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**Downtown Orland Park Planned Development
Staff Report to the Plan Commission**

Prepared: 6/27/24

Project: 2024-0188 Downtown Orland Park Planned Development

Petitioner: Ramzi Hassan, President of Edwards Realty Company

Location: Area bordered by LaGrange Road, 143rd Street, and the Norfolk Southern railroad

P.I.N.s: 27-04-417-018-0000, 27-04-417-030-8001, 27-04-417-030-8002, 27-04-417-035-0000, 27-04-417-039-0000, 27-04-417-040-0000, 27-04-417-041-0000, 27-04-417-042-0000, 27-04-417-043-0000, 27-04-418-026-0000, 27-04-418-027-0000, 27-04-420-084-0000, 27-04-420-086-0000, 27-04-420-087-0000, 27-04-500-004-0000, 27-04-420-085-8001, 27-04-420-085-8002, 27-04-420-085-8003

Parcel Size: 15.74 acres (total)

Purpose: To develop the remaining 9.15 acres across 7 parcels (18 PINs) within the Downtown Orland Park Development. This area is situated in the triangle-shaped area formed by LaGrange Road, 143rd Street, and the railroad tracks. The goal of this petition is to create a walkable, mixed-use entertainment destination that will benefit the community.

Requested Actions: Approval of a Special Use Permit for a Planned Development, Modifications, Site Plan, Landscape Plan, and Preliminary Plat of Subdivision.

BACKGROUND

In 2004, the Village of Orland Park took steps to realize its vision of creating a pedestrian-friendly downtown environment. This initiative involved land acquisition, the construction of public infrastructure and amenities, environmental remediation, and roadway intersection improvements. Despite significant progress, the project remains incomplete.

At the May 2, 2022, Village Board meeting, the Conceptual Master Development Plan for Downtown Orland Park was approved. Following this, the Village received two proposals for a master developer and subsequently entered negotiations with Edwards Realty to develop the remaining 9.15 acres of land in Downtown Orland Park.

Currently, Edwards Realty is seeking approval to develop the remaining 9.15 acres of Downtown Orland Park. The proposed site plan represents a conceptual framework comprising maximum building footprints, conceptual land uses, and preliminary site and landscape plans. Upon approval of the conceptual plan for Downtown Orland Park, future building elevations, site plans, or landscape plans will not require further review by the Plan Commission for recommendations or approval, provided they remain in substantial conformance with the redevelopment agreement (RDA) and Special Use Ordinance for this case. Exceptions would occur only if unexpected additional variances or modifications are needed to proceed with development on a specific parcel.

COMPREHENSIVE PLAN

The “Main Street District” of the Downtown Planning District encompasses the transit-oriented development area closest to the 143rd Street Metra Station. Formerly known as the “Main Street Triangle,” existing developments in this district include multi-family residential (Nintey7Fifty on The Park), retail, and office spaces along 143rd Street. As the core of Downtown, this subdistrict promotes higher densities and use intensities that gradually decrease moving away from the Metra station. The most significant physical barriers to connectivity in this area are 143rd Street and LaGrange Road.

COMPREHENSIVE PLAN

Planning District	Downtown Planning District
Subdistrict	Main Street District
Planning Land Use Designation	Downtown Mixed Use

The Downtown Mixed-Use area promotes a variety of uses within compact, walkable blocks. In this area, the design and form of buildings and properties are crucial in defining the sense of place. Non-residential uses should be integrated to attract both residents and visitors for extended stays. Daily needs should be met by small-scale commercial services such as coffee shops, while unique entertainment options add variety. This category aims to be a destination for residents and visitors and a vibrant area where people can live, work, and play within a small geographical area.

LAND USE AND COMPATABILITY

As outlined in Section 6-212.A of the Land Development Code (LDC), it is the purpose and vision of the VCD Village Center District to offer a diverse mix of uses along intimate pedestrian-scaled streets and buildings within compact, walkable blocks. Small-scale commercial uses will serve the district, and more residents will be attracted to live within walking distance of the [143rd] Street train station. A fine grid of streets will connect the Village Center, the Downtown area around the train station, the Orland Crossing area, the Village Center area, the Public Library, McGinnis Slough, Humphrey Woods, and the Old Orland Historic District. New development on infill or vacant sites will strengthen the intimate character of the area, and civic buildings and open spaces will continue to be key focal points in the district.

ZONING DISTRICT

Existing	VCD – Village Center District
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LAND USE

Existing	Vacant
Proposed	Commercial Planned Development

ADJACENT PROPERTIES

	Zoning District	Land Use
North	OS Open Space	McGinnis Slough (Across Southwest Highway)
South	VCD Village Center	Commercial and Residential Mix (South of 143rd St)
East	VCD Village Center	Mixed-Use Planned Development (Orland Park Crossing)
West	VCD Village Center	Vacant (Southwest Highway north of 143rd St)

DEVELOPMENT PRINCIPLES

The Village Center District regulations include the below development principles. Each of these principles has been considered as part of the proposed project:

Principle 1: Establish the Village Center District as the Downtown for the Village by enhancing the prominence and setting of civic structures and public open spaces.

The proposed planned development aims to respect and enhance the primary civic structures and open spaces in Downtown Orland Park. This includes the development of remaining parcels in the area and the expansion of Crescent Park, which will be renamed Heroes Park. The 143rd Street train station will continue to serve as a key focal point, maintaining its importance within the Downtown area. By integrating these elements, the project not only preserves but also enriches the civic and communal landscape of Downtown Orland Park.

Principle 2: Continue the tradition established by the Village Center Complex by encouraging buildings with strong architectural identities.

Although the design of the proposed buildings is not included in the Planned Development approval for this case, it will adhere to the architectural elements that reflect Orland Park's high standards for quality, as regulated in the LDC.

Principle 3: Promote mixed-use buildings with ground floor retail and office or residential uses above.

The proposed planned development includes mixed-use buildings with ground floor retail, restaurants, a potential hotel, and office space. The existing Ninety 7 Fifty on the Park building contains a mix of residential and retail space.

Principle 4: Create attractive street facades with street level uses scaled and oriented toward pedestrians.

The building layouts are designed and positioned with the pedestrian in mind. Foundation landscaping, parkway design, and architectural features combine to provide a pleasant walking experience through the district. Attractive street facades will be reviewed and approved during the time of each individual parcel being developed.

Principle 5: Create smaller walkable blocks that allow safe and attractive pedestrian connections through the district.

The planned development contains walkable blocks established by Ravinia, 142nd Street, Crescent Park Circle and Main Street. Additionally, decorative crosswalks and street furniture are provided in the area.

Principle 6: Create open space amenities as focal points of developments.

The downtown area strategically emphasizes Heroes Park as the central open space amenity. The design of the site plan contains amenities and buildings along majority of the perimeter of the park. A key feature of this development is the activated pond, serving as a prominent focal point situated at the end of the Jefferson Street pedestrian way. The development plan includes multi-story buildings and various outdoor amenities concentrated around the scenic overlook of the pond. Existing and proposed water features enhance the overall aesthetic and functional value of the area.

Principle 7: Encourage continuous building frontage along the streets to reduce the visual impacts of parking lots.

The proposed plan utilizes existing and future proposed landscaping to screen parking lot areas from public streets, including implementing a screening wall near 142nd Street and Jefferson

Avenue on Parcel H. All buildings meet VCD setback requirements, except where relief is requested.

Principle 8: Place parking lots at the rear of buildings away from pedestrian oriented streets.

Parking lots have been strategically placed to reduce them from being visible in the downtown area. A parking structure exists on site, reducing the need for extensive additional surface parking. For new parking facilities, landscaping and additional screening is proposed. The daycare parcel parking lot is located in the front of the building due to topography challenges associated with the site; therefore, modifications are requested.

Principle 9: Encourage alternative parking options, including on-street parking, shared parking, parking below buildings, underground parking and parking structures.

A parking structure currently exists within the planned development. Additional public on-street parking is available on most surrounding streets, and the nearby Metra parking lot provides public parking on nights and weekends.

Principle 10: Encourage buildings to provide dual entrances, allowing patrons to enter both from the sidewalk along the street and the parking area at the rear or side of buildings.

Building elevations will be reviewed and approved during the time of each individual parcel being developed. Dual entrances have been discussed with the petitioner for future requirements of building elevation and site plan approval.

Principle 11: Promote sustainable and environmentally responsible design.

The project is located near the train station, contains electric car charging stations in the parking garage, and encourages bicycle usage. The addition of 88 bicycle parking spaces and the existing bicycle path and bridge over LaGrange Road encourage sustainable and environmentally responsible design. These design elements will be promoted for each individual parcel during the Appearance Review process when each parcel is developed.

FINDINGS OF FACT

When considering an application for a special use permit, the decision-making body shall consider the Findings of Fact below. The petitioner has submitted responses to the Special Use Standards Worksheet attached to this report. Staff finds the responses to the Special Use Standards sufficient for this case.

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 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 adversely affect a known archaeological, historical or cultural resource; and
8. The proposed use will comply with all additional standards imposed on it by the particular provision of these regulations authorizing such use and by all other applicable requirements of the ordinances of the Village.

EXISTING CONDITIONS



SITE PLAN

The proposed site plan generally follows the original “Main Street Triangle” planned development approval, with significant updates including the reconfiguration of Crescent Park Circle, the removal of Jefferson Avenue as a vehicular street north of 142nd Street, and the elimination of the east Metra parking lot. According to the RDA (Case 2023-0748) and site plan, the development project will feature approximately 36,900 square feet of mixed office space, 84,000 square feet of retail, restaurant, and other commercial uses, and 26,000 square feet of entertainment space, with no new residential units proposed. Each parcel will be discussed individually in this report.

Pedestrian and Bicycle

The goal of the Downtown Planning District is to have pedestrian-scaled streets and buildings within compact, walkable blocks. Currently, sidewalks are present along all internal downtown streets, except for the north side of B Street and the west side of Jefferson Street on vacant Parcel E. The proposed reconfiguration of Crescent Park Circle/Heroes Park will maintain and enhance pedestrian connectivity throughout the development. A pedestrian promenade is proposed north of 142nd Street aligned with Jefferson Avenue. New crosswalks will be constructed using decorative pavement, enhancing both aesthetics and safety while matching the existing decorative crosswalks within the Downtown Planning District.

Pedestrian connections are available to areas adjacent to Downtown Orland Park, including the Civic Center District, Old Orland Historic District, and Orland Crossing. A pedestrian bridge extends from the train station over LaGrange Road to the east, connecting to neighborhoods and multi-use trails to the site.

All parcels within the planned development propose new bicycle parking. A total of 88 new bicycle parking spaces will be added throughout Downtown Orland Park. Bicycle parking is required for mixed use developments and the proposed number of spaces exceeds the minimum LDC requirement for this case. The multi-use path running on the west side of the site encourages safe and enjoyable access to Downtown Orland Park. All proposed bicycle racks will be the inverted-U shape or similar style, as required in Section 6-306.H.

Public Transportation

Commuter rail service is accessible from the 143rd Street Metra Station. PACE Bus route 376 includes stops south of the intersection at 142nd Street and LaGrange Road.

Vehicular Circulation

Vehicles can access the overall downtown area from 143rd Street via Main Street, Ravinia Avenue, or Jefferson Street. Additionally, access is available from LaGrange Road at 142nd Street.

Currently, Crescent Park Circle continues northeast at Ravinia Avenue and terminates at the intersection with 142nd Street, forming an oval-shaped, one-way street around Crescent Park. The proposed plan eliminates the segment of Crescent Park Circle between Ravinia Avenue and 142nd Street. Instead, Crescent Park Circle will extend eastward, ending at Jefferson Avenue, just north of the existing driveway entrance to the University of Chicago Medical Center parking lot.

Furthermore, vehicles will no longer be allowed on Jefferson Street which, which is not a right-of-way, north of 142nd Street. The proposed subdivision will remove the Jefferson Street parcel, transforming Parcels A and B into a private, pedestrian-only promenade. Vehicles will access Parcels A and B through two new driveways off of 142nd Street, each serving one of the parcels.

Parking

The purpose of the downtown area is to create a pedestrian-oriented environment, reducing car dependency within the area to access a wide variety of uses in one central location. The Comprehensive Plan and Village Center District promote consolidated shared parking facilities, encouraging fewer surface parking lots and a wide variety of land uses within the district. An existing 574-space parking structure supports this vision by providing efficient and centralized parking for Downtown Orland Park. The goal of shared parking facilities is for vehicles to park once upon arrival, allowing for walkability between a variety of uses within the area.

The number of proposed parking spaces for the entire planned development is 1,456, which includes existing, proposed, and Metra commuter parking spaces. This increases the total net parking count of the planned development by 140 new spaces. The LDC requires the following total parking spaces outlined in the table below, based upon each land use. Parcels A and H have two conceptual land uses, so the parking requirements for each proposal is below:

PARKING REQUIREMENTS

Parcel A	Parcel H	Parking Spaces Required*	Parking Spaces Proposed
Option 1	Option 1	1,218	1,456
	Option 2	1,198	1,456
Option 2	Option 1	1,164	1,456
	Option 2	1,144	1,456

*Required parking counts are based upon the Land Development Code, verified by Village Staff. A condition has been added to this Special Use Approval for the petitioner to correct parking totals and ratios on the preliminary site plan.

Walker Consultants conducted a parking analysis for the entire planned development, focusing on a shared parking needs analysis and future parking inventory for Downtown Orland Park. Figure 10 on the attached report outlines the total new parking inventory on site with the proposed development. Figures 11 and 12 outline the shared parking needs analysis for the planned development. Parking within the Metra commuter lots is free on weekends and after 3pm on weekdays. The parking structure contains reserved parking exclusively for UCMC until 5pm on weekdays. With these parking restrictions, parking has still been determined to be compliant for this case. Walker's analysis demonstrates that the planned development will have sufficient overall parking capacity to meet peak demand conditions on weekdays and weekends.

Traffic Impact Study

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) is conducting a traffic impact study for the proposed planned development. The traffic impact study memorandum has been attached for reference. The findings of this study must be deemed adequate by the Director of Engineering prior to the hearing of this case by the Committee of the Whole or Board of Trustees. A condition has been added to this case to ensure that the traffic impacts to the area are appropriately addressed and managed.

Lot Coverage

In the VCD District, no more than 75% percent of the area of the parcel may be covered with building, pavement, and storm water storage, leaving at least 25% percent of total parcel area in green space. The impervious area of the site is 73.5%, and no modification has been requested by the petitioner for an increase in the overall lot coverage for the project. The lot coverage for Downtown Orland Park will change due to the park plans not being included on the lot coverage calculation page. After the passing of this ordinance, the lot coverage must remain at 75% or less, unless a future modification for the plans is requested.

Existing Tree Inventory

Sheets 5 and 10 of the landscape plans indicate the proposed tree removals for Parcel C and Heroes Park. All applicable species outlined on the landscape plan or requiring removal during the development of the remaining parcels will need to be mitigated at the time of landscape approval for each respective site, in accordance with the regulations specified in LDC Table 6-305.F.3.f.2.

Plat of Subdivision

A preliminary plat has been provided for Downtown Orland Park and has been preliminarily approved by Village engineers. The preliminary plat is attached to this report. All lot sizes conform to the requirements for minimum lot area and width as outlined in Section 6-212.D.2. The exact lot sizes will be confirmed during final engineering.

Special Service Area

A Special Service Area (SSA) will be established for Downtown Orland Park ("DOP SSA") to ensure long-term maintenance. Revenue from the DOP SSA may be used for interior road maintenance, stormwater infrastructure, parking structure maintenance, common space upkeep, signage, seasonal decorations, and a capital replacement fund.

Stormwater Management

Downtown Orland Park was originally permitted in 2006 by the Metropolitan Water Reclamation District (MWRD). A total of 26.49 acres of the site was permitted for 11.29 ac-ft of detention storage in the currently existing detention basin at the north side of the site. The permit used the Village's release rate requirements, which are stricter than MWRD requirements. In 2006, the entire tributary area to the basin was permitted assuming 100% impervious coverage as a conservative design.

All permitted projects after 2014 were also required to provide volume control (first inch of rainfall designed to infiltrate into the ground). This is provided in the stone base for the pavers under Jefferson Avenue and B Street, south of 142nd Street. Since then, various areas of the pavers have sagged, broken, shifted, and in general have depreciated in quality. Staff recommend removing the pavers and instead utilize different permeable best management practices such as permeable concrete, permeable asphalt, and/or designated areas of infiltration. Permeable systems will be designed combined with a more durable roadway pavement section.

The overall stormwater goals are to bring the entirety of the site up to 2024 stormwater requirements, remain compliant with previous permitting, and install stormwater systems that best serve the public and the development. The project team have reached out to MWRD to schedule a pre-application meeting to confirm the stormwater management strategy and permit requirements needed in Final Engineering.

Utilities

The Village will be responsible to relocate stormwater, potable water, and sanitary infrastructure within the development. Design for this has been included in the Village's 2024 capital improvement plan. The petitioner will be responsible to coordinate and complete franchise utility relocations such as ComEd, Comcast, AT&T, etc.

The proposed site plan is advantageous to the Village's utility relocations as major infrastructure under Crescent Circle Park (Heroes Park) would not have to be relocated. This includes dual 42-inch diameter storm sewers and a network of 10-inch and 8-inch diameter water mains. Village utility relocations include the stormwater outfall into the retention pond and relocating existing utilities currently under proposed buildings (Parcels A and B). The preliminary utility plans for this petition reviewed as part of preliminary engineering are feasible and staff will work with the petitioner as additional details are developed.

PARCEL A

Parcel A is a triangular-shaped lot bounded by 142nd Street to the south, the detention pond to the north, Parcel B to the east, and the train tracks to the west. The parcel covers roughly 2.2 acres and has two proposed site plan options seeking approval.

Site Plan

The main characteristic of Parcel A is the 55-foot pedestrian promenade with 15 feet designated for outdoor tenant space along the building. At the south end of the pedestrian promenade, just north of the loading zone and passenger drop-off/pickup lane, a proposed 15-foot archway sign will serve as an inviting entrance to the site. The parking lot includes one entrance and exit off 142nd Street. Pedestrians accessing the site will be able to walk underneath the second floor of the building to enter the pedestrian promenade from the center of the parking lot. Other features of Parcel A include a trash enclosure situated on the west side of the lot, consolidated landscape islands to meet the minimum island intent of the LDC, and a passenger drop-off/pickup lane near the entrance of the building. Recesses and projections will be required along facades greater than 100 feet in length to add visual interest to the building.

Option 1 – Parcel A

The proposed plan for option 1 features a two-story mixed use building approximately 54,750 square feet in size featuring retail, restaurant, and office space, along with outdoor tenant space.

PROPOSED LAND USE TABLE

Level	Land Use	Approximate Size
1	Retail	11,650sf
1	Restaurant	16,500sf
1	Office	600sf
2	Office	20,000sf
2	Restaurant	6,000sf

Option 2 – Parcel A

The proposed plan for Option 2 features the same building footprint as Option 1 but is 5 stories in height and will contain restaurants, retail, a hotel, and outdoor tenant space. The building will be approximately 92,745sf in size.

PROPOSED LAND USE TABLE

Level	Land Use	Approximate Size
1	Retail	11,650sf
1	Restaurant	13,645sf
1	Hotel Lobby	3,450sf
2	Hotel Amenity Space	10,000sf
2	Hotel	6,000sf
3-5	Hotel	16,00sf per floor

Parking

The proposed plan for Parcel A includes 92 parking spaces. The total parking requirement for Parcel A is 375 spaces for Option 1 and 321 spaces for Option 2, based on LDC parking requirements. The difference in required parking for each option results from LDC Section 6-306. Hotel parking is based on the number of rooms, while restaurants, retail, and office spaces are based on square footage. Despite these differing requirements, both plan options contain the same number of proposed parking spaces. For further details, please refer to the attached parking study conducted by Walker Consultants, which demonstrates that the overall parking plans for the development meet the spirit and intent of the Land Development Code.

PARCEL B

Parcel B is bound by 142nd Street to the south, the detention pond to the north, LaGrange Road to the east, and Parcel A to the west. The parcel covers roughly 2.3 acres and features an building off the pedestrian promenade and an outlot building on the northwest corner of 142nd Street and LaGrange Road.

Site Plan

The main building on Parcel B shares the pedestrian promenade discussed in the narrative for Parcel A. The parking lot includes one entrance and exit off 142nd Street near LaGrange Road. Access to the Parcel B parking lot will only be available from westbound 142nd Street. The parking lot features a long median landscape island in the center of the lot to meet landscape island requirements. A trash enclosure is located just north of the outlot building. Pedestrians accessing the site will be able to walk underneath the second floor of the building to enter the pedestrian promenade from the center of the Parcel B parking lot. Recesses and projections will be required along facades greater than 100 feet in length to add visual interest to the building.

The petitioner and staff discussed potential ingress/egress at Parcel B directly from La Grange Road (right-in/right-out only). This is not recommended as ingress would conflict with the existing right turn lane at the intersection of 142nd Street and La Grange Road (southbound), whereas drivers exiting directly onto La Grange Road may seek to cross multiple lanes of traffic close to the intersection.

In preliminary design, the petitioner worked with staff to adjust the lane striping at 142nd Street and Jefferson Avenue intersection, ride share drop-off location, and pedestrian crossings in the area to minimize potential driver decision points as vehicles enter from 142nd Street. The current ingress/egress from 142nd Street will continue to be evaluated in Final Engineering to ensure appropriate signal timing at the intersection and geometric details such as curb/lane tapers from the intersection.

Main Building

The main building for parcel B features a two-story mixed use building approximately 51,495 square feet in size featuring retail, restaurant, office space, and outdoor tenant space along the pedestrian promenade.

PROPOSED LAND USE TABLE

Level	Land Use	Approximate Size
1	Retail	10,400sf
1	Restaurant	14,495sf
1	Office	600sf
2	Office	20,000sf
2	Restaurant	6,000sf

Outlot Building

The proposed outlot building on the corner of 142nd Street and LaGrange Road will be up to 6,000 square feet in size and is proposed for commercial use.

Parking

The proposed plan for Parcel B includes 93 parking spaces. The total parking requirement for Parcel B is 374 parking spaces. For further details, please refer to the attached parking study conducted by Walker Consultants, which demonstrates that the overall parking plans for the development meet the spirit and intent of the Land Development Code.

PARCEL C

Parcel C is a triangular vacant lot situated in the southwest corner of the downtown area. It is located between the existing Orland Park decorative water tower and the west side of Ninety 7 Fifty on The Park. The parcel covers roughly 1.75 acres and features a significant slope with challenging topography. The proposed plan for this parcel includes a one-story daycare building with a footprint of up to 11,875 square feet. Additionally, a surface parking lot and drop-off lane will be located between the daycare building and Main Street, which will require several modifications from the code due to the topography of the site.

Daycare Land Use

According to the code, daycare centers are a permitted use in the VCD district, provided they are licensed by the Illinois Department of Children and Family Services (DCFS). Daycare licenses are granted by the DCFS after a final inspection of the fully constructed and furnished site.

Site Plan

The proposed site plan shows the daycare building situated diagonally, running parallel to the train tracks and multi-use path to the west. The front of the daycare building contains a 40-car parking lot, drop-off lane, and trash enclosure. The playground area is in front and to the side of the daycare building, close to 143rd Street, but lower than the street due to the installation of a retaining wall along the south side of the property. A tiered retaining wall is proposed along the rear (west side) of the building, which will add aesthetic appeal while supporting the topography changes in the area.

Landscape Plan

A preliminary landscape plan has been provided for Parcel C and has received preliminary approval from staff, demonstrating compliance with the code. All landscape code requirements must be met during the final engineering phase of the plan for this site.

Parking

Parking for a daycare land use is required at the rate of 1 parking space per 300 square feet of tenant space. For an 11,875 square-foot maximum tenant size proposed on site, 40 vehicle parking spaces are required, and 40 parking spaces are proposed on the site plan. In addition, a daycare drop-off lane and bicycle parking are proposed along the front entrance of the building.

OFF-STREET PARKING COUNTS

Proposed	40 vehicle spaces
Required (1 space per 300sf of tenant space)	40 vehicle spaces (+/- 20%)

Modification #1 – Allow drive aisles and parking lots between the building setback and the street.

Due to the steep slope on the site, which reaches its peak height near the corner of 143rd Street and Main Street, and slopes down towards the train tracks, a modification to the planned development has been requested. This modification would allow Parcel C to have drive aisles and parking lots between the building setback and the street. According to the code, this modification is only permitted when no other reasonable alternatives exist to adjust the placement of the parking lot.

According to Section 6-212.E.2, The following conditions shall be met if drive aisles and/or parking lots are proposed in the setback area:

1. They do not obstruct any direct connections between the sidewalk along the street and the entrances to the building; and

2. They are designed with special paving to appear to be extensions of the sidewalk and instead of curbs, the drive-aisle is differentiated with bollards, pavers, etc.
3. The drop-off area or drive aisle must be constructed with decorative pavement or pervious pavers.
4. The drop-off area or drive aisle must be screened with a combination of masonry walls and/or decorative landscaping in order to provide a solid buffer at a minimum height of 36".
5. The drop-off area or drive aisle shall not obstruct any direct connections between the sidewalk along the street and the entrances to the building and shall include crosswalks connecting pedestrian routes.

The petitioner has responded to staff comments regarding the drive aisle placement and has met the conditions outlined above relating to the requested modification to the planned development. Decorative pavement will be located along the drive aisle extending from Main Street to the end of the drop-off area, while volume control will be provided within the parking spaces on-site. The attached Civil Engineering plan shows the extent of the pavement treatments on site.

To offset the requested modification, an incremental improvement to install a decorative garden wall or feature at the corner of 143rd Street and Main Street to maintain the street wall that begins on the corner of 143rd Street and LaGrange Road. The feature sign will hold the corner of 143rd Street and Main Street to help preserve the downtown planning district goal of positioning buildings closer to the street and will additionally screen the parking lot between the building and the street.

Modification #2 Allow for an increased front building setback up to 24' from Main Street.

The intent of the Downtown Planning District is to create small, walkable blocks with shorter building setbacks compared to other zoning districts. Smaller setbacks are important for establishing a pedestrian-scaled environment in the area. According to Table 6-212.D.6.c, all setbacks on pedestrian-scaled streets (Main Street) must be between 0 and 15 feet; however, the petitioner has requested a modification to increase this setback due to the topography constraints of the parcel. Staff supports this modification to accommodate parking and access to the site.

Modification #3 Allow for a reduced rear building setback from the lot line.

The petitioner has requested a modification to reduce the rear building setback from 30 feet to a maximum of 21 feet 9 inches. Per the code, all buildings must maintain a minimum 30-foot setback area from the rear for lots that do not abut a street. With this reduction, there is still adequate spacing at the rear of the building, even with the landscaped tiered retaining wall. This modification is in response to the topographical constraints of the site, and staff supports this modification due sufficient rear space and the spacing from the multi-use path.

Modification #4 – Allow for a trash enclosure located between the building and the street.

The proposed trash enclosure for Parcel C is located in the front building setback area. According to Section 6-212.E.2, trash enclosures are not allowed between the building and the street unless a modification is requested. Staff is in support of the requested modification, as garbage trucks must have an accessible route to the trash enclosure. The proposed trash enclosure must be constructed of a durable brick, stone, or similar masonry material that matches the proposed building, and should not have a negative impact on the appearance and functionality of the site.

Modification #5 – Allow for playground to be located beyond the front building setback.

The proposed playground is located on the south side of the building footprint and extends beyond the front building setback line. Section 6-302.C.27 permits playgrounds only within the

rear or side yard setbacks. A modification to the planned development has been requested to allow for the playground's current location. Staff supports this modification because the main entrance and access to the building are primarily on the north side of the parcel, making the playground effectively closer to the "rear" of the site.

PARCEL D

Parcel D is not a part of the scope of this project, but is currently occupied by Ninety 7 Fifty on The Park, which is a mixed-use building that contains 295 apartments and 4,200 square feet of retail space. Ninety 7 Fifty on The Park will remain as the only residential component of the Downtown Orland Park area.

PARCEL E

Parcel E is the area bounded by Ravinia Ave to the west, Jefferson Ave to the east, B Street to the South, and Crescent Park Circle to the north. This parcel is proposed for an entertainment use.

Site Plan

The shape of Parcel E is proposed to change with this petition, as the current Crescent Park Circle between Ravinia Avenue and 142nd Street will be vacated to extend Crescent Park Circle west to Jefferson Avenue. The proposed parcel size is approximately 1.5 acres. The proposed site plan for Parcel E includes a two-story building with a maximum size of 42,402 square feet intended for commercial or entertainment purposes. Additionally, the site will feature 2,893 square feet of outdoor tenant space on the south side of the building, near the corner of B Street and Jefferson Avenue. The minimum setbacks for the parcel are permitted up to 0 feet, with 10-foot sidewalks surrounding the building. Due to the building length exceeding 100 feet on all 4 sides, the building will be required to have recesses and projections along all facades to enhance the architectural interest and comply with design standards outlined in the LDC.

Parking

The primary building entrance proposed for Parcel E is along Crescent Park Circle, which will contain 9 diagonal parking spaces. The remainder of the parking spaces for this site will be in the parking garage located across B Street. The required parking for indoor recreation facilities, which is the proposed entertainment land use, is 1 parking space per 200 square feet of tenant space. Please see attached parking study conducted by Walker Consultants showing the overall parking plans being met under these conditions.

Modification #6 – Allow for a trash enclosure located between the building and the street.

The proposed building on Parcel E is fully surrounded by public right-of-way, necessitating a modification for any exterior trash enclosure location. The proposed trash enclosure is situated on the southwest corner of Parcel E and must be constructed from durable materials such as brick, stone, or similar masonry that matches the proposed building. This location was considered as the most suitable location because it is visible from the parking garage entrance/exit, yet it does not face the Parcel F tenant, is not oriented towards the adjacent residential areas, and is away from outdoor gathering spaces.

PARCEL F

Parcel F is the existing parking structure situated on the south end of the Downtown Orland Park area, near the corner of 143rd and Ravinia Avenue. The parking structure is built above Jefferson Avenue along the east side of the parcel. The parking structure contains 547 parking spaces and Vehicles can access the parking structure from Jefferson Avenue or B Street within the development.

Parcel F also contains a 12,000 square foot tenant space, with an entrance on B Street intended for commercial or office use. Currently, there is an approximately 3,000 square feet of outdoor patio space located at the intersection of B Street and Jefferson Avenue. The tenant space has remained vacant since construction in 2016 and will require a full interior buildout.

Parking

Parking for Parcel F is in the existing garage, with a requirement of 1 parking space per 100 square feet for restaurant space, ensuring parking is available in the garage and shared parking lots throughout the Downtown Planned Development, as noted in the Walker parking study.

PARCEL H

Parcel H is approximately bounded by 142nd Street to the north, University of Chicago Center for Advanced Care (UCMC) to the south, LaGrange Road to the east, and Jefferson Avenue to the west. This parcel contains two conceptual site plan options, one for a restaurant use and one for a medical office use. Both options have the same parking lot layout and building location close to the southwest corner of the intersection.

Site Plan

Parcel H shares an existing driveway with UCMC located on Jefferson Avenue. Pedestrians can enter the site from 142nd Street north of the building, or directly from LaGrange Road south of the building. Internal sidewalks are provided around the entirety of the parcel, except from the vehicle entrance on Jefferson Avenue. The parking lot for the parcel is proposed to be an extension of the UCMC parking lot. The easternmost drive aisle on Parcel H is 22 feet and 11 inches but was petitioned prior to the code amendment for drive aisle widths, making the drive aisle permitted. Staff has worked with the petitioner to better align the drive aisles for the existing UCMC parking lot with the proposed Parcel H parking lot. Parking lots are required to be screened from the public right-of-way in the VCD district. A modification for parking between the building and the street has been requested for this parcel.

Modification #7 – Allow a parking lot to be located between the building setback and the street.

Parcel H is surrounded by public right-of-way on three sides, requiring a modification for exterior parking to be located within the building setback and adjacent to the street. To address this, the petitioner has proposed an incremental improvement by constructing a decorative screening wall on the west side of the parking lot, near Jefferson Avenue. Additionally, the north side of the parking lot, along 142nd Street, will feature ground plantings and existing mature trees in the parkway to help screen the parking lot from adjacent properties.

Option 1 - Restaurant Use

Option 1 consists of an 8,000 square-foot restaurant space with a 2,700 square-foot patio on the southwest corner of the building. The trash enclosure for option 1 is located on the south side of the building.

Option 1 – Parking

The required parking for a restaurant land use is 1 parking space per 100 square feet of tenant space. The proposed 8,000 square-foot tenant space will require 80 parking spaces, but only 57 are provided on site. However, shared parking spaces are encouraged and permitted within the VCD District. Additional parking is available just south of the building in the UCMC parking lot

and in the parking garage on Parcel F. The Walker Consultants parking study outlines the shared parking arrangements for the entirety of the planned development.

Option 2 – Medical Office Use

Option 2 consists of a 1 story, 12,000 square foot medical office building located against the corner of 142nd Street and LaGrange Road. The trash enclosure for Option 2 is located at the end of the drive aisle behind the building line from LaGrange Road.

Option 2 - Parking

The required parking for a medical office land use is 1 parking space per 200 square feet of tenant space. The proposed 120 square-foot tenant space will require 60 parking spaces, and 57 are provided on site. Additional parking is located just south of the building in the University of Chicago Medical Center parking lot or in the parking garage on Parcel F. The attached plan shows the parking ratio for the medical office use at 1 parking space per 300 square feet, but that is incorrect. A condition has been added to revise the parking table to reflect the accurate parking counts prior to the hearing of this case at the Committee of the Whole or Board of Trustees.

HEROES PARK

The existing Crescent Park will be enlarged, redeveloped, and renamed Heroes Park, becoming a focal point of Downtown Orland Park. The enhanced park will offer a range of amenities and activities. The proposed park is approximately 1.7 acres, surrounded by Main Street, Crescent Park Circle, and Jefferson Avenue. Heroes Park will serve as a dynamic gathering space open to the public year-round, except during reserved special events programmed by the petitioner. The park will feature sculptures paying tribute to first responders at the national, local, and state levels.

Site Plan

The center of Heroes Park features an open lawn, serving as a gathering space. The existing pergola in Crescent Park will be replaced with a raised bandshell for entertainment purpose overlooking the open lawn and outdoor seating areas. Opposite of the bandshell, a curved shade structure with benches and swing benches provides fun shaded seating areas for park guests.

The concrete paving around the open lawn has proposed outdoor movable furniture, while the area doubles as an ice-skating ribbon around the open lawn, allowing for year-round recreation activities. Strategically placed lighting and a light garden will enhance nighttime usability and safety. The proposed food truck alley and small pocket spaces with seat walls create additional seating and entertainment areas.

Seasonal planting and ornamental trees will provide year-round visual interest, while the Heroes Water Feature and a tree alley with a series of arches will create a scenic walkway through the park. This walkway will enhance connectivity from the park to all surrounding parcels. stamped concrete matching existing patterns will be used for crosswalks accessing the park, which will blend the park seamlessly into the surrounding streets of Downtown Orland Park.

Parking

The parking ratio for public parks is set at 10 parking spaces per acre of park area. With Heroes Park spanning 1.7 acres, this results in a total requirement of 17 parking spaces. Parking for the park is available throughout the planned development, utilizing both on-street parking along Main Street and Crescent Park Circle, and off-street parking within the shared parking lots in the development area.

STAFF RECOMMENDED ACTION

Regarding Case Number 2024-0188, also known as Downtown Orland Park Planned Development, Staff recommends to accept and make findings of fact as discussed at this Plan Commission meeting and within the Staff Report dated June 27, 2024;

And

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

1. Prior to the construction of any Phase of this Planned Development, a Phase Plan must be approved by the Board of Trustees and all permits for that Phase must be issued. With respect to each Phase of Development, the Developer shall submit its Village Board Approval Documents prior to the presentation to the Village Board. For each Phase of Development, the Village and the Developer shall cooperate to effect an expeditious process consistent with Village Regulations and the Development Agreement. The process for the development of each phase shall be as follows:
 - a. No Additional Plan Commission Review. If the Phase of Development is consistent with the PD and this Agreement, the Developer will not be required to return to the Plan Commission for recommendations or approval. Rather, the Village Board will have the authority to approve the development for that Development Parcel or Phase of Development.
 - b. Discretionary Plan Commission Review. The Village Board may, in its sole discretion, send any Phase of Development proposal, which is not substantially consistent with the PD, back to the Plan Commission for additional recommendations.
 - c. Required Plan Commission Review. A public hearing before the Plan Commission will be required under the following circumstances:
 - i. A Phase of Development proposes a use not found in the PD (or)
 - ii. A Phase of Development proposes a change that will result in a variance or modification from the Land Development Code not previously approved by the Village Board.
 - iii. If the Phase Plan would necessitate a variance under the Village Code.
 - d. Within thirty (30) days of the Effective Date of the Development Agreement, the Developer shall have made an application to the Village and shall have submitted the Village Board Approval Documents for the first Phase of Development in conformance with the PD. Within thirty (30) days of approval of a Phase Plan Ordinance for each Phase of Development, the Developer shall submit Permit Documents for that Phase of Development.
2. All building code requirements and final engineering requirements must be met, including required permits from outside agencies.
3. All ground-based and roof-mounted mechanical equipment must be fully screened from view and shall meet the requirements listed in 6-308.J.
4. Signs are subject to additional review and approval via the sign permitting process and additional restrictions may apply.
5. A special service area (SSA) shall be established for Downtown Orland Park as instructed on the Redevelopment Agreement.
6. The parking table on the site plan must be revised to accurately reflect Village parking requirements prior to proceeding to the Committee of the Whole or Board of Trustees.
7. A final traffic impact study must be approved by the Director of Engineering prior to proceeding to the Committee of the Whole or Board of Trustees to ensure traffic impacts to the area are appropriately addressed and managed.

And

Staff recommends approval of the following modifications:

1. Allow for parking lots within the setback area between the building facade and the street on Parcel H (Section 6-212.E.2).
2. Allow for a trash enclosure within the setback area between the building facade and the street on Parcel E (Section 6-212.E.2).
3. Allow for parking lots/drive aisles between the building and the street on Parcel C (Section 6-212.E.2).
4. Allow for playground to be located beyond the front building setback on Parcel C (Section 6-302.C.27)
5. Allow for a reduced rear building setback on Parcel C (Section 6-212.D.6.d).
6. Allow for an increased front building setback up to 24' from Main Street on Parcel C (Table 6-212.D.6.c)
7. Allow for a trash enclosure within the setback area between the building facade and the street on Parcel C (Section 6-212.E.2).

And

Staff recommends the Plan Commission approve the preliminary site plan and landscape plan for Downtown Orland Park, subject to the condition that the development will be in substantial conformance with the Site Plan prepared by Dunne Kozlowski, last revised June 24, 2024, and the Landscape Plan, prepared by Wight and Company, last revised June 26, 2024.

And

Staff recommends the Plan Commission approve the preliminary plat of subdivision for Downtown Orland Park, prepared by SpaceCo, Inc., last revised June 20, 2024.

PLAN COMMISSION RECOMMENDED ACTION/MOTION

Regarding Case Number 2024-0188, also known as Downtown Orland Park Planned Development, I move to approve the Staff Recommended Action as presented in the Staff Report to the Plan Commission for this case.