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## Staff Report to the Plan Commission

### **Amazon Retail Planned Development**

Prepared: 12/29/2025

Prepared by: Hailey Gorman, Associate Planner

**Project:** Amazon Retail Planned Development

**Case Numbers:** 2025-0560 | PPA-25-0008

**Petitioner:** Amazon Retail LLC

**Address:** 9600 159<sup>th</sup> Street, Orland Park, IL

**P.I.N.s:** 27-21-201-002-0000, 27-21-201-003-0000

## **REQUESTED ACTIONS**

The Petitioner is requesting the approvals below for a multi-phased planned development located at 9600 159<sup>th</sup> Street:

- Plat of Consolidation
- Plat of Dedication
- Special Use Permit for a Planned Development with a modification from the Land Development Code:
  - Allow a parking lot within the setback area between the building façade and the street (Section 6-210.F.4).
- Special Use Permit for a Commercial Retail Establishment over 50,000 SF
- Special Use Permit for Development within 50' of a Nontidal Wetland
- Site Plan
- Landscape Plan
- Building Elevations

## **COMPREHENSIVE PLAN**

This property is within the Regional Core Planning District in the Comprehensive Plan, which identifies Regional Mixed Use as an ideal use for this site. The site is designated as a Development Opportunity and the southwest portion is labeled as a Transition Zone to provide appropriate transition to surrounding uses due to the proximity of residential uses to the south. The Ravinia Avenue extension infrastructure project also runs through the southern portion of the site, in which the petitioner will be designating the appropriate public right-of-way to the Village to allow for the roadway extension to be completed.

The Regional Core District is dominated by commercial development along the LaGrange Road Corridor, this area is home to some of the largest and most intense developments in the Village. Overall, the proposed improvements are consistent with the intent of the Comprehensive Plan for this area.

## COMPREHENSIVE PLAN

<b>Planning District</b>	Regional Core
<b>Planning Land Use Designation</b>	Regional Mixed Use (Transition Zone)

## ZONING DISTRICT

<b>Existing / Proposed</b>	COR – Mixed Use District
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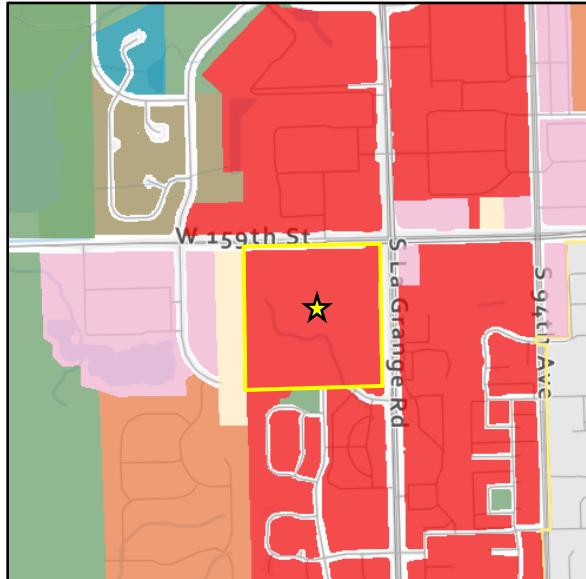
## LAND USE

<b>Existing</b>	Vacant / Former Petey's II Restaurant
<b>Proposed</b>	Planned Development / Commercial Retail Establishment over 50,000 SF

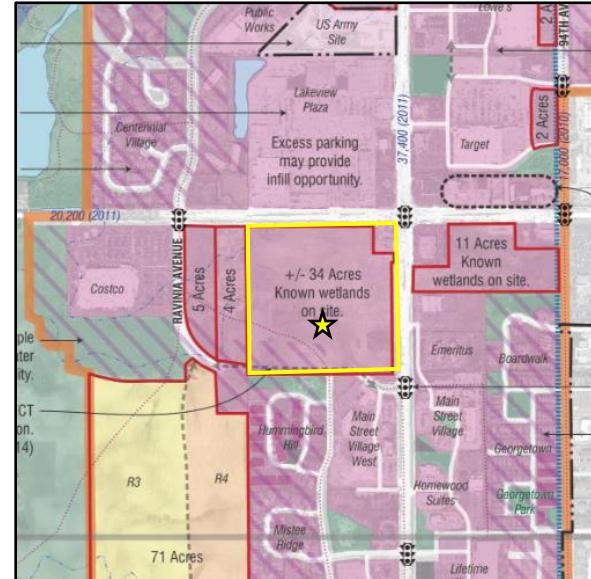
## ADJACENT PROPERTIES

	<b>Zoning District</b>	<b>Land Use</b>
<b>North</b>	COR – Mixed Use District	Commercial Retail Planned Development (Lakeview Plaza Shopping Center)
<b>East</b>	BIZ – General Business District COR – Mixed Use District	Motor Vehicle Services (Pep Boys) Commercial Retail (LaZBoy Furniture) Senior Assisted Living Facility (Brookdale Senior Living)
<b>South</b>	COR – Mixed Use District	Commercial Retail Planned Development (Main Street Village West)
<b>West</b>	E-1 – Estate Residential	Vacant

Zoning Map



Planning District Map



## Aerial



Nearmap (September 27, 2025)

## **PROJECT SUMMARY**

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The petitioner is seeking approval of a plat of consolidation, plat of dedication, special use permit for a planned development with a modification from the LDC, special use permit for a commercial retail establishment over 50,000 SF, special use permit for development within 50' of a nontidal wetland, site plan, landscape plan, and building elevations to allow for the construction of a 228,660 SF commercial retail building, with plans for 5 outlet buildings to be developed in future phases. The 5 outlet buildings range in size with building footprints of approximately 5,000 to 13,750 SF and proposed parking lots with a combined total of 210 parking spaces which will be subject to future approval once land use types are determined and development details are designed.

The initial phase of development will also include the demolition of the existing Petey's II Restaurant located on the corner of 159<sup>th</sup> Street and LaGrange Road. This area will be occupied by a proposed corner feature to enhance pedestrian mobility and streetscape to align with the Village's Comprehensive Plan. The main retail building will be supported by an 844-space parking area, 58 bicycle parking spaces, 7 loading docks, and full landscaping plan.

## **FINDINGS OF FACT**

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When reviewing an application for a special use permit, the decision-making body shall adopt findings of fact. The petitioner has submitted responses to the special use standards which are attached to this case file. Staff finds the petitioner responses satisfactory and recommends approval of the Special Use Permits required for this project. The standards below come from Section 5-105.E of the Land Development Code:

1. The special use will be consistent with the purposes, goals, objectives, and standards of the Comprehensive Plan, any adopted overlay plan, and these regulations.
2. The special use will be consistent with the community character of the immediate vicinity of the parcel proposed for development.
3. The design of the proposed use will minimize adverse effects, including visual impacts on adjacent properties.
4. The proposed use will [not] have an adverse effect on the value of adjacent property.
5. The applicant has demonstrated that public facilities and services will be capable of serving the special use at an adequate level of service.
6. The applicant has made adequate legal provision to guarantee the provision and development of any open space and other improvements associated with the proposed development.
7. The development will [not] adversely affect a known archaeological, historical, or cultural resource.
8. The proposed use will comply with all additional standards imposed on it by particular provision of these regulations authorizing such use and by all other applicable requirements of the ordinances of the Village.

In their responses, the Petitioner discusses that the proposed development is consistent with the Comprehensive Plan, in that the Regional Core Planning District is intended to host large, regionally oriented commercial uses that serve residents and draw visitors. The proposed development would establish a similar use in terms of scale and operation as those already existing in the area. Additionally, the proposed use will not adversely affect the adjacent properties and has been mindfully designed to minimize any potential negative impacts through landscaping, traffic flow directing towards the major thoroughfares, and stormwater runoff mitigation on site in accordance with Village requirements.

## SITE PLAN

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### Lot Coverage

The site will have approximately 63% of impervious surface area, whereas the maximum allowed for the COR District is 75% without the use of stormwater Best Management Practices (BMP's). The lot coverage calculations include the outlot buildings and parking planned for a future phase of development. Therefore, the proposed green space exceeds the minimum required by code and the lot coverage requirement is met.

<b>Maximum Allowed</b>	75% (1,144,905 SF)
<b>Proposed</b>	63% (917,809 SF)

### Building Setbacks

The main commercial retail building complies with the minimum setbacks required for COR. The table below includes the required and proposed building setbacks.

<b>Yard</b>	<b>Minimum Required Setback</b>	<b>Proposed Setback</b>
<b>Front (facing 159<sup>th</sup> Street)</b>	25'	234.8'
<b>Rear (facing the Ravinia Avenue Extension)</b>	0-15'	359.1'
<b>Exterior Side (facing LaGrange Road)</b>	25'	507.4'
<b>Side</b>	15'	265.8'

The setbacks for the proposed outlots appear to meet minimum setback requirements but will be verified during a future phase of development via a separate entitlement review process. The petitioner is aware of the setback requirements and is committed to meeting all Village requirements for the proposed outlot buildings.

### Parking

As outlined in Section 6-306 of the Land Development Code (LDC) Off-Street Parking and Loading, the required parking for commercial retail establishments is 1 parking space for every 250 SF of floor area. Since there is 228,660 SF of floor area in the proposed commercial building, 915 parking spaces are required. There are a total of 844 parking spaces proposed, which includes 30 accessible spaces. When 501-1000 off-street parking spaces are provided, 2% of the total number must be accessible. 17 accessible spaces are required by code, so the proposed 30 accessible spaces exceeds the minimum requirement. Staff may authorize up to a 20% reduction in the total number of parking spaces required. The proposed 844 spaces is an 8% reduction, so this requirement is met. Two of the future outlot buildings are shown to share parking with the main commercial retail building; therefore, the uses of these outlot buildings may be limited to uses that meet the parking requirement. The three other outlot buildings are proposed to have separate parking lots with a total of 210 parking spaces. The parking requirements for the outlot buildings will be determined at a future date, once their exact sizes and uses have been identified and proposed.

Each parking space is at least 9' wide and 18' long, with drive aisle widths of a minimum of 24', meeting the required parking stall and aisle dimension requirements in Figure 6-306.C(A). One parking lot landscape island is required for every 10 parking spaces provided on site. Since 844 parking spaces have been provided, 84 parking lot landscape islands are required. A total of 146 landscape islands have been provided, as shown on the site plan and landscape plan, exceeding the minimum requirement.

While bicycle parking is not required by code for commercial retail establishments, it is recommended for larger planned developments. The petitioner is installing a total of 29 bicycle racks along the front and sides of the building in the inverted-U style, in accordance with Figure 6-306.H.1. At 2 bicycles per rack and installed at 7' on center when placed and oriented as shown on the civil site plans, this results in 58 bicycle parking spaces.

The petitioner is requesting a modification from Section 6-210.F.4 to allow the parking lot to be located within the setback area between the building façade and the street. This site is unique as it will have frontage on three streets once the Ravinia Avenue roadway extension is constructed. The Village strictly requires that parking areas be located behind buildings in certain zoning districts to foster pedestrian-friendly streetscapes that reduce traffic noise and improve walkability. The petitioner is proposing outlot buildings between the parking lot and street along 159<sup>th</sup> Street and LaGrange Road to be built in a future phase of development, but is not proposing any outlots along the Ravinia Avenue extension. Therefore, a modification is required. Staff is in support of the modification request as the petitioner has worked with staff to incorporate additional pedestrian features throughout the site to meet the intent of the requirement to foster a pedestrian-friendly streetscape with their proposed corner feature, inter-connected pathways throughout the site, and additional bicycle racks above and beyond code requirements.

## **PRELIMINARY LANDSCAPE PLAN**

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The preliminary landscape plan has been reviewed by Hey and Associates. The requirements are met for parkway, corridor, bufferyard, foundation, and parking lot landscaping. A condition of approval has been added for the petitioner to address an outstanding landscaping comment that should be addressed prior to their appearance in front of the Board of Trustees, which involves relocating two trees away from the required maintenance path around the stormwater management area. Once this comment is addressed, Hey and Associates can recommend approval of the preliminary landscape plan. Tree preservation requirements will be met via cash-in-lieu of tree planting, which amounts to \$100,000. Stormwater management area landscape, naturalized landscape monitoring and management plan, diversity requirements, and landscape cost estimate will be addressed during final landscape review.

## **BUILDING ELEVATIONS**

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The commercial retail building is proposed with a height of 42'-6", measured to the highest point of the roof. The maximum height allowed in the COR District is 75' or 6 stories, whichever is less, so this requirement is met. Consistent with other developments of this size in the area, anchored brick, stone, or similar masonry materials will extend from the adjacent grade to the top of the window that is highest on the subject façade with minor accents allowed in place of masonry subject to meeting building codes per Section 6-308. F.4.a of the LDC. The Village encourages four-sided architecture, and the proposed design meets this intent by utilizing consistent design elements and building materials on all four elevations. The proposed building materials will be a mixture of brick masonry, stamped precast panels, Aluminum Composite Material (ACM) panels, and Exterior Insulation and Finish System (EIFS). The colors of the building will be a mixture of tans, greens, browns, and grays.

### **East (Front) Elevation**

The front elevation features the main entrance of the building with a vibrant green entryway made of ACM panels framing a canopy and outdoor plaza area in front of a glass storefront. Berridge style panels in the color "medium green" will be on either side of the green ACM panels with precast panels in a stamped masonry pattern in the tan color "seashell" along the bottom half of the entire elevation. The Berridge style panels extend along the center of the front elevation until it switches to precast panels with a stamped textured pattern in the tan color "seashell" with many variations in height and dimension to break up the façade. The north corner of this elevation contains the entrance to the potential pharmacy/medical use in the building, which features ACM panels in a brown color "knotty pine".

There are 5 entrances/exits (2 of which are service doors), 23 bicycle racks, and 18 bollards located along this elevation. A total of 8 dark green canopies are proposed, two of which are proposed above entrances, four above spandrel glass windows, and the last two above the storefront windows.

### **North (Side) Elevation**

The north elevation includes another customer entrance to the building which will be intended for their potential pharmacy/medical use. This entrance features ACM panels in the brown color "knotty pine" with storefront glazing around the double doors. Adjacent to the brown ACM panels are the consistent tan "seashell" precast panels in the stamped textured pattern above the canopy while the precast panels in the stamped masonry pattern are below the canopy line, which extend across the entire elevation. The vibrant green ACM panels are utilized on this façade as well as an accent behind a proposed sign which will be reviewed at a future date as part of the sign permit process.

On the western side of this elevation houses the loading area with 7 loading docks, 3 overhead doors, and 2 screened trash compactors.

There are 4 entrances/exits (3 of which are service doors), 6 bicycle racks, and 13 bollards located along this elevation. A total of 7 dark green canopies are proposed, two larger canopies spanning over three of the entrances and five above spandrel glass windows.

### **South (Side) Elevation**

The south side of the building is the designated area for third-party delivery drivers to pick up orders, and it has been designed to make this a seamless process. There are three main entrances underneath the vibrant green ACM panels and dark green canopies, spaced evenly across the elevation. There are 9 entrances/exits in total along this elevation (5 of which are service doors) and 75 bollards. A total of 12 dark green canopies are proposed, 4 above entrances, 6 above spandrel glass windows, and two larger canopies spanning over a majority of the elevation and filling the space between two of the entrances on the façade. The vibrant green ACM panels are utilized on this façade as well as an accent behind a proposed sign which will be reviewed at a future date as part of the sign permit process. The consistent tan “seashell” precast panels in the stamped textured pattern and masonry pattern are utilized across the elevation.

### **West (Rear) Elevation**

The west elevation does not contain any customer entrances. There are 5 service doors, 2 trash enclosures, 6 canopies, and 6 bollards. The consistent tan “seashell” precast panels in the stamped textured pattern and masonry pattern are utilized across the elevation. The vibrant green ACM panels are utilized on this façade as well as an accent behind a proposed sign which will be reviewed at a future date as part of the sign permit process.

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## **PRELIMINARY ENGINEERING PLAN**

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The preliminary engineering plans, reviewed by staff, are compliant with the Land Development Code and have been recommended for approval. All outstanding engineering items will be addressed during final engineering reviews, including any exterior lighting and photometrics.

### **Stormwater Management & Wetland Impact**

The stormwater detention pond for this project is sufficient to accommodate the detention required for the proposed development as well as the Ravinia Avenue roadway extension. It is required for a development of this size to submit a Watershed Management Ordinance (WMO) permit to the Metropolitan Water Reclamation District of Greater Chicago (MWRD). The drainage report submitted by the applicant demonstrates reduced outflows, and during final engineering, the petitioner shall certify, in writing, that the development will not create any adverse impacts to downstream properties.

The project proposes to impact Wetlands by either direct or indirect impacts, which requires the Special Use Permit for a Development within 50' of a Nontidal Wetland. In total, 7.41 acres of permanent impact is proposed to the 5 regulated wetlands on site for a total of 11.06 acres of mitigation necessary to satisfy permitting requirements. It is proposed to use an approved wetland mitigation bank to secure sufficient wetland credits at the appropriate ratio dependent on whether the certified wetland credits are available from the wetland mitigation bank.

### **Traffic Impact Study**

A traffic impact study is required for all commercial developments of 10,000 SF or more. The site is located at the corner of 159<sup>th</sup> Street and LaGrange Road, one of the busiest intersections in the Village. The site will be accessed via a right-in right-out (RIRO) driveway to 159<sup>th</sup> Street, which would primarily facilitate truck traffic outside of peak hours. An additional RIRO driveway to 159<sup>th</sup> Street would align with the existing commercial driveway on the north side of 159<sup>th</sup> Street, a RIRO driveway to LaGrange Road, and three full-movement driveways to Ravinia Avenue (extended) will support customer traffic. A new traffic signal is proposed at the intersection of LaGrange Road and Ravinia Avenue to support the Ravinia Avenue roadway extension and the anticipated traffic that will be generated by this development and the surrounding developments recently approved including the Estates at Ravinia Meadow subdivision with 129 new single-family homes and the Costco gas station development. The traffic signal will be coordinated by the Village and shall include the installation of dual northbound left-turn lanes to be incorporated in the ongoing signal design.

A traffic impact study was prepared by Kimley Horn and Associates, Inc., which determined that there are existing operational challenges due to the high traffic volumes. Specifically, the existing eastbound left turn lane storage at the 159<sup>th</sup> and LaGrange intersection is insufficient to support current traffic conditions. Both the Village and the Illinois Department of Transportation (IDOT) acknowledge there are existing operational difficulties. The Village will work with IDOT to close the median at 159<sup>th</sup> Street and extend the left-turn lane and taper to accommodate projected queues.

### **STAFF RECOMMENDED ACTION**

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Regarding Case Number 2025-0560, also known as the Amazon Retail Planned Development, Staff recommends to accept and make findings of fact as discussed at this Plan Commission meeting and within the Staff Report dated December 29, 2025;

And

Staff recommends the Plan Commission **approves** a Special Use Permit for a Planned Development with a Modification from the Land Development Code, subject to the following conditions:

1. Meet all code requirements, landscape requirements, and final engineering requirements, including required permits except where otherwise modified in this ordinance;

2. All ground-based and roof-mounted mechanical equipment must be fully screened from view and shall meet the requirements listed in Section 6-308.J;
3. A Plat of Consolidation and Plat of Dedication are prepared and presented to the Board of Trustees at the January 19, 2026 meeting;
4. The existing Petey's II signs shall be removed as part of the restaurant building demolition;
5. Cash-in-lieu of tree planting will be paid prior to the issuance of building permits for the project in the amount of \$100,000;
6. Public sidewalks shall be constructed along 159<sup>th</sup> Street and LaGrange Road as part of the Phase I of this development. Public sidewalk construction along Ravinia Avenue (extended) shall be coordinated with the Village of Orland Park during final engineering review, which may include a security in the form of a Letter of Credit or Board of Trustees-approved Surety Bond, or a cash-in-lieu payment to facilitate construction by the Village as part of the Ravinia Avenue extension. Private sidewalks along the perimeter of the planned outlots shall be provided to connect the public sidewalks to the Phase I building entrances;

And

Staff further recommends a Modification from Section 6-210.F.4 of the Land Development Code to allow a parking lot within the setback area between the building façade and the street;

And

Staff recommends the Plan Commission **approves** a Special Use Permit for a Commercial Retail Establishment over 50,000 square feet;

And

Staff recommends the Plan Commission **approves** a Special Use Permit for a Development within 50' of a Nontidal Wetland;

And

Staff recommends the Plan Commission **approves** a site plan prepared by Kimley Horn and Associates, Inc., dated December 11, 2025, subject to the condition that the development will be in substantial conformance with the preliminary site plan;

And

Staff recommends the Plan Commission **approves** a landscape plan prepared by Kimley Horn and Associates, Inc., dated November 14, 2025, subject to the following conditions:

1. Prior to the case review by the Board of Trustees, the trees proposed within the required maintenance access around the stormwater basin are to be relocated to a code-compliant location;
2. The development will be in substantial conformance with the preliminary landscape plan;

And

Staff recommends the Plan Commission **approves** building elevations prepared by BRR Architecture, Inc., dated November 17, 2025, subject to the condition that the development will be in substantial conformance with the preliminary building elevations.

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**STAFF RECOMMENDED MOTION**

Regarding Case Number 2025-0560, also known as the Amazon Retail Planned Development, I move to approve the Staff Recommended Action as presented in the Staff Report to the Plan Commission for this case.