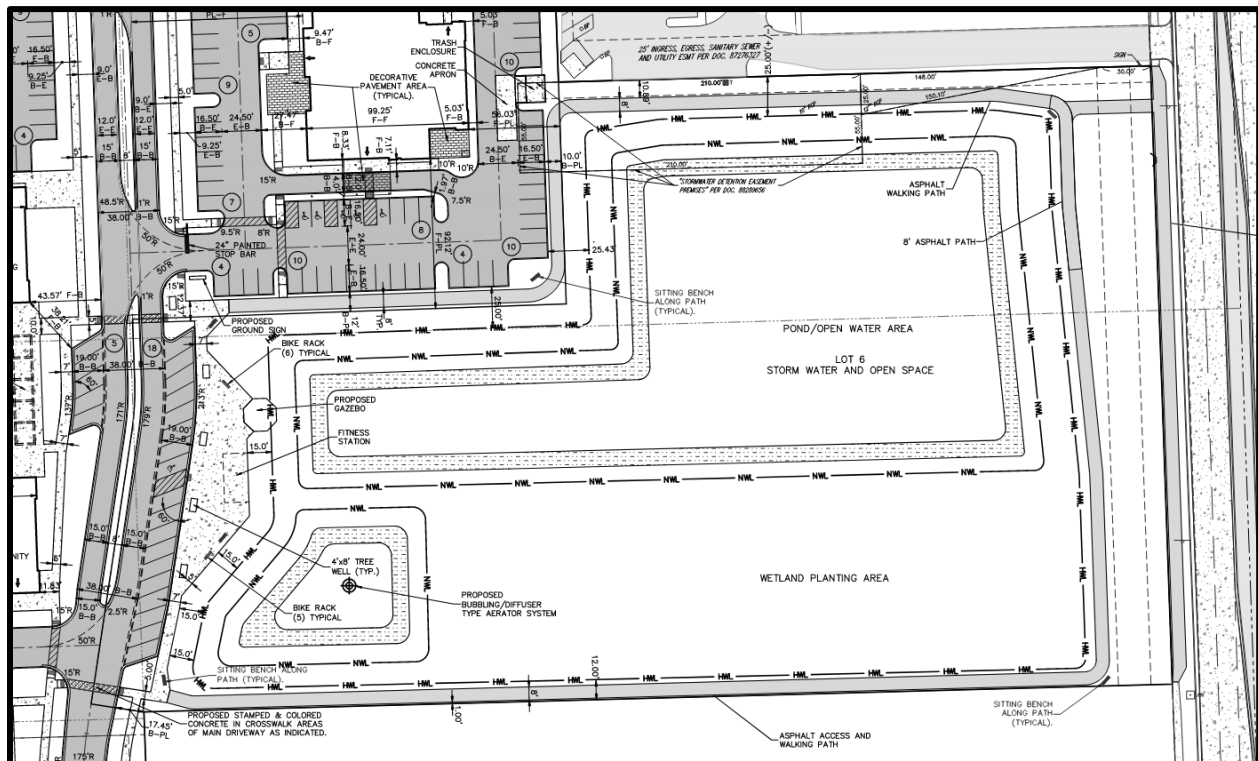
Staff Recommendation

Staff recommends the Plan Commission approve the special use permit to construct 3 multifamily residential buildings on Lot 5 within the Crossroads planned development and a special use permit to allow residential uses to exceed more than 40% of the Mixed Use Planned Development square footage in the COR Mixed Use District. This recommendation is based upon overall compliance with the LDC and Comprehensive Plan goals. The residential component of this planned development demonstrates consistency with the surrounding area and conforms with the COR zoning requirements, enhancing the neighborhood character of the Regional Core Planning District.



LOT 6 – STORM WATER AND OPEN SPACE

Lot 6 serves as the common open space and stormwater management area for Crossroads of Orland Park. There are 2 ponds and a wetland planting area proposed for this lot. Additionally, the open space area is equipped with a pathway encircling the entire site, complemented by benches, fitness equipment, and a gazebo that offers a scenic view of the fountain in the proposed pond. A special use permit has been requested to allow for the disturbance of a nontidal wetland, as detailed in the overall site plan section of this report. Additionally, modifications to the 25-foot setback and slope requirements for the pond have been proposed, specifically for the overlook area and the northern border of the pond along the hotel parcel border. Diagonal parking has been provided on lot 6 to accommodate use of this open space area and any additional residential guest parking demand.



STAFF RECOMMENDED ACTION

Regarding Case Number 2021-0268, also known as Crossroads of Orland Park, Staff recommends to accept and make findings of fact as discussed at this Plan Commission meeting and within the Staff Report dated February 14, 2024;

Staff Recommends the Plan Commission approve a Special Use Permit for a Planned Development subject to the following conditions:

1. All building code requirements and final engineering requirements must be met, including required permits from outside agencies.
2. All ground-based and roof-mounted mechanical equipment must be fully screened from view and shall meet the requirements listed in 6-308.J.
3. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.
4. A special service area (SSA) shall be established to assure the privately-owned detention pond will be maintained to Village standards.
5. The petitioner shall develop the Subject Property in substantial conformance with the final Village-approved site plans, landscape plans, and building elevations for this planned development and corresponding special use permits.
6. Prior to the issuance of building permits, the petitioner shall submit for approval fully-developed civil engineering plans that comply with the county WMO requirements and Village's stormwater control provisions, engineering plans to address all aspects of private and public utility services, and a lighting photometrics plan. Any reconfigurations within state ROW will require an IDOT highway/utility permit.

Staff additionally recommends approval of the following modifications:

1. Reduce minimum 25' setback from high water line and slope requirements for stormwater management area (Section 6-305.D.8.b.4).
2. Allow for drive aisles and parking lots in between buildings and the street for lots 1, 3, and 4 (Section 6-210.F.4);

And

Staff recommends the Plan Commission approve the site plan, landscape plan, and building elevations for Crossroads of Orland Park, subject to the condition that the development will be in substantial conformance with the Site Plan prepared by DesignTek Engineering, revised December 19, 2023; the Landscape Plan, prepared by Westwood Environmental, revised December 17, 2023; and Building Elevations for Lot 4 and Lot 5 prepared by Tech Metra, dated December 20, 2023.

And

Staff recommends the Plan Commission approve the preliminary plat of resubdivision of Crossroads of Orland Park, prepared by DesignTek Engineering, last revised September 13, 2023, once the final plat is printed on mylar and submitted to the Village with all non-Village-related signatures ready for recording at the Cook County Recorder of Deeds office prior to proceeding to the Board of Trustees.

And

Staff recommends the Plan Commission approve a Special Use Permit for a site plan with a total building area over 50,000 square feet.

And

Staff Recommends the Plan Commission approve a Special Use Permit for Disturbance of a nontidal wetland.

LOT 1 – RESTAURANT C

Staff Recommends the Plan Commission approve a Special Use Permit for a restaurant with outdoor seating for Lot 1, with the modification to allow for parking and drive aisles between the building and street with the following conditions:

1. The development will be in substantial conformance with the site plan prepared by DesignTek Engineering, revised December 19, 2023 and the landscape plan, prepared by Westwood Environmental, revised December 17, 2023.
2. The proposed building footprint is no greater than the 4,000 square foot building footprint as illustrated on the site plan or else a Special Use Amendment must be granted.
3. If the development complies with the approved site plan and landscape plan, the development may proceed through the appearance review process.

And

Staff Recommends the Plan Commission approve a Special Use Permit for a Drive-Through Service Window for Lot 1 with the condition that any future restaurant tenant must have estimated drive-through stacking space needs equal to or lower than stacking counts outlined in the Traffic Impact Study Addendum prepared by KLOA dated September 22, 2023, or else a Special Use Amendment must be granted.

LOT 2 - RESTAURANT B

Staff Recommends that the Plan Commission approve a Special Use Permit for a restaurant with outdoor seating for Lot 2, subject to the following conditions:

1. The development will be in substantial conformance with the site plan prepared by DesignTek Engineering, revised December 19, 2023, and the landscape plan, prepared by Westwood Environmental, revised December 17, 2023.
2. The proposed building footprint is no greater than the 6,000 square foot building footprint as illustrated on the site plan or else a Special Use Amendment must be granted.
3. If the development complies with the approved site plan and landscape plan, the development may proceed through the appearance review process.

LOT 3 - RESTAURANT A

Staff Recommends that the Plan Commission approve a Special Use Permit for a restaurant with outdoor seating for Lot 3, with the modification to allow for parking and drive aisles between the building and street with the following conditions:

1. The development will be in substantial conformance with the site plan prepared by DesignTek Engineering, revised December 19, 2023 and the landscape Plan, prepared by Westwood Environmental, revised December 17, 2023.
2. The proposed building footprint is no greater than the 4,000 square foot building footprint as illustrated on the site plan or else a Special Use Amendment must be granted.
3. If the development complies with the approved site plan and landscape plan, the development may proceed through the appearance review process.

And

Staff Recommends that the Plan Commission approve a Special Use Permit for a Drive-Through Service Window for Lot 3 with the condition that any future restaurant tenant must have estimated drive-through stacking space needs equal to or lower than stacking counts outlined in the Traffic

Impact Study Addendum prepared by KLOA dated September 22, 2023, or else a Special Use Amendment must be granted.

And

Staff recommends that the Plan Commission approve a Modification to allow for reduced drive-through landscape screening on the north side of the principal building (Section 6-305.D.2.c).

LOT 4 – HOME 2 HOTEL

Staff recommends that the Plan Commission approve the site plan, landscape plan, and building elevations for Lot 4, subject to the condition that the development will be in substantial conformance with the Site Plan prepared by DesignTek Engineering, revised December 19, 2023; the Landscape Plan, prepared by Westwood Environmental, revised December 17, 2023; and Building Elevations for Lot 4 prepared by Tech Metra, dated December 20, 2023.

LOT 5 – LUXURY APARTMENTS

Staff recommends the Plan Commission approve a Special Use Permit for attached dwellings (Section 6-210.C.2) with the condition that the development will be in substantial conformance with the Site Plan prepared by DesignTek Engineering, revised December 19, 2023; the Landscape Plan, prepared by Westwood Environmental, revised December 17, 2023; and Building Elevations for Lot 5 prepared by Tech Metra, dated December 20, 2023.

And

Staff recommends the Plan Commission A Special Use Permit to allow residential uses to exceed more than 40% of the Mixed-Use Planned Development square footage in the COR Mixed Use District (Section 6-210.C.2.b).

PLAN COMMISSION RECOMMENDED MOTION

Regarding Case Number 2021-0268, also known as Crossroads of Orland Park, I move to approve the Staff Recommended Action as presented in the Staff Report to the Plan Commission for this case.