

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.