

**VILLAGE OF ORLAND PARK  
COMPREHENSIVE PLAN**

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## AMENDMENTS

The policies and proposals within the Comprehensive Plan represent the willful intention of the Board of Trustees of the Village of Orland Park. It is appropriate and necessary that the Comprehensive Plan be reviewed and amended regularly to ensure that it continues to reflect community standards and values.

Future development proposals that are not in conformance with the Comprehensive Plan should not be approved until such proposals are modified to be in conformance.

A proposal or action may be occasioned which the Board of Trustees deems to be desirable, but which at the same time is not in conformance with the Comprehensive Plan. In such a case, it is evident that the Comprehensive Plan is incomplete since it does not accommodate a new goal or objective of the Board of Trustees. It is necessary, then, to amend the Comprehensive Plan in a consistent manner to reflect the will of the community. Amendments may be proposed at the time of development approval to permit the proposal or action to occur.

Amendments may also be approved at the time of the annual review. The Community Development Department will present an annual summary of development activity to the Board of Trustees, complete with an evaluation of how current developments are promoting or preventing achievement of the objectives within the Comprehensive Plan. The annual review of the Comprehensive Plan shall be timed to correspond with the beginning of the calendar year.

The Comprehensive Plan is a living document, and to the extent that Village goals and objectives change, so the Plan must be reviewed and amended to reflect community needs. The Comprehensive Plan is prepared, at the direction of the Board of Trustees, by the Village planning staff of the Community Development Department with the cooperation and input of each department of the municipal government.

The Comprehensive Plan was adopted and approved by the Village of Orland Park in April, 1991, with the following revisions:

Zoning Map	April, 2000
Primary Bikeways Map	September, 1999
Working & Living Areas Map	September, 1999
Transportation Plan Map	September, 1999
Transportation Plan 2010 Map	September, 1999
Community Facilities Map	November, 1996
Open Space Map	November, 1996
Residential Density Map	November, 1996
Environmental Areas - Floodplains Map	October, 1991
Environmental Areas - Floodways Map	October, 1991
Environmental Areas - Steep Slopes Map	October, 1991
Environmental Areas - Mature Stands of Trees Map	October, 1991
Environmental Areas - Wetlands Map	October, 1991

## **CHAPTER I**

### **INTRODUCTION**

The Comprehensive Plan represents the overall vision of the Board of Trustees of the Village of Orland Park. The Comprehensive Plan is an advisory set of policies regarding the future physical development of the community. These policies are also shown as maps that will guide the future development of the Village.

#### **THE PLAN IN LOCAL GOVERNMENT**

Within the structure of municipal government the Orland Park Comprehensive Plan is essentially the Plan of the elected Board of Trustees. The Comprehensive Plan is their statement of willful intention regarding the future physical development of the community. The Plan also represents the advice of the Plan Commission, appointed by the Trustees to review and recommend all physical subdivision development and land use proposals to the Board of Trustees.

#### **STATEMENT OF PURPOSE OF THE COMPREHENSIVE PLAN**

##### **PURPOSES:**

1. Improve the physical environment of the community as a setting for human activities to make it more functional, beautiful, decent, healthful, interesting and efficient.
2. Promote the public interest and the interest of the community at large.
3. Assist in the democratic determination and implementation of community policies on physical development.
4. Achieve political and technical coordination in community development.
5. Inject long-range considerations into the determination of short-range actions.
6. Bring professional and technical knowledge to bear on the making of political decisions concerning the physical development of the community.

#### **THE LEGISLATIVE USES OF THE COMPREHENSIVE PLAN**

1. The Comprehensive Plan is an instrument by which the Board of Trustees considers, debates, and finally agrees upon a coherent, unified set of general, long-range policies for the physical development of the community.
2. The Comprehensive Plan enables the Board of Trustees to make decisions on the basis of a clearly stated, unified set of long-range policies concerned with physical development of the community.

Types of decisions include:

- A. Measures designed to carry out the plan and give it legislative effect

- Land Development Code
- Capital Improvements Program
- Community Development Block Grant Program
- Area Plans/Redevelopment Plans
- Village-wide Facility Plans

- B. All actions which routinely require Village Board approval should be viewed in the context of the Comprehensive Plan. These include, but are not limited to:

- Development Agreements
- Capital Facility Decisions
- Subdivision Plans
- Park Development Plans

Street Closings  
Rezoning Cases  
Variance Appeals  
Transit Route Proposals  
Facility Plans for Schools, Library, Fire Stations

3. The Comprehensive Plan presents a clear picture of the Board of Trustees' general long-range policies to all other persons concerned with development.

Plan Commission and staff  
Village Manager  
Assistant Village Manager  
Village Departments  
Other Governmental Agencies  
Private Developers  
Civic Organization  
General Public  
Courts

4. The Comprehensive Plan is the major instrument by which the professional planners and the citizen plan commissioners call attention to development problems facing the Village and propose solutions to those problems.

5. The Comprehensive Plan helps to educate everyone who reads it as to the problems and opportunities of the Village.

## **CHAPTER II**

### **ASSUMPTIONS**

Future plans must be based upon research, forecasts, and assumptions. Carefully formulated assumptions are necessary when more precise data is not available. The Community Development Department believes that the assumptions which underlie the Comprehensive Plan should be clearly stated as a part of this report. Each resident may then interpret and evaluate the Comprehensive Plan in light of the stated assumptions. In the future, when new and unanticipated development occurs, the Comprehensive Plan can be revised with the knowledge of the assumptions which guided the proposals inherent in this Plan.

Orland Park is part of the large metropolitan area surrounding Chicago, Illinois. As a part of the metropolitan area, Orland Park's future is influenced to a great extent by developments throughout the entire region. For this reason, the assumptions for the Comprehensive Plan are developed for the Chicago area as a whole, as well as for Orland Park.

#### **ASSUMPTIONS CONCERNING METROPOLITAN CHICAGO**

1. The population will continue to grow due to the strategic location and economic strength of metropolitan Chicago as a financial and corporate center of regional, national, and international significance.
2. Residential development will continue to decentralize across northeastern Illinois as suburban growth swells the population of traditional rural towns along the metropolitan fringe, particularly in the far northwest, west, and southwest reaches of the metropolitan area.
3. Within the growth of the region, Orland Park will become an increasingly important population center during the next thirty years. Contributing to this trend will be a continued decentralization of commerce and industry throughout the region.
4. An area-wide circulation network will be constructed around the perimeter of the far southwest suburbs with the completion of the Will-South Tollway to connect I-55 and I-80.
5. New regional commercial retail centers will evolve in the far northwest portion of Homer Township along the Will-South Tollway, as well as in the far northwest portion of New Lenox Township along the Will-South Tollway.
6. The RTA will establish perimeter commuter transit services to link the far southwest suburbs and Joliet to the Fox Valley communities and the northwest suburbs. Commuter rail service between Orland Park and the Chicago Loop will be increased.
7. A new regional airport will be constructed in the south metropolitan area, equidistant from Orland Park as O'Hare and Midway Airports, and accessible via I-80.
8. Recreation facilities will be further developed with an emphasis on the conservation of the natural environment, (woodlands, marshes, wetlands, and scenic corridors) and the national trend toward close-to-home recreation.
9. There will be a gradual increase in the age of the suburban population over the next thirty years in correlation to national demographic trends.
10. There will be continued development of the rural lands bordering I-80 and the Will-South Tollway.

#### **ASSUMPTIONS CONCERNING ORLAND PARK, 1990-2020:**

1. Orland Park will be a major Illinois community in its own right and at the same time retain a satellite relationship to Chicago, thus performing a dual function in the southwest metropolitan area.
2. There will be a high volume of traffic between Orland Park, Chicago, and inner-ring southwest suburbs. Traffic routes north and east of Orland Park will carry increasingly heavy volumes of traffic. These volumes will be further aggravated by increased cross-village commuters from growing populations in Homer Township and Frankfort Township.
3. Freight railroad service on the Norfolk and Southern line will be drastically reduced, if not eliminated by the ownership of the railroad and future emphasis will be on commuter passenger rail services.

4. Development of the land along the I-80 Corridor for regional industrial/distribution uses will be economically feasible within the next thirty years.
5. The central, regional retail area in Orland Park will mature into a mixed-use business center with the strategic diversification of retail properties into office, hotel, and business-support and specialty housing uses.
6. A gradual increase in the age of the population of Orland Park over the next thirty years will shift emphasis of governmental, educational, and recreational facilities toward the needs of older, mature residents. Mobility needs of mature residents will increase.
7. An increasing number of successful business owners will relocate their businesses to Orland Park for convenience to their homes.
8. There will be a significant number of Orland Park residents commuting to employment centers located in the far west and southwest suburbs within the next thirty years.

## CHAPTER III

### GOAL AND OBJECTIVES FOR ORLAND PARK

#### **GOAL:**

To create, sustain, and enhance a quality of life within the Village of Orland Park which allows each resident to improve and enjoy life to the fullest extent possible without harm to others or to the natural environment.

#### **OBJECTIVES:**

1. Preserve the unique character of Orland Park which has grown out of its natural setting and its generally harmonious development.
2. Reach a balance between the number of families in the community and the space which we have to live in.
3. Establish a pattern of land uses which will promote the highest level of health, safety, efficiency, aesthetics, and general welfare for all segments of the village.
4. Develop a circulation system [highways, collector roads, bikeways, and commuter transit] which will provide for the safe and convenient movement of people and goods within Orland Park and other parts of the region.
5. Develop and update a capital improvements program and financing programs to support the construction of necessary village improvements.

#### **BASIC POLICIES: TO BUILD UPON COMMUNITY STRENGTHS**

##### **1. ORLAND PARK-A RECREATION/RESIDENTIAL COMMUNITY:**

The Plan proposes that Orland Park should continue to emphasize its specialized social and economic functions in the metropolitan Chicago area as a residential community in an open space/recreational setting. This policy is of fundamental importance to the Plan. It means that regional commercial, regional industrial and higher density developments, although of importance to Orland Park, are to be less important and limited.

##### **2. ORLAND PARK'S "UNIQUE CHARACTER":**

The Plan basically represents an attempt to respect the special qualities that have resulted from the Village's historical development as a recreational-residential community. This policy, although admittedly difficult to define, is the basis for the most important proposals of the Plan. The dominating role of a leisure lifestyle; the tree covered hills; the close community ties of religion and school; the influence of immigrant German, English, Dutch and Irish traditions; the influence of the Village's large group of Chicago commuters; Orland Park's identity as a retail center of regional importance; the exceptional, high quality of residential areas; and the magnificent physical site surrounded by forest preserves; all of these have contributed to what is known as Orland Park's unique character. In its attempts to appreciate and strengthen these qualities, while at the same time attempting to provide for growth and for those changes that are judged to be necessary and desirable, the Plan represents a positive, cautious approach.

##### **3. COMMERCIAL DEVELOPMENT:**

The Plan proposes to accommodate, but at the same time, to influence the growth and diversification of the community's commercial uses. The physical size of the central regional commercial area must be limited if the unique character of the Village, which is vital to the status of businesses, is to be preserved and enhanced.

##### **4. POPULATION CAPACITY:**

The Plan proposes to protect and renew low-density residential neighborhoods in all parts of the village. This policy, combined with allowable increases in the number of housing units surrounding commuter rail stations and employment centers, means that the population of Orland Park, which was 35,000 in 1990, will not be permitted to exceed residential density standards designated in the Plan.

##### **5. METROPOLITAN OPPORTUNITIES:**

The Plan proposes that Orland Park help to develop a unified metropolitan region in order to make accessible to Orland Park residents a wide range of jobs and cultural opportunities, and in turn, allow Orland Park businesses to draw upon and be accessible to labor and

clients from metropolitan Chicago. The physical expression of this policy calls for major, concentrated business and employment centers in the Chicago Loop and far west and southwest suburbs to which Orland Park will be linked by a regional rapid transit system and by improved arterial highway capacity.

## CHAPTER IV

### LAND USE

#### GREENBELT CONCEPT GOALS AND OBJECTIVES

The greenbelt concept coordinates all open space and bikeway planning to result in a purposeful linking of the forest preserve district holdings with one another, with the central Community Recreation Facility and with each residential area, business node and community activity area in Orland Park.

**GOAL:**

To create a comprehensive system of open space that will link each of the residential and activity areas to community and regional open space areas.

**OBJECTIVES:**

Encourage forest preserve district officials to link together the various holdings surrounding Orland Park by a system of greenbelt corridors and bikeways.

Establish greenbelt corridors in subdivision plans to link living and working areas with the Community Recreation Facility and with regional open space areas.

Coordinate Village decisions on locations of future park sites and all public community facilities to further the greenbelt concept.

Incorporate into the greenbelt system non-Village owned land such as school property, golf courses, forest preserves, cemeteries, detention areas, Commonwealth Edison right-of-way, stream corridors, floodways, floodplains, and wetlands.

#### CRITICAL AND SENSITIVE ENVIRONMENTAL AREAS GOALS AND OBJECTIVES

Critical and sensitive areas are lands with such unique natural characteristics that they largely determine the land use. These characteristics include wetlands, floodplains, prime aquifer recharge areas, surface water, significant forest cover, prairies, steep slopes, scenic areas, etc.

**GOAL:**

To identify and preserve all areas within the Village with natural resources or other unique characteristics including wetlands, floodplains, prime aquifer recharge areas, surface water, significant forest cover, prairies, steep slopes, and scenic areas.

To permit only those recreational and other activities which pose no threat to sensitive natural environments and do not create a nuisance to surrounding uses.

**OBJECTIVES:**

Use this plan as the basis for any revisions to regional Water Quality Management plans, and for local revisions to boundaries of facility planning areas.

Adopt open water, wetland and floodplain protection ordinances and be consistent with related federal and state laws which prevent the degradation of water quality and habitat. Such ordinances shall discourage the channelization of streams, preserve natural vegetative buffers adjacent to open water and wetlands, and establish reasonable building and site improvement setbacks from streams and open water.

Participate in ground water protection planning efforts of local and regional agencies.

Adopt land use regulations, (including zoning, subdivision floodplain, storm water, wetland, and building codes), which carefully regulate development in all areas, with particular intent to safeguard environmentally sensitive areas and to prohibit development in critical environmental areas.

Adopt land use regulations which prohibit the removal of a substantial percentage of the healthy trees exceeding five inches in caliper from any development site. Healthy trees that are removed must be replaced with tree plantings which will achieve equivalent areas of canopy cover.

Adopt land use controls which prevent the filling or destruction of viable, mapped or unmapped, wetlands as determined by the Army Corps of Engineers without replacement or mitigation of similar or better quality wetlands on a one-for-one ratio within the same wetland or watershed.

Consider securing lands suitable for the development of expanded or enhanced wetlands which may be used to mitigate wetland loss from development sites which such development cannot reasonably mitigate on-site.

Adopt land use controls that will prohibit the placement of structures or the filling or grading of land which may restrict the flow of storm water within the floodway or reduces the storage capacity of floodplains within the county.

Adopt land use controls that will prohibit the placement of structures on slopes with grades of 15% or more, and restrict development on slopes with grades between 10% and 15%.

Adopt land use controls for areas containing environmental characteristics tolerant to limited development to ensure such sites will be developed only under procedures which allow the village to review development plans and impose conditions which assure the protection of the natural environment.

Encourage the Cook County Forest Preserve District to permit within forest preserves only those recreational and other activities which pose no threat to sensitive natural environments and do not create a nuisance to surrounding uses.

Explore all forms of securing the environmental areas, including but not limited to:

- a) conservation easements
- b) forest preserve acquisition
- c) acquisition by other environmental agencies

Prohibit the installation or substantial improvement (i.e. increase capacity) of roads within or adjoining critical and sensitive areas.

### **OPEN SPACE GOALS AND OBJECTIVES**

Open space includes land which is used as active recreation, passive recreation, wildlife habitat, scenic corridors, trails, setbacks from buildings, institutions, and focal points.

#### **GOAL:**

To create a comprehensive network of open spaces which capitalizes on existing natural and man-made features.

#### **OBJECTIVES:**

Acquire active recreational land which has a minimum acreage of ten acres per 1000 residents, and additional land for more passive uses.

Accommodate the recreational needs of all age groups and segments of the population, and provide safe access for children to experience local natural areas.

Maintain, and where appropriate, exceed the standards of the National Recreation and Parks Association.

Encourage exercise and activities beneficial to the physical and mental health of residents of all age groups through park design.

Provide convenient access to recreational lands by locating parks in each neighborhood, by bikeway/trail connections, and by vehicular access.

Incorporate into the open space network non-Village owned land such as school property, golf courses, forest preserves, cemeteries, detention areas, Commonwealth Edison right-of-way, stream corridors, floodways, floodplains, and wetlands.

Incorporate native landscaping and topography in the design of recreational spaces.

Emphasize aesthetics in the design of parks.

Ensure compatibility between park activities and adjacent land uses.

Provide linkages between open spaces for wildlife migration and habitat management.

## **WORKING AND LIVING AREAS GOALS AND OBJECTIVES**

Working and living areas comprise the greatest share of the future land use pattern of the community. The location, character and extent of residential, commercial, and industrial development are designated.

### **RESIDENTIAL DEVELOPMENT**

#### **GOAL:**

To strengthen neighborhood communities and sense of place by establishing distinctive housing environments with unique character.

#### **OBJECTIVES:**

Manage the quality, quantity, location, and rate of housing development in order to ensure the efficient use and conservation of the village's natural and public resources.

Support compact contiguous urban development.

Establish a pattern of development which supports the sense of neighborhood by providing community congregating places and focal points.

Coordinate land use types and densities with the level of accessibility provided by the supporting transportation system.

Promote an increase in the number of housing units located within walking distance of commuter rail stations.

Encourage a variety of housing types commensurate with demands created by current needs and future growth.

Improve deteriorating residential areas and maintain the value of existing housing.

Establish a pattern of residential land use which is sensitive to the natural environment and which encourages compatibility among land uses.

Support compatible, mixed-use development which promotes housing within walking distance of employment centers and commercial services.

Provide housing opportunity for workers drawn to Orland Park by employment in office, commercial, and industrial jobs in the community.

### **COMMERCIAL DEVELOPMENT**

#### **GOAL:**

To diversify commercial developments and provide a balance of needed services designed in a manner that supports the quality of life on the neighborhood level and Village as a whole.

#### **OBJECTIVES:**

Manage the quality, quantity, location, and rate of commercial development in order to provide needed services in a manner that protects the quality of life and community character.

Support the idea of one centralized regional area, supported by neighborhood-level commercial centers located at predetermined nodes.

Establish a pattern of commercial development which supports a sense of place within the community.

Encourage a diversity of commercial services.

Establish a reduction in the intensity of commercial uses that occur further from the central regional commercial area.

Discourage strip-style commercial development and its negative traffic safety and visual impacts, promoting instead a commercial development pattern of planned design to support a sense of place and neighborhood.

Coordinate site plan, urban design, landscape design, and circulation concerns and build commercial areas that reflect the traditions, values, and aesthetic character of the Village.

## **INDUSTRIAL DEVELOPMENT**

### **GOAL:**

To diversify the economic base of the community in a manner that is consistent with its existing character.

### **OBJECTIVES:**

Support a regional industrial/distribution area along I-80.

Support the development of local industrial service/distribution uses in designated areas.

Establish a pattern of industrial land use which is sensitive to the natural environment and which encourages compatibility among land uses.

Enhance the local business climate as a means of stimulating industrial development.

## **RESIDENTIAL DENSITY**

Residential development must occur within standards and guidelines whose purposes are to provide for the public health, safety, morals, general welfare, aesthetics and character of the community. Density standards are recognized to be valuable in achieving these ends.

### **GOAL:**

To accommodate appropriate residential densities within the context of land use, traffic circulation, community character and other impacts on the built and the natural environment of the village.

### **OBJECTIVE:**

Promote single-family residential development as the predominant residential character of the community.

Maintain residential density standards for the village which are based on the low density, single-family character of the community.

Encourage compact development at higher densities within a 1/4 mile to 1/2 mile walking distance of commuter rail stations.

Encourage compact development at higher densities within mixed-use development sites containing pedestrian access to employment centers and commercial services.

Incorporate into all density reviews, an evaluation of urban design features that creates a sense of neighborhood and protects neighborhood character.

Ensure that all residential development provides public facilities and infrastructure concurrent with the projected needs and impacts of new development.

Accommodate the needs of residents for housing that serves all age groups and segments of the community.

Ensure the compatibility of residential developments with adjacent land uses.

## **CHAPTER V**

### **TRANSPORTATION**

Access to high quality transportation access is a necessity for the economic well-being of residents, businesses, and the village government. Ease of travel is a strong determinant of quality of life. Transportation includes land which is used for roads, commuter rail facilities, commuter bus facilities, bikeway facilities, and all improvements and structures used to facilitate the movement of people and goods by land, water, and air.

**GOAL:**

To provide an efficient transportation system in Orland Park.

**OBJECTIVES:**

Ensure consistency of transportation system improvements with the land uses designated in the Comprehensive Plan.

Ensure that infrastructure is provided concurrent with the needs and impacts of new development.

Develop LaGrange Road, 159th Street, and Harlem Avenue as major regional routes providing for optimal traffic capacity and accessibility.

Extend and expand the arterial street system to serve the new growth areas to the west and south along the Interstate 80 Corridor.

Preserve and provide optimal road capacity by minimizing curb cuts, by access control ordinances, and by interconnecting similar developments.

Achieve Level of Service "D" " at signalized intersections and on arterial streets by providing sufficient pavement width or traffic control systems.

Coordinate arterial planning with surrounding municipalities, townships, Cook County, Will County and the State of Illinois, to achieve consistency in street functions across and between municipal boundaries and to reduce the existing jogs and redundancies in the existing system.

Provide opportunities to include commuter transit service in the transportation system, such as commuter rail, regional bus routes, feeder bus routes to commuter rail stations and door-to-door bus service.

Develop a transit center in Orland Park as part of a future mixed-use development, to include station facilities for buses and parking for residents who commute to other suburban employment centers.

Increase the safety of the overall street system.

Plan and provide designated helicopter stops with regional employment centers and industrial areas.

Secure a variety of funding sources and identify techniques to finance infrastructure improvements (including state, county, and village funds as well as developer participation).

Require a minimum spacing of 1/4 mile in distance between traffic signals.

### **MINOR COLLECTOR STREETS**

The minor collector road system provides both land access and movement within developed areas. A properly designed system of minor collector roads will improve traffic efficiency and reduce negative impacts on local streets.

Level of Service "D" is a design standard used in traffic engineering. It is the upper limit of tolerable traffic congestion levels.

**GOAL:**

To designate an efficient minor collector street system that will preserve optimal road capacity and accessibility while protecting local residential areas from adverse impacts.

**OBJECTIVES:**

Provide a well-defined collector street system at half-mile intervals with planned connection to the arterial street system.

Extend the collector street system in the LaGrange Road corridor serving new and existing developments.

Design the minor collector street system to prevent non-local traffic from penetrating neighborhoods and subdivisions.

Provide connections between similar adjacent residential subdivisions to ensure local traffic accessibility.

### **PRIMARY BIKEWAYS**

Primary bikeways consist of designated bike paths or routes that provide the critical basic transportation system for bicycle travel.

#### **GOAL:**

To provide a safe and efficient system for bicycle transportation which addresses the needs of the various ages and types of bicyclists while providing an alternative to automobile usage.

#### **OBJECTIVES:**

Provide facilities for the various types and ages of bicyclists.

Encourage bicycling as a transportation alternative to the automobile.

Provide bikeway connections to link neighborhoods to forest preserve and open space areas, schools, activity centers, commuter stations, and the Community Recreation Facility.

Encourage bicycling as a form of recreation.

Promote bicycle safety.

Ensure safe crossings of bikeways at major roads with grade separated crossings or traffic signals.

### **PEDESTRIAN ACCESS**

#### **GOAL:**

To assure equal and convenient access to neighborhood and community interests for pedestrians.

#### **OBJECTIVES:**

Provide sidewalks, as necessary, along all streets to ensure pedestrian access.

Maximize the use of non-automotive modes of transportation, such as walking.

Provide increased pedestrian access to and within developments of high density and mixed-use.

Encourage pedestrian movement between residential areas, schools and neighborhood shopping areas.

## CHAPTER VI

### COMMUNITY FACILITIES AND SERVICES

In planning for the future growth and development of the Village, adequate provision for community facilities and public services is an important concern. This chapter addresses the spatial distribution of these facilities.

#### COMMUNITY FACILITIES

Site location objectives are provided to assist the Village and other local government agencies and taxing districts coordinating the location of facilities and the provision of services, including schools, fire protection, parks and recreation, police and public safety, library and similar governmental facilities.

##### **GOAL:**

To provide high quality, community facilities and services in a cost effective manner by determining future needs and by balancing investments of existing resources with new needs and opportunities, and, in an equitable manner, by taking into account the total population, its characteristics, and its geographic and demographic distribution.

##### **OBJECTIVES:**

Foster the shared-use of facilities by two or more governmental agencies and by the public and private sectors.

Establish facilities as needed in development growth areas consistent with the land use and transportation objectives of the Comprehensive Plan.

Locate future facilities in areas where the most people can be served with the least amount of transportation.

Expand and construct facilities by relying on measurable service level standards and locator models in the context of long-range changes in the number, composition, and location of the population.

Support the role of the private sector in providing appropriate community facilities.

Designate future school sites in a context of long-range planning for flexibility for adaptive re-use of buildings; federal, state and local school policies; birth rates; new development and migration rates; future technology and innovation; transportation resources; and other factors affecting school enrollment.

Require that facilities be located in a manner compatible with surrounding land uses.

Ensure that facilities are sited to protect critical and sensitive environmental areas.

Encourage local government agencies to consult and cooperate with Village transportation and land development planners during facilities planning and development projects.

Require that public facilities provide for necessary transportation, access, parking, and pedestrian improvements are provided concurrent with the impacts of development.

Encourage schools, parks and recreation areas and similar facilities to be located and designed to serve as neighborhood focal points and community centers.

Utilize community development and zoning activities to assist local public institutions in meeting land and facility expansion needs.

Ensure that local public institutions meet community development standards and objectives in acquiring and developing facilities.

Provide bikeway links among community facilities that serve as public activity centers in the Village.

#### UTILITY SERVICES: SANITARY SEWER

##### **GOAL:**

To facilitate the collection, transmission and treatment of sewage in an efficient and cost effective manner, based on appropriate technology and best available engineering and environmental practices.

**OBJECTIVES:**

Plan and provide the highest quality service.

Protect the safety, integrity, and functional capacity of the existing sanitary sewer system.

Provide sanitary sewer infrastructure that coincides with needs and is concurrent with the impacts of development.

Extend and expand the sanitary system to serve new growth areas to the west, south, and along the Interstate 80 corridor consistent with Village engineering standards and practices.

Encourage the conversion and connection of substandard systems to the best available service provided by the Village.

Require all new land subdivisions to connect with the existing Village sanitary system.

Require all new land subdivisions to connect with the existing Village sanitary system within statutory authority.

Ensure that sanitary system improvements are consistent with land development patterns and land uses as designated in the Comprehensive Plan.

Establish a sanitary sewer facilities planning area to avoid redundancy of effort or unnecessary competition with neighboring districts.

Coordinate sanitary system planning with the Metropolitan Water Reclamation District (MWRD) and surrounding municipalities.

Comply with applicable regulations of MWRD, state and federal agencies that govern system development and environmental protection.

Ensure compatibility of utility structures with adjacent land uses.

**UTILITY SERVICES: WATER DISTRIBUTION****GOAL:**

To acquire, store and distribute Lake Michigan water for consumption by Village residents and other end users in an efficient, safe, and cost effective manner based on appropriate technology and best available engineering and environmental practices.

**OBJECTIVES:**

Plan and provide the highest quality service available.

Protect the safety, integrity and functional capacity of the existing water distribution system.

Provide water distribution infrastructure that coincides with needs and is concurrent with the impacts of development.

Establish a water distribution facilities planning area to avoid redundancy of effort or unnecessary competition with neighboring districts.

Extend and expand the water distribution system to provide water service to designated end users beyond the corporate limits of the Village.

Encourage the conversion and connection of substandard systems to the best available service provided by the Village.

Require all new land subdivisions to connect with the existing Village water system within statutory authority.

Ensure that water distribution system improvements are consistent with land development patterns and land uses as designated in the Comprehensive Plan.

Coordinate water distribution planning with other applicable governmental bodies including, but not limited to, the Village of Oak Lawn, the City of Chicago, the Northeastern Illinois Planning Commission, and the Illinois Department of Transportation (IDOT).

Comply with applicable regulations of state and federal agencies that govern system development and environmental protection.

Ensure compatibility of water distribution structures with surrounding land uses.

### **UTILITY SERVICES: STORMWATER MANAGEMENT**

The stormwater management element of the Comprehensive Plan refers to both the Stormwater Management Plan (a companion supplement of design standards and maps) and the goal and objectives stated below.

#### **GOAL:**

To protect public health, safety, general welfare and property by managing stormwater flows through natural and man-made mechanisms based on best available engineering and environmental practices.

#### **OBJECTIVES:**

Create a stormwater management plan for the Village.

Establish a water distribution facilities planning area to avoid redundancy of effort or unnecessary competition with neighboring districts.

Require stormwater management measures for each development that coincides with needs and is concurrent with the impacts of development.

Utilize stormwater management methods that preserve the integrity and function capacity of the existing floodway and floodplain as the foundation of the stormwater management system.

Prohibit any modification of, or development within the 100-year floodway, absent a permit from the Illinois Department of Transportation (IDOT) to allow modification or the development of stormwater management structures deemed as appropriate uses by the Illinois Department of Transportation, Division of Water Resources.

Limit development within the 100-year floodplain to structures and improvements designed for stormwater management, open space, recreation and agriculture uses.

Require that for every cubic yard of fill or building put into the floodplain, a cubic yard be removed in order to preserve the area needed to store floodwaters.

Ensure that stormwater management policies and facilities are consistent with land development patterns as designated in the Comprehensive Plan.

Encourage low-maintenance stormwater management solutions that employ preservation of natural hydrological patterns.

Encourage detention structures to be constructed when required as supplement to natural drainage systems.

Support the idea of unified stormwater detention structures within each drainage basin to maximize efficiency and minimize maintenance concerns.

Emphasize native wetlands landscaping in detention and retention areas.

Comply with applicable regulations of the MWRD, state and federal agencies that govern stormwater system development and environmental protection.

### **HISTORICAL SIGNIFICANCE**

Structures that have historical value comprise the heritage of the community. These structures have been identified and mapped as significant and worthy of efforts to achieve preservation. The historical significance element of the Comprehensive Plan refers to both the inventory of historical structures (a companion supplement) and the goal and objectives stated below.

#### **GOAL:**

To promote the economic, cultural, and aesthetic welfare of the community through the preservation, restoration and adaptive re-use of historical structures and sites.

**OBJECTIVES:**

Support sensitive development practices which incorporate and defer to the historic value of structures and sites in order to protect the character and traditions of the community.

Encourage the care and maintenance of historic structures and sites.

Encourage the economic and adaptive re-use of historic structures.

Utilize preserved historic structures and sites to establish identity and unique character for development in order to enhance property values and a sense of community.

Capitalize upon the economic benefits of tourism that accrue from successful historic preservation efforts.

Maintain historic preservation regulations and procedures within the Land Development Code to implement preservation objectives.

Utilize a historic preservation district to protect and enhance the character of the Old Orland area.

Designate historic landmarks throughout the community as provided for in the Land Development Code.

Coordinate local preservation efforts with other relevant state and federal agencies responsible for historic preservation.

Encourage all construction, alteration, and improvement of historic structures to comply with the **Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.**

## CHAPTER VII

### VILLAGE CENTER ELEMENT OF THE COMPREHENSIVE PLAN

The Village Center element of the Comprehensive Plan refers to both the Village Center Plan (a companion supplement of physical design standards and maps) and the goals and objectives stated below.

The Village Center Plan guides development along a portion of Ravinia Avenue and 149th Street, and is designed to serve as the symbolic center of the Village. The Village Center is a mixed-use site which includes government and recreation facilities, as well as office and commercial uses on a traditional village scale which reflects a small, compact development pattern.

#### **GOAL FOR NEW DEVELOPMENT WITHIN THE VILLAGE CENTER:**

To recover financial investment incurred in acquiring and improving the land by developing lots in a planned, mixed-use business park compatible with adjacent land uses.

#### **OBJECTIVES:**

Ensure that all development is compatible with the distinct character and identity established by the Village Center municipal complex to ensure that the Village will enhance its community image and continue to attract business investment.

Create policies that provide for functional integration and visual connections which unify the entire Village Center.

Establish a framework of vehicular streets and pedestrian ways that will provide safe and attractive movement throughout the Village Center.

Ensure that new development employs creative building designs which reinforce community objectives for public spaces yet set parameters which protect existing investment.

Provide flexible policies capable of responding to short-term market demands and long-term economic changes.

Ensure that new development complements existing parking requirements of the municipal uses by providing for shared parking arrangements within the Village Center.

Ensure that new development incorporates positive design principles to foster sense of place, community identity, community character, and contribute to the general welfare of Orland Park.

#### **GOAL FOR ORLAND PARK MUNICIPAL COMPLEX:**

To construct, operate, and maintain the municipal complex in a manner that symbolizes the leading role of Orland Park. The complex should be managed in a manner that achieves highest quality in the design of buildings, parking areas, and landscape treatments; demonstrate service to the community; and protects the heritage of our natural environment.

#### **OBJECTIVES:**

Manage and maintain the buildings of the municipal complex in a manner that conserves and protects the investment of public resources.

Maintain the architectural integrity of the municipal complex by coordinating all remodeling, alteration, new construction, and maintenance activities.

Consult with experts in the design professions to ensure compatibility of building and landscape improvements.

Ensure consistency of parking, landscape and streetscape improvements with the Village Center Plan.

Emphasize native landscaping indigenous to Illinois throughout the municipal complex grounds.

## CHAPTER VIII

### OLD ORLAND ELEMENT OF THE COMPREHENSIVE PLAN

The Old Orland element of the Comprehensive Plan refers to both the Old Orland Plan (a companion supplement of physical design standards and maps) and the goal and objectives stated below.

**GOAL:**

To maintain the scale, architectural integrity, and general character of Old Orland while enhancing its residential and commercial environments.

**OBJECTIVES:**

Obtain input from long time residents and merchants.

Maintain an overlay-zoning district within the Land Development Code which is tailored specifically to building setbacks, street widths, and other characteristics of Old Orland.

Establish a set of design standards including architectural style, signage, and scale.

Create a physical plan which provides adequate access, parkway amenities, improved streetscapes, and linkage between Beacon Avenue and Union Street commercial areas.

Create a capital improvement plan based upon said physical plan.

Incorporate the historic structures into the physical plan.

Identify highly visible areas which may be landscaped and serve as visual focal points, incorporating historic and significant events/locations.

## **CHAPTER IX**

### **EXTRATERRITORIAL DEVELOPMENT**

#### **INTRODUCTION:**

The Village of Orland Park is adjacent to several thousand acres of land which is within the path of successive subdivision and suburbanization activities. Illinois Revised Statute empowers Orland Park to exercise specific powers over subdivision and development activities outside incorporated limits of Orland Park. This extraterritorial jurisdiction extends to development activities within one and one-half miles of the Village's incorporated boundaries. The Orland Park Land Development Code regulates subdivision and development activities that are subject to the review and approval power granted to Orland Park by statute and by constitution.

#### **ASSUMPTIONS CONCERNING DEVELOPMENT IN ORLAND, PALOS, AND FRANKFORT TOWNSHIPS:**

Land located within Orland Township (Cook County), Palos Township (Cook County), and Frankfort Township (Will County) comprises the developing edge of the suburban community of Orland Park. As such, the subdivision of land in these areas is evaluated and regulated with the intention of a future legal incorporation into the Village, and is subject to all development standards which would be otherwise applicable if the land were located within the Village and must be met.

#### **ASSUMPTIONS CONCERNING HOMER TOWNSHIP:**

Land within Homer Township (Will County) lies beyond the developing edge of Orland Park and exhibits a settlement pattern and development standards that make such areas incompatible for incorporation into the community of Orland Park. Within unincorporated Homer Township (Will County) all subdivision and development activity will be reviewed and evaluated for its impact upon the health, safety, and general welfare of the Village of Orland Park. Subdivision and development activities that exhibit land use, density or transportation concerns that threaten the ability of Orland Park to secure the health, safety and general welfare of the Village will be strictly regulated to the fullest extent allowed by statute.

#### **WORKING AND LIVING AREAS: HOMER TOWNSHIP**

The subdivision of land in Homer Township establishes development patterns that affect the public health, safety, general welfare, aesthetics and community character of Orland Park. For these reasons, the location, character, and extent of residential, commercial and industrial development are designated.

#### **RESIDENTIAL DEVELOPMENT**

##### **GOAL:**

To manage the quality, quantity, location, and rate of housing development in order to mitigate external impacts upon the safety and general welfare of residents of Orland Park.

##### **OBJECTIVES:**

Balance the impacts of development with sound land planning practices.

Establish a pattern of development which supports the sense of community.

Coordinate land use type and density with the level of accessibility provided by the supporting transportation system.

Encourage a variety of housing types commensurate with demands created by current needs and future growth.

Establish a pattern of residential land uses which is sensitive to the natural environment and which encourages compatibility among land uses.

Support the open space acquisition program of the Will County Forest Preserve District.

#### **COMMERCIAL DEVELOPMENT**

##### **GOAL:**

To manage the quality, quantity, location, and rate of commercial development in order to mitigate external impacts upon the safety and general welfare of residents of Orland Park.

**OBJECTIVES:**

Support a node of neighborhood-level commercial development at the intersection of Bell Road and 143rd Street.

Support general community level commercial development at nodes along 159th Street, a state-designated Strategic Regional Arterial.

Discourage strip-style commercial development and its negative traffic safety and visual impacts and instead promote a commercial development pattern of planned design to support a sense of place and neighborhood.

Coordinate site plan and transportation circulation concerns to avoid traffic and land use conflicts.

**INDUSTRIAL DEVELOPMENT**

**GOAL:**

To ensure that industrial development in Homer Township does not threaten the public health, safety, and welfare of the community.

**OBJECTIVES:**

Establish a pattern of industrial land use which is sensitive to the natural environment and which encourages compatibility among land uses.

Require that utility services and emergency response facilities be provided concurrent with the impacts of industrial development.

Limit regional industrial development to sites located along the proposed Will-South Tollway.

Support the development of planned industrial parks rather than isolated industrial uses.

**RESIDENTIAL DENSITY: HOMER TOWNSHIP**

Residential development must occur within standards and guidelines whose purpose is to provide for the public health, safety, morals, general welfare, aesthetics and character of the community. Density standards are recognized as valuable in achieving these ends.

**GOAL:**

To accommodate land use intensities appropriate to a low-density rural/suburban setting, within the context of land use, traffic circulation, community character and other impacts on the built and natural environment.

**OBJECTIVES:**

Promote single-family residential development as the predominant residential character of the planning area.

Maintain residential density standards for the planning area which are based on the low-density single-family character of the community.

Ensure that all necessary utility and transportation infrastructure is provided concurrent with the projected needs and impacts of development.

Accommodate the needs of residents for housing that serves all age groups and segments of the community.

Ensure the compatibility of residential developments with adjacent land uses.

**TRANSPORTATION**

**GOAL:**

To provide an efficient transportation system in Homer Township in order to mitigate the external traffic impacts upon Orland Park.

**OBJECTIVES:**

Ensure consistency of transportation system improvements with the land uses designated in the Comprehensive Plan.

Provide infrastructure that is concurrent with the impacts of new development.

Extend and expand the arterial street system to serve the new growth areas to the west and south.

Coordinate arterial street planning with surrounding municipalities, Cook County, Will County and the State of Illinois, to achieve consistency in street function across and between municipal boundaries and to reduce the existing jogs and redundancies in the existing transportation system.

Achieve Level of Service "D" at signalized intersections on arterial streets by providing sufficient pavement width or traffic control systems.

Preserve and provide optimal road capacity by minimizing curb cuts, by access control ordinances, and by interconnecting adjacent and similar developments.

Secure a variety of funding sources and identify techniques to finance infrastructure development (including state and county sources and developer participation).

Increase the safety of the overall street system.

Provide sidewalks along all streets in accordance with the Land Development Code Regulations to ensure pedestrian access.

### **MINOR COLLECTOR STREETS: HOMER TOWNSHIP**

The minor collector road system provides both land access and movement within developed areas. A properly designed system of minor collector roads will improve traffic efficiency and reduce negative impacts on local residential areas.

#### **GOAL:**

To designate an efficient collector street system that will preserve optimal road capacity and accessibility while protecting local streets from adverse impact.

#### **OBJECTIVES:**

Provide a well-defined collector street system at half-mile intervals with planned connection to the arterial street system.

Design the minor collector street system to prevent non-local traffic from penetrating neighborhoods and subdivisions.

Provide connection between similar adjacent residential subdivisions to ensure local traffic accessibility.

## CHAPTER X

### IMPLEMENTATION OF THE COMPREHENSIVE PLAN

The Comprehensive Plan represents a statement of willful intention of the Board of Trustees regarding future physical development of the community.

The Comprehensive Plan sets the broad guidelines for development. These guidelines find force of regulation through various specific ordinances, codes, and programs which are enacted to promote the goals and objectives. These specific ordinances, codes, and programs are tools to make a reality of the Board of Trustees' vision for the community.

Significant among these ordinances is the Orland Park Land Development Code which is the principal code regulating subdivision and development standards and procedures for Orland Park. The Land Development Code also regulates zoning by districting land uses to promote the goals and objectives envisioned in the Comprehensive Plan.

A Capital Improvements and Facility Program shall be administered under the guidelines of the Comprehensive Plan. As such, Village resources and scheduling of improvements shall be planned and directed in a manner that most effectively achieves the ends of the Plan.

The Village may initiate special programs to provide services, funding or other incentives to enhance the community. Examples of special programs include a Community Block Grant Program, a Revolving Loan Fund Program, a Special Assessment District, or a Tax Increment Financing District. In all cases, these programs should be designed to further the goals and objectives of the Comprehensive Plan.

Still, it must be remembered that it is in the routine actions of local government that the Plan will be implemented on a daily basis.

Each decision on Village facilities, made by the Board of Trustees that is in conformance with the Comprehensive Plan brings the Plan closer to reality.

Each development approval, granted by the Board of Trustees, for a project that is in conformance with the Comprehensive Plan brings the Plan closer to reality.

Each coordination of effort that is demanded by the Board of Trustees, and is assisted by discussion of the Comprehensive Plan brings the Plan closer to reality.

#### **MAJOR RECOMMENDATIONS: TO RESPOND TO COMMUNITY CONCERNS**

1. The Comprehensive Plan is based on the finding that there are regional land uses and local land uses in Orland Park and land use conflicts develop when these locational differences are not respected. The Plan establishes a central, regional commercial area and a regional industrial/distribution area where region-wide business activities are encouraged. Local commercial and industrial service areas are separately designated. The Plan proposes the allocation of the Orland Park area among local and regional uses with each part of the Village devoted to its most appropriate use and served by the transportation system most appropriate to its needs.

2. Indeterminate growth of Orland Park may result in serious deterioration in quality of transportation, the natural environment, the character of the community, and the quality of life. The Comprehensive Plan provides for the distribution of population in Orland Park in residential areas, varying from low density single-family to higher density townhome and multi-family areas. Residential development is governed by a comprehensive set of policies preserving open space.

3. The Comprehensive Plan defines within the residential areas of Orland Park a series of residential neighborhoods, each of which will be of proper size to support essential residential services such as schools, churches, and neighborhood-scale shopping centers. Each area, insofar as possible, will be protected from large volumes of through traffic and other disturbing influences.

4. The Comprehensive Plan recommends the diversification and enhancement of the central regional commercial area in order to better serve the community. The area is concentrated between 94th Avenue and Ravinia Avenue from 143rd Street to 156th Street. The Comprehensive Plan calls for improvements in circulation patterns for transit, parking lots and pedestrian ways; in the diversity, number and quality of business establishments; and in the physical appearance of the area.

5. The Comprehensive Plan groups the business establishments of Orland Park in conveniently located commercial centers, each of which will fit into one of the following four categories: the central regional commercial area, the local industrial/services area, the community intensity commercial and the planned mixed-use commercial/residential areas.
6. The Comprehensive Plan provides for a limited and selective industrial expansion in Orland Park, exclusive of the LaGrange Road and 159th Street corridors. The Plan establishes a firm and logical site along I-80 for regional industrial/distribution uses.
7. The Comprehensive Plan acknowledges the interdependence of the roles of Orland Park and the Cook County Forest Preserve District in providing the recreation opportunities that enhance the quality of life and property values in the community. The Village and the district are encouraged to increase open space acquisition and recreation development to enact the greenbelt proposals within the Plan.
8. The Comprehensive Plan proposes that Orland Park's transportation system be improved to a standard adequate to handle traffic volumes for the future. This requires the expansion of most arterial roads from two lanes to four lanes as well as the expansion of LaGrange Road (Route 45) and Harlem Avenue (Route 43) from four lanes to six lanes.
9. The Comprehensive Plan proposes that measures be taken to increase accessibility to commuter transit and transit patronage. Station and commuter parking improvements will expand to four (4) the number of Metra commuter stops, sited one and one-half miles apart, and linking Orland Park with employment in Chicago's Loop. In addition, a commuter transit facility operated by Pace will be developed to link Orland Park residents with regional employment centers in the western and southwestern suburbs.
10. The Comprehensive Plan recommends that present and future school facilities be located to enhance the opportunity for joint-use recreation and open space acquisition. School grounds should be increased in size in order to better serve their educational as well as their recreational and community center functions. The responsibility for this enlargement shall rest jointly with the Village of Orland Park and the school districts. A joint site for a future high school/junior high/recreation complex is designated in the west portion of the Village.
11. The Comprehensive Plan adopts the policy of increasing the size of Orland Park's open space areas in order to meet the needs of present and anticipated future populations. Preservation and recreational development of natural environmental features such as stream courses, wetlands, marshes, and wooded areas is to be given equal priority with the development of active sports complexes.
12. The Comprehensive Plan calls for the Village Center area to be developed as a mixed-use site. Government and recreation facilities as well as office and commercial uses are proposed to be built on a traditional Village scale which reflects a small, compact development pattern.
13. The Comprehensive Plan identifies the Old Orland area as a unique site that preserves the early heritage of the community, yet continues to serve the needs of residents and businesses. Enhancement of the area as a place to live and shop is proposed, with improved facilities and amenities to support tourism, commuting, small business expansion, and historic ambiance.

## **MAJOR PROPOSALS: TO GUIDE FUTURE COMMUNITY DEVELOPMENT**

### **1. RESIDENTIAL AREAS:**

Physical expansion encouraged to the south and west.

Neighborhoods in all parts of the Village shall be enhanced by improved streetscaping.

New development shall occur in harmony with the natural environment.

Open space shall be protected and preserved.

Low-density character shall be maintained.

### **2. CENTRAL REGIONAL COMMERCIAL AREA:**

Compact, diversified commercial development shall be promoted.

Expansion of office, hotel, cultural, employment centers, and compatible higher density residential is encouraged.

Pace commuter facility is proposed.

Urban design, pedestrian access and bikeway links are emphasized.

### **3. OPEN SPACE:**

Emphasize close-to-home recreation.

Presence critical and sensitive natural environmental areas.

Integrated open space network is created, including paths, greenbelts, wetlands, stream corridors, and bikeways.

Forest preserve districts are encouraged to increase their holdings and provide recreational trails and bikeways.

Major open space connection is established across LaGrange Road and 94th Avenue to the Community Recreation Facility.

### **4. INDUSTRIAL AREAS:**

Limited expansion of existing local industrial areas.

Regional industrial/distribution area is designated along I-80.

### **5. NEW SHOPPING CENTERS:**

Two areas for community-level commercial development are designated at the northwest corner of 143rd Street and Wolf Road, and the southwest corner of 159th Street and Wolf Road.

Gradual elimination of strip zoning and most existing strip-style development.

Architectural design of new commercial must reflect the character and traditions of Orland Park.

Neighborhood retail centers are to be designed as community focal points with traditional, small village architectural character.

### **6. SCHOOLS AND PARKS:**

Schools and parks are to be developed jointly.

Higher standards are recommended to increase minimum park size to five (5) acres and to provide a minimum service standard of ten acres per 1000 residents.

New joint-use campus for future high school, junior high and recreation fields is designated southeast of 159th Street and Wolf Road.

Locate school grounds to accomplish the greenbelt and open space goals of the Plan.

### **7. TRANSIT:**

Significant improvement in local commuter transit is proposed, including four (4) Metra commuter rail stations at 143rd Street, 153rd Street, 167th Street, and 179th Street.

Improved station facilities, access, and parking are proposed.

Establish Pace transit facility in central regional commercial area for charter commuter link to western suburbs and airports.

### **8. ACCESS TO JOBS:**

Increase number of housing units located within one-quarter to one-half mile walking distance of commuter rail stations and employment centers.

Provide for diversification of the local employment base.

## **9. TRANSPORTATION:**

Orland Park is surrounded by a regional interstate/tollway network, and the construction of the Will-South Tollway is assumed. LaGrange Road and 159th Street are cross-links between these major interstates surrounding Orland Park.

Grade separation at the intersection of LaGrange Road and 159th Street will be warranted and desirable.

Improvements are required for all major arterial roads.

A collector street system is needed for efficient movement.

Local streets must be protected from speeding and through traffic.

## **10. VILLAGE CENTER:**

The Village Center shall become the signature of Orland Park.

Development retains the appearance of a small village while accommodating private office and commercial uses.

Fashionable shops and services shall be provided to cater to office workers and surrounding residences.

Streetscapes, urban design, architecture, and parkways shall blend into a planned development.

## **11. OLD ORLAND:**

Old Orland shall represent the heritage of Orland Park.

Strengthen the character of the historic center of the Village.

Enhance residential quality, appearance, and streetscapes.

Support tourism and local businesses.

Rebuild the 143rd Street commuter station and provide improved commuter parking.

Improve access to business parking.

## **12. INSTITUTIONS:**

Accommodate planned hospital and medical center development within Orland Park.

Encourage expanded post-secondary educational facilities in the community.

Promote development of art and cultural facilities.

Encourage expanded library access for residents in the far east and southwest portions of the community by establishing remote facilities in those areas.

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