

## **..Title/Name/Summary**

Orland Crossing Residential - REVA

## **..History**

### **QUICKFACTS**

#### **Project**

Orland Crossing Residential - REVA

#### **Petitioner**

REVA Development Partners

#### **Purpose**

To construct a 231-unit, multifamily residential community, with an accessory clubhouse on a 12.58 acre site located within the Orland Crossing planned development area.

*Requested Actions:* Site Plan, Elevations, Special Use Amendment with Modifications, Subdivision, Landscape Plan,

#### **Project Attributes**

*Address:* 14127, 14129, 14133, and 14203 LaGrange Road

*P.I.N.(s):* 27-03-300-027, 27-03-300-028, 27-03-300-029, and 27-03-300-030.

*Size:* 12.58 acres (548,420 s.f.)

*Comprehensive Plan Land Designation:* Downtown

*Existing Zoning:* Village Center District

*Proposed Zoning:* Village Center District

*Existing Land Use:* Vacant

*Proposed Land Use:* Multifamily Residential

#### *Surrounding Land Use:*

North: Orland Crossing Detention and Bike Path - VCD

South: (across 142<sup>nd</sup> Street) Orland Crossing Commercial - VCD

East: (across John Humphrey Drive) Orland Crossing Townhomes - VCD

West: Orland Crossing Commercial, Granite City - VCD

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

### **OVERVIEW AND BACKGROUND**

The Village Board approved the site plan and special use permit for Orland Crossing shopping center in 2005. The mixed-use development was anticipated to include shopping, restaurants, residential and office uses in a pedestrian friendly environment. The site plan included 21 vacant acres to be developed in future phases. This area is zoned Village Center District, the district that facilitates high quality, mixed use development in Downtown Orland Park. This petition proposes to develop 12.58 acres of the remaining vacant land into a luxury residential community with 231 units.

It is important to note that this petition works in conjunction with the Orland Crossing Commercial (Mariano's) petition to fulfill the build out of Orland Crossing. Because the property is being developed by two companies, two petitions were submitted. For planning purposes, however, it is important to look at the site plans together. Most of this report will focus on the REVA residential component, but some parts will review the site plan in its entirety. The portions that are the same in both reports have been notated.

## **PROJECT DESCRIPTION & CONTEXT**

### **Regional Context**

This property is located within the Orland Crossing development and also within the Orland Crossing District of Downtown Orland Park. Downtown Orland Park includes four districts: Orland Crossing, Main Street, Civic Center and Old Orland. As part of the Downtown, it is important that all new development be reflective of the design principles set forth in the Village Center District.

A Special Use Permit Amendment is required to amend the existing Orland Crossing planned development to allow the residential proposal. The Special Use Permit also allows for detailed review of the buildings and site in order to ensure that the proposed development contributes to the character of the area. Downtown Orland Park is envisioned to be a mixed use, walkable area.

The residential development is envisioned to be an upscale community with high end interior finishes and desirable resident amenities. The project proposes 231 residential units on 12.58 acres in the Orland Crossing area. The site plan includes 16 buildings organized within an integrated street network. The residential building types include four story apartment buildings (168 units), three story tuck under townhomes (25 units) and two story rowhomes (38 units). A clubhouse and green space areas provide amenities and services to residents. More information about the product proposed can be found on the Data Sheet provided by the Petitioner. It should be noted that the preliminary site plan shows a unit count of 218, which is inaccurate. The unit count must be corrected on the site plan prior to the Committee meeting.

Minor Code modifications are being requested as part of this petition. In order to mitigate the impact of these requests, a number of features are proposed for the project that are discussed in the Special User Permit section.

This petitioner requests the following modifications:

- 1) Increased Building Height from three to four stories for buildings 1 and 4.
- 2) Reduced rear yard setback.
- 3) Reduced Landscape Bufferyard Requirements

The recommendation motion includes the below conditions. Many of the conditions have also been illustrated on the attached diagram.

1. Revise the site plan to fix the spelling error in Orland Park Crossing on the title block.
2. Revise the site plan to show the correct number of units proposed.
3. Submit details showing pool area, including the proposed fence type.
4. Submit a conceptual landscape plan for the 'L' shaped green area around the clubhouse.
5. The petitioner confirm that all refuse will be contained interior to the buildings, or revise the site plan to show the dumpster locations, screened with masonry walls per Code requirements.
6. All retaining walls meet code, and proposed design, color and materials are provided for any proposed retaining wall.
7. The parallel parking spaces located on the north side of buildings 2 and 4 are removed to provide additional landscape area, and to accommodate sidewalks on the north and south sides of both buildings.
8. Shift buildings 5, 9, 8, and 12 five feet to the south to better define the street with architecture.
9. Shift buildings 6 and 10 five feet to the north to better define the street with architecture.
10. Submit a conceptual overall landscape plan.
11. Revise the site plan to show a sidewalk with parkway along the west side of 95<sup>th</sup> Street.
12. The petitioner must submit details including height, materials and colors, of all proposed walls and monument signage.
13. All lighting for the project must match the decorative lighting used in Orland Crossing as required by Code.
14. The site plan be revised to show an 8' multi-use path along the west property line.
15. The sidewalk on the east side of S 95<sup>th</sup> Street be reduced to 5' to match other sidewalks in the area.
16. Add a sidewalk and parkway, to connect to the commercial property, on the south side of 141<sup>st</sup> Street near the intersection of John Humphrey Drive.
17. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.
18. Submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.
19. Meet all final engineering and building code related items.
20. Revise the elevations so that the labels match the products shown on the site plan.
21. Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline.

22. All masonry must be of anchored veneer type masonry with a 2.265" minimum thickness.
23. The petitioner consider using metal or masonry balconies instead of wood balconies.
24. Revise the elevations to include specific colors proposed for the buildings.
25. Incorporate two additional colors, within the same color family, for the siding material on the townhomes and rowhomes, in order to provide subtle variety between the buildings.
26. The white garage doors are replaced with a different color that will recede visually into the building and withstand dirt and wear.
27. Submit elevations for all sides of the clubhouse building.
28. Label the material/color for the fences surrounding the courtyards of the rowhome product that fronts John Humphrey Drive.
29. That the petitioner submit a Record Plat of Subdivision to the Village for recording.
30. That the townhomes and rowhomes be platted to facilitate conversion to a for-sale product in the future.

As designed, the residential community is well integrated into the Orland Crossing development. The density is well below Code requirements and is appropriate given adjacent transit and surrounding developments. The layout of the buildings provides a suitable buffer between the existing townhomes and commercial uses in the Orland Crossing shopping center. The rowhomes along John Humphrey Drive specifically, will complete attractive streetscape already started by the Orland Crossing townhomes. Residents at this location will enjoy walkable proximity to shopping dining, open space and transit. Because of these reasons, the project generally conforms to the Village's Comprehensive Plan, Land Development Codes and policies for this area.

The attached exhibit reviews the Orland Crossing build out with the Village Center District design principles set forth by the Land Development Code.

**SITE PLAN** This section is the same in both reports. Please refer to the color 11x17 site plan in the spiral bound booklet provided in the Orland Crossing Residential Development as well as the Residential site plan prepared by Manhard, titled Orland Park Crossing.

Because the site plans for the retail and residential build outs of Orland Crossing have been designed to work together, this portion of the staff report summarizes both site plans together.

The site plan is organized within an integrated network of new streets that connect with existing vehicular routes and create pedestrian-scaled, walkable blocks. All streets must include sidewalks, crosswalks and landscaping. The existing dead-end access drive behind Granite City has been removed via an entrance into a new parking lot proposed for the residential portion of the project. The buildings are generally located along the street to create an architectural street-wall.

Both the retail and residential projects propose green spaces and other amenities that include, but are not limited to:

1. Decorative brick piers that integrate the Mariano's development into the existing Orland Crossing shopping center.
2. Hardscape crosswalks that match the crosswalks in the existing shopping center.
3. An 8' solid fence, enhanced with landscaping, to separate the Mariano's building from the rowhomes to the east. A section or photo of a comparable fence has not been submitted and should be provided.
4. An 8' multi-use path along the west edge of the project that will integrate and extend the Orland Bikeway path located along the north edge of the property.
5. Four-sided architecture on the Mariano's building that includes windows and window features, a two-story feel glass atrium, and brick accents that match the colors of the Orland Crossing retail buildings.
6. The design of 95<sup>th</sup> Street as a roadway rather than a parking lot drive aisle with sidewalks and landscaping on both sides.
7. 141<sup>st</sup> Street is designed as a landscaped boulevard which provides pedestrian scale and additional landscape screening between the residential buildings and the Mariano's building.
8. Two square green spaces along 141<sup>st</sup> Street that will provide amenity areas and act as entry features for the residential community.
9. A large 'L' shaped green space at the north side of the project that integrates with the residential clubhouse amenity.
10. Rear loaded townhomes that eliminate driveways on the street, therefore enhancing the pedestrian experience.
11. An attractive clubhouse that will provide interior amenities like a fitness center and theater room for residents.

The Mariano's portion of the project is located at the southwest corner remaining vacant land. The building aligns with 141<sup>st</sup> Street, with an entry that faces 142<sup>nd</sup> Street, and surface parking is proposed to the east, south and west of the building. The Bradford Group has also purchased the outlot at the southeast corner of 141<sup>st</sup> and LaGrange Road and proposes to extend the existing PF Changs parking lot. The building acts as an architectural anchor and terminus at the north end of the Orland Crossing Shopping Center. Sidewalks are proposed throughout the commercial area and on both sides of S 95<sup>th</sup> Street, the road that bisects the parking lot to the east of the building. Mariano's loading area is proposed along the east elevation and will be screened by a masonry wall. The length of the masonry wall is not shown on the site plan and should be dimensioned to ensure that it properly screens delivery trucks.

The residential portion of the site plan includes three different types of buildings, four story apartment buildings, townhome buildings and rowhome buildings. The apartment buildings are located at the northwest corner of the property, just behind Granite City. All buildings are oriented along roads or open space and are clustered to screen the surface parking lot on the area created in the interior. The townhomes and rowhomes are alley loaded with architecture along the street with appropriate setbacks. The

rowhomes located along John Humphrey Drive will help complete the street and balance the existing Orland Crossing townhomes. The clubhouse, located at the terminus of S 95<sup>th</sup> Street, serves as a gateway to the adjacent multi-use path and detention open space area.

**MOBILITY** This section is the same in both reports.

#### Pedestrian and Bicycle:

Ample sidewalk connections are provided throughout the commercial and residential parts of the project. Sidewalks are connected to John Humphrey Drive to the east, 142<sup>nd</sup> Street to the south, LaGrange Road to the west and the Orland Bikeway to the north. An 8' multi-use path is proposed along the west property line to extend the Orland Bikeway system.

Sidewalks are particularly plentiful within the residential portion of the project where walks are proposed on all streets and along almost every side of the apartment buildings and within the interior parking lot. A few changes are necessary to ensure an adequate pedestrian network throughout the development.

#### Commercial

The sidewalk graphic is not complete at the southeast corner of 95<sup>th</sup> Avenue and 141<sup>st</sup> Street. The site plan should be revised to show a sidewalk and a parkway that extends to the east property line and connects to a sidewalk on the residential property..

#### Residential

A sidewalk and parkway must be added to the south side of 141<sup>st</sup> Street, directly north of building 13 to connect to the sidewalk discussed above.

The sidewalk on the west side of 95<sup>th</sup> Street in the residential area is shown on the site plan as a carriage walk style sidewalk. The site plan should be revised to make this a five foot sidewalk with a parkway between the sidewalk and the curb.

The 8' sidewalk shown on the east side of S 95<sup>th</sup> Street in the residential area should be reduced to 5' to accommodate a wider parkway and mirror the rest of the sidewalks. Additionally, crosswalks must be added to the residential site plan.

An 8' multi-use path is proposed along the west property line to extend the Orland Bikeway system. The path is currently not shown on the Orland Crossing Residential site plan and must be added prior to the Village Board meeting.

#### Public Transit:

Pace Route #379 runs along LaGrange Road between Orland Square Mall and Midway Airport. The 143<sup>rd</sup> Street Metra station is also within walking distance and is accessible via the recently opened LaGrange Pedestrian Bridge.

#### Vehicular/Traffic:

The site is primarily serviced by 95<sup>th</sup> Street, 142<sup>nd</sup> Street and 141<sup>st</sup> Street. Two signalized intersections at 95<sup>th</sup>/143<sup>rd</sup> and at 142<sup>nd</sup>/LaGrange provide easy access into and out of the Orland Crossing development. The roads are designed in an integrated grid network to facilitate traffic flow. Two new intersections with John Humphrey Drive are proposed at 141<sup>st</sup> Street and 140<sup>th</sup> Street. These connections are important to integrate the Orland Crossing roads with the neighborhoods to the east. These connections will likely be used more by existing residents to the east of this project and less by visitors to the Orland Crossing area. All roads in the development are proposed to be private, with public access, which is consistent with the rest of the planned development.

The Mariano's loading area is proposed along the east edge of the building. Per the submitted truck turning radius, most delivery trucks will access the loading area from the southwest. Dumpsters are not shown on the site plan and Mariano's should confirm that the dumpster will be located interior to the building or be appropriately screened. Dumpsters are also not shown to serve the apartment buildings and REVA should confirm that they will be interior to the building.

The petitioner submitted a traffic study, as required per Code, that has been reviewed by the Engineering Division and the Village's Engineering Consultant. The road network proposed is based on a previously set pattern that began with Orland Crossing phase I. The proposed grocer is a destination use and likely will generate high volumes of traffic and parking demand. During peak times, the key roads that provide access to the grocer, 142<sup>nd</sup> Street and the southern leg of 95<sup>th</sup> Street, will likely be busy. The levels of service contemplated are similar to other busy shopping areas in the Village. The integrated road network, access to signalized intersections and segregated parking facilities, will help distribute the traffic throughout the site.

**BUILDING ELEVATIONS** This section reviews the REVA residential community only.

The elevations can be found in the spiral bound 11x17 booklet. In addition to elevations, the petitioner has also provided conceptual floor plans for each unit type.

#### Orland Crossing Apartment - Character Elevations

##### Apartment Buildings

The apartment buildings utilize a design, material and color scheme reflective of many other buildings in the Downtown area including the existing Orland Crossing shopping center and Ninety7Fifty on the Park. They are proposed to be four stories, up to 48' in height. The building exterior will consist of brick veneer, cast stone and an EIFS or Hardi product as an accent. Balconies are provided for each unit and are proposed to be constructed out of wood. Wood is allowed depending on the construction type of the building. Most other buildings in Orland Park construct metal balconies. The balconies on Thomas Place were framed in metal but utilized a wood composite material. The petitioner should consider using metal, masonry and/or composite wood for the balconies. The building façade has been designed with projections and recesses that

are combined with color and material changes to provide an attractive architectural depth.

The elevations do not include labels for the colors of the materials. The elevations must be revised to include proposed colors. The petitioner has agreed to provide a material sample board for review at the Plan Commission meeting.

The materials and colors of the building compliment the proposed design for the rowhomes and townhomes. The rowhomes and townhomes, however have pitched roofs while the apartment buildings have a flat roof. Flat roofs are preferable for multifamily buildings because they provide a greater opportunity to screen rooftop equipment. The petitioner should revise the elevations slightly in order to provide parapet wall elements in key locations. An example is shown on the attached diagram. The introduction of some diagonal lines will better integrate the apartment buildings with the townhome and rowhome buildings.

#### Front Elevation -

The elevation labeled 'front' reflects the elevation facing the interior parking lot. This area will be the main entrance for residents of the buildings due to easy access from their cars. A small glassy entry lobby, located in the center of the elevation, projects from the rest of the building. This elevation also includes individual garage doors that will provide interior parking for some, but not all of the residents. The garages will primarily be visible from the parking lot and not from the street. Landscaping near the garages will be a critical component to soften the appearance of the doors.

#### Rear Elevation -

The elevation labeled 'rear' reflects the elevation facing the streets. This elevation does not have the main entry but does include two doors that provide sidewalk and street access for residents. The rear elevation is very similar to the front elevation but does include more balconies. This is appropriate because the views from this side of the building will, in most cases, be more desirable than the view from the front of the building into the interior parking lot.

#### Side Elevations -

The side elevations mirror each other and include similar design and features to the front and rear elevations.

Orland Crossing Townhome - Character Elevations - 6 and 4 unit prototypes  
Rowhome Buildings that primarily front John Humphrey Drive

**\*Note\*** The elevations provided are not accurately labeled. The elevations that are labeled 'rowhome' actually match the product labeled on the site plan as 'tuck-under townhome' (along 95<sup>th</sup> Street). The elevations labeled townhome actually match the product labeled on the site plan as 'rowhome' (along John Humphrey Drive). The petitioner must fix the label discrepancy.



The rowhome buildings are proposed along John Humphrey Drive and are two stories, up to 31' in height. This unit floor plan is slightly different than other townhomes in the area. The garage, located to the rear of the building at grade level combines with the rowhome to create a private exterior, at-grade, courtyard for each resident. Because of this, these units are particularly suited to be located adjacent to the Mariano's Development. The garages act as an architectural buffer from the commercial use. These units also provide the main living area at grade so that residents do not need to go upstairs from their garage to their kitchen.

The height is slightly lower than the tuck-under townhomes, continuing the height transition to the existing Orland Crossing townhome and lower density residential neighborhoods to the east. Exterior finishes include Hardie siding and shake siding, cast stone and brick veneer. The materials are varied and used in a decorative way to provide depth and rhythm to the units. The material usage, combined with decorative trim features and pitched roofs, reflect an architecture with a very residential feel.

Masonry is required on the first floor of detached and attached single family homes. Brick, primarily the darker red color, is shown along the first floor of both unit prototypes. The lighter color brick used on the other buildings is incorporated into the rowhomes as a banding accent.

The elevations must be revised to include proposed colors. The petitioner has agreed to provide a material sample board for review at the Plan Commission meeting. Similar to the tuck-under townhomes, the petitioner should consider adding two new colors that can be used for the Hardie siding and shake siding. The additional colors, which should still be in the same color family, will provide subtle variety between the buildings. One option is to use two colors for all of the 6 unit buildings and two different colors for all of the 4 unit buildings.

#### Front Elevation -

The front elevation is the elevation that will front John Humphrey Drive. This façade includes the front door of the units, which are located at grade. Front doors are framed with columns and small covered entryways. Ample windows are provided and include trim features to enhance the architecture.

#### Rear Elevation -

The rear elevation will front the alley and, as such, includes the garages for the units. The garage doors are shown as white. White doors can appear dirty or dingy very quickly and the door color should be changed to something more neutral that will appear cleaner for long and will recede, rather than project visually. The fences that frame the end unit courtyards are also visible in the rear elevation. The fences are not labeled and the petitioner should confirm that they will be wrought iron or a wrought iron style decorative fence.

#### Side Elevations -

The side elevations include ample windows, even along the garage portion of the facade. This elevation also includes the end unit courtyards that are enclosed with a decorative fence.

#### Orland Crossing Rowhome - Character Elevations - 7 and 4 unit prototypes Tuck Under Townhome Buildings that primarily front 95<sup>th</sup> Street

The tuck-under townhome buildings are the units located just to the west of the apartment buildings. They are proposed to be three stories, up to 39' in height. This unit floorplan is very similar to many of the existing Orland Crossing townhomes. The height will provide an appropriate transition between the apartments and the proposed rowhomes. Exterior finishes include Hardie siding and shake siding, cast stone and brick veneer. The materials are varied and used in a decorative way to provide depth and rhythm to the units. The material usage, combined with decorative trim features and pitched roofs, reflect an architecture with a very residential feel.

Masonry is required on the first floor of detached and attached single family homes. Orland Park has long been known as a brick community and the design intent of the Code is to highlight masonry on all Village buildings. While the townhomes proposed are not constructed of 100% masonry materials, they balance brick and stone with other traditional materials to create an appropriate balance. To provide perspective, the existing Orland Crossing Townhomes also do not reflect a 100% brick appearance. As designed, the masonry meets code.

The elevations do not include labels for the colors of the materials. The elevations must be revised to include proposed colors. The petitioner has agreed to provide a material sample board for review at the Plan Commission meeting. The petitioner should consider adding two new colors that can be used for the Hardie siding and shake siding. The additional colors, which should still be in the same color family, will provide subtle variety between the buildings. One option is to use two colors for all of the 7 unit buildings and two different colors for all of the 4 unit buildings.

#### Front Elevation -

The front elevation is the elevation that will front 95<sup>th</sup> Street. This façade includes the front door of the units, which are slightly elevated to accommodate the tuck-under floor plan. Front doors are framed with columns and small covered entryways. Ample windows are provided and include appropriately scaled trim.

#### Rear Elevation -

The rear elevation will front the alley and, as such, includes the garage doors for the units. This elevation also includes exterior balconies on the main living level that will project out over the garage door. The garage door color is not labeled but is shown as white on the exhibit. White doors can appear dirty or dingy very quickly and the door color should be changed to something more neutral that will appear cleaner for long and will recede, rather than project visually. The rear elevation includes less masonry than

the front elevation. Landscaping will be critical in the alley to reduce the visual impact of the garages, especially along the seven unit building.

#### Side Elevations -

The side elevation utilizes primarily a brick veneer but also has a window that is decoratively framed and trimmed with a hardie shake siding material. The left side elevation also includes an additional access door for certain end units.

#### Clubhouse -

Detailed elevations for the clubhouse were not available in time to analyze them for the Plan Commission report. They will be presented with a review at or prior to the Plan Commission meeting. The petitioner did submit a sheet showing a conceptual front elevation for the clubhouse. The elevation shows an architectural style and material selection consistent with the rest of the development. The clubhouse is a focal point of the development and should be designed with four-sided, attractive architecture that fits in with the surrounding buildings but also distinguishes the use as an amenity area.

### **LANDSCAPING/TREE MITIGATION**

No mature trees exist on the site so tree mitigation is not required. The petitioner has a number of other exhibits in the spiral bound booklet that begin to show design intent for the open spaces. An earlier submittal included an overall preliminary landscape plan that was not included with the Plan Commission submittal. An overall conceptual landscape plan must be provided prior to the Village Board meeting.

The residential part of the project must include well developed streetscape landscaping, ample foundation landscaping for the buildings, and ornamental plantings around signs and other outdoor features. The petitioner has indicated that irrigation will be installed with the project, which will enhance the viability of the landscape material.

The color renderings in the spiral bound book show conceptual designs for the two corner green space areas located on either side of building 3. These areas are proposed to be heavily landscaped and include passive seating and gathering areas.

The petitioner has not submitted a conceptual plan for the 'L' shaped green space around the clubhouse. This is an important amenity for the residents and should be programmed accordingly. The petitioner must submit a landscape plan prior to Board, that indicates the proposed design for this area.

The petitioner will submit a final landscape plan, for separate review and approval within 60 days of final engineering approval. The landscape plan should (include any requests above and beyond Code requirements).

**DETAILED PLANNING DISCUSSION** This section reviews the REVA residential community only.

### **Natural Features**

The site does not contain any natural features.

### **Preliminary Engineering**

Preliminary Engineering has been approved for this project.

The most recent engineering submittal included a few retaining walls at the north side of the property. At its tallest point, one wall was labeled as 5.3' in height. Per Code, no retaining wall can exceed 3' in height without being tiered. The grading plan must be revised to ensure that any proposed retaining walls do not exceed 3' in height. The retaining wall located along the north property line and near the clubhouse should also be better positioned so that it does not create awkward angles. All efforts should be made to minimize and/or eliminate retaining walls. If retaining walls are proposed, the petitioner must submit an elevation indicating the height and proposed material and design of the wall.

### **Subdivision**

A preliminary Plat of Subdivision has been received and reviewed. The plat includes utility easements and access easements for the roads. A final plat will be required for separate review after Board approval. The petitioner has agreed to plat the townhomes individually to facilitate conversion to a for-sale product in the future.

### **Special Use Permit**

A Special Use permit is required to amend the planned development for Orland Crossing. The petitioner is requesting the following modifications:

#### **1) Increased Building Height**

Buildings at the corners of intersections of public streets, or private streets designed to public standards may be four stories in height, up to 55'. The site plan shows four apartment buildings that are four stories. Buildings 1 and 4 are not located at the corner of a street intersection and require a modification. The building locations near LaGrange Road and the transitional nature of the townhomes/rowhomes, make this an acceptable modification.

#### **2) Reduced rear yard setback.**

The layout of the project means that the setback from Building 1 to the north property line is technically considered the 'rear' setback. 30' is required by Code and only 23' is provided. However, the building is adjacent to a large private open space that includes a bike path and a detention area.

#### **3) Reduced Landscape Bufferyard Requirements**

The landscape bufferyard requirements are designed to screen the perimeter of uses from other uses. The residential component of the project is designed to more current planning standards that required buildings and high quality architecture at the street.

The landscape bufferyards would not be appropriate given the site design, but ample landscaping should be provided at the foundations of the residential buildings.

Incremental improvements are required when variances or code modifications are requested. The following are examples of incremental improvements proposed by the petitioner:

- 1) 3 outdoor green spaces that provide amenity areas for the residents.
- 2) Landscaping in the open spaces that exceeds Code requirements.
- 3) The design of 95<sup>th</sup> and 141<sup>st</sup> Streets to public standards with sidewalks, crosswalks, streetscape and a landscaped boulevard.
- 4) An 8' multi-use path along the west property line to connect to the Village's bikeway network. The petitioner has agreed to the multi-use path, but it is not shown on the site plan. The site plan should be revised to include the path along the west property line to connect to the path shown on the commercial site plan.
- 5) Decorative signage and monument walls in several locations noted on the site plans.

The petitioner must submit details including height, materials and colors, of all proposed walls and monument signage prior to the Board of Trustees meeting.

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

### **Land Use/Compatibility**

The land use is compatible, via a special use permit amendment for planned development, with the Village Codes and Comprehensive Plan.

### **Lot Coverage**

Maximum: 75% impervious (can go up to 80% when Best Management Practices are proposed)

Proposed Overall: 73.8%

Reva Residential Property: 66%

Mariano's Property: 83%

The residential project is less than the maximum permitted impervious lot coverage but is being balanced out with the Mariano's commercial project to meet Code requirements across the entire planned development.

### **Lot Size**

Minimum: 10,000 Square Feet

Provided: 547,984 Square Feet

### **Density/Floor Area Ratio (F.A.R)**

Maximum: 1.0

Proposed: .57

**Building Setbacks**

*95<sup>th</sup> Street (as measured to sidewalk because it is a private street)*

Required - 5'-15' (0' permitted when 10' sidewalk/parkway provided)

Provided - 15'

*141<sup>st</sup> Street: (as measured to sidewalk because it is a private street)*

Required - 5'-15' (0' permitted when 10' sidewalk/parkway provided)

Proposed - 15'-28'

The petitioner should shift buildings 8 and 12 five feet to the south to bring architecture close to the street corner.

*140<sup>th</sup> Street (as measured to sidewalk because it is a private street)*

Required - 5'-15'

Proposed - 28'-29'

The petitioner should shift buildings 6, 10, 5, and 9' five feet closer to the road to bring architecture closer to the street.

*John Humphrey Drive*

Required - 5'-15' (0' permitted when 10' sidewalk/parkway provided)

Proposed - 15'

*Side Yard:*

Required - 15'

Proposed - >15' provided.

If buildings are located less than 30' apart, fire wall requirements may increase for the affected walls.

*Rear Yard:*

Required - 30'

Proposed - >30'

*Parking:*

Required: 10'

Proposed: >10'

**Building Height**

Maximum: 3 stories, up to 40' At intersections of public streets, or private streets that are designed to public street standards with sidewalks and parkways, corner buildings may be up to 4 stories tall to a maximum height of 55 feet.

Proposed:

Apartment Buildings: Four Stories, 48' (modification requested)

Tuck Under Townhomes: Three Stories, 39'

Rowhomes: Two Stories, 31'

## **Parking and Loading**

Required: 2/unit

Total Required: 462 (347 permitted the 25% reduction encouraged by Code)

Proposed: 485

Common Parking Lots: 129

Garages: 178

Driveways: 178

With the additional on-street spaces, there are 555 spaces to serve this development, significantly above Code requirements.

Parking for this project is designed per the unit type. The apartment buildings include some garage parking, but many residents will utilize the surface parking lot shared by the four buildings. A small lot is also provided to serve the clubhouse. Residents of the townhomes and rowhomes will use individual garages but also be able to utilize driveways for additional and/or guest parking. Finally, the street network provides an additional opportunity for parking and 95<sup>th</sup> Street has been designed with bump outs. Bump-outs help define parking areas and act as traffic calming elements.

There are 7 parallel spaces provided in the parking lot for the apartment building. These spaces, located along the north drive aisle are not consistent with the layout of the rest of the parking lot. The spaces should be removed to minimize the pavement width of the access drive and increase landscape area. The increased landscape area may even be enough to install an additional east west sidewalk on the south sides of buildings 2 and 4. Even with the 7 space reduction, there will still be 206 spaces immediately around the apartment buildings to serve the residents of the 168 units (1.23 spaces/unit). Street parking on 95<sup>th</sup> Street will also be convenient for residents of building number 4.

Bike racks are shown on the site plan and the petitioner has indicated that interior bike storage will be provided in each apartment building.

## **Landscape Bufferyards**

Per the Planned Development approved for Orland Crossing, bufferyards were anticipated on the exterior of the entire planning area rather than between each internal development. This petition has been published for a modification to reduce landscape bufferyard requirements. The reduction is based on the land area available for the buffer and ample landscaping must still be provided as related to street trees, foundation areas and amenity areas.

The Bufferyards will be reviewed in more detail upon the petitioners submittal of the final landscape plan, which will be reviewed and approved separately by the Board of Trustees.

## **Accessory Structures**

Garbage Enclosure - No garbage enclosures are shown. The petitioner should confirm that all refuse will be contained in site, or revise the site plan to show adequately screened dumpster areas.

Fence - The only fences proposed on the project are the fences around the private courtyards in the rowhome product on John Humphrey Drive. These fences should be wrought iron or wrought iron style.

### **Exactions**

The Development Agreement for Orland Crossing governs the exaction fees for this project. The petitioner is showing an approximately 23,000 square foot open space at the north side of the site that is required per the current Development Agreement. This area will be private like the rest of the Orland Crossing Development.

### **Mechanicals/Utility Conduits**

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

### **Signage**

Monument signage is proposed along with decorative walls in a number of locations on the site plan. The petitioner must submit details showing the design and materials proposed for this site element. The design of the walls will be reviewed as part of this petition. The details for the signage, including number of signs permitted, sign face, et al, will be reviewed as part of the sign permit process. All monument signage must meet Code requirements and must be submitted separately for a sign review and permit.

This is now before Plan Commission for consideration.

### **..Recommended Action/Motion**

I move to accept as findings of fact of this Plan Commission the findings of fact set forth in this staff report, dated November 12, 2013.

And

I move to recommend to the Village Board approval of the preliminary site plan titled Orland Park Crossing, prepared by Manhard Consulting, dated 9-12-13, subject to the following conditions.

1. Revise the site plan to fix the spelling error in Orland Park Crossing on the title block.
2. Revise the site plan to show the correct number of units proposed.
3. Submit details showing pool area, including the proposed fence type.



4. Submit a conceptual landscape plan for the 'L' shaped green area around the clubhouse.
5. The petitioner confirm that all refuse will be contained interior to the buildings, or revise the site plan to show the dumpster locations, screened with masonry walls per Code requirements.
6. All retaining walls meet code, and proposed design, color and materials are provided for any proposed retaining wall.
7. The parallel parking spaces located on the north side of buildings 2 and 4 are removed to provide additional landscape area, and to accommodate sidewalks on the north and south sides of both buildings.
8. Shift buildings 5, 9, 8, and 12 five feet to the south to better define the street with architecture.
9. Shift buildings 6 and 10 five feet to the north to better define the street with architecture.
10. Submit a conceptual overall landscape plan.
11. Revise the site plan to show a sidewalk with parkway along the west side of 95<sup>th</sup> Street.
12. The petitioner must submit details including height, materials and colors, of all proposed walls and monument signage.
13. All lighting for the project must match the decorative lighting used in Orland Crossing as required by Code.
14. The site plan be revised to show an 8' multi-use path along the west property line.
15. The sidewalk on the east side of S 95<sup>th</sup> Street be reduced to 5' to match other sidewalks in the area.
16. Add a sidewalk and parkway, to connect to the commercial property, on the south side of 141<sup>st</sup> Street near the intersection of John Humphrey Drive.
17. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.
18. Submit a Final Landscape Plan, meeting all Village Codes, for separate review and approval within 60 days of final engineering approval.
19. Meet all final engineering and building code related items.

and

I move to recommend to the Village Board approval of the Elevations titled Residence of Orland Park Crossing, prepared by BSB Design and REVA Development Partners, and dated 10-30-13, subject to the following conditions:

1. Revise the elevations so that the labels match the products shown on the site plan.
2. Screen all mechanical equipment either at grade level with landscaping or hidden behind the roofline.
3. All masonry must be of anchored veneer type masonry with a 2.265" minimum thickness.
4. The petitioner consider using metal or masonry balconies instead of wood balconies.
5. Revise the elevations to include specific colors proposed for the buildings.
6. Incorporate two additional colors, within the same color family, for the siding material on the townhomes and rowhomes, in order to provide subtle variety between the buildings.
7. The white garage doors are replaced with a different color that will recede visually into the building and withstand dirt and wear.
8. Submit elevations for all sides of the clubhouse building.
9. Label the material/color for the fences surrounding the courtyards of the rowhome product that fronts John Humphrey Drive.

and

I move to recommend to the Village Board approval of a subdivision, as shown on the preliminary plat titled Orland Park Crossing Second Resubdivision, prepared by Manhard Consulting, dated 9-13-13, subject to the following conditions:

1. That the petitioner submit a Record Plat of Subdivision to the Village for recording.
2. That the townhomes and rowhomes be platted to facilitate conversion to a for-sale product in the future.

and

I move to recommend to the Village Board approval of a Special Use Permit Amendment for the Orland Crossing Planned Development subject to the same

conditions as outlined in the Preliminary Site Plan motion. Modifications to the Special Use permit include:

1. Increased Building Height from three to four stories for buildings 1 and 4.
2. Reduced rear yard setback.
3. Reduced Landscape Bufferyard Requirements

All changes must be made prior to the Board meeting.