

SECTION 6-212: VILLAGE CENTER DISTRICT (VCD)

Entire Section Amended by Ord. 4137, 5/15/06

A. Purpose and Vision

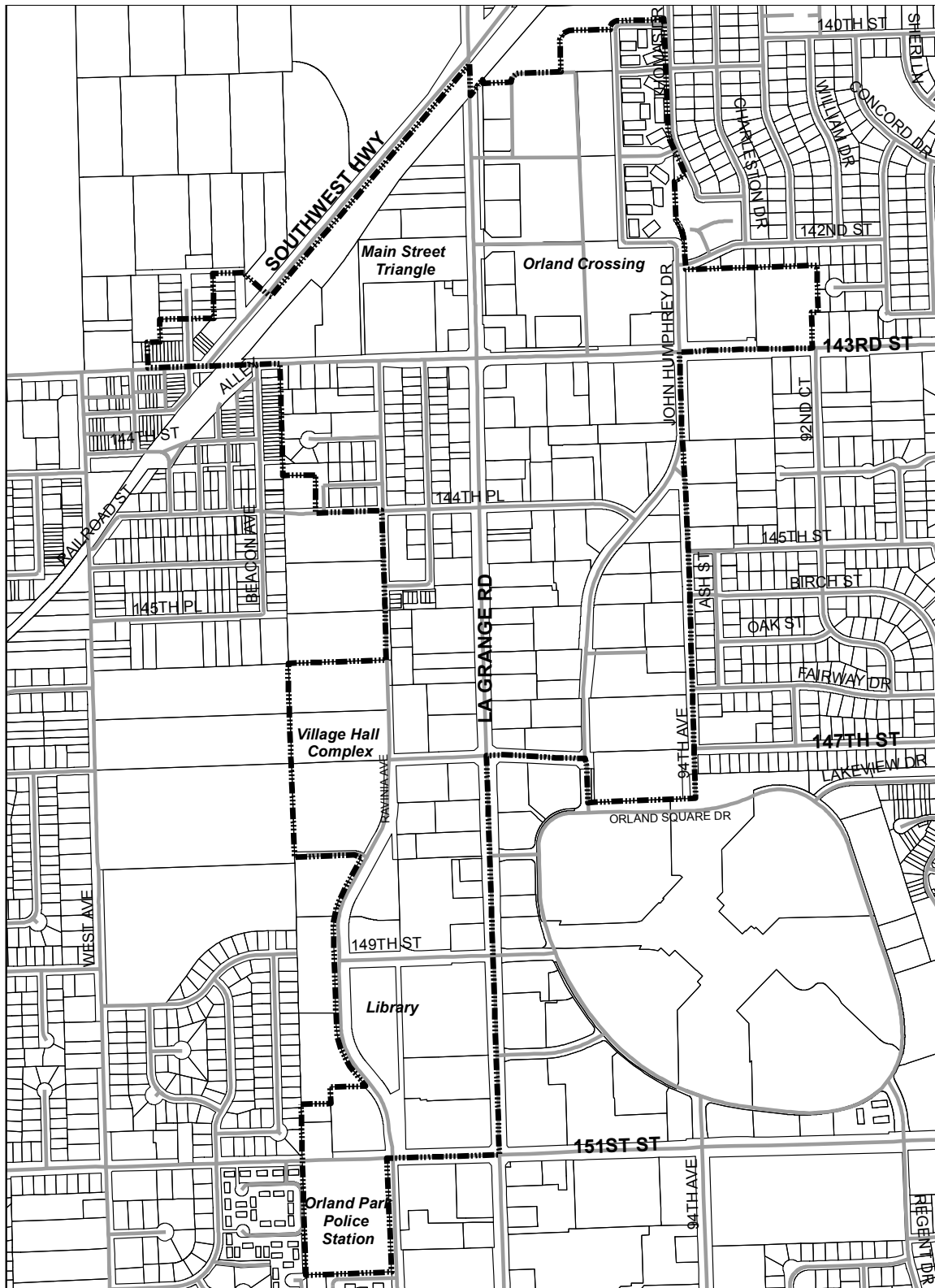
The Mayor and the Village Board envision the Village Center District to be the Downtown and Civic Core of Orland Park. From the Main Street Triangle area around the 142nd Street train station to the Village Center Complex along Ravinia Avenue, this unique district offers great potential to create mixed use walkable neighborhoods in the heart of the Village. To ensure that the district will create a unique pedestrian scale and civic character, the Village offers the following vision for the area:

The VCD District will 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 142nd 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 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.



Civic uses like the Metra Station, Library and Village Hall are the focal points of the Village Center District

Map 1: Village Center District (VCD) Boundary Map



B. Development Principles

Land Development Codes for the Village Center District are based on the following principles:

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

Continue the tradition established by the Village Center Complex by encouraging buildings with strong architectural identities

Promote mixed-use buildings with ground floor retail and office or residential uses above

Create attractive street facades with street level uses scaled and oriented towards pedestrians

Create smaller walkable blocks that allow safe and attractive pedestrian connections through the district

Create open space amenities as focal points of developments

Encourage continuous building frontage along the streets to reduce the visual impacts of parking lots

Place parking lots at the rear of buildings away from the pedestrian oriented streets Encourage alternative parking options, including on street parking, shared parking, parking below buildings, underground parking and parking structures

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

Promote sustainable and environmentally responsible design



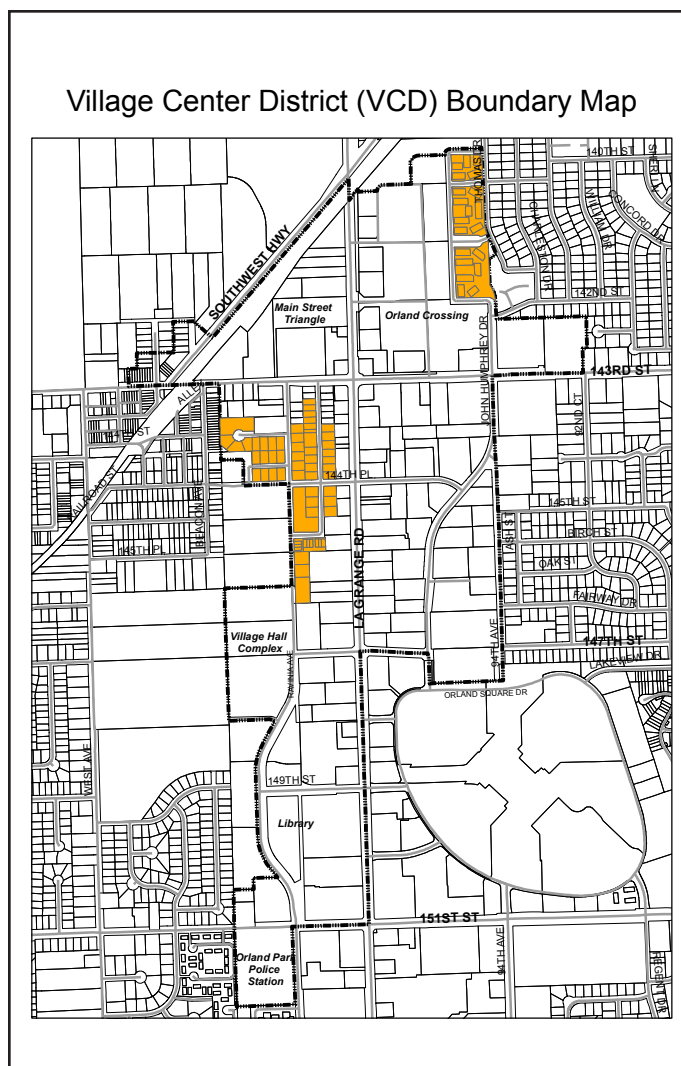
A wide variety of uses in a small scale setting is one of the major assets of the Village Center District

C. Uses

1. Introduction

Uses as outlined in Table 6-212.C.1 of this section may be established in the Village Center District, in accordance with the procedures established in Section 5-101 through Section 5-104 for permitted uses and Section 5-105 for special uses in the Land Development Code. Unless otherwise noted in the table, the following applies:

- a. A "Special Use" will be required for certain uses only if a lot line of the subject property is within 300 feet of an existing or approved single family detached residential lot line.
- b. To protect the existing residential uses in the district, the following applies to the areas in orange on Map 2 (below):
 - i. Mixed-use and single use commercial buildings are not permitted on Ravinia Place, and the east side of John Humphrey Drive (north of 142nd Street).
 - ii. Existing multi-family residential buildings cannot be converted to mixed-use buildings, or be used for office or commercial uses.
 - iii. Mixed-use and single use commercial/office buildings can replace existing multi-family residential buildings via a tear-down when a parcel is redeveloped, but require a Special Use Permit.



Map 2: Single use residential areas in the district will not be allowed where single use commercial developments exist.

D. Bulk Requirements

1. Lot Coverage

No more than seventy five (75) percent of the area of the lot may be impervious. Impervious coverage will be allowed up to 80% when Best Management Practices (BMPs) such as porous pavements and green roofs are used. Up to 40% of the area of the BMPs will be considered pervious, provided that the design standards outlined in the code for BMPs are met. **For the purposes of lot coverage determination, with regard to detention/retention areas, lot coverage:**

1. **For dry bottom and wetland bottom detention/ retention areas shall be considered impervious below the level of the invert of the outlet;**
2. **For wet bottom detention/ retention areas shall be considered impervious below the normal water line.**

2. Lot Area and Lot Width

For detached dwelling units, minimum lot area shall be 2,500 square feet, with a minimum lot width of 25 feet and a maximum lot width of 50 feet. For commercial uses, the minimum lot area shall be 10,000 square feet, with a minimum lot width of 80 feet.

3. Height

No building may exceed 3 stories, up to a maximum height of 40 feet, with the following exceptions:

- a. Building footprints within 600 feet of the 142nd St. train station may be up to 6 stories to a maximum height of 70 feet.
- b. 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.
- c. Buildings cannot be more than two stories taller than adjacent existing single family homes.

4. Land Use Intensity

Allowable square footage for all developments, including single use commercial and single use residential, as well as mixed use projects, shall be measured by the Floor Area Ratio (FAR). All developments with residential uses will be regulated on the basis of FAR compliance rather than the number of residential units. The *maximum Floor Area Ratio (FAR)* will be 1.0 for mixed use developments and 0.6 for single use developments. FAR will be calculated by dividing the overall gross floor area by the gross site area. Gross floor area includes all building residential square footage. Accessory parking or transit facility parking is not included in the Gross Floor Area for FAR calculations.

5. Parking

Large surface parking lots are not appropriate to the scale and character of this district. To promote smaller lots, shared parking, on street parking and the shared use of public parking facilities, and mixed use developments will be allowed to reduce the on site parking requirements outlined in Section 6-306.B by up to 25%.

6. Setbacks

a. Purpose of the setback requirements

1. To create attractive and pedestrian oriented streets with buildings and landscaping along the sidewalks; and
2. To minimize the visual impacts of surface parking lots and drive-through facilities along streets by locating these to the rear (preferred) or sides of buildings. If parking lots are located in the side

yard, an enhanced landscaping buffer with pedestrian accommodation and amenities must be provided. (Ord. 4210, 12/18/06)

b. Types of Setbacks required

- i. Building Setbacks from Streets
- ii. Building Setbacks from Lot Lines not abutting a Street
- iii. Parking Lot Setbacks from all Lot Lines

c. Building Setbacks from Street Right-Of-Ways

Setbacks between the street right-of-way and the building facade facing the street shall follow the minimum requirements set in Table 6.1 below. The setback width is related to the width and character of the street.

Table 6-212.D.6.c: Building Setbacks from Street Right-Of Ways

STREET NAME	BUILDING SETBACK FROM STREET	PURPOSE OF THE SETBACK AREA
All streets carrying moderate to high auto traffic: LaGrange Road 143rd Street John Humphrey Drive, Ravinia Avenue (south of 143rd Street) 151st Street Southwest Highway	15 feet minimum, provided that a 5 foot sidewalk and an 8 foot parkway is maintained in the r.o.w. (For LaGrange Road, 25 feet minimum from the future r.o.w. south of 143rd Street)	For streets carrying moderate to high regional and local traffic, a setback area of 15 feet will be required. This will allow commercial buildings to maintain high visibility from the street, and also provide a significant landscaped area along the street.
All other pedestrian oriented streets, including: 147 th Street West Avenue 144 th Place 149 th Street 142 nd Street Ravinia extension (north of 143 rd Street) and Any new internal street in the district	5 -15 feet, provided that a 5 foot sidewalk and an 8 foot parkway is maintained in the r.o.w. 0 (zero) lot line buildings will be allowed without a parkway when the sidewalk is at least 10 feet wide, with room for trees in grates	These pedestrian oriented streets shall be defined by buildings with active street fronts, multiple entrances and well articulated street facades, and by parkway trees along the sidewalk. Buildings shall be allowed to be placed at the lot line or set back up to 15 feet to strengthen the pedestrian character of the street.

d. Building Setbacks from rear and side lot lines that do not abut a street

All buildings must maintain a minimum of 30 feet of setback area from the rear lot line and a minimum of 15 feet of setback area from the side lot lines that do not abut a street.

e. Parking Lot Setbacks from all lot lines

A minimum of 10 feet landscaped setback must be provided between the parking lot and all lot lines.

E. Design Standards

1. Permitted Uses in Building Setback Areas along Streets

Setback areas will be primarily used for landscaping and other pedestrian oriented uses including:

- a. Widened sidewalks and entranceways
- b. Plazas, outdoor gardens, patios and outdoor seating areas
- c. Water features, including bioswales or other stormwater management elements
- d. Public art or outdoor architectural features like clock towers, pergolas etc.

The setback area can be expanded to accommodate the above pedestrian oriented uses if needed.

Architectural features that help to create a stronger pedestrian scale can extend into the setback area up to 10 feet, including:

- a. Canopies, marquees and other projections that create shaded and protected entrances
- b. Extended roofs and eaves, and awnings and canopies over windows
- c. Projecting blade signs that comply with the Village's sign ordinance.

2. Uses Not Permitted in Building Setback Areas along Streets

Parking lots or structures, drive-through facilities, loading facilities or trash enclosures are not allowed within the setback area between the building facade and the street. Drive-through facilities located in the side yard must provide an enhanced landscaping buffer with pedestrian accommodation and amenities.

Drop off areas or drive aisles in the setback area are strongly discouraged, and shall be allowed within the setback area with a Variance only when there are no reasonable alternatives. The following conditions shall be met if these uses are proposed in the setback area:

- a. That these do not obstruct any direct connections between the sidewalk along the street and the entrances to the building; and
- b. That these 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. (Ord.4210, 12/18/06)

3. Street Level Transparency

Blank, windowless walls are unattractive, especially along the street level facades along the sidewalks. To prevent this, at least 35% of nonresidential building facades facing a street shall be transparent at the street level to allow pedestrian views and daylight to the inside. Upper levels facing the streets are also strongly encouraged to maximize windows wherever possible.

4. Materials

- a. All buildings must be primarily of brick, or other quality materials like stone, metal and glass, on all sides.
- b. Cinder or concrete blocks, plywood, vinyl siding, unfinished precast concrete are not permitted.
- c. Decorative spilt face block, smooth or textured synthetic plaster, and wood trim shall only be used for decorative accents, and be limited in their use on street facing facades.

5. Entrances and Corner Features

Vertically articulated corner and entry features are strongly encouraged for all buildings. Multiple entrances from the sidewalk and parking areas are also strongly encouraged for pedestrian convenience.