



Design Summary

The redesigned Beacon Auto site offers improved access and amenities for residents of and visitors to Orland Park. Perhaps the most dramatic change is the proposed roadway that would connect 144th Street to Beacon Avenue in a northeast diagonal direction. Perpendicular parking along the roadway serves the open space and Beacon Avenue businesses. A ten-foot buffer, shown adjacent to all existing properties, would be extensively planted for adequate screening.

The most northeast portion of the site is the gateway and includes a decorative planting bed and a series of low retaining steps. The steps address the existing topography and provide an elevated location for an Old Orland Gateway sign that would be designed into the wall structure. Although the existing sidewalks along 143rd and Beacon provide pedestrian access to the northeast corner, direct access into the site was not provided at this area in order to discourage pedestrians from crossing 143rd Street at this unsafe location.

Further inward from the gateway sign, a gazebo sits on the high point of the site. The gazebo as a structure is reminiscent of earlier times and could be designed in a style to reflect the specific architectural history of Orland Park. A paved plaza area, numerous access walkways and benches are shown around the gazebo. Decorative planting beds provide flowering seasonal displays. This space will provide a visually attractive gateway into Old Orland that will complement the T-Rain station across 143rd but will not compete with the marquis Crescent Park located in the Main Street Triangle.

Prairie, oak savannah, and oak hickory woodlands are all native vegetation communities of the area and provide the perfect palette to vary the experiences along the long linear open space. Moving south from the gazebo, the pedestrian will walk through an open area of prairie and a transition zone of oak savannah before entering the enclosure and shade of the woodland. The experience reverses itself further south and the end of the trail is back to prairie again. Interpretive signage could be incorporated into the trail system.

A bioswale runs southward along the west end of the park. In order to collect the most amount of water from the site as possible, the bioswale curves east along the south edge to connect to the parking lot. A pedestrian bridge is shown over the bioswale at this point so that the user can have a visual understanding of what is happening to the stormwater. A decorative aluminum fence runs adjacent to the tracks to clearly define the boundary of the park and numerous sites were highlighted for potential public art locations.

Overall, the design elements combine to create an enjoyable linear open space that showcases the history of Orland Park through a connection to the future downtown.



Design Objectives

Create a pedestrian link from the heart of Old Orland to the Metra Triangle District.

Discourage users from crossing 143rd at Beacon Avenue by drawing them inward to the site.

Provide an experiential walk that will break up the linear nature of the site into a series of different and enjoyable environments.

Showcase Orland Parks natural history of prairies, oak savannahs, woodlands, agriculture and early development.

Provide an Old Orland gateway sign at the corner of Beacon and 143rd Street.

Complement the T-Rain plaza located across the street through material choices but provide a different type of open space.

Implement best management stormwater practices.

Site potential locations for future public art.

Create vehicular connection through the site to provide improved access and parking.



Beacon Auto Parts Site Redevelopment Concept

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