

PROJECT SUMMARY

“MAIN STREET TRIANGLE”

A New Downtown District for Orland Park



Village of Orland Park, Illinois
Development Services Department

Prepared: February 2009

REQUEST FOR PROPOSALS

“Main Street Triangle” Village of Orland Park, Illinois



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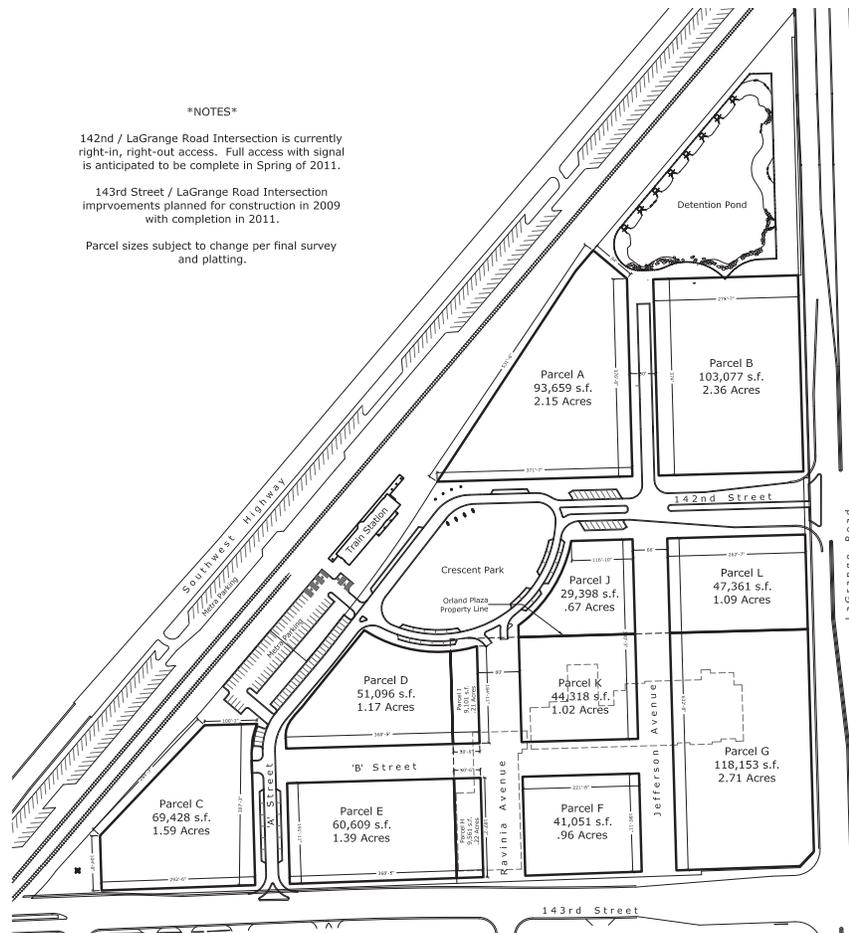


Executive Summary

The Village of Orland Park is creating a unique “Main Street” at 143rd and LaGrange Rd. Our vision is for a “downtown” that takes full advantage of what this location offers and we are seeking a development partner(s).

This site has a new Metra station with 714 parking spaces, a full/aerated retention pond with adjacent restaurants pads, landscaped boulevards to fully improved parcels, access from 143rd Street and LaGrange Road, and a small park that can be used for Village-supported outdoor entertainment during summer months; it is bordered by our historic housing district with antique stores, the Orland Crossing upscale shopping center, and Cook County forest preserve. The Main Street Triangle consists of approximately 15 developable acres split up among eight blocks. The Village owns most of the property with the exception of the Orland Plaza Shopping Center. We are currently acquiring the needed street rights of way through eminent domain, which may result in the removal of Orland Plaza.

The Village has expended significant resources for land acquisition, environmental remediation and infrastructure improvements in the Triangle District. Due to current market conditions, the Village Board has decided that Orland Park will act as the master developer for the Main Street Triangle. It is anticipated that the Village will market individual pieces of property directly to the development community. The final configuration of these parcels, including site planning and platting, has yet to be finalized. You can view a draft parcel map of the site here. The Village will focus early efforts on Parcels A and B and is currently working to develop a variety of site plan options.



Executive Summary continued

Summary of Project Details

- Location: 143rd street and LaGrange Road (50,000 cars, average daily traffic);
- Type of Project: Mixed-Use Transit Oriented Development (TOD);
- Project Size: 27 acres total;
- Property owned by Village: The Village has acquired 20 acres, and has initiated eminent domain proceedings to acquire land for the necessary public infrastructure improvements on the remaining 7 acres. Condemnation will result in the demolition of the existing shopping center on the 7 acres;
- Public Investment (to-date): \$35 million;
- Public Financing Mechanism: Tax Increment Financing (TIF) District. The TIF was created in 2004 and was amended and expanded in 2007;
- Public Infrastructure & Utilities: New Metra Train Station opened in 2007
New Water and Sewer utilities completed 2006
Regional Detention Facility completed 2008
142nd Street and Main Street – completed in 2007
Parks (3) – completed in 2008;
- Currently Approved Uses: *Commercial/Restaurant Uses:* Currently the plan includes 155,000 square feet of commercial space. This space includes restaurants, both free-standing and part of mixed-use buildings;
Office Uses: Currently there is no set limit on office uses. Office and support uses are welcome throughout the Triangle, particularly within mixed-use buildings and/or as an upper level use;
Residential: Currently a total of 240 dwelling units are approved;
Recreation/Parks: Ownership and maintenance of the public spaces are anticipated to remain with the Village.



1. Introduction

The Village of Orland Park (“Village”) has undertaken the redevelopment of what is commonly known as the “Main Street Triangle District” (the “Triangle”). This redevelopment meets a long time goal of Mayor Daniel McLaughlin and the Village Board of creating a pedestrian friendly downtown district for Orland Park, centered around a new Metra commuter train station located at 142nd Street just west of La Grange Road. The Village has made substantial progress in the last few years in terms of land acquisition, as well as infrastructure and transportation improvements, to prepare for the development of this downtown district. The Village is now seeking a Developer (or Developers) to design, construct and market a high-end mixed-use development including retail and commercial space that complements the residential and transportation aspects of the development.

The Triangle property is bounded generally by La Grange Road on the east, 143rd Street on the south, and the Metra Southwest Service Line/ Southwest Highway on the west as more fully depicted in Exhibit 1 “The Property”. The Property consists of approximately 27 acres, including the Orland Plaza corner and is anchored by a new Metra commuter train station that was completed in 2007.

The Property is located within a TIF District as shown in Exhibit 2 “TIF District Boundary”. The District was created in 2004 and was amended in 2007 to include the Orland Plaza property. The Village has used TIF funds for land acquisition, environmental remediation and infrastructure improvements. The Village entered into an Intergovernmental Agreement (IGA) with Metra, pursuant to which the Village is required to ultimately provide approximately 600 commuter parking spaces within the Triangle and/or to the west of the railroad tracks. The required 600 spaces must be integrated into any proposed development plan.

The Village is the owner of all the Property within the Triangle with the exception of the approximately 7 acre Orland Plaza site. The Village has conducted Phase I and II environmental analyses on the Property and has remediated any environmental conditions. The Village has constructed a new entry boulevard (142nd Street) that leads into the Metra commuter train station from La Grange Road, which is intended to be a full access, signalized intersection. The Village has also constructed Main Street, beginning at the northwest corner of Crescent Park, as seen in Exhibit 3 “Approved Site Plan”, and ending at 143rd Street just east of the railroad tracks. The northern extension of Jefferson Avenue is constructed as well, leading from 142nd Street to the completed detention facility that is designed to provide detention for the entire Triangle at complete build out. The new 142nd Street boulevard and Main Street provide significant gateway entrances into the Triangle. In September 2008, the Village Board voted to invoke its eminent domain authority to acquire land for the completion of Ravinia Ave., Jefferson St., a cross street and necessary public infrastructure improvements.

To date the Village has invested over \$30 million in public improvements within the Triangle including land acquisitions, construction of public infrastructure and amenities, and environmental reports and traffic studies.

Exhibit 1

The Property

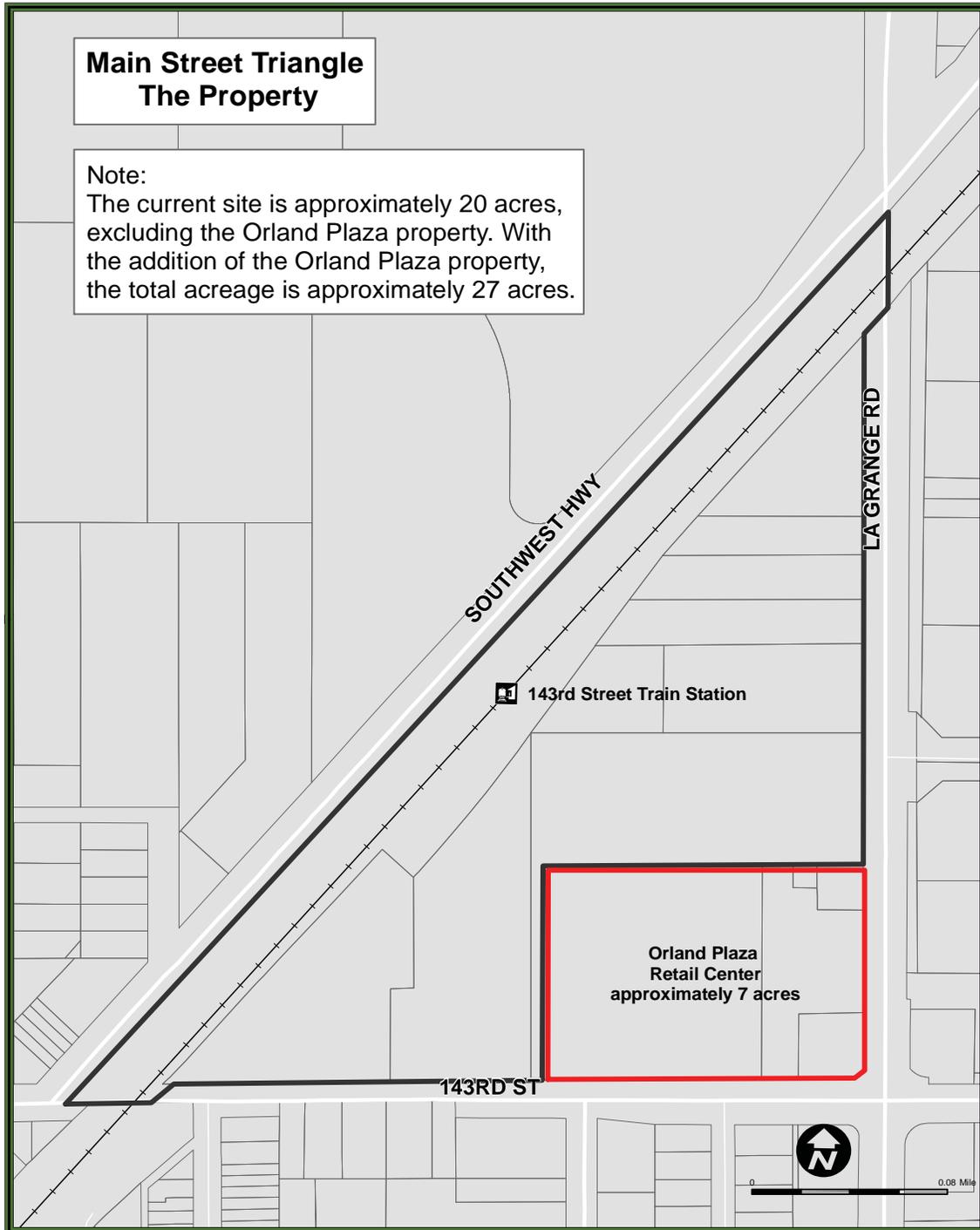
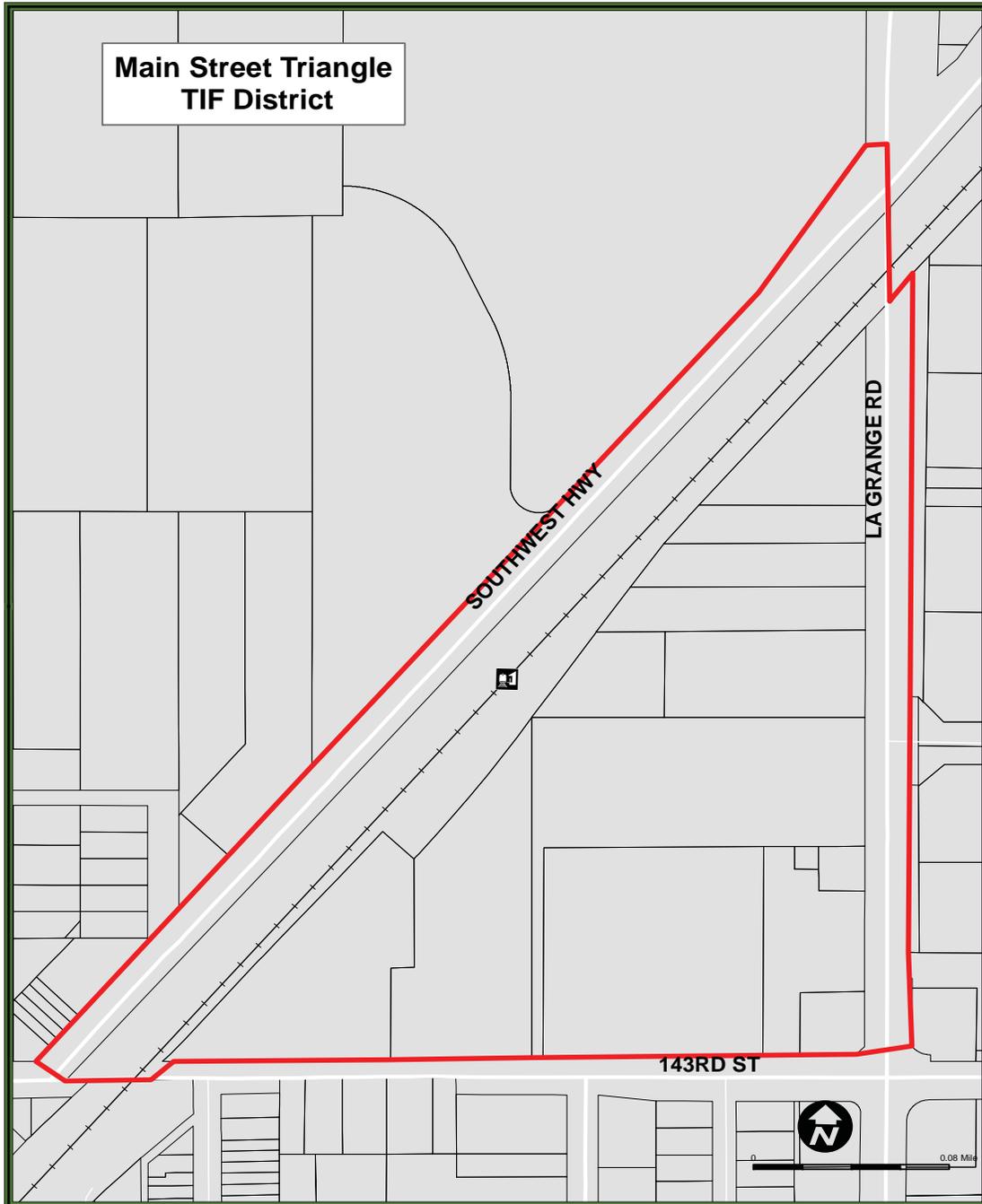




Exhibit 2 TIF District Boundary



About Orland Park

Located 25 miles southwest of Chicago's Loop, Orland Park was settled as a small farm village more than one hundred years ago and has grown into a dynamic community of approximately 60,000 residents. Orland Park is located primarily in Cook County, with a small portion of land in Will County. Long term growth in the residential and commercial sectors is expected to be strong, and full build-out population is expected to peak at 75,000 residents. While the residential market has slowed in the last 18 months, the Village's commercial/retail construction market has remained strong.

Surrounded by lush forest preserves and natural areas, Orland Park offers an outstanding quality of life. Residents have a year-round recreation system with hiking and biking trails, wildlife refuges, greenbelts, and many other outdoor recreational opportunities. The school systems have reputations for excellence and innovation. A variety of housing options is available, from affordable to upscale, in an array of single-family homes, townhomes, condominiums and apartments.

Transit connections to other municipalities and Chicago's Loop have significantly improved in the last few years. Improved PACE bus service, increased Metra service and the extension of I-355 has made Orland Park further accessible to the entire Chicago region. The Village is easily accessible from the Interstate Highway system and is

centrally located between I-80 directly at the south, I-57/ I-294 to the east, I-355 to the west, and I-55 to the north.

In 2006 and 2008, Orland Park was named by Money Magazine as one of America's Best Places to Live. Additionally, Orland Park holds the unchallenged title of the commercial center of the Chicago Southside suburban region. The main commercial corridors (U.S. Route 45-LaGrange Road, and 159th Street/Harlem Avenue) host more than 6 million square feet of retail/commercial space. Traffic counts through these major arteries exceed 50,000 cars per day (non-holiday peak). The Effective Trade Area (ETA) for Orland Park is more than 850,000 people, and draws from the Indiana border to the Joliet area.



Legend
Village of Orland Park
Village Boundary Outline
Will/Cook Boundary
Main Street Triangle TIF District
Village Boundary Fill
Working Map Created: April 2008

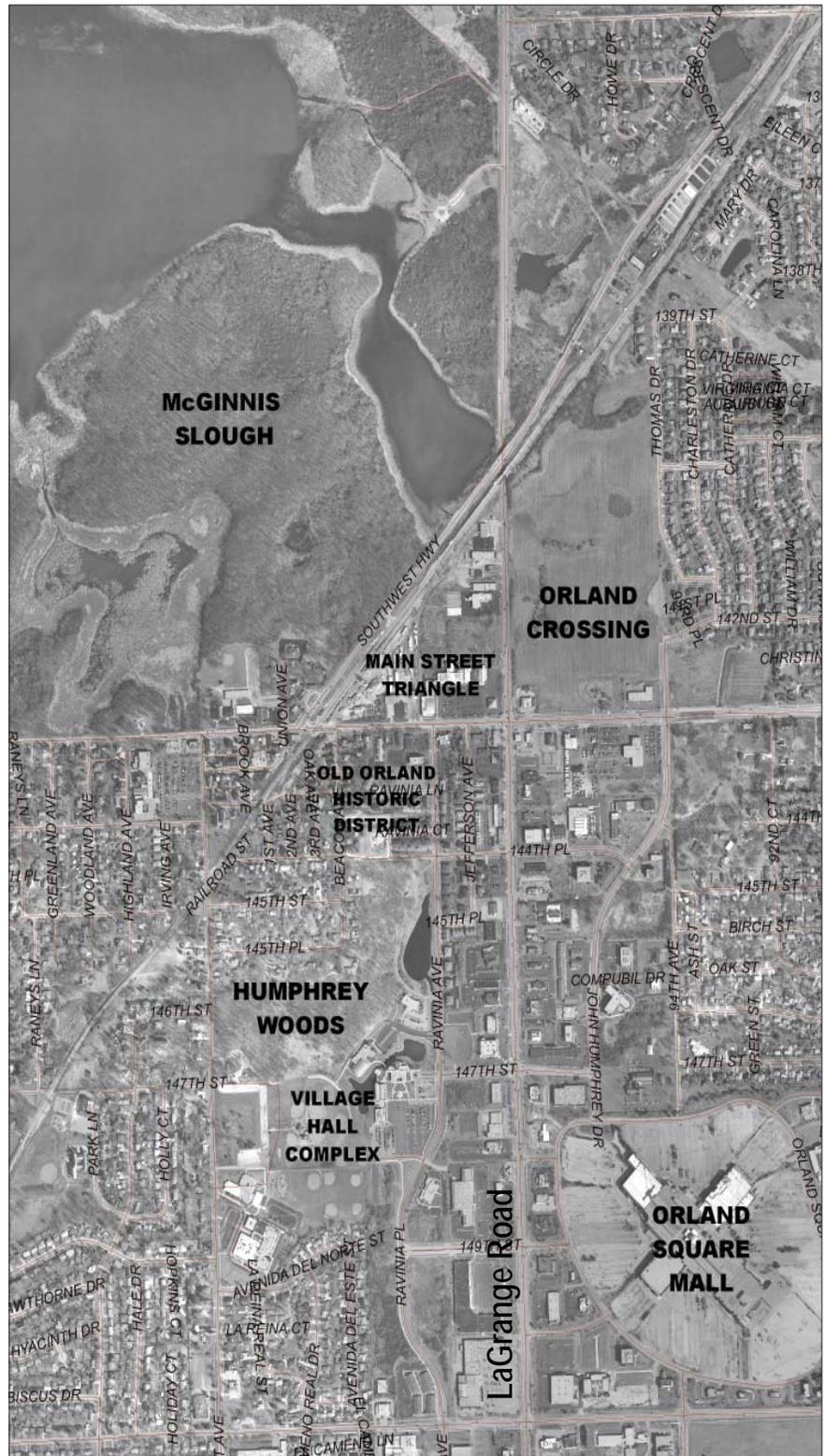


Site Context

The LaGrange Road Retail Corridor, offering up to 6 million square feet of retail, is the major shopping destination serving the southwest suburbs. Orland Square Mall and Orland Park Place Mall draw customers from as far away as northwest Indiana, Joliet and the City of Chicago. The Main Street Triangle development is envisioned as the new pedestrian scaled downtown district that will anchor the north end of the LaGrange Road Retail Corridor.

The site is bordered on the west by the Norfolk Southern Railroad with Southwest Highway (Illinois Route 7) running parallel to it. On the other side of Southwest Highway lies expansive Cook County Forest Preserve property—a wooded area containing McGinnis Slough which is a wildlife refuge. The one exception to forest preserve land use is a small area along Southwest Highway with two commercial buildings planned for redevelopment near 143rd Street.

Immediately south of 143rd Street is a mixed use area of smaller scale commercial and residential uses which include low rise apartments and single family homes. A few blocks south along Ravinia Ave. is Humphrey Woods and the Village Center Complex. Ravinia Ave. has been designed as a major collector street connecting the Triangle to 159th Street and beyond.



Above: Context Map.

Site Context (contd.)

Old Orland Historic District

The Village's Old Orland Historical District is located on both sides of the Norfolk Southern Railroad tracks just south of 143rd Street. This area includes a mix of buildings dating back to the late 1880's. The original commercial blocks now host antique shops and other uses, with the remainder of the District primarily comprised of an assortment of different housing types. Highlights include the Twin Towers Church and the John Humphrey House, both of which are on the National Register of Historic Places.

The new downtown will feel closely connected to the Old Orland area, and will provide an economic boost for the businesses in this area. New streetscapes for Union and Beacon Avenues and a new park/ open space along the tracks between 143rd Street and 144th Street will transition to the new downtown. The new park will provide about 40 parking spaces for visitors, commuters and businesses.



Village of Orland Park
www.orlandpark.org

Above: Old Orland Historic District Map.



Twin Towers Church, National Register of Historic Places.



Humphrey House, National Register of Historic Places.



Humphrey Woods.

Site Context (contd.)

Orland Park Crossing

Directly east of the Main Street Triangle and LaGrange Road is Orland Park Crossing. Phase One of this project is almost completed. The "Crossing" is a high end mixed-use specialty center developed by Davis Street Land Company, constructed on a 66 acre site. Phase One consists of approximately 102,500 square feet of retail space and 21,365 square feet of office space, with tenants including Talbots, Yankee Candle, Chico's, Ann Taylor, Coldwater Creek, White House / Black Market, and upscale restaurants like P.F. Chang's and Granite City Brewery. Currently there are 23 tenants in the "Crossing." Along the east side of Orland Crossing are 85 rear-loaded townhome units that were constructed by Concord Homes as part of Phase One of the development.

The site has been master planned with small walkable blocks and a mix of uses that will complement the Triangle development, and provide a connected street system for the overall area. A pedestrian bridge over LaGrange Road is currently being engineered to connect both projects together. Future phases of Orland Park Crossing are planned to accommodate an additional 165,000 square feet of commercial space and 100 dwelling units.



Above: Orland Crossing Site Plan and; Below: Buildings.



Completed Sites and Infrastructure

The approved site plan is shown in Exhibit 3 "Approved Site Plan". This site plan includes the completed improvements listed below. These completed improvements make this project especially attractive to developers as the cost of the improvements has already been incurred by the Village.

New 143rd Street Metra Station

The \$3 million station, designed by DLK Architects Inc., was opened in November 2007. The station is located at the view terminus of the 142nd Street boulevard and is the focal point of the Triangle and Crescent Park. The Village envisions that the station will also be used for small community events. Any proposed development should incorporate design elements of the station as detailed in the attached design guidelines.



View along 142nd Street, facing west toward Crescent Park and the 143rd Street Metra Station; Sep. 2008

Road Improvements

142nd Street is a 120 foot boulevard, with angled parking on both sides. It is the gateway street into the Triangle, with flowering trees, benches, ornamental lighting, and a landscaped median. Multi-story mixed use buildings are envisioned fronting along the street. Construction of 142nd Street at Orland Crossing has also been completed. The 142nd Street intersection with LaGrange Road will be signalized upon approval by the Illinois Department of Transportation. Jefferson Avenue north of 142nd Street, and Main Street north of 143rd Street, have also been completed.

Metra Commuter Parking

There are currently over 600 designated commuter parking spaces in and around the Triangle that must be integrated into any development. For more information on Metra parking allocations in the area, see the "Parking" section of this RFP.

Parks

There are four parks per the Village Board approved plans. Three of the four parks are completed, "T-Rain" (right), "Crescent", and the North Plaza/ "Overlook" parks. The fourth park depends upon the future acquisition of the Orland Plaza property.



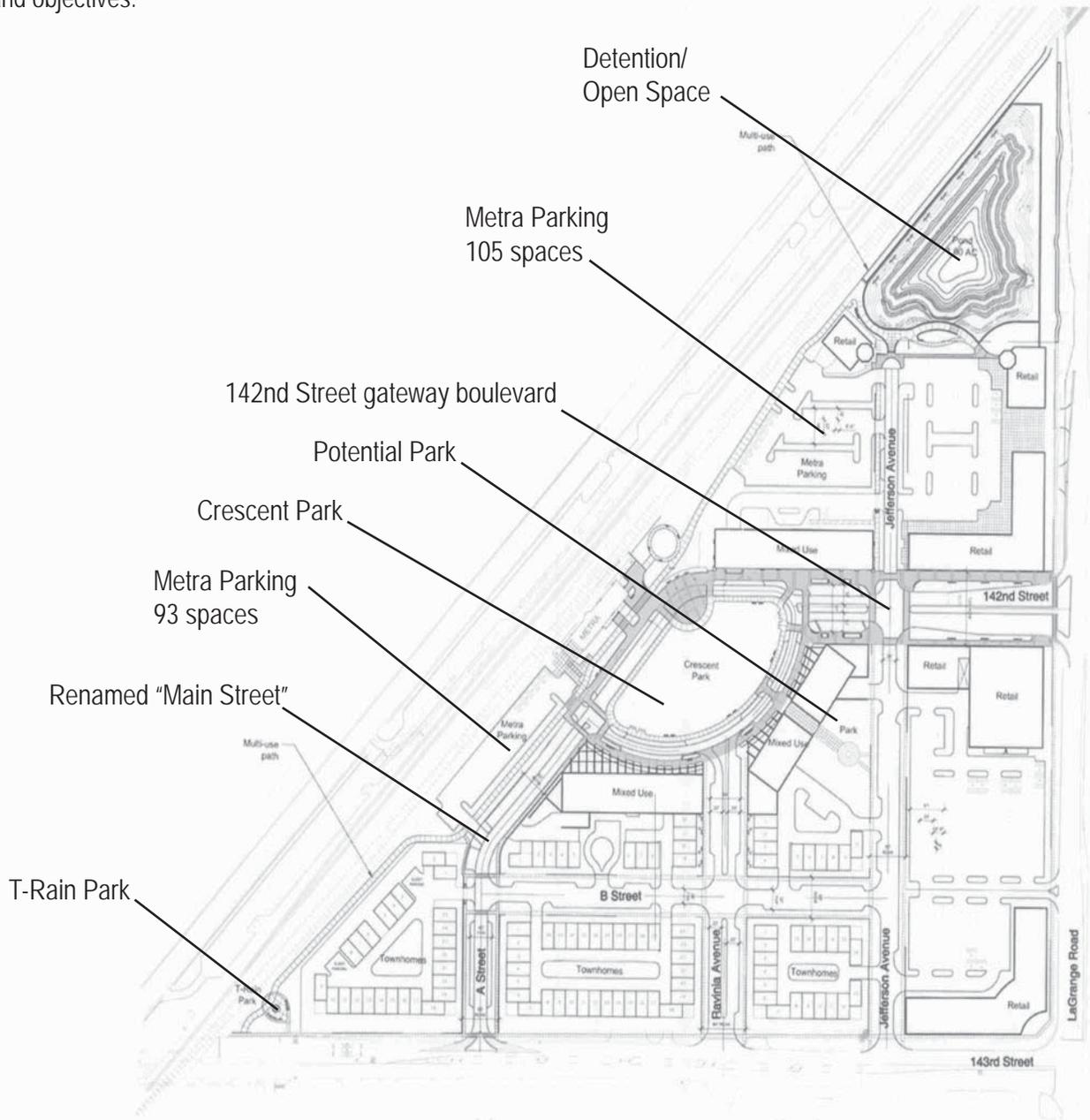
Detention and Utilities

At the north end of the Triangle, a detention facility is built and is designed to accommodate the entire site. The facility is regarded as an open space amenity for the Triangle. In addition, the Village intends to pursue Best Management Practices within the Triangle including green roofs, bioswales and porous pavements. The Village has installed all major utility lines in the Triangle. The Developer(s) will only need to connect the future buildings to these main utility lines.



Exhibit 3 Approved Site Plan

This site plan is conceptual and the Village will consider modifications consistent with the Village's vision and objectives.



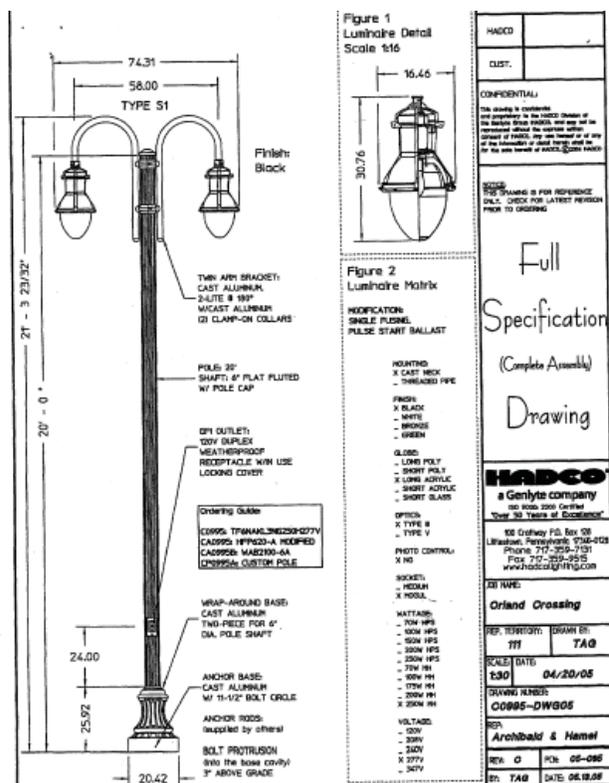
There are an additional 262 parking spaces available across the railroad tracks to the west.

142nd Street Streetscaping

142nd Street, the new "Main Street" of Orland Park leading to the new train station, was designed with flowering trees, benches, ornamental lighting, and a landscaped median. Light poles have banners and flower baskets to enhance the color and interest of the street.



Top: Intersection of Crescent Park's ring road with 142nd Street; Above: View west along 142nd Street toward the train station; Right: View south toward the train station clock tower from station courtyard; Bottom Right: Train station from the tracks; Below: Rendering of the new 143rd Street Metra Train Station; Sep. 2008



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SCALE: 1/30	DATE: 04/20/05
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BY: TAG	DATE: 06.18.05





Top Left and Bottom Right: Overlook Park plantings and detention pond, Sep. 2008; Proposed landscaping with flowering pears, annuals and perennials.

Exhibit 4 Main Street Triangle Site Plan with Orland Crossing Site Plan



Above: Aerial with site plan overlays of the Southwest Highway Mixed Use Development (left), Main Street Triangle (center), and Orland Crossing (right).



Related Projects in the Area

LaGrange Road Widening

Phase I Engineering is almost complete to reconstruct and widen the arterial road to six lanes with a landscaped median from 131st Street to 179th Street. Phase II Engineering will begin after design approval, assuming state funding is available.

Completed Southwest Highway Bridge Reconstruction

The Southwest Highway Bridge was completed by the State in 2007, allowing for easy access to the new Southwest Highway commuter parking lots for those coming to shop or dine in Orland Park.

Metra Track relocation and Metra Bridge Reconstruction

A new Metra Bridge over La Grange Road is planned but currently unfunded. This bridge must be built prior to the La Grange Road widening project, since the current Metra bridge does not accommodate six lanes. The Metra tracks are planned to be moved eastward which will allow additional commuter parking between Southwest Highway and the relocated tracks.

Pedestrian Overpass at LaGrange and Southwest Highway

The Village is committed to creating a LaGrange Road pedestrian and bike overpass to connect the Triangle District to the neighborhoods to the east. Preliminary conceptual design work has been completed for the overpass and funding from the State has been approved. Construction is expected to begin in 2009/ 2010. The overpass is a critical link in the overall bike and pedestrian system in the Village, as well as a link to a potential Metra parking deck in the Orland Crossing development across LaGrange Road to the east.

143rd Street Improvements

The intersection of La Grange Road at 143rd Street is being reconstructed and widened as a separate project. The plans are currently being finalized and property acquisition is near complete. The Village is pursuing funding options with the Illinois Department of Transportation.

Phase I Engineering for 143rd Street is currently underway for the complete reconstruction and widening of the street from LaGrange Road to Wolf Road . Phase II Engineering and right-of-way acquisition has begun.

2. Village Objectives

The Main Street Triangle is envisioned to be the new mixed-use, pedestrian friendly transit oriented downtown district for the Village of Orland Park. The Village's approved plans for the Main Street Triangle achieved the following objectives. Proposals for development of this district will seek to further achieve and enhance these objectives. The objectives are:

Objectives

- a. Creating a mixed use pedestrian scale transit-oriented district;
- b. Establishing a public street system based upon a grid connecting to 142nd Street and Ravinia Avenue and linking to a larger system of streets to the east and south; and establishing a secondary street system for circulation and defining blocks;
- c. Building primary street frontages with landscaped walks and building facades with doors, windows and arcades/awnings;
- d. Creating a central public space that is green with trees, evokes charm and is framed by buildings and a train station that will be an area for public events such as farmers market and other year round events; and creating focal points such as parks and plazas;
- e. Making pedestrian/bicycle links to Old Orland and to the bikepath system east of LaGrange Road;
- f. Building a residential neighborhood with a diverse mix of units with its own identity and intimate urban scale;
- g. Building a commercial area that can accommodate larger parking facilities as parts of buildings;
- h. Establishing commercial units that include some small spaces to encourage artists, independent businesses and start-up businesses;
- i. Dividing Metra parking into three primary locations: 1) between the railroad tracks and Southwest Highway, 2) within the Triangle, and 3) potentially in future phases of the Orland Crossing development east of LaGrange Road to disperse traffic and minimize congestion;
- j. Creating alternative parking options to minimize surface lots including on-street, shared, in-buildings, underground and/ or deck parking;
- k. Retaining existing businesses in the redeveloped area, if feasible;
- l. Using stormwater facilities as public amenities;
- m. Encouraging sustainable and environmentally responsible design;
- n. Increasing retail uses at 143rd Street and Ravinia Avenue.



Development Program

The Village is seeking diverse uses that will create a District that is active during the daytime, evenings, and weekends, benefiting from the proximity to the Metra commuter station. These uses include the following.

Residential

- a. A total of 240 dwelling units are envisioned and approved within the District, though the Village will consider increases or decreases in density. Proposals will be considered on the basis of the total number of units and the quality of design and architecture, rather than the overall density of the development. Developers are encouraged to review the approved design guidelines and make recommendations for improvements.
- b. A variety of unit types and sizes, including studios, one, two and three bedroom condominiums, townhomes and apartments is strongly encouraged to attract a diverse mix of residents.
- c. Mixed use buildings with residential units above commercial uses are strongly encouraged along 142nd Street and around Crescent Park.
- d. Uses that support or benefit from the proximity to the train station are encouraged.
- e. Garages and driveways facing the streets are not allowed. All units must be rear or side loaded to maintain the pedestrian character of the streets. All residential units must have a public street address.

Retail and Restaurants

- a. Currently, the approved plan includes 155,000 square feet of commercial space. The Village is willing to consider additional commercial space, particularly along Ravinia Avenue, provided the Village's objectives are met.
- b. Retail in multiple stories is strongly encouraged.
- c. Commercial spaces ranging from 350 to 550 square feet should be considered to attract small tenants.
- d. A variety of restaurants are welcome throughout the District. Terrace-style restaurants facing Crescent Park, the South Plaza and the North Detention area are strongly encouraged. Outdoor seating is welcome along all plazas and sidewalks.

Office

- a. Office and support uses are welcome throughout the District, on the street level or as an upper level use.

The Village will consider a change in the mix of land uses subject to meeting Village Objectives and plan creativity.

Parking

The Village is required to provide approximately 600 spaces for commuters using the 143rd Street Metra Station. The Triangle currently provides 714 parking spaces. Parking allocation is as follows:

	Daily Pay		Permit Parking*
Southwest Hwy.		143rd St. & West Ave.	
West side of tracks	262	(Optometrist Office)	54
Main Street Triangle		144th Pl. & Beacon Ave.	
North Lot	105	(Behind Old Village Hall)	41
South Lot	93		
142nd Street Lots	254	144th St. & 1st Ave.	
		(Gravel lot)	73
Total:	714		168

* The Federal grant for this project requires these parking spaces be maintained within the Triangle.

The Metra tracks may eventually be moved east to allow for additional parking spaces between Southwest Highway and the relocated tracks. The Village recognizes that parking for Metra and other uses may be accommodated via parking decks and other parking options, instead of conventional large surface lots. Currently such decks are not part of the approved plans, but the Village will consider and encourages alternative parking plans and strategies as well.

Parking Deck(s), Parking Below Grade and Below Buildings, and Rooftop Parking

- Parking Decks may accommodate commuter, commercial and residential parking needs.
- Some of the existing topography in the Triangle is lower than the surrounding streets. Such grades are opportunities for below grade parking decks. The use of such grades for parking decks is encouraged.
- Rooftop parking is strongly encouraged where feasible.
- Parking decks fronting directly on La Grange Road or 143rd Street are strongly discouraged. Decks are encouraged toward the interior where they will have less visual impact. Decks should be aesthetically pleasing and integrally built-in to the site.

On Street Parking

On-street parking is encouraged for all internal streets. 142nd Street is constructed to allow for angled on-street parking. Parallel parking spaces should be provided on secondary streets where feasible.

Small Surface Lots

- Small surface parking lots in mid block locations are encouraged. Parking lots should not exceed 200 feet of street frontage and should not be located at the street corners.
- Surface lots should provide landscaping per the requirements of Village's Land Development Code.

Valet Parking

For all restaurants in the Triangle, valet parking can be used to satisfy parking requirements with either on-site small surface lot parking and/or off-site shared parking deck parking.



Open Spaces and Streets

The Main Street Triangle District is envisioned to offer a variety of outdoor gathering spaces, as shown on Exhibit 5 "Proposed and Completed Build Out", including the following:

Crescent Park

Crescent Park was completed in early 2008 and is approximately 1.2 acres in size. It is at the view terminus of both the 142nd Street boulevard and the proposed Ravinia Avenue extension. Anchored by the new Metra Station, the park will be used for community events and outdoor programs, and also serve as the central open space for residents and visitors of the District.

Detention / North Plaza (a.k.a. Overlook Park)

Approximately 2.4 acres of land at the north end of the Triangle have been developed with a detention pond to serve the entire site. The pond was designed as an integral part of the infrastructure in that area, including retaining walls necessary for the potential new Metra Bridge and vertical access to the proposed pedestrian bridge. North Plaza and the bridges and promenades will serve as attractive gateway features into the District.

South Plaza (a.k.a. T-Rain Park)

A small plaza area is provided at the southwest corner of the Triangle. This plaza serves as a visual link to the Historic District to the south. Across from this plaza space is another proposed plaza/ open space tentatively known as "Beacon Park" along the train tracks in the middle of the Historic District replacing the gravel commuter parking lot in the future.

McGinnis Slough and Forest Preserves

Proposals should take advantage of McGinnis Slough and the forest preserves to the west, which offer unique views for the buildings that will face them.

Street Extensions

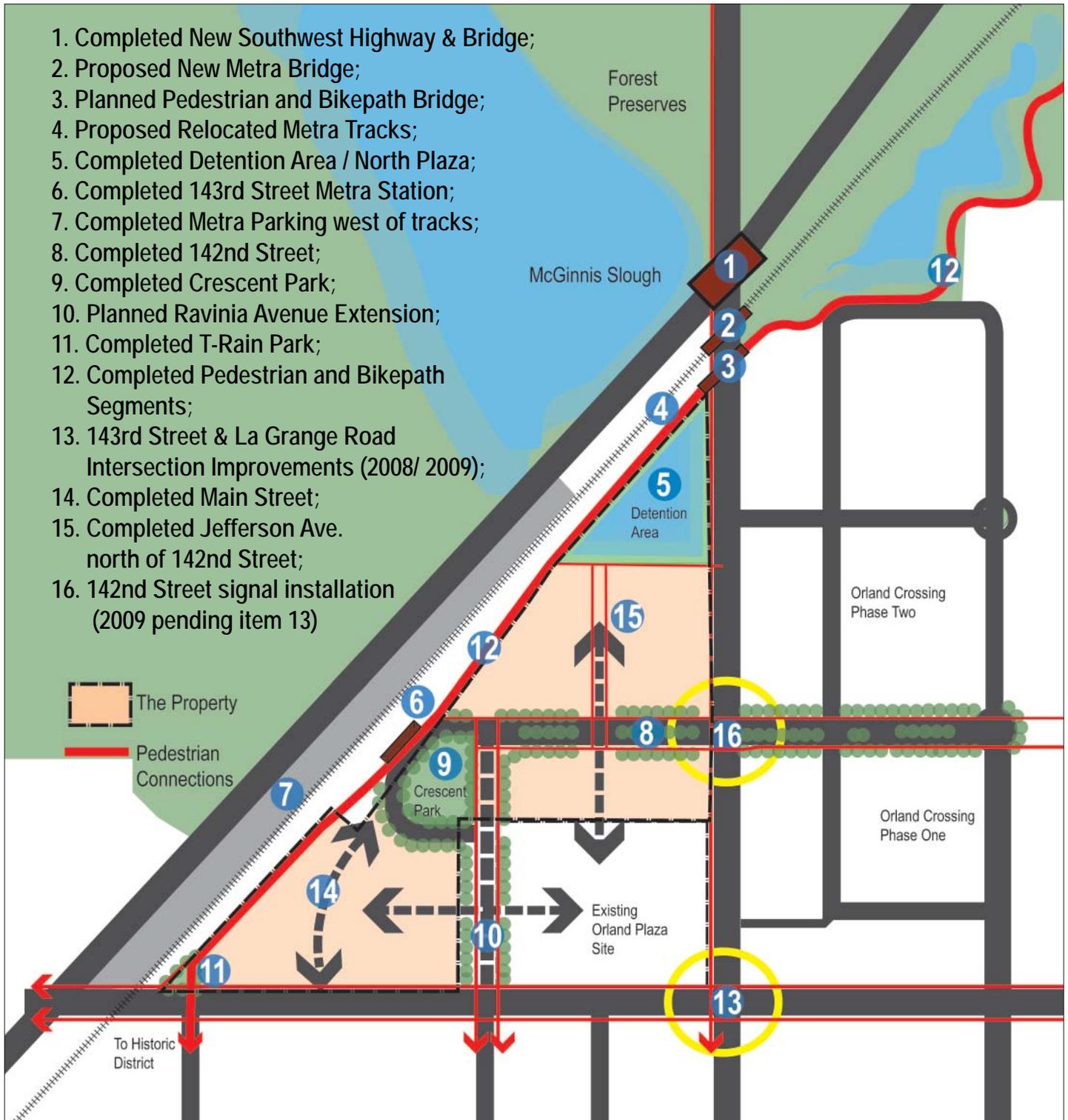
The Redevelopment Plan requires that Ravinia Avenue extend from 143rd Street north to Crescent Park and 142nd Street, connecting the Village Hall Complex, including the Humphrey Sports Complex, to the Triangle. Jefferson Avenue will also extend north from 143rd Street to intersect with 142nd Street linking with the already built Jefferson Street extending to the pond. 142nd Place ('B' Street on the plans) will also be built, providing a second east-west link between Main Street and Jefferson Avenue.

Internal Streets

All internal streets must comply with the Village's standards for right-of-way design and provide sidewalks and street trees. Cul-de-sacs are not allowed in the Triangle.

Exhibit 5

Proposed and Completed Build Out





Orland Plaza Shopping Center - Status

Property Acquisition

The Village of Orland Park has initiated the partial acquisition of the Orland Plaza Shopping Center located at the southeast corner of the Main Street Triangle. On July 8, 2008 the Village Board of Trustees authorized negotiations for the acquisition of the property. The Village offered two purchase options for the property owners:

1. Acquisition of the necessary rights-of-way and temporary/ permanent easements for construction of public roadways and utilities with an appraised value of \$2.9 million. (See Exhibit 6 "Preliminary Engineering Plan" and Exhibit 7 "Easement Exhibit").
2. Acquisition of the entire parcel of property, at the property owner's request, at the Village's appraised value of \$8.7 million.

After unsuccessful negotiations, the Village Board of Trustees on September 15, 2008 authorized the use of eminent domain authority to acquire the necessary rights-of-way and easements as depicted in Exhibits 6 and 7. The filing of such proceedings does not preclude the Village and property owner from continuing to work to reach a negotiated purchase price.

The construction of the roads and utilities will require the demolition of the majority of the Orland Plaza Shopping Center. The remaining buildings will include the Orland Video building and the Marquette Bank building. Exhibit 6 demonstrates the right-of-way connections. Exhibit 7 demonstrates the required temporary construction and grading easements (red) and the required permanent public utility easements (blue).



Top Left: Aerial of Orland Plaza circa April 2007; Top Right: View north to Marquette Bank; Above: Orland Video; Bottom Left: View west toward Orland Plaza Shopping Center; Buildings that exist at the southeast corner of the Main Street Triangle in September 2008.

Tenant Relocation

The Village of Orland Park has initiated tenant relocation meetings with the existing tenants of the Orland Plaza Shopping Center. The Village is offering to pay tenant relocation assistance as outlined and required by the State of Illinois Equity in Eminent Domain Act of 2007 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. This offer of relocation assistance is in addition to the cost of acquiring the necessary property to construct the streets and install the infrastructure.

Anticipated Developer Involvement

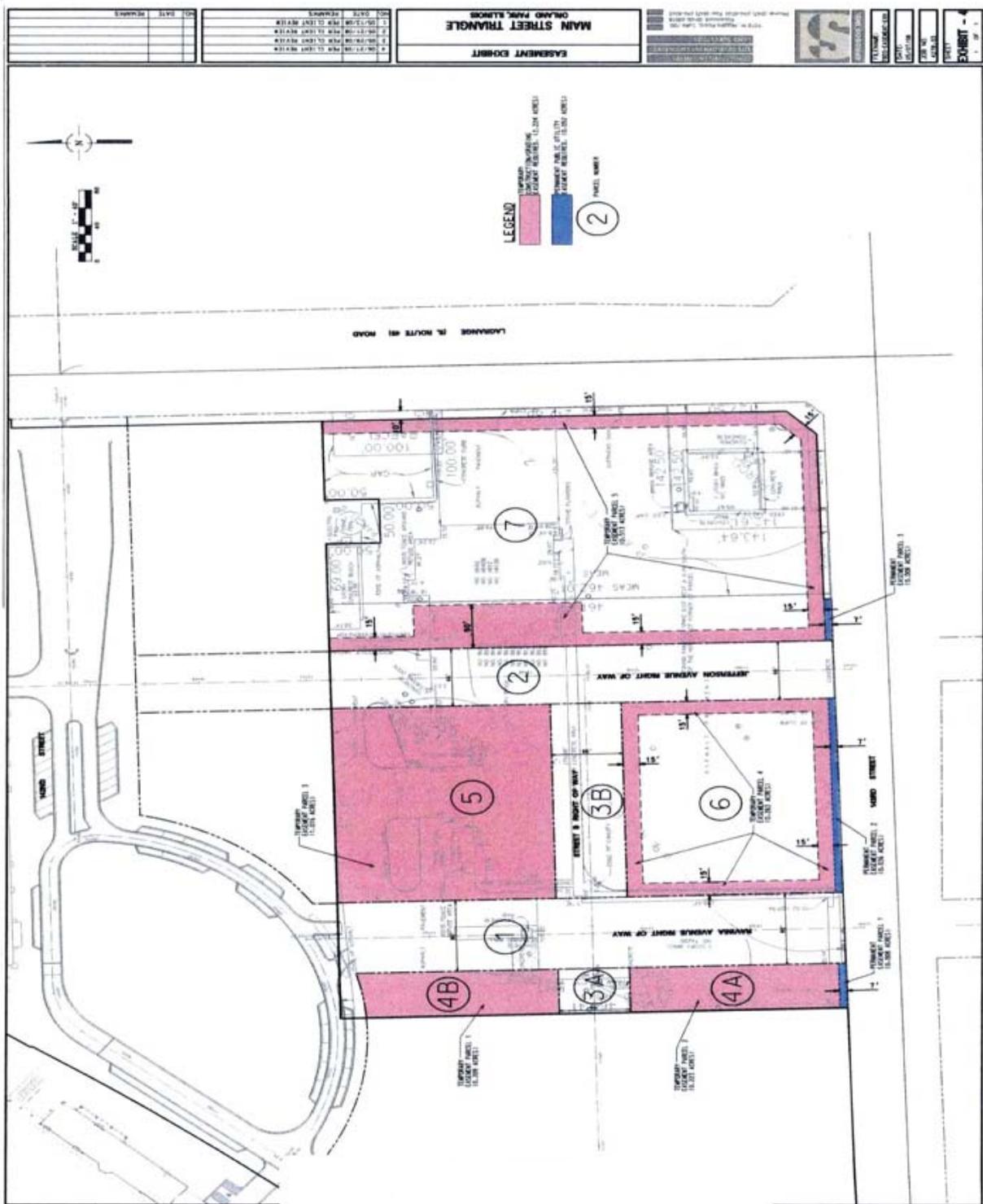
The Village anticipates the selected developer will partner financially with the Village to complete the acquisition of the necessary property and construction of the necessary public improvements. Additionally, if the Village does not acquire the total parcel, the selected developer would be expected to work collaboratively with the existing property owner in order to accomplish the vision of the Main Street Triangle. The duties of the selected developer do not include buyouts of the existing tenant leases.



Above: View along 142nd Street, facing west toward Crescent Park and the 143rd Street Metra Station; Below: North Plaza/ Overlook Park; Sep. 2008



Exhibit 7 Easement Exhibit





Plans and Design Guidelines

Village Board Approved Plans and Design Guidelines

The Village Board has approved plans and design guidelines for the Main Street Triangle project. The Village of Orland Park will consider other options and opportunities from the development community regarding these plans and design guidelines. The Village of Orland Park places development precedence on its Village Center District zoning regulations and design guidelines (Section 6-212 of the Land Development Code). Proposed changes to the approved plans and design guidelines should reflect the Village Center District's intent and purpose.

The approved plans and design guidelines will be used as a minimum benchmark. Consideration will be given by the Village to those submittals that enhance and improve the design guidelines. Enhancement of architectural/ design elements, such as curved buildings and green roofs, is strongly encouraged.

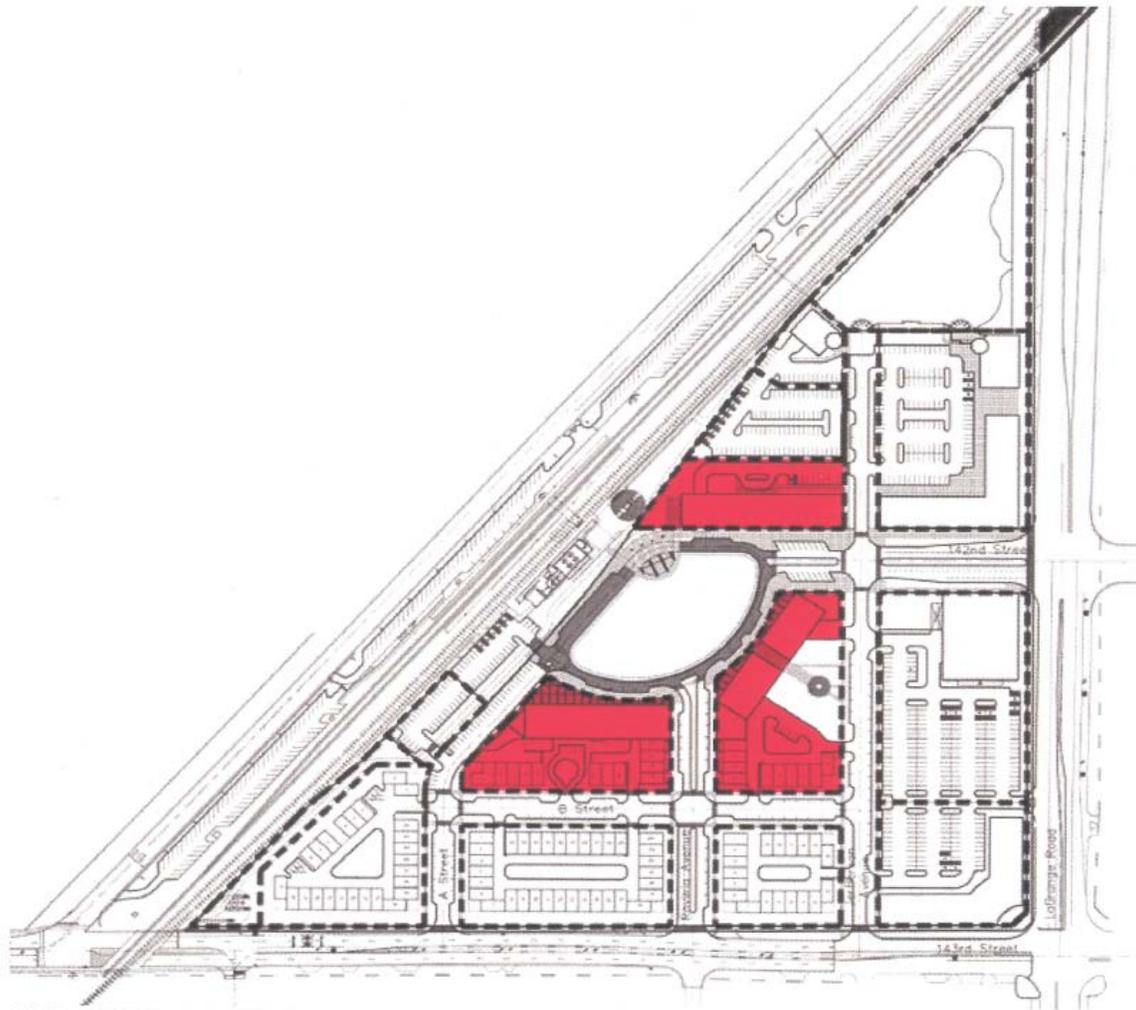
SUB-AREA KEY PLAN



- SUB-AREA A : MIXED-USE
- SUB-AREA B : RETAIL
- SUB-AREA C : RESIDENTIAL
- SUB-AREA D : METRA PARKING
- SUB-AREA E : PUBLIC AMENITIES

ORLAND PARK MAIN STREET TRIANGLE

Sub-Area A: Mixed-Use



SUB-AREA 'A' SITE PLAN



SUB-AREA A : MIXED-USE

A. PURPOSE & VISION

Sub-Area A is composed primarily of mixed-use buildings. Commercial spaces at the base of these buildings allow for vibrant street activity and residences above help enliven the crescent park. The northernmost parcel will be developed with a building which will become the physical and visual termination of Ravinia Avenue. This is to be celebrated via the elevation where a lower element acts as a beacon amidst the site and beyond into the surrounding community. The mixed-use buildings also play an important role in helping create a strong street wall along Ravinia Avenue and 142nd Street as well as providing a strong corner presence along Jefferson Avenue. Metra parking spaces will be tucked behind and shielded by the mixed-use buildings. Townhomes also find a place within this sub-area and support the mixed-use building along the street face. This second residential type encourages a mix of residents within the site and creates a more diverse atmosphere.

B. DEVELOPMENT PRINCIPLES

- Enhance the prominence of the site by creating buildings with a strong architectural identity.
- Promote the beneficial qualities of mixed-use buildings.
- 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 streets.
- Encourage alternative parking options, including on-street parking and shared parking.

C. ALLOWABLE USES

1. Dwellings, detached or attached	Permitted Use
2. Residential units above non-residential uses	Permitted Use
3. Automobile Rentals	Permitted Use
4. Retail	Permitted Use (Max. 50,000 SF/Floor/User)
5. Day care centers and day care homes	Permitted Use
6. Financial institutions	Permitted Use
7. Food concession	Permitted Use
8. Health clubs, fitness centers and recreational uses	Permitted Use (Max. 50,000 SF/Floor)
9. Personal service establishments	Permitted Use
10. Restaurants and banquet halls	Permitted Use
11. Theatres, including live theatres and movie theatres	Permitted Use
12. Community Centers, Clubs and Lodges	Permitted Use
13. Government Uses, including office, recreational uses, research facilities, public parks and playgrounds	Permitted Use
14. Museum, civic and cultural centers	Permitted Use
15. Instructional facilities for arts, athletics and vocational training	Permitted Use
16. Bus stop shelters	Permitted Use

D. PERMITTED SPECIAL USES

1. Public transportation facilities	Permitted Use
-------------------------------------	---------------

E. BULK REQUIREMENTS

Per the VCD Land Development Code

1. PARKING

a. Mixed-Use (Condominium)	1.5 : 1
b. Residential (Townhomes)	2 : 1

2. SETBACKS

Per the VCD Land Development Code

F. DESIGN STANDARDS

1. PERMITTED USES IN BUILDING SETBACK

Per the VCD Land Development Code

a. Pergolas

Permitted

2. STREET LEVEL TRANSPARENCY

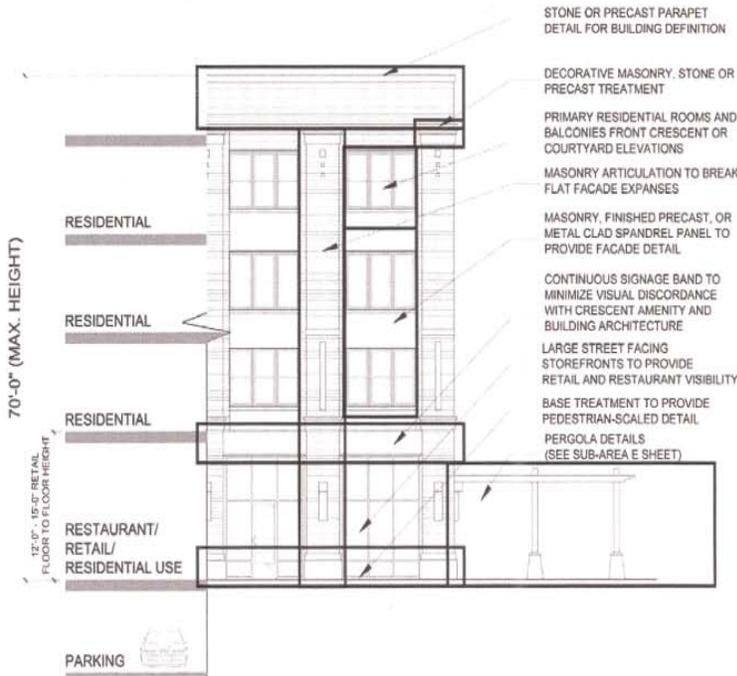
Per the VCD Land Development Code

3. PERMITTED BUILDING MATERIALS

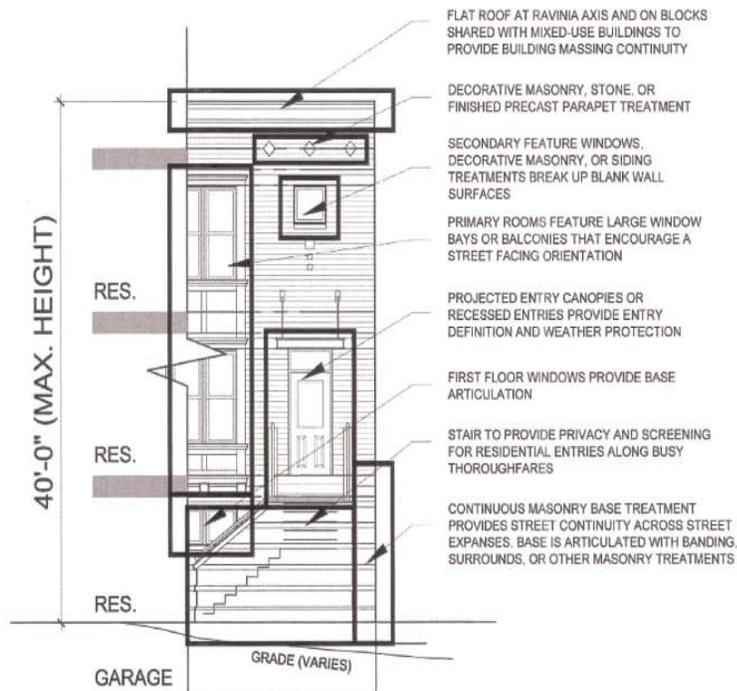
- Brick
- Finished precast or natural stone
- Glass
- Timber
- Metals
- Aluminum Storefront System
- Brick insid precast panel

4. SHARED & OPEN SPACE

Pergola Details See Sub-Area E

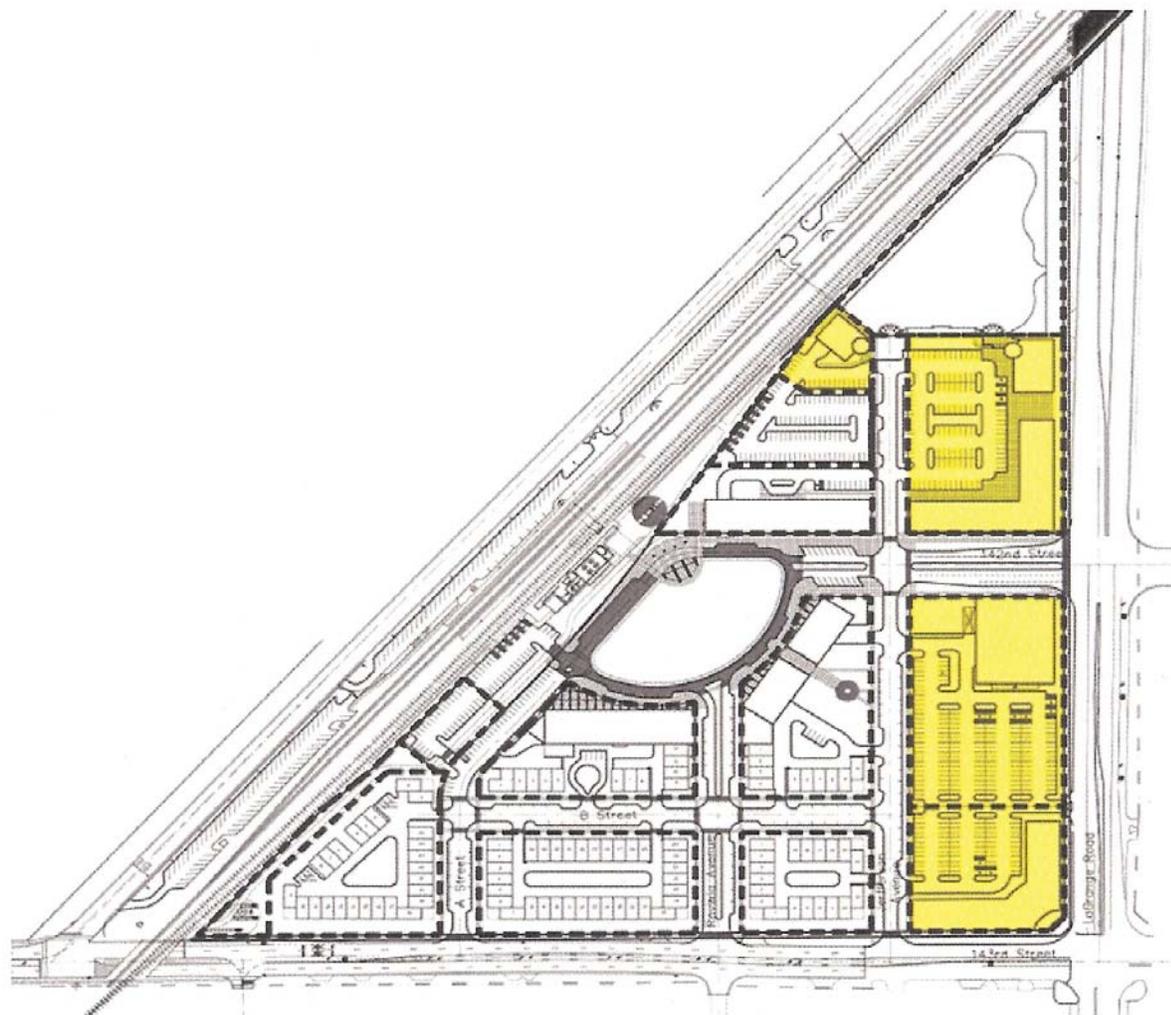


TYPICAL MIXED-USE BUILDING DIAGRAM



TYPICAL TOWNHOME DIAGRAM

Sub-Area B: Retail



SUB-AREA 'B' SITE PLAN



SUB-AREA B : RETAIL

A. PURPOSE & VISION

Sub-Area B is composed primarily of one-story retail buildings. These buildings frame entries into the site, compose a strong street wall and strong corner presence at LaGrange Road, 143rd Street, Jefferson Avenue, and 143rd Street. The retail use also allows for and encourages vibrant pedestrian street activity throughout.

B. DEVELOPMENT PRINCIPLES

- Enhance the prominence of the site by creating buildings with a strong architectural identity.
- 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 form along streets.
- Place parking lots at the rear of buildings away from the pedestrian oriented streets.
- Encourage alternative parking options, including on street parking and shared parking.
- 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 the buildings.

C. ALLOWABLE USES

1. Automobile Rental	Permitted Use
2. Retail	Permitted Use (Max. 50,000 SF/Floor/Year)
3. Day care centers and day care homes	Permitted Use
4. Drop-off/Pick-up dry cleaning	Permitted Use
5. Financial institutions	Permitted Use
6. Food concessions	Permitted Use
7. Grocery	Permitted Use
8. Health clubs, fitness centers and recreational uses	Permitted Use
9. Nursing homes	Permitted Use
10. Offices	Permitted Use
11. Personal service establishments	Permitted Use
12. Restaurants and banquet halls	Permitted Use
13. Theatres, including live theatres and movie theatres	Permitted Use
14. Community Centers, Clubs and Lodges	Permitted Use
15. Government Uses, including office, recreational uses, research facilities, public parks and playgrounds	Permitted Use
16. Museums, civic and cultural centers	Permitted Use
17. Instructional facilities for arts, athletics and vocational training	Permitted Use

D. PERMITTED SPECIAL USES

1. Public transportation facilities	Permitted Use
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E. BULK REQUIREMENTS

Per the VCD Land Development Code

F. PARKING

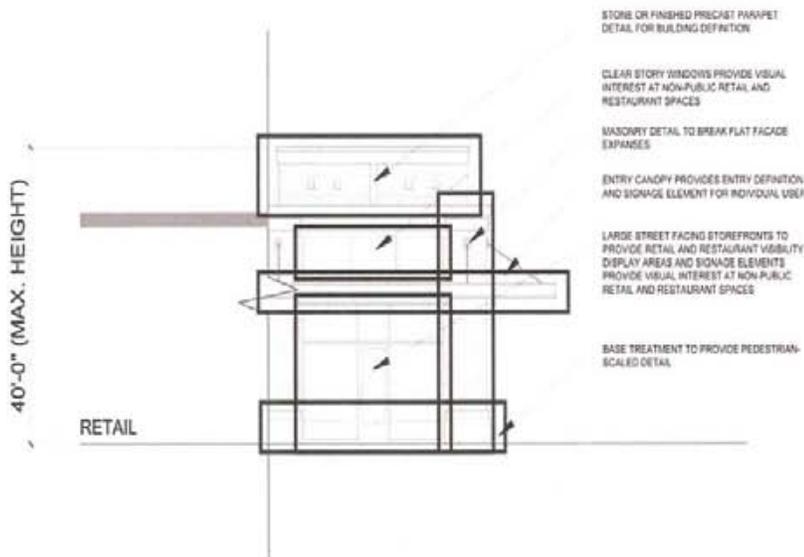
Per VCD Code (Section 6-306-K & Section 6-306-F)

G. SETBACKS

See Table 6-212.D.6.c

H. DESIGN STANDARDS

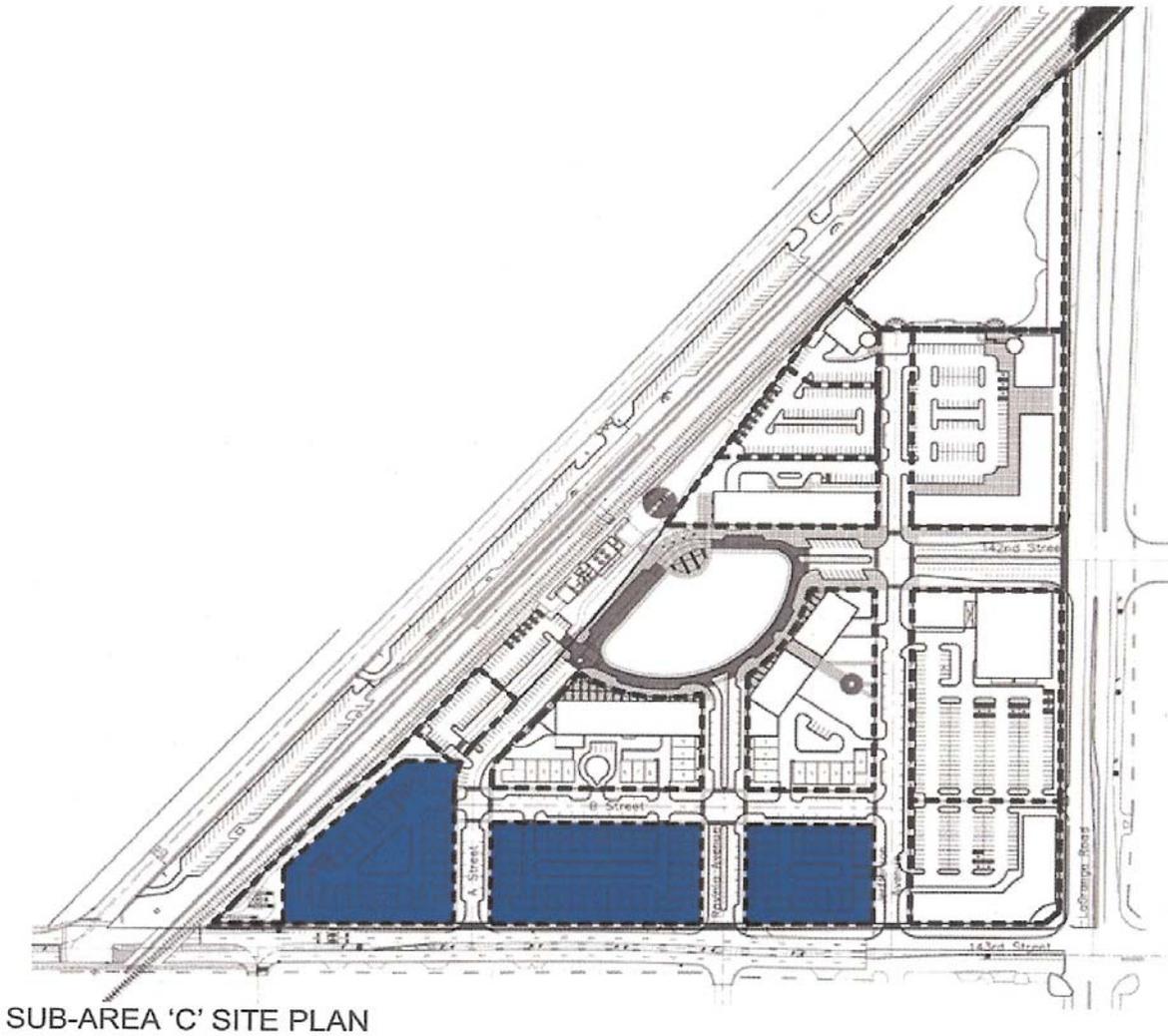
1. PERMITTED USES IN BUILDING SETBACK	Per the VCD Land Development Code
a. Pergolas	Permitted Use
2. STREET LEVEL TRANSPARENCY	Per the VCD Land Development Code
Non-Residential Building Facades	35% (Min.)
3. PERMITTED BUILDING MATERIALS	
a. Brick	
b. Finished precast or natural stone	
c. Glass	
d. Timber	
e. Metals	
f. Aluminum Scaffolding System	
g. Brick insitu precast panel	



TYPICAL RETAIL BUILDING DIAGRAM

ORLAND PARK MAIN STREET TRIANGLE

Sub-Area C: Residential





SUB-AREA C : RESIDENTIAL

A. PURPOSE & VISION

Sub-Area C is composed primarily of residential townhomes. The scale of these attached single-family residences provides an appropriate transition into the site from existing low-rise homes and businesses that lie across 143rd Street to the south. The townhomes also frame the entries into the site, create a strong street wall and corner presence at Ravinia Avenue, 143rd Street, Jefferson Avenue, and B' Street. Front doors face adjacent streets and sidewalks, thus, enlivening pedestrian paths and creating a welcoming street frontage. Parking for the residences is located within the townhome and is accessed from the rear. Generous open space is provided within the interior of the block.

B. DEVELOPMENT PRINCIPLES

- Enhance the prominence of the site by creating buildings with a strong architectural identity.
- 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 streets.
- 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 the buildings.

C. ALLOWABLE USES

1. Congregate Elderly Housing	Permitted Use
2. Dwellings, detached or attached	Permitted Use
3. Residential Care Homes: 1 to 6 residents	Permitted Use
4. Residential Care Homes: over 6 residents	Permitted Use

D. BULK REQUIREMENTS

Per the VCD Land Development Code

1. PARKING

Residential (Townhomes)	2 : 1
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2. SETBACKS

See Table 6-212.D.6.c

E. DESIGN STANDARDS

1. PERMITTED USES IN BUILDING SETBACK	Per the VCD Land Development Code
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a. Extended roofs and eaves, and awnings and canopies over windows	Permitted
b. Fencing	Permitted
c. Stairs	Permitted
d. Bay windows	Permitted
e. Mailboxes	Permitted
f. Utility meters	Permitted

2. STREET LEVEL TRANSPARENCY

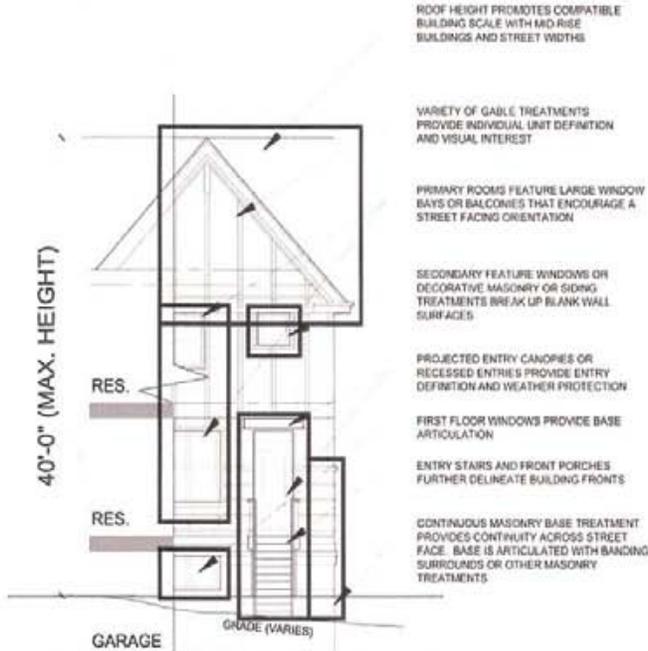
Non-Residential Building Facades	35% (Min.)
----------------------------------	------------

3. PERMITTED BUILDING MATERIALS

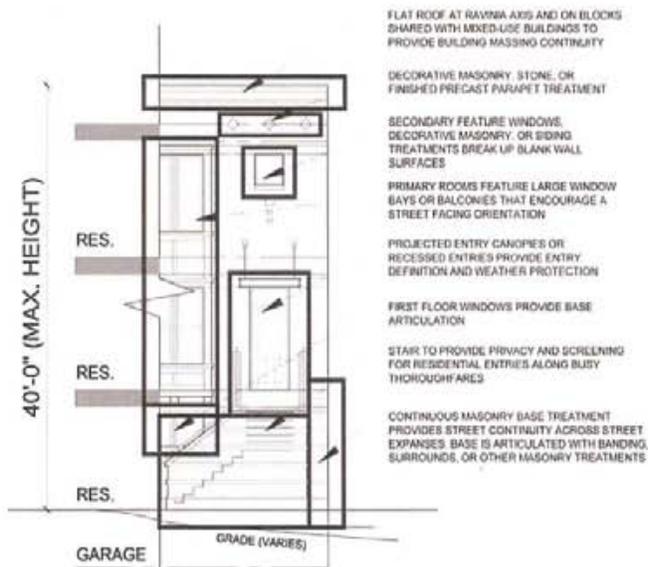
a. Brick	
b. Finished precast or natural stone	
c. Glass	
d. Timber	
e. Metals	
f. Precast Details	

4. SHARED & OPEN SPACE

Open Space Requirement	5%
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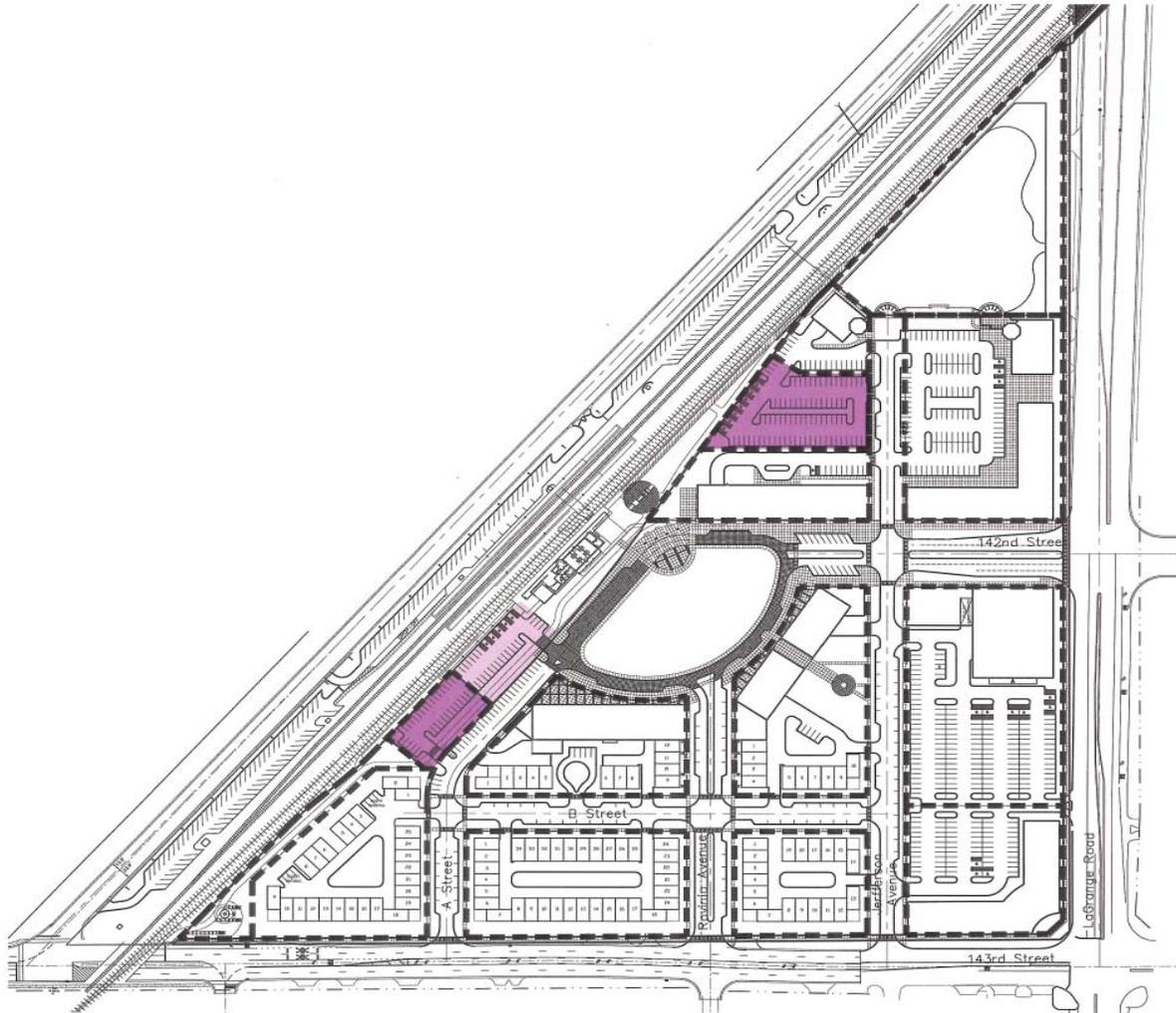


TYPICAL TOWNHOME DIAGRAM (PITCHED ROOF)



TYPICAL TOWNHOME DIAGRAM (FLAT ROOF)

Sub-Area D: Metra Parking



SUB-AREA 'D' SITE PLAN



SUB - AREA D: METRA PARKING

A. PURPOSE & VISION

Sub-Area D is primarily composed of Metra commuter parking lots located within close proximity to the Orland Park Metra Station. These lots will be appropriately landscaped or concealed by the strategic placement of buildings and landscaping on the site in order to lessen any negative visual impact.

B. DEVELOPMENT PRINCIPLES

1. Create an attractive, safe, walkable, pedestrian-friendly streetscape
2. Minimize the visual impact of surface parking lots
3. Encourage alternative parking options, including on-street parking and shared parking.

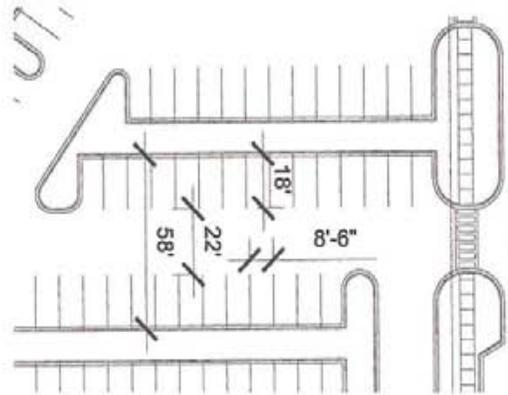
C. PERMITTED USES

1. Commuter Parking
2. Retail Parking

D. PARKING LOT DIMENSIONS

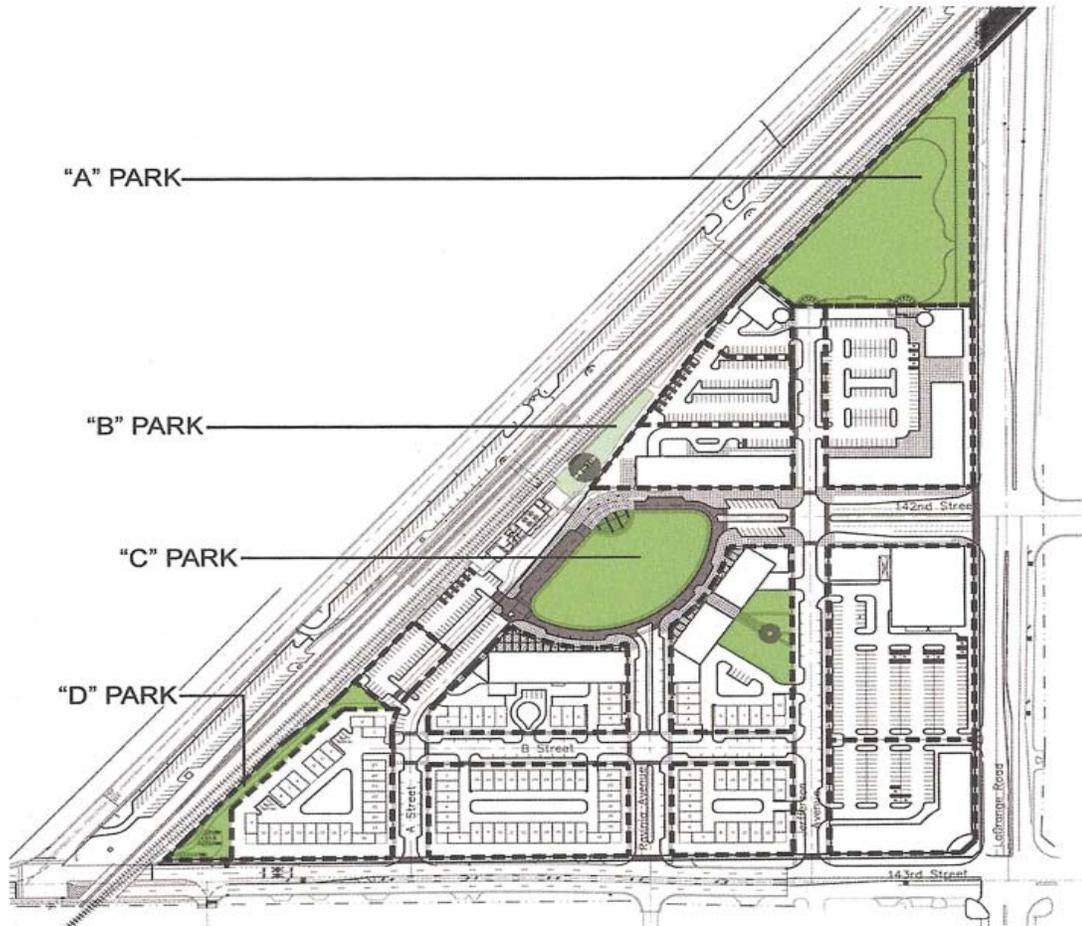
Parking standards for Metra lots:

- | | |
|----------------------|---------|
| 1. Overall bay width | 55' |
| 2. Drive aisle width | 22' |
| 3. Parking bay width | 8' - 6" |
| 4. Parking bay depth | 18' |

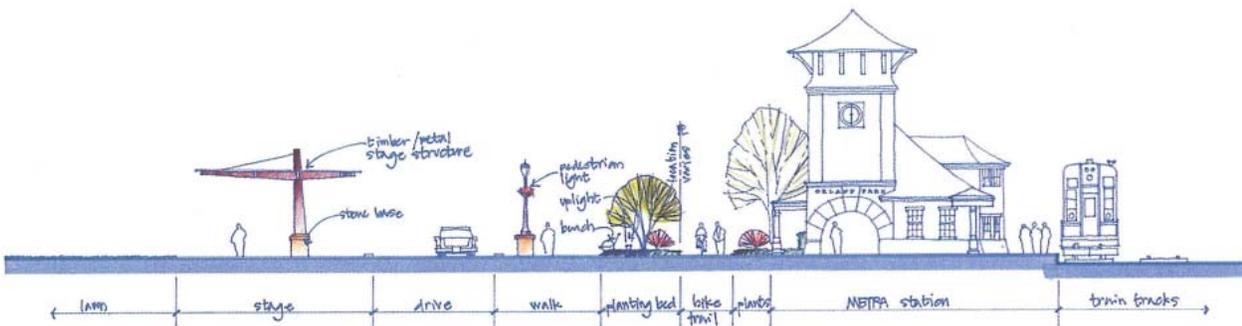


METRA PARKING

Sub-Area E: Public Amenities



SUB-AREA 'E' SITE PLAN



'C' PARK SECTION AT THE METRA STATION



SUB-AREA E: PUBLIC AMENITIES

A. PURPOSE AND VISION

Sub area E is comprised of the amenity areas of the site. The parks and open spaces will be designed to provide places for residents, commuters, and shoppers to gather. They will accommodate the needs of pedestrians and bicyclists and become places of unique character that reinforce the Village Center experience.

B. DEVELOPMENT PRINCIPALS

- Provide open spaces for different sized groups of people
- Transform the merely functional (i.e. detention pond) into an aesthetic amenity (pond with overlook and recreational trail)
- Capitalize on the unique imagery of the nearby train tracks and station and incorporate it into the site architecture and aesthetics.
- Provide special paving (e.g. colored and / or stamped concrete, unit pavers) at places where they will be appreciated and have value as traffic calming devices.
- Utilize plants in ways that reinforce the intended uses of the parks and open spaces. This includes designing with plants that will provide four-season interest.

C. "A" PARK

This public park is designed around the detention pond. It will be a focal point for adjacent commercial buildings and restaurants. The embankment wall that runs along the railroad tracks will be designed using decorative form and textures. Overlooks and paths will allow pedestrians to appreciate the water.

D. "B" PARK

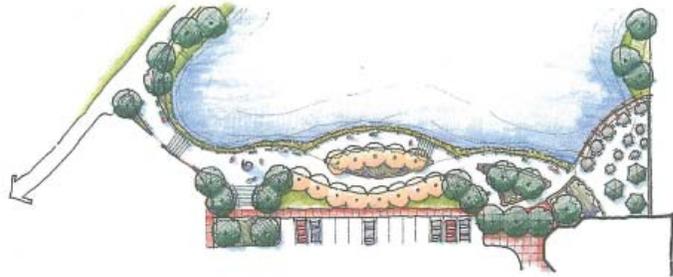
While not technically part of the development site (this plaza sits on METRA property), "B" Park will be designed as a park of the recreational trail. Its centerpiece will be a locomotive that will sit as site sculpture. Benches, lighting, and special paving are intended for this plaza.

E. "C" PARK

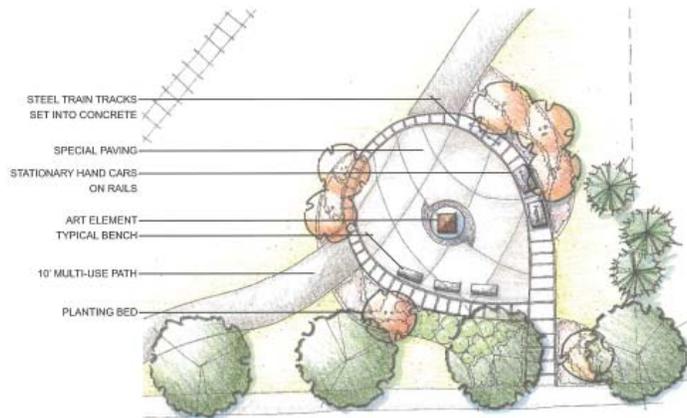
This public park will be the central open space. It will be framed by the adjacent buildings and streets that give it its name. The large open lawn will be edged with street trees and will focus on a stage and canopy structure. Special paving will be used on the sidewalks surrounding it to give it a unique aesthetic quality as well as serve as a traffic calming measure. It is intended that concerts, art fairs, farmers markets and similar events will be held here.

G. "D" PARK

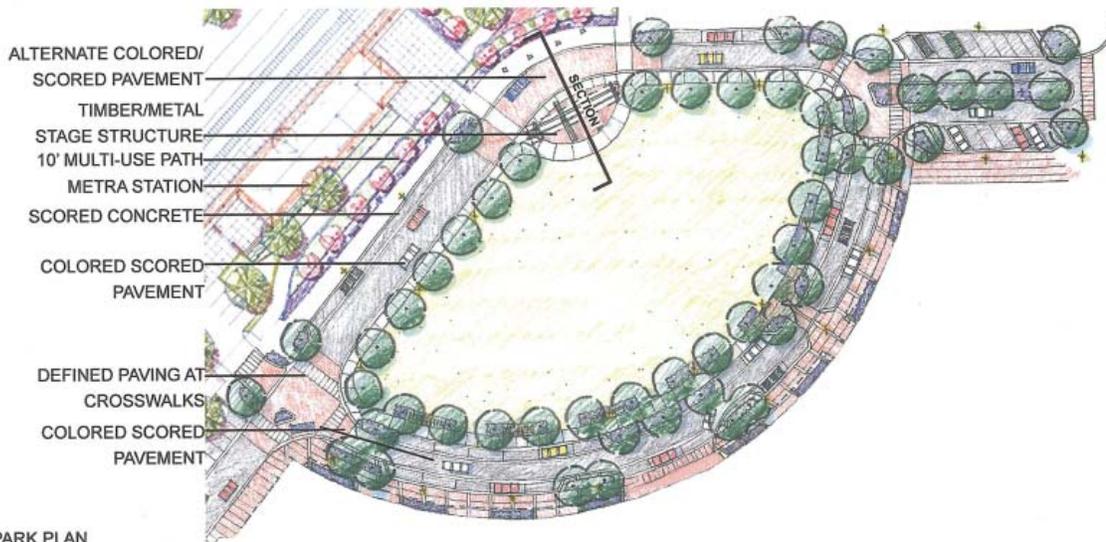
This public park will be designed as a stop along the adjacent recreational trail. It will use artifacts and images from the railroad to create a special place. It will be visible to passing motorists along 143 Street and, as such, will act as a gateway to the site.



"A" PARK POND AND OVERLOOK



"D" PARK CONCEPT PLAN

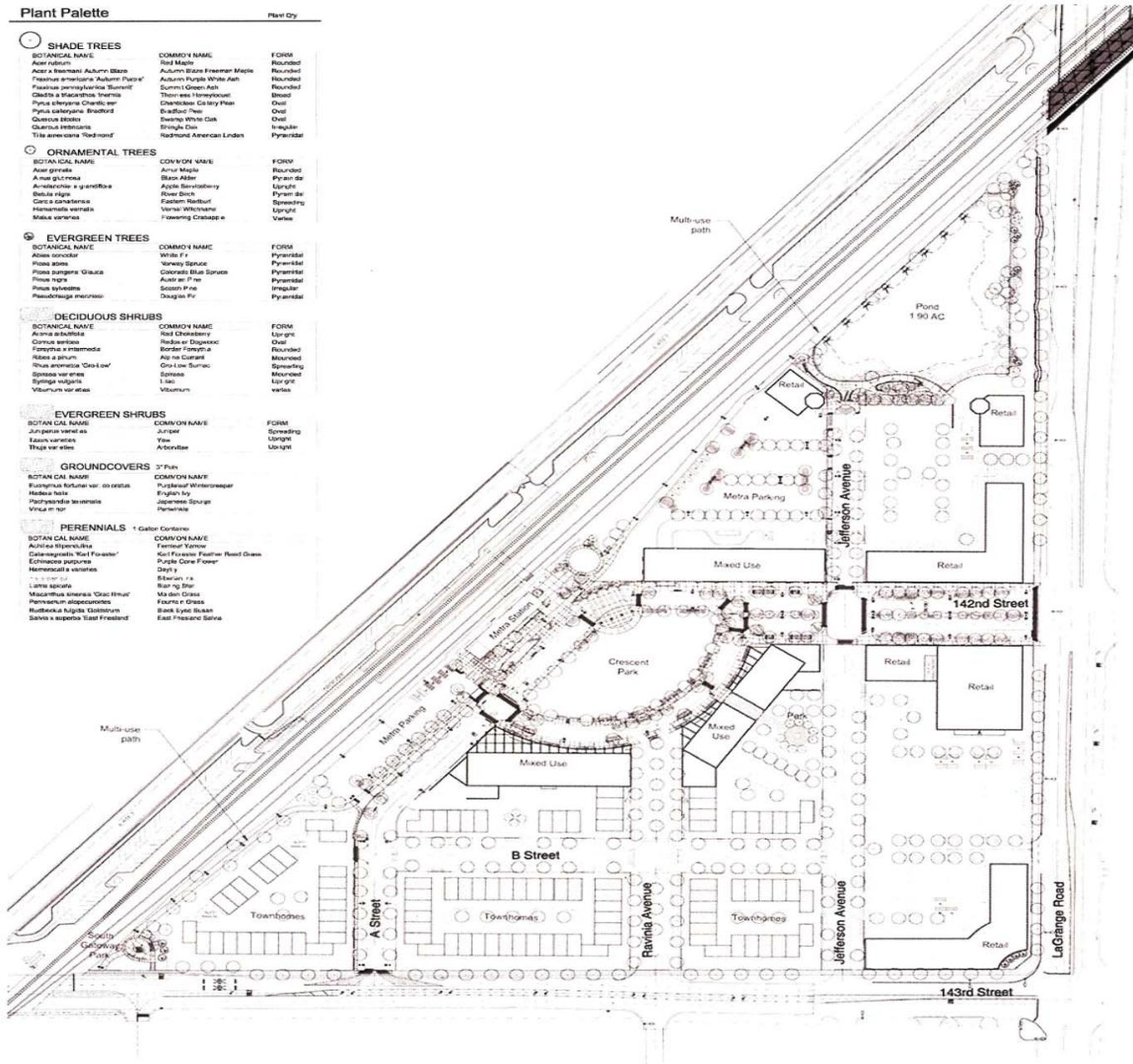


"C" PARK PLAN

Preliminary Landscape Plan

Plant Palette

BOTANICAL NAME	COMMON NAME	FORM
SHADE TREES		
<i>Acer rubrum</i>	Red Maple	Rounded
<i>Acer x freemanii</i> Autumn Blaze	Autumn Blaze Freeman Maple	Rounded
<i>Fragaria americana</i> Autumn Purple*	Autumn Purple White Ash	Rounded
<i>Fragaria pennsylvanica</i> Summit	Summit Green Ash	Rounded
<i>Gladiolus x blacanthus</i> Inermis	Thornless Honeylocust	Upright
<i>Pinus strobus</i> Christmas Tree	Christmas Tree	Oval
<i>Pinus taeda</i> Scotch Pine	Scotch Pine	Oval
<i>Quercus bicolor</i>	Swamp White Oak	Oval
<i>Quercus imbricaria</i>	Stringy Oak	Irregular
<i>Tilia americana</i> "Redmond"	Redmond American Linden	Pyramidal
ORNAMENTAL TREES		
<i>Acer ginnale</i>	Amur Maple	Rounded
<i>A. nasutum</i> Norway Spruce	Black Alder	Pyramidal
<i>Abutilon x grandiflorum</i>	Apple Sarsberry	Upright
<i>Betula nigra</i>	River Birch	Pyramidal
<i>Cercis canadensis</i>	Eastern Redbud	Spreading
<i>Hemodactylus variabilis</i>	Vernis Witchhazel	Upright
<i>Milva variabilis</i>	Flowering Crabapple	Varies
EVERGREEN TREES		
<i>Abies concolor</i>	White Fir	Pyramidal
<i>Pinus strobus</i>	Norway Spruce	Pyramidal
<i>Pinus pungens</i> Glauca	Colorado Blue Spruce	Pyramidal
<i>Pinus nigra</i>	Austrian Pine	Pyramidal
<i>Pinus sylvestris</i>	Scots Pine	Irregular
<i>Pseudotsuga macrocarpa</i>	Douglas Fir	Pyramidal
DECIDUOUS SHRUBS		
<i>Alnus incana</i>	White Alder	Upright
<i>Cornus amomum</i>	Red Dogwood	Oval
<i>Forsythia x intermedia</i>	Border Forsythia	Rounded
<i>Ribes a. album</i>	Alpine Currant	Rounded
<i>Ribes aureum</i> "Gold-leaf"	Gold-leaf Currant	Spreading
<i>Spiraea var. erios</i>	Spiraea	Rounded
<i>Viburnum acerifolium</i>	Viburnum	varies
EVERGREEN SHRUBS		
<i>Juniperus horizontalis</i>	Juniper	Spreading
<i>Yucca filamentosa</i>	Yucca	Upright
<i>Thuja occidentalis</i>	Arborvitae	Upright
GROUNDCOVERS		
<i>Asplenium platyneuron</i>	Watershield	varies
<i>Hosta</i>	Hosta	varies
<i>Polypodium aureum</i>	Golden Polka Dot	varies
<i>Vallisneria spiralis</i>	Palmetto	varies
PERENNIALS		
<i>Achillea millefolium</i>	Yarrow	varies
<i>Calamagrostis "Red Jewel"</i>	Red Jewel	varies
<i>Echinacea purpurea</i>	Purple Cone Flower	varies
<i>Hemerocallis</i>	Day Lily	varies
<i>Liriodendron</i>	Yellow Flowering Dogwood	varies
<i>Malva sylvestris</i>	Malva	varies
<i>Pennisetum alopecuroides</i>	Bottle Brush Grass	varies
<i>Rudbeckia hirta</i>	Black-eyed Susan	varies
<i>Saxifraga oppositifolia</i>	East-Prussian Saxifrage	varies





PRELIMINARY LANDSCAPE PLAN

A. PURPOSE AND VISION

The landscape plan will conform to the Village Center District landscape ordinance as described in the following points:

B. PARKWAYS

- A minimum of one (1) parkway tree per forty (40) feet of frontage is required for all development.
- The parkway shall be grass or low ground cover, except where covered by driveway, pavement, trees, or shrubs or a strip of paver bricks or stones (six inches or more in diameter) set in mortar, that strip being two (2) feet wide or less and being located along the curb.
- Other than trees, no landscaping shall be taller than two (2) feet.
- No trees or other landscaping taller than two (2) feet shall be located within six (6) feet of fire hydrants or buffalo boxes.
- Trees shall be planted on the center line of parkways or as close to five (five) feet from the sidewalk as possible and located so as not to interfere with overhead wires or traffic or pedestrian safety.
- A minimum parkway width of four (4) feet is required for trees in a parkway.
- Wherever feasible, parkway trees shall be planted on the public parkway and not on the private property side of the sidewalk.
- Continuous open planters with continuous planting soil volumes are preferred. Where this is not possible (i.e. commercial or mixed-use areas) tree grates (minimum 25 square foot) shall be used.

C. PARKING LOT EXTERIORS

- A minimum of five (five) feet landscaped setback must be provided between the parking lot and all lot lines.
- All parking areas shall be screened from the view of adjacent properties and streets by overgrown plantings that will attain a height of three (3) feet within three (3) years or provide a three (3) foot berm or low wall fence. The use of shrubs and ground covers is encouraged in parking area islands and along the borders of parking areas.
- Each canopy tree shall be provided with at least 300 square feet of pervious ground area for root growth. This dimension shall be measured from the inside of the curbs.
- The size of the planting area and the size of the plant material at maturity shall allow for a three (3) foot bumper overhang from the face of the curb.
- All sidewalks shall be at least ten (10) feet from the trunks of existing large trees, unless otherwise approved by the Village Engineer where the placement of the sidewalk would require the removal of an existing large tree to meet this requirement or where there is not enough space on the site to accommodate both the tree and the sidewalk.
- Curbs shall be provided between vehicular use areas and landscaped areas.

D. PARKING LOT INTERIORS

- Required area of landscape islands shall be equal to or exceed the square foot area of one (1) parking space for every seven (7) actual parking spaces exclusive of required bufferyards and foundation planting areas.
- Each island shall be at least one hundred seventy-five (175) square feet and at least nine (9) feet wide. Larger islands are encouraged, however, especially where canopy trees are provided.
- Each island shall include at least one (1) tree and one (1) shrub per one hundred seventy-five (175) square feet of island green area.
- Landscaping on each island shall be located so as not to create a traffic hazard.
- The islands shall be located at the end of each row of parking stalls or as otherwise approved in the landscaping plan.
- Evergreen trees may be used in islands of at least four hundred (400) square feet.

E. BIKE PARKING

- All non-residential uses containing ten (10) or more automobile parking spaces shall provide bicycle parking facilities at the rate of three (3) bicycle parking spaces for the first (30) automobile parking spaces provided and one (1) additional bicycle parking space for each ten (10) additional automobile parking spaces provided, up to a maximum of thirty (30) bicycle parking spaces. Bicycle racks shall be installed to support the frame of the bicycles and not just the wheel.

F. SIGHT TRIANGLES

- An appropriate sight triangle should be maintained at all entryways to respect the impact of visual obstructions. The sight triangle shall be marked by a point at which the two (2) curb lines intersect, measuring back fifteen (15) feet on each street front, and drawing a line across the two (2) back points to form a triangulated area. Only low shrubs or public signs should be planted in this triangle and a clear zone should be established between 3-7' in height.

G. PARCEL INTERIORS

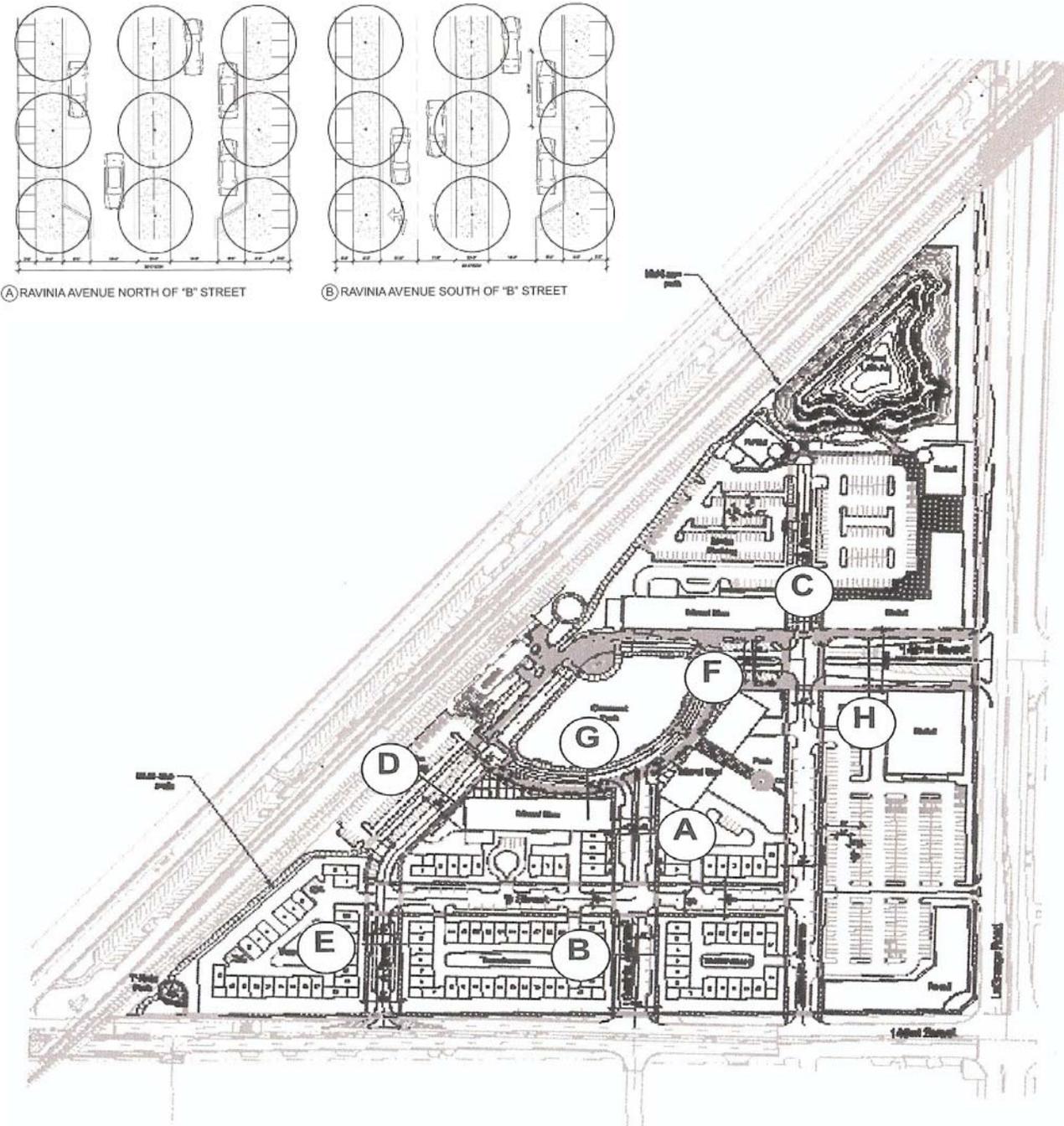
- A minimum of one (1) tree is required per dwelling for multi-family residential development, one (1) tree per 10,000 square feet of lot area for commercial / office development.

H. INSTALLATION STANDARDS

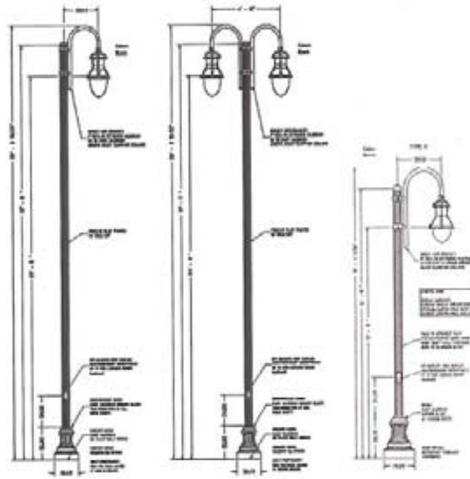
- Evergreen or deciduous shrubs: minimum eighteen (18) to twenty-four (24) inches in height
- Shade trees: minimum two and one-half (2.5) inch caliper, measured six (6) inches above the ground
- Ornamental trees: minimum five (5) feet in height
- Contour trees: minimum six (6) feet in height
- All plant material shall be planted in a manner which is not intrusive to utilities or pavement.



Street Sections



SECTION KEY



STREET LIGHTS (TYPICAL)

STREET SECTIONS

A. PURPOSE AND VISION

The street design strives to balance the needs of motorists with those of pedestrians and bicyclists. As a result, a variety of design sections are incorporated in the design.

B. DEVELOPMENT PRINCIPALS

- Two-way and one-way traffic patterns will be used as required.
- Provide adequate room within the right-of-way to accommodate underground utilities.
- Use special paving where needed to accentuate special conditions and act as traffic calming measures.
- Allow on-street parallel parking to increase the amount of convenient and available surface parking while also calming passing traffic.
- Provide sufficient room in medians and parkways to foster healthy growth of trees and other plants.
- Use raised planters where possible to protect plants and provide an improved image.
- Utilize street lights and pedestrian lights that have a character consistent with that of Orland Park and the adjacent architecture. The scale and spacing of the lights should reinforce the design of the street. Cut-offs should be used to direct light where it is intended to go and to minimize light spill into other areas.



Above: View northeast along Main Street; Top Right: View west along 142nd Street; Images showing street sections, landscaping, and streetscaping circa September 2008.



Land Development Code Section 6-212: Village Center District

Proposed changes to the approved plans and design guidelines should reflect the Village Center District's intent and purpose. Below is a summary of the Village Center District's zoning regulations and design guidelines. To learn more on the Village Center District zoning regulations and design guidelines, visit www.orland-park.il.us.

Height

- a. In the Triangle, building footprints within 600 feet of the train station may be up to 6 stories tall 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. Two-story buildings are encouraged along 143rd Street and La Grange Road frontage, which are to be consistent in scale with the Old Orland Historic District and the Orland Crossing development to the east.
- d. Taller buildings are encouraged towards the interior of the Triangle, overlooking McGinnis Slough.
- e. For mixed use buildings along the major streets, upper floors are encouraged to be stepped back to create a pedestrian scaled base, and terraces for the units above.

Floor Area Ratio (FAR)

- a. FAR shall be subject to Village approval.

Lot Coverage

- a. No more than 80% of the entire site for the Triangle may be impervious. Retention and detention areas are considered impervious up to the normal water mark.

Block Lengths

- a. Block lengths should fall within the range of 330 feet to 660 feet.

Streets

- a. All streets will maintain a minimum 50 foot right-of-way and provide sidewalks, street trees, and various appropriate street furniture on both sides. On-street parking is encouraged on all streets.

Building Setbacks from the Streets and Lot Lines

Building setbacks between the street right-of-way and the building facade facing the street shall follow the minimum requirements set below.

La Grange Road (north of 143rd Street in VCD)	15 foot minimum setback;
143rd Street	15 foot minimum setback;*
142nd Street Ravinia Avenue Extension Any new internal street	5-15 feet, provided that a 5 foot sidewalk and an 8 foot parkway is maintained in the right-of-way;

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

Parking Lot Setback

- a. A minimum 10 foot landscaped setback must be provided between the lot line and the parking lot. Parking lots may come within 10 feet of the right-of-way.

Permitted Uses in the Building Setback Area

The building setback area can accommodate the below pedestrian oriented uses:

- 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 and street clocks, pergolas etc.

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

- f. Canopies, marquees and other projections that create shaded and protected entrances;
- g. Extended roofs and eaves;
- h. Awnings and canopies over windows;
- i. Projecting blade signs that comply with the Village's sign ordinance.



Uses Not Permitted in the Building Setbacks Along Streets

The building setback area is restricted from the following uses:

- a. Parking lots or structures, drive-through facilities, loading facilities or trash enclosures are not permitted within the setback area between the building facade and the street;
- b. Drop off areas or drive aisles in the setback area are strongly discouraged, but shall be allowed within the setback area only when direct connections between the sidewalk and the entrance to the buildings are still maintained.

Drive-through facilities and drop-offs located in the side yard must provide an enhanced landscaping buffer with pedestrian accommodation and amenities. They should be paved to appear as extensions of the sidewalk system. Instead of curbs, these drive aisles should be differentiated with bollards, pavers etc.

Building Code and Land Development Code

All Village Building Code requirements must be met. The Building Code is available at Title 5 of the Village Code, on web at www.orland-park.il.us. The Village Building Code has amendments to the International Building Code with regards to the type of construction allowed within the "Fire Limits". Minimum standards include non-combustible exterior walls and fire alarms/ sprinklers for commercial and multi-story residential buildings. Wood frame or combustible exterior construction will not be allowed. Interior lot line setbacks under 30 feet will require fire rated exterior walls.

All Land Development Code requirements must be met. The Land Development Code is available on the web at www.orland-park.il.us. The Main Street Triangle project is within the Village Center zoning district.

Accessibility

Accessibility requirements of the Illinois Accessibility Code and all relevant ordinances in Title 5 of the Village Code must be met.

Architectural Style

The Village is seeking creative and new architecture that can build on the vocabulary established by the 143rd Street train station. Elevations for individual buildings will require individual review and approval after selection of the Developer(s) has been approved and after a master plan for the Main Street Triangle is approved.

Materials

- a. All buildings must be primarily of brick, with quality materials like metal, stone and glass on all sides;
- b. Cinder or concrete blocks, plywood, vinyl siding, unfinished precast concrete will not be permitted or used;
- c. Decorative split 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.

Street Level Facade

- a. All buildings must provide ample windows facing the streets and the Triangle's open spaces;
- b. Blank, windowless walls are unattractive, especially along the street level facades and should be avoided except for when backing up to a parking deck;
- c. Village Center District zoning regulations require at least 35% of non-residential building facades facing a street to be transparent at the street level to allow pedestrian views and daylight into interior spaces.
- d. Upper levels facing the streets are also strongly encouraged to maximize windows wherever possible.

Entrances and Corner Features

- a. Vertically articulated corner and entry features are strongly encouraged for all buildings;
- b. Multiple entrances from the sidewalk and parking are also desirable for pedestrian convenience;

Balconies

- a. Recessed balconies are encouraged for all dwelling units, specifically facing the 142nd Street boulevard, the other internal Triangle streets, and the Triangle's open spaces;
- b. Projecting balconies are discouraged and should be limited to the rear of the buildings, away from the public streets and the Triangle's open spaces.



These are conceptual renderings that were part of the approved 2007 site plan for the Main Street Triangle. Individual building elevations still require approval by the Plan Commission and the Village Board of Trustees. The approved plans and design guidelines will be used as a minimum benchmark by the Village. The Village is willing to consider new and creative architecture that follows or is better than the design guidelines presented herein. All aspects of the project must still follow the regulations of the Village Center zoning district.



Exhibit 8 Renderings

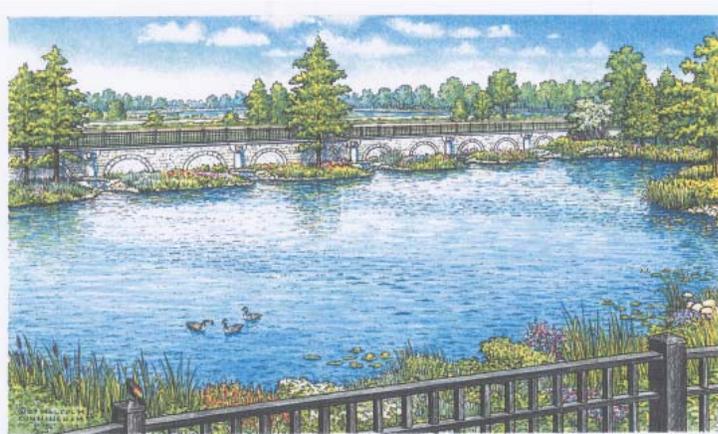


Above: An approved conceptual rendering of the Main Street Triangle project area in final build-out. The view is looking east over the train station, Crescent Park, the mixed use developments and down the 142nd Street boulevard. The Village is willing to consider new and creative architecture that follows or is better than the design guidelines presented herein. All aspects of the project must still follow the regulations of the Village Center zoning district.

Below: An approved conceptual rendering of the Main Street Triangle project area in final build-out at street level. The view is looking north down the proposed Ravinia Avenue extension toward Crescent Park.



NOTES



View NW at North Plaza/ Overlook Park

Contact

For all inquiries and any additional information, please contact:

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“MAIN STREET TRIANGLE”

A New Downtown District for Orland Park

Village of Orland Park, Illinois
Development Services Department