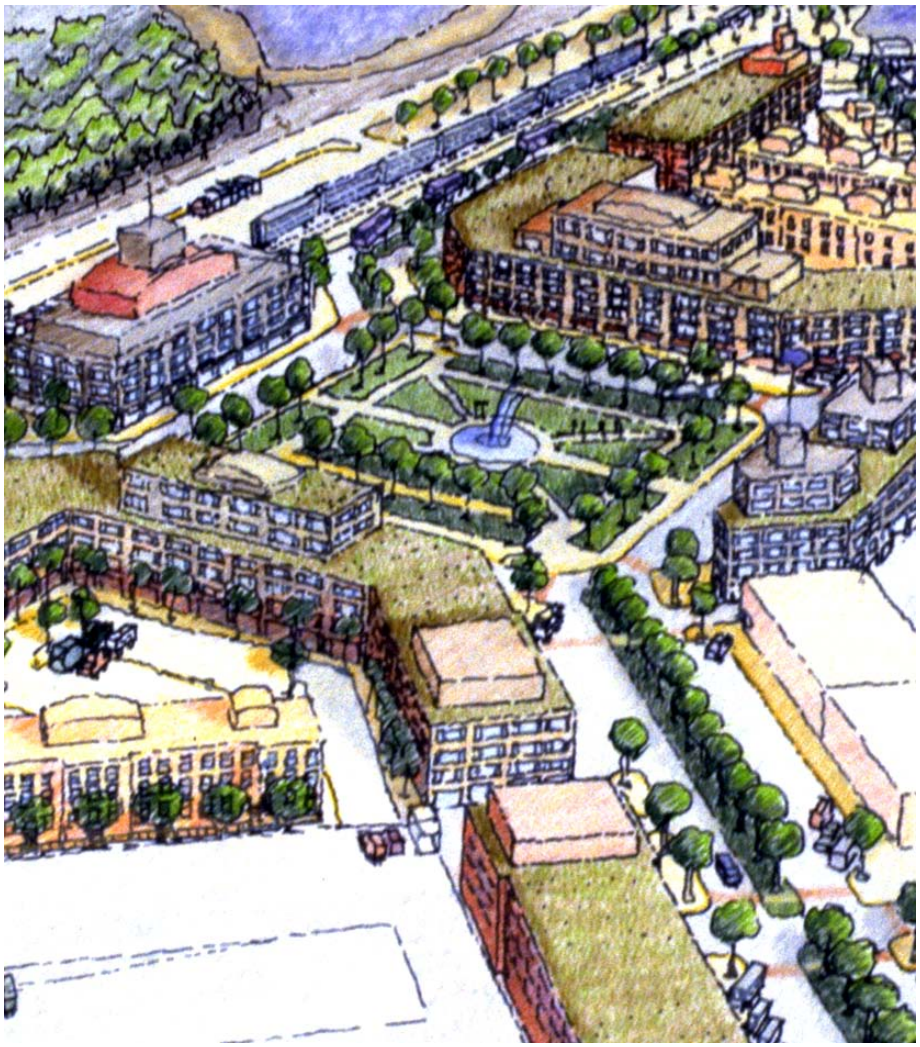
Orland Park

Triangle Site Redevelopment Plan

Prepared for the Village of Orland Park and the
Regional Transportation Authority (RTA)



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November 2000

This study was funded by the RTA and the Village of Orland Park.

BACKGROUND

Co-sponsored by the Regional Transportation Authority (RTA) and the Village of Orland Park, this planning study was conducted during the winter and spring of 2000. The scope of work consisted of land planning, urban design, demographic, market, and transportation analysis. While not an in-depth study of each discipline, it is a holistic study of the opportunities for redevelopment of a parcel of land known as the triangle site.

Size of Study Area

The triangle site north of 143rd Street and west of La Grange Road represents an unmatched opportunity for Orland Park to develop a mixed-use town center. The land within the triangle comprises 36 acres. An existing strip mall on the site makes up nine acres. The concept plan which resulted from this planning study leaves eight acres of the existing strip mall untouched, but incorporates the west end of the strip mall land, about one acre. Thus, the concept plan uses 28 acres within the triangle.

Mix of Uses

This proposed mixed land use plan is anchored by a new Metra Station and includes, retail, office, residential, entertainment and institutional land uses and possibly a hotel. Market conditions at the time when individual projects are proposed will determine the mix of each land use that is supportable on the site. Based on demographics and interviews conducted for this study, there is evidence of a demand for a variety of types of residential and office uses. Retail, which is oversupplied in Orland Park, is the exception to this with only neighborhood or boutique retail likely to be supportable on the site.

This mix of uses bundled onto a site which is adjacent to a transit station is the very embodiment of the concept called transit-oriented development (TOD). Successful TOD's require transit which is convenient, frequent and includes a variety of modes of travel (train, bus, car, van, bicycle and pedestrian).

Metra's Service Upgrades

As part of the Federal New Starts Program, Metra has applied for and received funds to extend and upgrade commuter rail service on the SouthWest Service (SWS) Line. Upgrades include a host of track and signal improvements, additional rolling stock, yard expansion and added parking capacity at all stations along the SWS line. These improvements will allow Metra to double the number of trains that serve the 143rd

Street Station from the current 16 trains per day to more than 30 trains per day by the year 2008. Based on service upgrades, Metra ridership projections indicate approximately 1,550 daily boardings at the 143rd Street Station and the need to provide 1,100 commuter parking spaces on or near the triangle site. Service enhancement and projected ridership levels assures a steady flow of commuters into the triangle site and the vitality of the TOD environment.

The ability to support this level of development at the densities outlined herein is conceivable only because of the unique characteristics of a transit-oriented development (TOD). In a TOD, car use is reduced and with it the need for parking is reduced. Furthermore, the mix of uses allows for shared parking between activities which take place at different times of day, most prominently between park-and-ride commuters and entertainment uses such as cinemas and restaurants.

However, in order to accommodate the higher densities and higher intensity of land use in the triangle area, this plan proposes structured parking. Without higher density, the need for structured parking would be greatly reduced. It is anticipated that the triangle will be redeveloped in phases over a number of years. In this scenario, surface parking should be considered and used as the footprint for future parking structures and buildings in the out years.

Community Input

To elicit community input, a large public event took place during the planning study at which time a great deal of useful input was received. Community residents provided their impressions of the Strengths, Weaknesses, Opportunities, and Threats of Orland Park. (Traffic and lack of housing options are concerns, while the family-oriented environment and open space amenities are strengths). In addition, neighbors participated in an Image Preference Survey (IPS) to record their preferences about the scale and character for future development.

Role of the Public Sector

Finally, the private sector cannot do this project without significant municipal assistance in the form of leadership, zoning changes, land assemblage, construction of public infrastructure (streets and public parking) and possibly gap financing. Public investment will be necessary to assemble land and build the streets and parking. With public leadership and diligence (along with a continued strong economy), it is conceivable that the first phase of development reflecting the scale and mix of uses

proposed by this study could be completed in a seven to 10-year time frame.

PROPOSED CONCEPT PLAN

The plan calls for a total build out of approximately 1.1 million square feet of buildings and structured parking decks (an overall floor area ratio of about .9), and new streets and boulevards. To assemble this land and build the entire proposal today would cost approximately $166million in public and private funds (see Table 6.1).

Key Components of the Concept Plan

The following components of the proposed plan are illustrated in Figure 6.1 in Chapter 6.

Metra Station (in ground floor of mixed-use building)

In addition to typical station functions, the ground floor would have commuter services such as a coffee shop, a convenience retailer, a dry cleaner, a concierge, and a cash station. The upper floors would be occupied by offices, apartments or a hotel.

Park

This public square would serve as an outdoor room with the surrounding buildings forming its walls. It's design and scale is based on the Savannah model.
The park is about 250 ft. X 250 ft. or an acre and a half.

Parking Decks

Commuter and shared parking would be provided in decks in the out years as the development reaches a level where development and parking can no longer be provided adequately on the footprint of the triangle. All parking lots should be visible from either 143rd Street or LaGrange Road, well signed so motorists are easily directed to these facilities and designed to mitigate visual impacts.

Day Care Center

An 8,000 square foot day care center is proposed for a location near the Metra Station. This use will be convenient for commuters and residents, while reducing car trips by clustering uses that serve daily needs.

Restaurants and niche retail

Upscale restaurants and smaller shops are best suited for this site in order to link to

the land use pattern of Old Orland. Due to the competitive nature of the retail market in Orland Park, niche retail is recommended for this site.

Relocation of Existing Businesses

The proposed plan calls for the demolition of the western edge of the Orland Plaza strip mall. This includes three businesses: Randy's Grocery, Orland Bakery and Lang Lee's, a Chinese restaurant. These businesses are to be relocated to new mixed-use buildings on the site, preferably to high-visibility locations adjacent to the park.

Office

The triangle site is an excellent location for professional offices as medical or legal tenants. Offices could take advantage of the link to transit to build their existing customer and employee bases.

The plan allows for approximately 30,000 to 40,000 square feet of office for the 2020 build-out. Also some upper floors of mixed-use buildings can be designed as loft space that can be used for either office or residential uses.

Residential

Approximately 300 units of new for-rent / for-sale housing above retail and 80 new townhomes are proposed for the triangle. These residential units should be of varying types and sizes, attracting a broad market.

Civic Space

The proposed concept plan reserves space on the second floor of one of the buildings that fronts the park (see Figure 6.1) for a community use such as a theater in the round, coop art gallery, public meeting space or senior center. This space could be about 8,000 to 15,000 SF and would benefit from this central location.

Alternatives

In addition to the above uses, other components could be added to the base concept plan. (See page 6.7 for more details) These alternatives include:

Residential Towers

An alternative scheme includes approximately 160 units of multi-family housing on upper floors of mixed-use buildings, in addition to the uses and infrastructure listed above.

Hotel

Another option calls for a hotel in the mixed-use building that houses the Metra Station, or another site adjacent to the park.

IMPLEMENTATION

This section further outlines the implementation activities needed to create a Transit-Oriented Development at the 143rd Street Station.

Adopt a Master Plan

The TOD Study has included a visioning process to determine Orland Park's desires and goals for the Study Area and surrounding community. A redevelopment Concept Plan (Figure 6.1) has been proposed as part of the TOD Study. Additionally, we recommend that the Village of Orland Park create and adopt a Master Plan for the area including the triangle, Old Orland, and Main Place in order to jointly plan for the district.

Assemble Land for Development

In order to make the TOD development a reality, the Village needs to take steps that ordinarily would be performed by a developer to ready the site for development. The first of these steps is land assemblage.

Seek TIF Designation

TIF Designation will enable the Village to exercise greater control for land assemblage, leverage resources to finance redevelopment, and create a base redevelopment plan for the triangle.

Make Public Infrastructure Improvements

Determine schedule and phasing for required infrastructure improvements to support TOD.

Coordinate Implementation Steps with Transit Agencies

The objective of this implementation action is to insure that development efforts are coordinated to maximize available resources and benefit the greatest number of interested parties.

Change Zoning as needed for Concept Plan Implementation

Clarify development parameters by making needed zoning changes, i.e. density

required for TOD, mixed uses, built-to lines and limited parking requirements.

Feasibility Analysis, Due Diligence, and Pre-development Activities

Several activities are needed to prepare the triangle for development. These activities could be carried out by Village staff, a newly created entity such as a Development Authority, or by a development partner or consultant.

Developer RFQs/ RFPs

Once land is available and zoning is in place, issue Requests for Proposals or Requests for Qualifications for development of the adopted TOD Plan. This could be a single RFP or a series of phases beginning with the redevelopment of the area adjacent to the station platform. Different building types may call for different developers of varying specialties.

Seek Additional Funding

The Concept and Master Plans are working documents that may need to be modified based upon market shifts and the identification of alternative scenarios by the Village. One factor influencing project implementation is funding. If a particular component has a financing gap that cannot seem to be filled and the Village is still trying to accomplish the particular component, they will need to seek alternative funding from various public and private programs. As the implementation of the plans evolve, seeking additional funding will be an ongoing activity for the Village.

Develop Marketing Materials

Develop marketing materials to promote the existing Old Orland historic district and raise awareness of the goals and objectives of the Concept Plan, to enhance public relations and limit potential misunderstandings and opposition.

Historic District Activities/ Local Business Involvement

Old Orland has strong potential for enhancement as a local tourist destination. Simple steps can be taken to determine current conditions, current volume of visitors, business owner needs, and interest in organizing to coordinate area improvement.

Create Mechanism for Business Owner Involvement

The objective of a mechanism for business owner involvement is to support and enhance existing businesses while at the same time achieving the Master Plan desired by the Village. The Village can facilitate, through their own staff or the

Chamber of Commerce, workshops or technical assistance for retention and/or expansion of existing businesses. In some cases, some businesses may need to upgrade their facilities to meet newly adopted design guidelines. Other businesses may want an option to relocate to new space within the triangle, or elsewhere considering changes in the area. The creation of a Master Plan in conjunction with local business owners ensures that, as active participants, they can see the long-term benefits even if means short-term changes.

Conclusion and Next Steps

The combined efforts have created a shared vision for the future of the triangle site. The proposed concept plan is based on sound transit-oriented development principles, community preferences, desires of Orland Park officials, a market analysis, urban design issues and the needs of the RTA and its service boards. The resulting plan is a complete redevelopment of the triangle site fueled by multi-year public investments that could result in many millions of dollars of private investment. At first glance, the multi-year conceptual plan may result in some level of disbelief. However, if a multi-year implementation plan is followed, the resulting plan is believed to be entirely viable and reasonable.

Each of these implementation strategies is followed by more detailed "next steps" in Chapter 7 of this report.

OVERVIEW

Orland Park is a southwest suburb of Chicago, bordered by Palos Heights to the north, Oak Forest to the east, and Orland Hills and Tinley Park to the southeast. Unincorporated rural land runs along the western border of Orland Park. The estimated population of Orland Park was 49,323 in 1999. The town is accessible by I-80, LaGrange Road, and the Norfolk Southern Railroad, which is used by Metra to provide the SouthWest Service (SWS) commuter rail to and from downtown Chicago.

Orland Park is a regional retail center anchored by the Orland Square Shopping Center, a regional mall, as well as most national retail chains along LaGrange Road, 157th Street and other arterials. This strong retail market provides Orland Park with a stable base of sales tax revenue.

Study Area Definition

The study area is the triangle-shaped area bounded by La Grange Road to the east, 143rd Street to the south and Southwest Highway to the north and west. While not part of the study area, the consultant team has taken into account Old Orland, the historic downtown of Orland Park, respecting the character of that district to link it to the triangle site. Similarly, though outside the study area boundaries, the proposed Main Place Development immediately east of the site, is also being considered throughout the project, especially for circulation and parking implications.

Study Impetus

The initiative and majority of the funding for this study came from the Regional Transportation Authority (RTA). RTA recognizes that a Transit-Oriented Development (TOD) on the triangle site can both increase the ridership in the Metra SWS transit corridor and serve as a catalyst for community redevelopment.
The town currently lacks an identifiable center or downtown, and a TOD on the triangle site can fill this role. The land in the triangle is primarily underutilized, presenting many opportunities for redevelopment. There is also the potential to incorporate the existing strip mall and link to new uses proposed nearby.

The elected leaders and staff of Orland Park agreed to participate in the study (and to provide partial funding) in order to improve transit access and parking and to explore redevelopment potential. This study lays out a concept plan to accomplish the objectives of the Village and the RTA by redeveloping the triangle site in Orland Park.

PRINCIPLES OF TRANSIT-ORIENTED DEVELOPMENT

The principles of transit-oriented development establish a framework for urban centers and neighborhoods alike to achieve a greater sense of community, mobility, economic growth, identity, and diversity. TOD brings together transit, retail, residential, and civic uses in a way that each benefits from the other. In the right quantities and arrangement, TOD can help a community increase vitality and activity, improve retail viability, and increase transit use, thereby reducing traffic and pollution.

Transit

A transit center providing a commuter link to the Chicago Loop creates an ideal opportunity for TOD. Traditionally, the permanence of rail transit provides confidence for private investment in the area. In addition to rail, other supporting transportation elements, such as feeder bus service, bicycle accessibility, automobile accessibility, and a pedestrian friendly-environment, increase transportation options.

Mix of Uses

When housing, shopping, parks, and public facilities are all within walking distance of the transit center, the critical mass of activity needed for a successful TOD can be achieved. Ideally, a variety of uses results in 18-hours-a-day activity, thereby increasing vitality and public safety. Buildings with retail on the ground floor and housing or offices above, are the typical building type for mixed-use development. Convenient services and shops such as day-care, dry cleaners, pharmacy, and a market should be available as a commuter walks from the train station to his/her home.

Pedestrian-Friendly Environment

Creating an environment that is continuously comfortable and rewarding for pedestrians is essential for transit-oriented development. Ample sidewalks, human-scaled lighting, compact development, narrow streets, interesting retail displays, and a mix of uses nearby, all help to achieve this objective. For walking to become a feasible means of transportation, clear pedestrian pathways that continue throughout a community, connecting districts and neighborhoods, are needed.

Housing

Housing nearby is critical to TOD. Higher density development near the TOD center generates the population needed to support retail and commercial uses, and allows commuters to walk rather than drive to the station. Furthermore, this transit-oriented housing can be built with less parking than conventional development.

LAND USE

Nationally, TODs have gained widespread popularity as markets for shopping, working and living. Built with unique architectural character and a rich mix of land uses, they are an attractive alternative to conventional malls, subdivisions and other auto-dependant patterns of "sprawl development."

The area of Orland Park that most resembles a downtown pattern of mixed-uses and pedestrian-oriented streets is Old Orland, an historic area located adjacent to the triangle site and described below. There is an opportunity to build off this character and develop the triangle site into a new pedestrian-oriented district with a traditional mixed land use pattern and higher densities than currently exist in Orland Park.

A Town's Building Blocks

In order to gain an understanding of the physical structure of Orland Park, it is important to analyze the underlying systems which organize cities and towns. In simplified terms, the building blocks of towns are districts, neighborhoods and corridors. Each of these components has an underlying logic which will be discussed as it applies to Orland Park.

In the context of the auto-dependent development characteristic of Orland Park, the consultant team has added the concept of a land use "island" to this analysis. As isolated land uses, islands do not contribute to a cohesive urban pattern and are not pedestrian-oriented in character.

Districts

Districts are portions of a town dominated by a single land use such as entertainment, shopping or industry. In a district there is typically an economic benefit to aggregating a particular land use. The district becomes known as a market for a particular good or service, increasing the identity and "draw" of the district.

Districts tend to be walkable, at least internally, and have clear boundaries. However, a healthy district that becomes a successful market for its particular good or service tends to grow and change. Such districts need to be managed to continue to support the constituent businesses and attract customers.

Old Orland District

The historic Old Orland district is located opposite the southwest corner of the site,

south of 143rd Street. This district consists of historic homes and retail shops, including several antique stores. The housing is made up of a relatively dense pattern of detached single-family homes on tree-covered streets, with on-street parking. The shops in this district are located in the ground-floor of historic buildings with residential above.

The Old Orland District is known for historic homes and antique shops.

The building pattern evolved over time resulting in a pleasing and complementary variety of building types. The antique shops and historic architecture have made Old Orland a destination. The community sentiment is to design the new development across 143rd in a manner which extends the scale and materials of Old Orland, creating symmetry along the 143rd Street streetscape.

Recommendation:
Front 143rd Street with smaller-scaled buildings.
Provide street linkages between Old Orland and the triangle site.
Provide strong pedestrian links across 143rd Street.

Forest Preserve District

Orland Park residents enjoy the benefits of a good deal of open space located throughout the community. The McGinnis Slough forest preserve borders the triangle site across Southwest Highway with almost 1,400 acres of dense forest, lakes and wetlands. The heavy tree cover presents an attractive vista from taller buildings that might be developed on the site.

Recommendation:
Develop residential and office buildings at locations and heights that would take advantage of the views to the forest preserve.

Grosskopf Farm

The land immediately east of the triangle site, slated to be the new home of the Main Place development, described below, is currently the Grosskopf Farm. As such, it

contributes to the existing open space district.

North-of-Tracks, East-of-LaGrange District

The land located north of the railroad tracks and east of LaGrange Road is not currently part of the forest preserve but is an extension of that land use and character. Future development plans for this land are uncertain. The best use of this land may be to preserve it as open space.

> *Recommendation:*
> *Investigate land ownership and move to preserve this land as open space. Strategically, it may be better to build the recommended road connections discussed in the following chapter before designating the remainder as permanent open space.*

The Civic District

South of the site on Ravinia Avenue and 147th Street is the location of Orland Park's civic campus. This area includes the Village Hall, community center, police station, and both indoor and outdoor recreation centers. Because these are all governmental uses, this area can be considered a district of its own.

Though typically accessed by car, internally this district is more pedestrian-friendly than other land uses that surround it. Walking paths connect the various buildings and playing fields, and biking/running trails connect the area to nearby residential neighborhoods.

LaGrange Road and 159th Street Districts

These two auto-oriented retail corridors are linear shopping destinations and act more like linear districts than corridors. These districts are characterized by parking in front and buildings set back from the street, creating auto-dependant environments. The area south of 143rd Street and east of LaGrange Road is also an auto-oriented commercial strip consisting of car dealerships and big-box retailers.

Land Use Islands

Land use islands are isolated in that they are physically set apart from surrounding land uses. Islands can be isolated by a highway, a natural feature, or in the case of Orland Park, large parking lots. Because of this isolation, islands fail to act as districts.

Orland Square

This conventional mall is located east of LaGrange Road, between 147th Street and 151st Street. Orland Square is a major destination for the entire southwest region, with almost two million square feet of retail space. This concentration of retail uses is separated from the rest of the town by the large parking lot that surrounds it, resulting in the island effect.

Main Place

The Main Place development to be located just east of the site, across LaGrange Road calls for approximately 450,000 square feet of retail, theater, and office space surrounded by about 3,000 surface parking spaces. This development was approved by the Village Trustees on June 19, 2000.

There are notable design differences between Orland Square and the Main Place development. Most importantly, Orland Square is a conventional indoor mall, whereas Main Place is an example of a new trend toward hybrid "main street" (open air) malls. Second, it will be more feasible to reach Main Place by bike or on foot because the Village has required amenities such as sidewalks, bike paths and a pedestrian/bicycle overpass across LaGrange Road to connect Main Place with the 143rd Street Metra Station and the triangle site. Third, Main Place will have a mix of retail, office, restaurant, and theater uses. However, like Orland Square, Main Place will still be spatially isolated from surrounding districts and neighborhoods by a large parking lot.

It is important to point out, that an attempt has been made to use the outlots in the Main Place development to form a traditional streetwall by siting them close to the access arterial with front doors facing the entry streets. This attempt at urbanism could become an opportunity to connect to adjacent land uses, especially the triangle site, but these outlots are also isolated and will not overcome the "island" problem alone.

Community input during the triangle site planning process directed the consultants to think of the triangle and Main Place as complementary projects and to provide links between the two. However, Main Place's large parking lot, as described above, combined with the width of LaGrange Road will require a creative approach for effective urban and pedestrian connections between the two projects.

Residents' Concerns with Traffic

The "land use island" phenomenon, described above, is a common pattern in Orland Park. The Village has made an effort to augment existing auto-oriented development with bike paths and sidewalks. However, these auto-dependent environments continue to create the traffic congestion which residents have identified as a primary threat to their quality of life (see Appendix D). Residents tend to associate these conditions with all new development, rather than the island-like land use and circulation patterns of the Village.

Recommendation:

There is a need to educate citizenry and elected officials to understand how mixed land uses, pedestrian friendliness, and transportation options for residents reduce auto-dependence and traffic.

Corridors

Corridors are organized along linear infrastructure features such as roads, public transit or natural features such as rivers or trails. While corridors have some unchanging function to perform along their length such as carrying traffic, they can adapt to local conditions as they pass through neighborhoods; presenting a different face while still performing an essential task.

Norfolk Southern Railroad Corridor

This railroad is the oldest man-made land use in the area, built in the late 1800s. There is currently one track in this corridor. However, a second track is planned as part of Metra's SWS upgrades. According to federal guidelines and regulations, the railroad right-of-way must remain clear of new structures and extensive landscaping containing trees, which are not considered vital to rail service operations. These regulations require the right-of-way to remain clear near at-grade crossings, if possible, to provide engineers a clear line of sight along the right-of-way and adjacent roadway.

Currently, local freight trains service the industries located in the triangle and through trains pass through this corridor at speeds up to 40 mph. A limited number of Metra SWS trains stop at the 143rd Street station. As more passenger trains stop at this station, the speeds will be reduced upon approach and departure and dwell times increased thus altering the traffic patterns of this corridor and neighboring streets.

The greening of approach corridors is especially important to the image of Orland Park. Currently, a train traveler's immediate view out the window is unlandscaped gravel lots. The right-of-way should be beautified to complement the proposed redevelopment.

Because the development proposed in this plan is designed for high densities, every square foot of land is used. Stormwater detention for the new development could be accommodated with limited use of the railroad right-of-way.

Recommendation:
As part of the next phase of design work related to the triangle, the Village needs to work with a landscape architect to develop a conceptual strategy for greening the rail corridor. The design should include a linear detention pond for stormwater runoff. This needs to be done carefully to avoid damage to the track structure and ensure that the federal regulations mentioned above are met.

LaGrange Corridor
LaGrange Road is a Strategic Regional Arterial carrying 41,000 cars per day. This corridor serves the primary purpose of carrying cars through the area. The portion of this corridor abutting the triangle site and the proposed Main Place site should be made more pedestrian-friendly and attractive.

Recommendation:
LaGrange Road, at least between 143rd Street and the Southwest Highway viaduct, should include the following features:

a) a tree-lined median
b) buildings built up to an agreed setback line close to the street
c) intersecting streets aligned across LaGrange Road
d) no curb cuts between streets
e) sidewalks
f) pedestrian-scale street lights
g) rows of trees and landscaping between the street and sidewalk

Neighborhoods
Neighborhoods are defined as primarily residential areas but can also contain civic, retail and employment uses. Ideally, neighborhoods have an identifiable center and boundaries, and are diverse and walkable.

Multi-Family Off Ravinia Avenue

South of the site, on the west side of Ravinia Avenue there is a cluster of multi-family residential buildings. The density is about six to eight dwelling units per acre (du/ac), which is the highest in Orland Park, but still fairly low by TOD standards. (By comparison, the highest development density found in suburban Portland is 35 du/ac). Large setbacks and little landscaping characterize this area as somewhat unfriendly to pedestrians.

Heritage Park

The typical post-war subdivision just east of the Main Place site is called Heritage Park. This subdivision consists mostly of detached single-family homes, but there are also a limited number of townhomes as well. The homes are built on curvilinear streets with driveways and garages in the front.

Existing Site Conditions

Size and Topography

The triangular study area site consists of approximately 36 acres of land. The southern boundary is approximately 1,700 feet long while the eastern boundary is 1,850 feet long. The site slopes nearly 40 feet in elevation from a low point of 677 feet above sea level at the northernmost tip of the triangle to a high elevation of 715 feet above sea level along 143rd Street, just southwest of the Beatty Building Materials building.

Existing Land Uses

The site is occupied by a hodgepodge of industrial and commercial uses, each having developed over time in response to the highest and best use related to each parcel's particular street frontage. The Davidson concrete plant is located along the railroad on the west side of the site. The free-standing businesses located along 143rd Street and LaGrange Road include an office furniture store, a carpet store, a hardware store, an aluminum siding supply store and a door and window supply store. At the northwest corner of the intersection of 143rd Street and LaGrange Road is the Orland Plaza shopping center. See Figure 2.1 for a map of existing land uses on the site.

Orland Plaza Shopping Center

The Orland Plaza shopping center is located on the northwest corner of LaGrange Road and 143rd Street, in the southwest corner of the triangle site. The shopping center is anchored by Randy's Market with 13 in-line stores. There is one outlot on

the mall property occupied by Orland Video Rental. It's form is that of a conventional suburban strip mall, with a parking lot in front and the buildings set back from the street. The mall, outlot, and parking lot together occupy approximately nine acres out of the total site area of 36 acres.

The Orland Plaza shopping center in the triangle site includes some favorite local businesses.

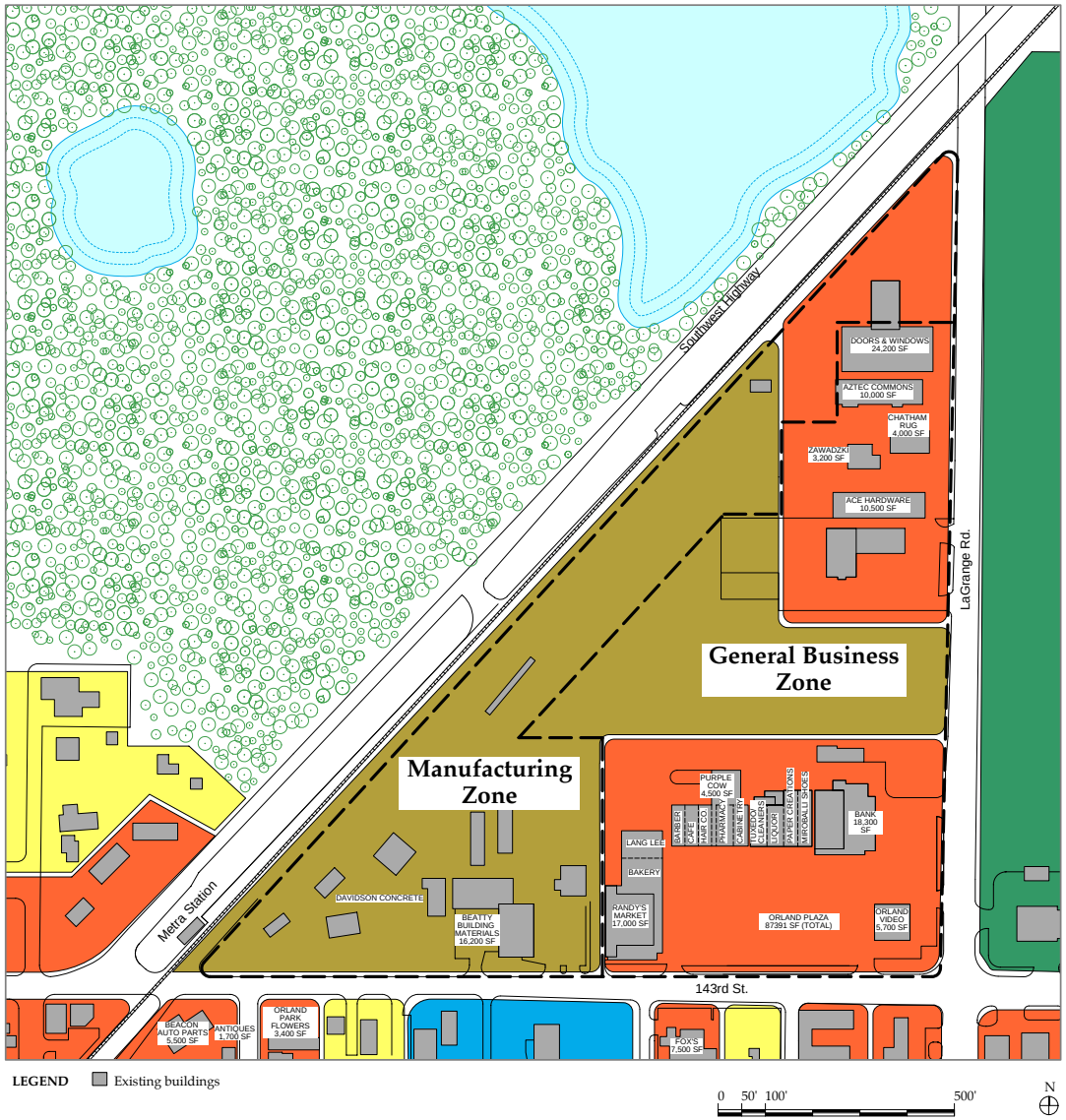
Though some of its stores are local favorites, the shopping center itself is a prime example of the auto-oriented development which now typifies Orland Park. It features a minimally landscaped parking lot in front and is cut off from the remainder of the site.

Randy's, the anchor supermarket, is widely used by the community. Out of deference for the highly regarded owner, reputation of the anchor use and in order to avoid the costly relocation of a building, the Village of Orland Park requested the consultant team to prepare a plan that illustrates access to the site that avoids the shopping center. Two of the four preliminary schemes that can be found in Appendix A show the shopping center untouched.

In the near term, it may be possible to create a TOD while leaving Orland Plaza intact. In the long term, however, it would be unwise to encourage new high-density development "behind the backs" of these successful and well-liked businesses, without making links between the two. Also the blank wall at the back of the grocery store, bakery and Chinese restaurant (the western facade of the shopping center) is uninviting to the pedestrian and would be detrimental to new development proposed across the street.

Interim Recommendation:
The grocery store and bakery section of the shopping center building could be demolished to allow a straight extension of Ravinia Avenue, and the businesses relocated in a new building within the site. A less preferred option would be to create an arcade passageway at the corner of the "L" for shoppers to easily move from one retail area to the next.

Existing Land Use and Zoning



Land Use
The 36-acre site is occupied by a hodgepodge of industrial and commercial uses, each having developed over time in response to the highest and best use related to frontage.

A concrete plant is located on the west side of the site.

The stand-alone businesses located along 143rd Street and La Grange Road include an office furniture store, a carpet store, a hardware store, an aluminum siding supply store and a door and window supply store.

At the northwest corner of the intersection of 143rd Street and La Grange Road is an L-shaped strip mall called Orland Plaza, anchored by Randy's Market with 13 in-line stores and one outlot. The strip mall occupies approximately nine acres.

Zoning
The site has two different zoning designations within it. Most of the site is a Manufacturing Zone and the remainder is a General Business Zone as either permitted or special uses.

Key
- Retail / Commercial
- Residential
- Office
- Agricultural
- Manufacturing
- Zoning boundary

Long-term Recommendation:

If the triangle site is developed as described herein, the highest and best use of Orland Plaza will change. Anticipating this long-term outcome, we recommend that the Village work with the owner to plan a long-term change in land use.

URBAN DESIGN

Urban design is concerned with the space between buildings, including sidewalks, parkways, streets, facades, landscapes and parks. The design of this space defines the character of an area, especially the nature of the pedestrian realm. This space needs to strike a balance among competing uses such as carrying pedestrians, moving auto traffic, creating shade, allowing fresh air to circulate, and creating a sense of enclosure.

Pedestrian-Friendly Streets

A pedestrian-friendly environment is created by integrating high-quality architecture, attractive landscaping, reduced auto speeds, on-street parking, wide sidewalks, and other features that give the pedestrian priority. Ground-floor retail with display windows enhances the pedestrian environment.

PedZone™

The "PedZone" (short for pedestrian zone) is a trademarked method for mapping the pedestrian friendliness of a street system. This diagraming exercise is useful in determining the pedestrian environment of a street or area. Pedestrian pathways are categorized into three zones based on the idea that pedestrians are most comfortable when walking on a sidewalk with a storefront built to the lot line, a landscaped buffer, and on-street parking.

The photo on the left shows an intersection where all sidewalks are designated as green zones through the PedZone™ method, and red zones are kept to a minimum. Therefore, pedestrians are relatively safe and comfortable in this intersection. On the right, yellow zones are introduced and red zones are more prevalent, as auto-oriented uses erode the pedestrian environment.

Green Zones: Safe and Rewarding
In these areas, pedestrians travel on a sidewalk lined by a storefront built to the lot line and a buffer from moving traffic in the form of a landscaped strip or on-street parking.

Yellow Zones: Safe but Unrewarding
In these areas, pedestrians are forced to walk next to a parking lot or blank wall, which is uncomfortable, but not necessarily unsafe.

Red Zones: In Conflict with Cars
These are areas in which pedestrians are in direct conflict with moving traffic, i.e.crossing an intersection or driveway.

Streetscapes in a TOD should provide a continuous Green Zone on the sidewalks and Red Zones should be minimized by designing narrow intersections with bulb-outs and medians that provide refuge mid-crossing, if appropriate.

Design Guidelines for Pedestrian-Friendly Streets
In order to achieve a rewarding and safe pedestrian way throughout the site the following pedestrian amenities are recommended for all new streets in the triangle and the adjacent stretches of 143rd Street and LaGrange Road.

a) Street trees in well-designed grates, flower planters on sidewalks, and median planters where designated
b) 18-24 feet wide sidewalks, allowing for sidewalk cafes in dense commercial areas
c) Window displays with 75% of storefront glazed
d) On-street parking, either parallel or diagonal
e) Bicycle paths and storage (outdoor and indoor)
f) Reduced auto speeds through traffic-calming techniques such as bulbed-out intersections, raised crosswalks (traffic tables) and/or textured pavement before and after crosswalks

Recommendations:
Design guidelines should encourage these pedestrian amenities.
A new signage ordinance should regulate size, materials, and maintenance.
A landscape ordinance and property maintenance ordinance should be enacted.

These guidelines and ordinances should cover a variety of urban design standards including:
a) 75% of a storefront should be used for window displays

b) Setbacks for commercial buildings should be no more than five feet from the property line

c) Streets should be well-landscaped and maintained

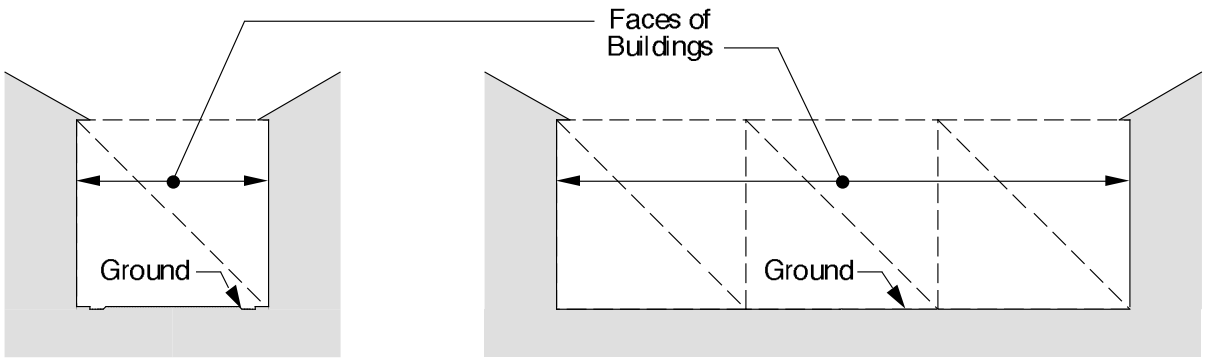
d) Sidewalks on retail streets should be at least 14 feet wide

e) Building facades should be kept clean and well-maintained

Height-to-Width Ratio

Great streets are designed at different proportions of building height to face-to-face width. Outside of dense cities like New York City, Chicago and San Francisco, this ratio does not typically exceed 1:1. A preferred ratio for urban plazas or parks is 1:3 (See Figure 2.2) For example, a plaza that has opposing buildings faces that are 360 feet apart could achieve this ratio with buildings that are at least 120 feet in height.

Figure 2.2: Height-to-Width Ratios

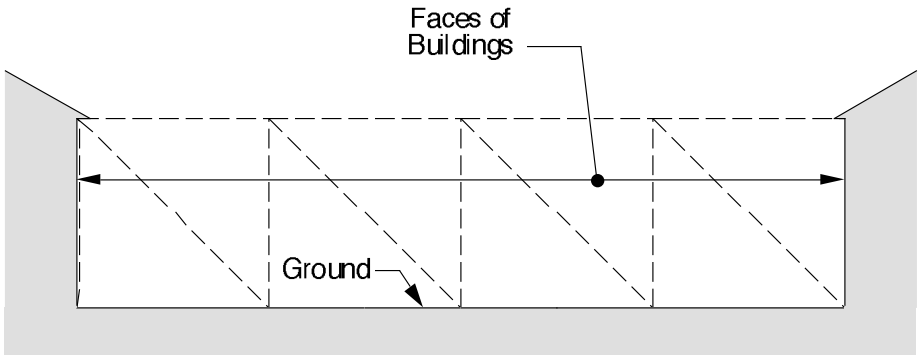


These proportions are based on several factors. The spatial enclosure of buildings should contribute to a sense of place, and a level of vitality which comes from higher-densities and narrower streets. At the same time, a lower height-to-width ratio allows more sunlight and air to reach the street.

Recommendation:

An ideal height-to-width proportion for public squares is 1:3. (Under the proposed site plan this would result in eight-story buildings around the park. As the plan is refined, it may make sense to decrease the distance between buildings around the park. The ratio of 1:4 is also shown in Figure 2.3 as an alternative.) An ideal height-to-width proportion for streets is 1:1. These guidelines should lead to a minimum building height regulation.

Figure 2.3: Height-to-Width Ratios



1:4 - Plaza, alternative

Boulevard Streets for Retail

Much care needs to be taken when placing street trees in front of retail uses. Trees obscure display windows and signage and are perceived to hurt retail sales. A limited number of well-placed trees can work on retail streets, but another option is to include trees in median planters instead. This has an attractive result that will not limit the visibility of storefronts to drivers trying to locate a particular good or service.

On-Street Parking

On-street parking serves many purposes that result in a better street. First, it provides needed parking spaces. Secondly, its location in front of the store helps retail sales by providing parking in the most preferred location. Third, on-street parking reduces speeds on the street as motorists drive slower due to the possibility of a door opening suddenly or a car pulling out in front of them. Finally on-street parking serves as a physical buffer between pedestrians and traffic, as discussed previously.

Recommendation:
On-street parking, either parallel or diagonal, should line the entire length of the new streets proposed for the triangle site.

Sight Lines

Attractive and interesting views into the triangle are important for inviting commuters, shoppers and visitors into the site. The high traffic volume on bordering arterials, especially LaGrange Road, need to be taken advantage of by creating direct lines of sight from these streets to the amenities of the triangle site.

Recommendation:
Construct wide boulevards as entrances to the triangle site to provide attractive views and direct sight lines to the Metra Station and other amenities of the site.

Views to Metra Station and Commuter Parking

It is important that the Metra Station building be highly visible and identifiable to those traveling to and through the station area. In many communities the station is a navigational landmark, allowing commuters to locate themselves simply by the appearance of the train station. For commuters who travel by the 143rd Street Station each day on the train, visibility of the station and station area might encourage these passengers to stop and experience the station area or to return to the area on the weekend.

The station also needs to be highly visible from the major arterial roadways that carry the commuters to the station. This visibility, coupled with appropriate signage, can direct commuters to the easily accessible and convenient commuter parking facilities. Also, for commuters who have walked to or parked in the the station area, being able to see the station makes their "perceived" walking distance shorter. Above-average sight lines with direct and well-signed paths will guide commuters to the station.

Recommendations:
All Metra parking should be visible from either 143rd Street or LaGrange Road, and well-signed so motorists are easily directed to it.
The station should be located on the ground floor of an architecturally distinguished mid-rise building that reflects the community and feel of the station area.

Sidewalk Widths

Sidewalks are crucial for a pedestrian-friendly environment. Trees in grates, street furniture, and sidewalk cafes enhance the environment, but can clutter a narrow sidewalk and act as nuisances to pedestrians. Wider sidewalks can accommodate these amenities without sacrificing the comfort of pedestrians.

Recommendation:
Around the proposed square located in front of the train station, sidewalks should be 18 to 24 feet wide from curb to building. Sidewalks on neighborhood retail streets should be at least 14 feet wide from curb to building. Residential streets

can have traditional five to six feet wide sidewalks in addition to a six to seven foot planting strip between the sidewalk and curb.

Bus Transfer Sites

Though convenient for boarding purposes, the sawtooth curb configuration commonly used for bus transfer sites is not an efficient use of space as it serves one function and one user. A conventional straight curb is preferred.

A canopy or shelter of some type should be included in the streetscape design of the bus transfer area to protect commuters from the weather. It can also be used to display schedule and route information for both Pace and Metra service.

Crosswalks and Traffic Calming

Crosswalks on retail streets are important to facilitate safe pedestrian movement. Several techniques can be employed to make the pedestrian safer and more comfortable when crossing the street. Narrowing street widths at intersections, and using textured pavement are a few examples.

Recommendations:

For mid-block crosswalks, construct either raised traffic tables or install textured pavement, like cobblestones on the street before and after crosswalks, to ensure that motorists are aware of the crossing and drive more slowly.

At intersections, street widths should be narrowed to include only the traffic lanes, not the on-street parking lanes, to minimize the length of the crosswalk. Traffic lane widths can be as narrow as ten feet to reduce traffic speeds and make drivers more cautious.

Require bollards on street corners to reinforce pedestrian context.

Street Furniture

Street furniture is a benefit to pedestrians, adding character and function. However, it is important not to clutter the street or obstruct the pedestrian way with excessive street furniture.

Recommendations:

The following street furniture should be included on new streets in the triangle:

a) Bike racks and storage lockers, both indoor and outdoors options

b) Benches in park, not necessary on sidewalks

c) *Planters with sills at bench height*
d) *Flower pots hanging from street lamps*
e) *Garbage/recycling containers*

Lighting

Municipalities adopt standard approaches to public lighting, warehousing fixtures and parts for a select number of fixtures and install them at predetermined spacings to achieve or exceed nationally acceptable lighting levels. However, lighting a town center requires a different practice altogether.

The traditional approach to lighting a town center is to install historic looking fixtures on modestly sized poles to enhance the intimacy of the streetscape. However, there are other factors at work which require a more sophisticated and integrated approach. These other factors include the desire to provide accent lighting to building facades and features, the need to allow (perhaps require) retail shops to have after hours lighting for signage and displays and to avoid each lighting component to compete with the others.

The proposed plan includes housing on the upper levels of the mixed-use buildings. It is important that the residential units not experience glare or bright lighting levels (light trespass) from either the public or retail lighting.

Another consideration is the proximity of the site to the McGinnis Slough Forest Preserve. There is a growing acknowledgement that spillover lighting and light pollution can be harmful to adjacent natural habitats. Artificial lighting can adversely alter the reproductive cycles of plants and animals. Care should be taken to prevent unnecessary light trespass and pollution into these areas.

One way to approach this is to embrace a growing movement spearheaded by an organization called the Night Sky Society. It is concerned with preserving the view of a starry night even as areas urbanize. The primary method to achieve this is to reduce/eliminate what is called sky glare. This is done by directing lighting downward and reducing outdoor lighting levels to the lowest acceptable levels.

Recommendation:
As redevelopment goes forward, work with a nationally acknowledged lighting designer to achieve the desired light levels for each different constituency while preserving the view of the night sky.

Signage and Orientation

Navigational signage is important particularly to direct motorists to parking and direct pedestrians to the Metra Station. Recommendations regarding signage and parking can be found in the following chapter.

Recommendation:
Work with a single signage consultant to develop a wayfinding signage strategy for the triangle that could be applied to other areas of Orland Park as well.

Park Design

The community input process identified an interest in having park space on the site. A good model for urban parks is the standard park in Savannah, Georgia. This park type serves as a model to landscape architects and urban designers throughout the world because of the urban scale it establishes, its intermediate size, and its intensive naturalistic vegetation.

The typical Savannah park is roughly 250 ft. x 250 ft. curb-to-curb, or about an acre and a half. The continuous tree canopy is high enough to maintain visibility across the park, to the opposite street and buildings. These parks are surrounded by buildings of varying heights creating different levels of enclosure.

Recommendation:
Create a park in front of the train station that is roughly 250 ft.x 250 ft., with a high percentage of tree cover. The bottom of the tree canopy should be at least 10 feet high at maturity.

Building Heights

The image preference survey findings indicated that Orland Park residents preferred mixed-use buildings from three to five stories tall. The market in this area, however, can support a good deal of new residential development at fairly high densities. A building type that offers more density with the impression of a smaller scale may be a compromise between these competing interests.

One way for a building to offer pedestrian scale, high-density and distant views is to utilize upper-level setbacks. A building with a four-story base and a setback mid-rise tower can create a pedestrian scale. Arlington Heights, IL has recently undergone a major downtown redevelopment effort, which includes fairly high-density residential

High-density residential uses were part of the downtown redevelopment plan in Arlington Heights, IL.

towers. While hugely popular as a place to live, these towers represent a missed opportunity in their architecture and urban design features.

Recommendation:
Allow the development of taller buildings around the park proposed in the plan to increase density. For example, a building might have a four-story base, and setback residential floors above, taking advantage of the views to the forest preserve land. These design requirements need to be worked out in great detail prior to proceeding with the redevelopment process.

High Environmental Standards

While not apparently linked to this redevelopment study, popular mid-sized towns such as Boulder, CO, Berkeley, CA and Austin, TX have embraced high environmental standards as enhancements of their town environment. As part of a comprehensive campaign to reposition itself as a special place, Orland Park should consider adopting high environmental standards for both this redevelopment effort and general practice.

Smart Growth Regulations

One of the most robust movements in America today is "smart growth." While there is a great range of debate about what this means, the common themes include requiring new development to be in the form of diverse and walkable neighborhoods. Smart Growth features neighborhood centers which can offer shops, service and transit. The City of Austin has taken the lead nationally in adopting smart growth standards and encouraging this type of development through various incentives.

Urban Heat Islands

Urban heat islands are created when the majority of land in an area is treeless and paved, and buildings are built with dark materials. Heat is absorbed by the dark

building materials and reradiated. In the summer, urban areas can be uncomfortably hot because of this phenomenon. Light colored pavement and rooftops which will reflect the heat can be specified to mitigate the urban heat island effect.

Recommendations:
Plant trees, wherever possible to shade the ground surface.
Landscape parking lots to create a tree cover of 10 to 40% of the paved area.
Use light-colored materials for streets and sidewalks such as concrete and "road oyl" (a pine resin used in paving).
Avoid using blacktop.
Create rooftop gardens, vegetated roofs, and/or use light colored materials for roofs.
Design surface parking and boulevard medians to accommodate stormwater filtration through bioswales (open gutter ditches planted with tall grasses and other appropriate vegetation chosen to filter sediment from automobile waste out of the stormwater).

Greening

Adding landscaping, or "greening," is another widespread beautification strategy for cities and towns. In addition to improving the appearance of urban areas, there is an opportunity to reintroduce wildlife habitats and reduce urban heat island effects. In Chicago, Mayor Daley takes great pride in having planted more than 500,000 trees and introduced pole mounted flower baskets where space is not available for trees. Both residents and tourists benefit from this greening strategy.

Drainage

Conventional suburban stormwater practice is to provide on-site stormwater detention for urbanized areas or to pipe stormwater off-site for detention and treatment. This collects and concentrates air and waterborne pollutants such as gasoline and oil products.

It is good practice to set aside some portion of the land for stormwater detention. Relative to conventional stormwater detention practices, consider allocating a smaller proportion of land dedicated to stormwater management.

The reason for this is twofold: 1) more detailed civil engineering for stormwater design will need to be performed and 2) emerging practice has created new opportunities to

address stormwater on building roofs, thereby reducing the land area required for stormwater detention. It is envisioned that alternative stormwater management techniques will be used on the triangle site including green roofs, bioswales, and other alternatives. These alternatives have advantages in two ways: they require less ground area on a development site where maximum development density is sought and these stormwater practices both retain and filter stormwater, an important consideration in such close proximity to the McGinnis Slough.

On a site such as the triangle where developable land is at a premium, the ability to handle stormwater on building roofs may create a great deal of land value.

Recommendation:
In order to preserve high environmental quality while still allowing for a large amount of development, embrace alternative stormwater management practices, like vegetated roofs, roof gardens, and bioswales.

ARCHITECTURE

The quality of the pedestrian environment, including high-quality architecture will be the biggest attraction of the new triangle district. It is up to the Village to ensure that the architecture of new buildings is special enough to create a new destination in Orland Park.

Recommendation:
Create design guidelines to require the highest quality architecture on the most prominent sites, and encourage the selection of award-winning architects.

Parking Structures

Creating attractive parking structures is a difficult task architecturally. Aside from clear signage directing motorists, the parking structures should not be immediately recognizable as such and should either be concealed behind retail or housing or have retail on the ground floor.

Recommendation:
Require designs which mitigate the visual impact of parking decks and include features such as window scaled openings, cornices, and retail on the ground-floor.

Quality of Civic Buildings

Traditional civic buildings were built to express civic ideals: permanence, solidity, and authority. Many were designed in a classical style to reaffirm the lineage of civic government to the Greeks and Romans. Most postwar civic buildings broke away from this tradition in favor of a more eclectic approach. Nationally, there are exciting examples of government buildings which employ modern architecture to great effect. Orland Park's village officials recognize the importance of civic buildings. Nationally prominent architects have designed the civic campus, which includes the village hall, police station, community center and recreation centers.

Recommendation:
Build on the architectural success of the civic district by developing design guidelines for new development throughout the Village.

A train station is a building type with a rich tradition. The existing Metra Station, however, is structurally unremarkable in addition to being inadequate to serve the needs of projected ridership levels anticipated with the expansion of SouthWest Service. The new station should serve as a focal point for the triangle. Much attention should be given to its design to ensure that it becomes the icon for this new destination.

"Green" Buildings

In addition to pursuing strategies to green urban areas, the Village should make an effort to extend environmental values into building construction. While this may seem tangential to the triangle site redevelopment, it is another way to demonstrate that Orland Park is forward-thinking and a special place. A high-quality "green" building which is constructed as a demonstration project can itself be an attraction for the area. This demonstration could introduce high performance environmental architecture into the marketplace and reposition Orland Park as a leader in architectural and environmental design.

Recommendation:
The Village should become familiar with the Green Building Council's Leadership in Energy and Environmental Design (LEED) criteria for environmental performance. All of the buildings built as part of the redevelopment should be LEED certified. In addition, the Village of Orland Park should build one new public building at LEED's "Gold" level or better. Funding for many of the

necessary enhancements may be available from Illinois DCCA and various foundation grants. (See Toolbox in Chapter 8.)

ZONING

The conventional purpose of zoning is to facilitate the orderly development of land. It can also be used as a tool to encourage development to take a preferred pattern. Zoning should make it easy for developers to do the right thing. Several of the existing zoning designations begin to encourage mixed-use, pedestrian-friendly development to an extent. These are discussed further below. The majority of zoning requirements in Orland Park, however, limit transit-oriented development opportunities.

History of Zoning

Early zoning ordinances were adopted to assure adequate natural light and to prevent adjacent incompatible land uses. The emphasis of zoning changed after World War II to embrace a new suburban ideal of segregated land uses, isolated buildings set in the middle of a site and other characteristics of the postwar suburb.

The history of zoning on the triangle site reveals a pattern of exceptions, evidence that the underlying zoning was largely meaningless. While this willingness to alter existing zoning provides a great deal of flexibility to take advantage of unforeseen projects which may come along, it results in the uncoordinated growth, and does not provide any vision for long-term sustainability and development.

Existing Zoning in the Triangle

The triangle site bounded by LaGrange Road, Southwest Highway and 143rd Street Street has two different zoning designations within it. Most of the site is classified as a Manufacturing Zone and the remainder is within a General Business Zone as either permitted or special uses (See Figure 2.1). Though an in depth analysis of existing zoning is beyond the scope of this study, it is clear that none of these designations are suitable for transit-oriented development for several reasons.

The General Business Zone, for example, includes the following regulations:

a) Maximum FAR of 1. (not dense enough)
b) Minimum lot area of 10,000 square feet. (too big)
c) A front setback requirement of at least 80 feet. (too far from the street)

d) Special uses permitted include gas stations. (This auto-oriented use is not typically part of a town center.)

Current Zoning Practice

Special uses and planned unit developments (PUDs) are prevalent throughout Orland Park. The Village likes to keep the zoning code flexible to maintain control over design on an as-needed basis.

It is important to state that the practice of granting zoning changes cannot continue on the triangle site. The triangle site is essential to establishing the future image of Orland Park - indeed it is the most important development site in Orland Park. The concept plan for the triangle site needs to be tightly zoned to assure that the resulting buildings and public spaces are of the highest quality.

Detailed zoning and urban design standards are beyond the scope of this RTA study and need to be completed prior to redevelopment of the site.

Following up on this study, it is important to tweak the concept plan and complete and adopt detailed zoning standards to guide site specific development. Having zoning in place which assures a high quality outcome sends a strong signal to the development community. Failure to adopt zoning with a strong design intent will signal a willingness to compromise and water down the quality of development.

Recommendation:
Create a zoning district for the triangle site that requires mixed-use buildings, minimum building heights, buildings built to the lot lines, and shared parking scenarios. Allow some flexibility in the standards, but do not allow variances to this zoning.

Existing Zoning Throughout the Village

Several existing zoning designations in the Village begin to codify the needed regulations that encourage pedestrian and transit-oriented development. These can serve as a starting point when developing zoning for the triangle site.

The Old Orland Historic District

The zoning in the Old Orland area is somewhat suitable for TOD as it allows for a mix of uses and a more pedestrian-oriented character. This designation requires moderate

front setbacks that can adjust depending on adjacent setbacks. There is also maximum front and side setbacks, that keep the buildings close to the street. The height limit of 25 feet works for the character of this district, but should not be borrowed for the triangle as it limits densities and opportunities for creating a greater sense of enclosure. As explained earlier in this chapter, smaller scaled development is preferred for the area just opposite Old Orland, across 143rd Street. However, in order to create a town center on the triangle site, the density and scale of development should increase gradually further into the site.

Residential and Supporting Business District

This zoning designation also allows for a mix of uses. However, the residential density limit of .6 floor-area-ratio (FAR) and large setback requirements limit the ability to create a vibrant center, or pedestrian-friendly district.

Mixed-Use District

This district is unique in that the FAR can be doubled to 2.0 for a mixed-use building, that provides public amenities such as plazas or special landscaping. This practice of gaining a density bonus for including public amenities can be effective for achieving greater densities and improving the public realm in a downtown or neighborhood center.

Village Center District

The existing Village Center District zoning, which covers the civic campus, may be the most applicable to a TOD area. Maximum setbacks of five feet and a higher height limit of 35 feet, begin to describe the type of development proposed for the triangle site. This designation can serve as a starting point for the overlay zone that should be created for the triangle site.

Introduction

This chapter addresses access, circulation and parking of the study area and its immediate surroundings. The demands placed on adjacent roadways by the enormous amount of development occurring simultaneously across LaGrange Road will have tremendous affects on the circulation patterns of the study area. This off-site impact, along with anticipated growth in Metra boardings at the 143rd Street station, will provide difficult challenges to local jurisdictions. More specifically, this section addresses the following:

a) The amount and type of development and related traffic and parking demands,
b) The results of traffic from the "triangle" development combined with the traffic from Main Place, a development just east of the site that will include approximately 450,000 square feet of retail, theater, and office space,
c) Location of access drives relative to the intersection of 143rd Street/LaGrange Road,
d) Pedestrian connection to off-site Metra parking locations,
e) New access by vehicles from the north via a proposed connection to Southwest Highway, and
f) Ease of access to parking facilities within the site for commuters and shoppers.

These components need to be evaluated with the goals of the TOD study, the Village, RTA and Metra. These goals include the accommodation of year 2008 Metra boardings, which are projected at 1,550 per day. This represents approximately a 400 percent increase over existing (1999) figures and requires an estimated 1,100 parking spaces.

Existing Roadways

LaGrange Road

LaGrange Road is a Strategic Regional Arterial (SRA) which carries 41,400 cars per day. In traffic terms, the intersection of LaGrange Road and 143rd Street is currently classified at service level (LOS) D indicating serious delays. These conditions will only be aggravated by the proposed Main Place development as well as the triangle site development proposed herein. However, the Village is currently working with a consultant to develop a plan for upgrading the entire LaGrange Road corridor, and Phase I engineering has already begun on these upgrades.

The Main Place proposal includes two entrance roads along LaGrange Road. These

intersections will expand the width of LaGrange Road to nine lanes and a right-of-way of up to 150 feet. Improving connections between the two sites on either side of LaGrange by lining up cross streets and including the pedestrian overpass next to Southwest Highway is important, but will not offset the projected increased traffic volumes.

LaGrange Road narrows to four lanes under the bridges carrying the Norfolk Southern Railroad and Southwest Highway. This narrowing limits the overall total traffic flow along LaGrange Road and limits the amount of left turn stacking that the northernmost Main Place entrance will be able to support.

Recommendation:
In order to optimize traffic flows, the access roads from LaGrange Road into the study area need to align with the proposed Main Place entry roads.

Southwest Highway

Southwest Highway runs diagonally parallel to the Norfolk Southern Railroad tracks, forming the northwest boundary of the study area. Southwest Highway is cut off from the site by the tracks leaving a long, unused parcel of land between the tracks and the road that is about 80 feet wide. Southwest Highway is higher in elevation than the tracks at the south end of the site, but lower than the tracks at the north end. At no point is the elevation difference between the tracks and Southwest Highway great enough to allow for an easy crossing over the tracks. A grade separation would require that the elevation of Southwest Highway be raised, a project complicated by the fact that the road is bounded on the northwest by the McGinnis Slough Forest Preserve District. The Village of Orland Park inquired about inclusion of a future alternative to consider an underpass from the site to Southwest Highway and this alternative could be examined in the future.

Recommendation:
Engage a traffic consultant to study the possibility of constructing an underpass from the triangle site to Southwest Highway under the railroad tracks.

143rd Street

143rd Street runs east-west forming the southern border of the site. This arterial has an average daily traffic volume of 21,600. The relatively high traffic volume makes unsignalized left turns into the site difficult for eastbound traffic and creates a barrier

for pedestrian access to the site from the residential area to the south. Between LaGrange Road and Southwest Highway, 143rd Street has one through lane in each direction with left turn lanes at Beacon Street and LaGrange Road. 143rd Street has signalized intersections with LaGrange Road and Southwest Highway. The intersection of 143rd Street and Southwest Highway, at the southwest corner of the site, is also very auto-oriented and uncomfortable for a pedestrian. This barrier separates the existing train station from Old Orland on the south side of 143rd Street.

Ravinia Avenue

Ravinia Avenue is a north-south road which parallels LaGrange Road and could provide access to the study area from the south. Ravinia Avenue currently terminates at the Orland Plaza strip mall. If a portion of Orland Plaza could be relocated, or Ravinia Avenue rerouted to avoid it, Ravinia Avenue could provide a local alternative to LaGrange Road for accessing the study area site as well as for vehicles traveling southbound.

Ravinia Avenue looking north to intersection with 143rd Street, and Randy's Market.

Existing Transit Service

Metra

The 143rd Street Metra Station is located within the triangle site, north of 143rd Street and east of Southwest Highway. It is one of three Metra Stations located in the Village of Orland Park; the other two stations are located at 153rd Street and 179th Street. Metra SouthWest Service (SWS) is provided along the Norfolk Southern Railroad, offering weekday service between 179th Street-Orland Park to downtown Chicago. Currently sixteen trains stop each weekday at the 143rd Street Station, including eight trains traveling in the peak period and peak direction (to/from Chicago). Pace Route 835 provides supplemental SWS train service Monday through Friday. This bus service is necessary due to the limited operating capacity on

this route, constrained primarily because the line is single-tracked. The bus service provides 24 trips daily, filling in the gaps of the SWS. No weekend service is provided on the SWS line.

Metra SWS ridership has grown steadily (15%) over the last ten years, and a large part of the growth can be attributed to ridership gains in the Orland Park area. In 1999, daily boardings at the 143rd Street Station averaged 315 passengers per day. While this number has fluctuated over the years, it is important to look at all three stations in the area to understand the overall ridership impact. The distribution of ridership growth, as short extensions and new stations were added, is directly attributed to the expansion and growth that has occurred in the southwestern portion of the village. The three stations combined experienced a 106% increase over the last ten years (see Table 3.1).

Table 3.1: Metra SWS Daily Passenger Boardings Over Time

Orland Park SWS Stations	*1989*	*1991*	*1993*	*1995*	*1997*	*1999*
143rd Street	418	305	294	319	249	315
153rd Street	--	197	224	290	429	451
179th Street	--	--	--	67	79	97
Total	**418**	**502**	**518**	**676**	**757**	**863**

Source: Metra On/Off Counts 1999

The figures indicated above are not indicative of the market demand for service at the 143rd Street Station, but rather a function of the station area's characteristics. Major characteristics that can be attributed to some of the ridership ups and downs are auto and pedestrian access, parking capacity and availability, non-contributing surrounding land uses, lack of bus service (except for Route 835) and low service levels on the SWS line.

The ease with which riders are able to access stations from their homes often determines whether they choose to take Metra services. In the Fall of 1999, Metra conducted an On-Board survey. Based on the survey results, approximately 70% of the commuters boarding at the 143rd Street Station indicated that they drove and parked at the station, 20% indicated they were dropped off and 8% said they walked.

Compared to the entire Metra system the 143rd Street Station has much larger percentages of those who park and ride or are dropped off, and a much lower percentage of those walking to the station (see Table 3.2).

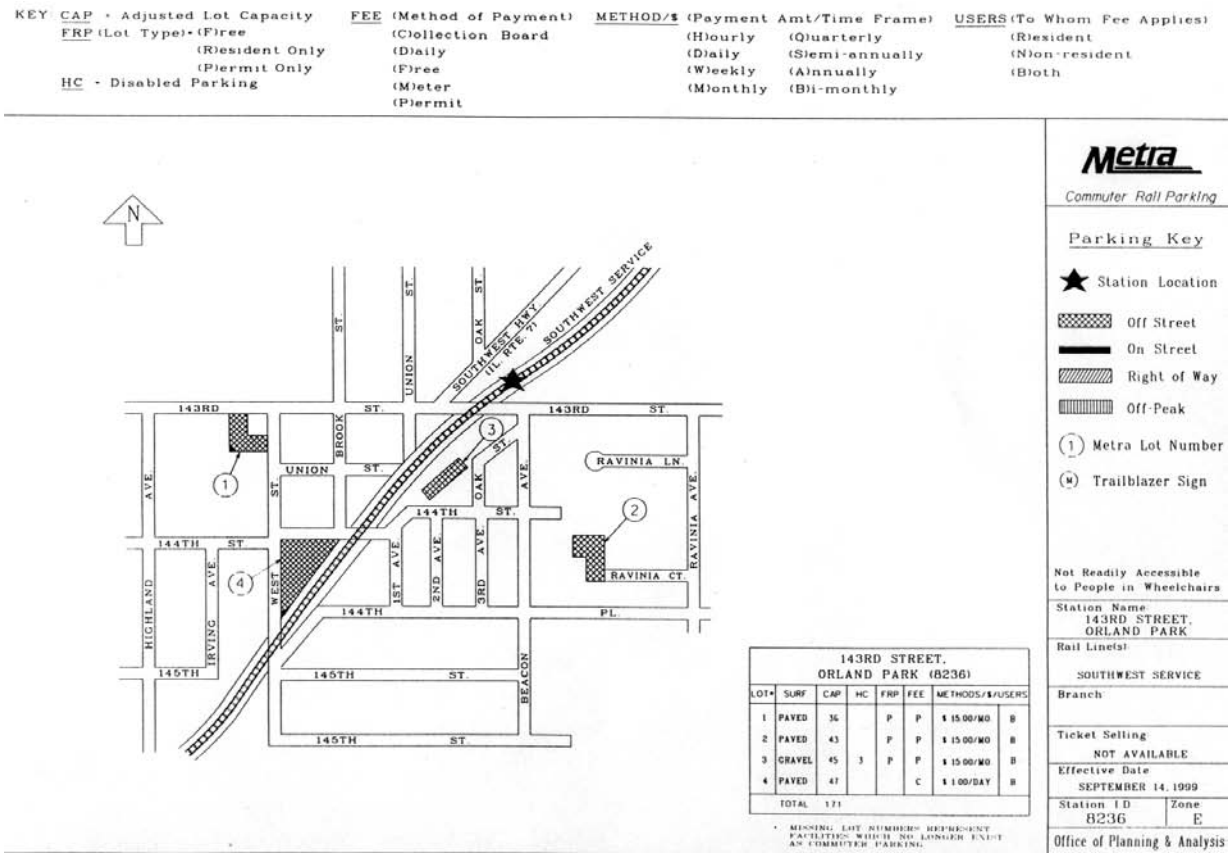
Table 3.2: Fall 1999 Station Mode of Access

Mode	*143rd Street**	*Metra System Average*
Drove Alone & Parked	70%	54%
Walked	8%	23%
Dropped Off	20%	13%
Carpooled (Passenger or Driver)	2%	4%
Took Bus	0%	4%
Other	0%	2%
Total	**100%**	**100%**

* 86 responses, 26% of a.m. boardings
Source: Metra 1999 On-Board Survey (18,436 responses, 14% of a.m. boardings)

Although over 70% of the boarding passenger at the 143rd Street Station indicated that they drove alone and parked, parking surrounding the 143rd Street Station is severely limited. Approximately 170 spaces are provided for commuter use in four small surface lots, ranging in size from 36 to 45 spaces (see Figure 3.1). Unlike many of Metra's suburban stations (including 153rd Street and 179th Street), the parking at 143rd Street Station is not adjacent to the immediate station area. All of the parking is scattered south of 143rd Street, requiring those who park at these locations to cross 143rd Street in order to board the trains. While these four lots are the designated commuter parking locations, some commuters have found alternative parking at other locations throughout the surrounding area. However, only capacity at the designated locations was reviewed, since on-street parking and other arrangements cannot be precisely determined.

Figure 3.1: Metra 143rd Street Station Area Parking



Source: Metra 1999 Parking Inventory

A parking survey conducted in the Fall of 1999 assessed parking supply and use at the four parking lots (see Figure 3.1). Parking use is calculated by looking not only at the number of occupied spaces, but also the number of permits that were sold. It is important to note that although permit spaces may be seemingly vacant, a permit holder has purchased the right to a parking space, so these spaces are not available to a commuter who does not have a permit. Therefore, these spaces are considered occupied. The count indicated that over 98% of the parking spaces at the 143rd Street Station are either reserved by permit or occupied by daily-fee users. Generally when parking capacity exceeds 85% of the daily available spaces, Metra seeks opportunities to expand parking to meet potential demand. This criterion allows for 15% fluctuations due to occasional riders/parkers, often occurring in time of inclement weather. This capacity level indicates a need to expand parking at the 143rd Street Station to accommodate the current ridership growth and trends.

On average, 23% percent of Metra's passengers walk to their boarding stations. Given the overall unfriendly pedestrian environment and land uses surrounding the 143rd Street Station, it is not surprising that only 8% of those boarding at the station walked there and that none of the riders accessed the station via bicycle. Limited access and a relatively small residential population within reasonable walking distance of the 143rd Street Station contribute to the low incidence of both walking and biking as a mode of access.

The level and convenience of service that is offered by a particular line and at a station can play a large role in determining ridership. In 1999, the average Metra station boarded 667 passengers and offered an average of 35 trains to/from Chicago each day. This is a stark contrast to the 315 passengers and 16 trains provided each day at the 143rd Street Station. In order to understand the demand for service and to evaluate the potential market shed of the 143rd Street Station, it is also important to review the service levels and demand on other rail lines and at other stations within the area.

A parking survey to capture license plate data was commissioned by Metra in 1997. While this data is not perfect (it does not account for anyone arriving at the station area other than park-n-ride) and often is understated, it provides a snapshot of where existing station riders reside. A review of this data revealed that over 70% of those parking at the 143rd Street Station reside within the Village of Orland Park. Dividing the 143rd Street Station into quadrants, using 143rd Street (north/south boundary) and LaGrange Road (east/west boundary), the survey suggests that 18% of those parking were traveling from the northwest (note this sector includes preserved open space), 28% from the northeast of the station, 32% from the southwest, and 22% from the southeast (see Table 3.3).

Table 3.3 143rd Street Park-n-Ride Origins by Directions

Direction*	1997 Origins
NW	18%
NE	28%
SW	32%
SE	22%
Total	100%

*143rd Street (north/south boundary) and LaGrange Road (east/west boundary)
Source: Metra Parking License Plate Survey 1997

The system wide license plate survey data was used to examine the park-n-ride origins at nearby stations on both the SWS and the Rock Island (RI). Further analysis revealed a startling fact: 15% (473 plates recorded) of those parking at RI stations between Midlothian and Mokena had licenses plates registered to Orland Park addresses. Parking utilization at five of these six stations is over 98%. While some of these residents may in fact reside closer to a RI station than a SWS station, it is apparent that a large portion of Orland Park residents are venturing outside of their community and driving further distances to access the full-service offered on the RI line (more than 44 train per day). With an increased number of daily trains, it is reasonable to expect that many of the RI riders residing in Orland Park would choose to use the SWS, traveling instead to one of the three Orland Park Stations.

Metra SouthWest Service Extension and Upgrade

As part of the Federal New Starts Program, Metra has applied and received funds to extend and upgrade commuter rail service on the SouthWest Service Line. Upgrades include a host of track and signal improvements, additional rolling stock, yard expansion and added parking capacity at all stations along the SWS line. These improvements will allow Metra to double the number of trains that serve the 143rd Street Station from the current 16 trains per day to more than 30 trains per day by the year 2008.

As part of the background study related to SWS upgrades, Metra generated ridership forecasts for the year 2008 and 2020. The Chicago Area Transportation Study (CATS) forecasting model was used to estimate the 2008 and 2020 base figures. The forecast methodology utilized trip generation, trip distribution, mode choice, distance to nearest station and trip assignment. These forecasts were based on Northeastern Illinois Planning Commission's (NIPC) Existing Airport Improvements (EAI) land use scenario. With a partial system upgrade (addition of 15 trains per day), Metra ridership projections indicate more than a 390% increase in daily boardings to approximately 1,550 boardings in the year 2008 and 1,680 boardings in the year 2020. These numbers jump even higher when full-service upgrades (total of 50+ trains per day and weekend service) are considered. Parking capacity was also calculated as part of these ridership projections. In order to account for the increased service, by 2008 approximately 1,100 parking spaces will need to be provided within the 143rd Street Station area, and this number could grow to as many as 1,390 spaces needed in the year 2020 (see Table 3.4).

Table 3.4: SWS Extension and Upgrade, Ridership and Parking Demand Projections for the 143rd Street Station

Year	Boardings	Parking Capacity
1997	249	171
2008 Partial Upgrade*	1,550	1,090
2008 Full Upgrade**	1,810	1,280
2020 Partial Upgrade*	1,680	1,180
2020 Full Upgrade**	1,970	1,390

*Partial Upgrade 30 trains per day
**Full Upgrade 50+ trains per day and weekend
Source: SWS Environmental Assessment – Parking Demand Estimations 1999

With the service upgrades and an adequate supply of commuter parking, the 143rd Street Station is projected to serve more than 1,500 riders each day. In addition, increasing housing density surrounding the 143rd Street Station by concentrating or clustering new growth around the station, will in turn make the use of transit and commuter rail easier and more convenient for those residents. The greater the number of individuals who reside within a station area, the increased likelihood that they will become users of transit services and the number of auto trips will be reduced not only in the local community, but the County as well. Service enhancement with resulting projected ridership levels assures a steady flow of commuters into the triangle site and the consequent vitality of the TOD environment.

Pace

Existing Pace bus service consists of alternating trips on Route 386 traveling on LaGrange Road. Route 835 supplements Metra SouthWest Service serving the Loop. With the proposed increase in Metra service, use of Route 835 may diminish. However, with transit-oriented development and improved access, opportunity exists to offer greater levels of service.

Existing Traffic

Traffic volumes along the three major arterials that serve the study area—LaGrange Road, 143rd Street and Southwest Highway are very heavy. LaGrange Road and 143rd Street currently operate at a level of service of D, which is acceptable for design purposes. However, it should be noted that on the east approach (westbound traffic), through, and right turn, movements are currently failing. The calculated

average delay is 39± seconds. All other approaches are currently at level of service C and are in the 21-30 second delay range. [1]

Generally, the predominant traffic flow along LaGrange Road is northbound in the morning and southbound at night. Likewise traffic flow on 143rd Street is westbound in the morning and eastbound at night.

Affect of Main Place

Immediately adjacent to the site is the proposed Main Place development which is planned to have approximately 400,000 square feet of retail, 30,000 square feet of office, and a 3,800 seat movie theater complex for a total of about 450,000 square feet of new development.

This development will have significant impacts on the roadway network, including access to the study area. The approximately 68-acre site is currently vacant. Access locations to the site are located from: LaGrange Road (two)—one signalized and one non-signalized; 143rd Street (two)—non-signalized and; 143rd Street—John Humphrey Drive—to eastern site boundary. This development will have a major impact on the study area access and the traffic environment.

Projected Traffic Conditions

Study Area Traffic

As shown in Table 3.5, the site is estimated to generate about 875 to 1,550 peak hour trips. This includes the following components:

a) Upgrade of the Metra SouthWest Service by 2008 which Metra models indicate will generate about five times existing boardings. Metra traffic will generate over 55% of the site generated traffic. This phenomena will most likely occur regardless of the ancillary development.
b) Residential townhomes and condominiums in response to the Village's desire to attract (or retain) young professionals residing in the Village.
c) Office use in response to the Village's desire to generate local sales tax revenue.
d) Trip totals are "net" of reasonable TOD/TND reductions, which are described further in the following section

[1] Source: Main Place at Orland Park Traffic Study—Parsons Transportation Group.

Table 3.5: Trip Generation Estimates

		A.M.			P.M.		
Land Use	*Size*	*In*	*Out*	*Total****	*In*	*Out*	*Total****
Metra Station 2008 Boardings*	1550	505	102	607	45	471	516
Neighborhood Retail** (ITE 814)	165 MSF	25	30	55	163	217	380
Residential Townhomes (ITE 230)	80 DU	5	22	27	30	15	45
Residential Condominiums (ITE 230) (not including tower alternative)	310 DU	18	87	105	84	41	125
High Rise Residential Condominiums (ITE 232)	160 DU	8	32	40	31	19	50
General Office	30 MSF	35	5	40	7	33	40
Totals		**596**	**278**	**874**	**360**	**796**	**1156**

*Assumes 44% of A.M. commuters and 41% of P.M. commuters arrive/depart during peak hours and 74% use a vehicle. Numbers are projected. Source: Metra

**Assumes only 10,000 square feet of retail open during A.M. peak. Calculated at A.M. peak of generator.

***Totals reflect urban design/TOD/TND reductions: 10% retail; 15% office; 25% residential.

TOD/TND Design and Trip Reduction

One goal of the study area concept plan includes the desire to capture trips to and from local and regional destinations within the development. By virtue of a design commonly referred to as TOD, but more realistically urban or Traditional Neighborhood Design (TND), those employees or inhabitants on site will remain on site for many of their activities—thus reducing trips by auto. The TND design also favors pedestrian and bicycle modes as an alternative to the car.

Additionally, the "dynamic" of this development will hopefully attract inhabitants who are seeking this environment. This, studies indicate, will result in an average reduction in vehicles owned, parking demand, and vehicle miles traveled.

Data concerning trip reductions by means of these types of developments (TOD and TND) is slowly starting to emerge in the Chicago region. However, studies in support of these impacts are plentiful on both the East and West Coast of the United States. Table 3.6 below indicates a good summary of traffic impacts that are clearly reduced by TOD and TND.

Table 3.6: TOD / TND Auto Trip Reductions

	Trips/Day	*By Auto*
Traditional Neighborhood Developments	9/Unit	64%
Newer Subdivision Tract Developments	11/Unit	86%
Transit Oriented Development	N/A	69%

Source: The Next American Metropolis, Calthorpe

The following are brief summaries of a few of the pertinent findings relative to TOD/TND in the Chicago region (see Table 3.6).

a) A study by Norwood Builders for four TOD developments in Des Plaines (171 Units) indicated ownership of just 202 autos or approximately 1.18 per unit.
b) Morton Grove parking study of three TOD developments indicates a demand of 1.38 spaces per unit.
c) A recent NIPC study on TOD developments in Elmhurst and Lombard showed a reduction in 17,000 vehicle work trips per year and over 400,000 vehicle miles traveled.

Nearby Development/Background Traffic

The biggest impact to the street system, other than the traffic that will be generated by the triangle site development, will come from the recently approved Main Place mixed-use shopping center. As proposed, the site will have approximately 450,000 square feet of development on approximately 68 acres. This development will share a traffic signal with the study area approximately 750-800 feet north of 143rd Street. A recent study for Main Place, completed by Parsons Transportation Group (PTG) indicates the fact that over 1,500 new trips will be assigned to the adjacent roadways during the P.M. peak hour. This is significant in light of the fact that even with added lanes, geometric improvements, and a new traffic signal on LaGrange Road, delays at 143rd Street and LaGrange Road are “marginal” compared to acceptable delays. Additionally, the queues for through and turning movements are substantial and could approach 600 feet (southbound) at the intersection.

The study applied a relatively small growth factor to the through movements at the intersection of 143rd Street and LaGrange Road for growth in commuter traffic and redevelopment of the Triangle site. The PTG report considered this growth as a part of the entire background growth.

Conclusion and Recommendations

The major challenge, from a transportation perspective, is volumes of traffic generated by the major developments, side-by-side, and related capacity restraints on the roadway system.

Recommendation:
Should the Village choose to pursue development in the study area at the densities proposed herein, even in a phased approach, It is absolutely necessary that a more comprehensive transportation and traffic study be performed. The issues below identify problems with the development of both sites and related options for improvements to the study area.

Vehicular Access

Regional access to the site is somewhat constrained by the existence of the tracks and grade elevations bordering the north and west of the site. Additionally, right-of-way constraints on LaGrange Road due to the overpass to the north of 143rd Street further complicates regional and local traffic movements.

Recommendations:
Connect Southwest Highway to LaGrange Road north of the study area providing a "bypass" to the crowded intersection of 143rd Street. A Southwest Highway connection to Main Place from the north by tunneling under the tracks would service some traffic approaching the site from the roadway system to the south.

Traffic, Capacity, and Levels of Service

A comprehensive study and plan needs to be initiated including a new computation of total traffic at, and around, the study area. The results will undoubtedly include those improvements mentioned above, as well as the need for improvements to the roadway system. (Note: The scope of this study did not include such a detailed analysis.)

Recommendations:
Local access should be provided to the site by a minimum of two intersections on LaGrange Road and two along 143rd Street. An additional third intersection (drive) for in and outbound movements into the proposed parking garage on 143rd Street may not be necessary. The trade off of distributing movements with more curb cuts on 143rd Street may not be desirable. This should be studied further in the comprehensive traffic study.

Pedestrian Access

A pedestrian-friendly environment is crucial for transit-oriented development to succeed.

Recommendations:

A pedestrian-friendly environment should be designed, including streetscape improvements, street widths narrowed at intersections to minimize distance to be traveled by pedestrians, series of internal sidewalk and crosswalks, appropriate and understandable signage, and bicycle storage facilities.

A pedestrian bridge should be constructed across LaGrange Road to the proposed remote parking located at Main Place.

Pace

Opportunity exists for expanding Pace bus service. With increased rail service, the need for Route 835 may be diminished. It may be possible to re-allocate the costs associated with Route 835 into feeder bus service.

Recommendations:

With the anticipated growth in riders (over five times current), feeder routes will definitely be needed. These routes could be modeled after those in Downers Grove, Westmont and a number of other communities. They could have a 5-10% impact on trips to/from the station.

When parking is to develop, in some relative relationship to the concept plan, more study and implementation of the aforementioned recommendations will be needed to provide an environment of reasonable transportation access to the site.

HOUSING MARKET OVERVIEW

For the purposes of this study, the trade area is located in the northwest part of Orland Park and is defined as a half-mile radius of the Metra station at 143rd Street and Southwest Highway. In 1999, 315 people per day boarded one of the eight daily inbound trains to downtown Chicago from the 143rd Street Station, one of three Metra stations in Orland Park on Metra's SouthWest Service. The Metra station is currently surrounded by industrial and commercial uses. To the west, commercial uses front 143rd Street and Southwest highway, including restaurants and pubs. Businesses fronting 143rd Street blend into the older homes, which characterize the neighborhood south of the station. These businesses include several antique shops, a small auto parts store, and a variety of miscellaneous retail and personal service establishments. These businesses are part of a historic district that stands in marked contrast to Orland Park's main thoroughfares lined with large shopping centers and commercial strips.

This section begins by looking at overall housing market trends in Orland Park. It then discusses new housing developments and outlines the advantages and disadvantages of the trade area as a site for new residential development. Finally, recommendations are made to establish guidelines for new housing development as part of the concept plan.

Overall Market Trends

Orland Park has a strong housing market. Within the single-family housing stock, home buyers can choose from estate-style homes, ranch and two story homes in the many Orland Park subdivisions, and smaller historic homes in the Old Orland neighborhood. New townhomes and a limited number of condominiums offering maintenance-free homeownership opportunities are available at prices affordable to young professionals and retirees.

For the past ten years, the Village has approved on average almost 600 residential building permits annually.[1] Orland Park's housing stock is predominantly single-family detached structures. Since 1990, of the 5,788 building permits issued by Orland Park, 49% were for single-family detached homes, 39% for townhomes, and 12% were for multi-family units.

[1] Orland Park Building Department

Typical Sales Prices

Median home prices are slightly higher in Orland Park than the surrounding communities, indicative of their strong demand but limited supply. Families seeking to buy in Orland Park are typically not considering neighboring communities, but want to buy specifically in Orland Park. Orland Park is known for its excellent school system, parks and recreational opportunities, and quality housing stock. The resale market is also strong as Orland Park homeowners often upgrade to bigger homes within Orland Park.

A combined 861 single-family home sales transactions occurred in the years 1998 and 1999 with an average sales price of $241,462 and an average market time of 52 days. For the same time period 724 condominium sales closed with an average price of $162,490 with an average market time of 60 days.[2] Several new developments are under construction including condominium, townhome, and single-family construction. New home prices range from mid to upper $100,000s for 2 bedroom condominium units. Prices for single-family homes start in the mid $100,000s for townhomes and up to $500-600,000 for 4 bedroom, 3.5 bath detached homes.[3]

Multi-family Rental Market

In general, the multi-family apartment market in Southwest Cook County has few newer rental properties and consists of predominantly complexes built in the 1960s and 1970s. Occupancies range anywhere from 94 to 100 percent. In Southwest Cook County, average rents in these complexes are $618 for studio apartments, $720 for one-bedroom units, and $798 for two-bedroom/one bath units.[4] Private owners renting units in two-flats or single-family homes, are able to obtain higher rents given the lack of rental product in the market.

Community Economic Redevelopment Agency (CERC) surveyed three local apartment complexes (see Table 4.1). Only one apartment complex is in Orland Park, the other two are within a block of the Orland Park-Tinley Park boundary. The following are characteristics of each property:

a) Few to no vacancies, move-outs are quickly re-leased
b) The primary reason for move-outs for all three properties is tenants moving to

[2] Multiple Listing Service of Northern Illinois
[3] Survey of new developments, CERC
[4] Apartment Report, Draper and Kramer, Winter, 1998

purchase a home. The second most common reason for moving is job relocation.

c) All three properties report having a good tenant mix of primarily single professionals in their 20s and 30s, senior citizens, and newly-married couples with or without children

Table 4.1: Existing Apartment Complexes

Apartment Complex	*Year Built*	*# of Units*	*# Each Type*	*# of BRs*	*SF*	*Rent*	*Occupancy*
Heritage Manor Apartments 15119 Catalina Dr., Orland Park	1975	84	28	1	750	$720	99%
			56	2	825	$790	
Apartments of Orland 16005 Applewood Lane, Orland Hills	1988	252	84	1	740	$750	100%
			168	2	970	$850	
Orland Creek Apartments 15919 Center Way Walk, Tinley Park	1974	208		1	630	$660	99%
				2	850	$715-735	
				2	878	$730-750	

SF = square feet
BRs = bedrooms

New Residential Developments

New home development in Orland Park is booming. One developer interviewed for this report estimated that at least 100 different builders are active in Orland Park. Builders are marketing new units to both long-term residents wanting to upgrade to larger units and to new families moving into the area. Condominium and townhouse units are targeted to empty-nesters, a growing group in Orland Park, and young singles and married couples. Table 4.2 provides a sample of new developments, giving a cross-section of the types of units being added to the Orland Park housing stock.

Table 4.2: New Residential Developments

Development Name	*Location*	*Type*	*Size*	*Price Range*
Centennial Village	159th St. west of LaGrange Road	Carriage Houses/Condos	2-3 BRs	$147,900 - $169,900
Condominiums at the Preserve	179th St. & Wolf Road	Condos	2 BRs	$152,900 - $180,000
Creekside of Spring Creek	143rd St. & Wolf Road	Single-Family	3-4 BRS	$193,600 - $297,600
The Preserve	179th St. & Wolf Road	Townhomes		$212,990 - $258,990
Woods of Golf View	157th St. east of 80th Ave.	Condos	2 BRs	$147,900 - $155,900
Brittany Glen (Palos Park)	131st St. & 106th Ave.	Estate Homes		$300,000 - $600,000

Demand Analysis

CERC analyzed the supply and demand for new housing units based upon current and projected population and existing and planned housing units. Our analysis found that the current supply of housing is balanced with respect to the current population. However, within the housing market, there is an undersupply of rental housing.

Households rent rather than own their homes for a variety of reasons, voluntary and involuntary. A study by the housing research department of Fannie Mae found that renters--who make up almost 40% of U.S. households--typically fall into six "clusters." These include:

a) College graduates starting out (26%)
b) Lifestyle renters (21%)
c) Families moving up the housing ladder (17%)
d) African Americans (15%)
e) Struggling blue collar workers (11%)
f) Elderly life-cycle renters (10%).[5]

Lifestyle renters are those who are financially able to own a home but choose to rent. Examples of lifestyle renters include empty-nesters who are downsizing to

[5] Kulkosky, Edward, "Lack of down payment, lifestyles, keeping renters from homeownership," *American Banker*, March 16, 1995, volume 160, p.10.

reduce housing costs and time associated with home maintenance; busy professionals whose schedules afford little time at home, and singles or parents wanting to live near their work. Other households rent for economic reasons and will eventually purchase a home, or plan to rent indefinitely and need to live close to work or school.

Currently, the Orland Park rental housing stock is not meeting the demand that exists for rental housing for Orland Park residents. In 1990, 82% of Orland Park housing units were owner occupied, compared to 55% for Cook County and 64% for the State of Illinois. Increasing the number of rental units to meet the demand of a third of new households and ten percent of existing households would yield a total desired supply of 2,264 units of rental occupied housing. 195 units annually would need to be constructed to achieve the needed 783 units.

Table 4.3: Orland Park Rental/Multi-family Housing Supply/Demand

Total Estimated Rental Stock required in 2004*	2,156
Plus 5% Vacancy	2,264
Estimated Existing Rental Stock	1,481
Estimated Rental undersupply/oversupply	(783)

*Thirty percent of new households projected to 2004 plus 10% of 1999 households

CERC estimates that overall, by the year 2004, a need will exist for a total of 18,868 housing units, requiring a total of 964 new units, or 241 units per year. If current building trends continue in Orland Park, there will potentially be a surplus of housing units in Orland Park in 2004. This does not, however, insure that the type of housing constructed will match the type of housing desired and/or needed by the population. On the other hand, the 2004 projected population may be conservative in light of the building activity expected to occur, Orland Park's growth trends, and the strong demand that has been shown for new housing units.

Senior Needs

Seventeen percent of all homeowners in Orland Park are over the age of 65 compared to 23.3 % in the trade area.[6] The trade area has a larger percentage of

[6] 1990 US Census. Homeowners over the age of 65 make up 26% of the homeowners in all of Cook County.

elderly persons living alone, 36% compared to 19% for the Village of Orland Park as a whole. As the number of persons in the older age groups increases into the year 2004, the need for maintenance-free housing options will increase. Orland Park currently has two fully-assisted nursing home facilities. A new assisted living facility opened in the past year. While persons over 65 make up only twelve percent of the total population, the decision of whether they are able to stay in Orland Park as they age will depend upon the housing choices available to them.

Locational Advantages and Disadvantages

This section briefly outlines advantages and disadvantages of considering the triangle site for residential development as part of a larger transit-oriented development.

Site Advantages

The proposed redevelopment area is well connected to transportation routes including access to two state highways and commuter rail to downtown Chicago.

The area has adequate nearby shopping with a small grocery and other shops located at 143rd Street and LaGrange Road. A Dominick's Grocery and additional shopping are a mile from the site. Recreational opportunities are conveniently located near the site, including two golf courses and a large forest preserve. Elementary schools are within walking distance.

Development at the 143rd Street Metra Station would be consistent with Orland Park's goals to increase the number of units located within walking distance of commuter rail stations and to provide housing opportunities for workers drawn to Orland Park by employment in office, commercial and industrial jobs in the community.

Site Challenges

Current development plans for the area to the east of the potential TOD site will have a strong effect on TOD possibilities. Plans to develop an upscale shopping center with a multi-screen theater have been approved by the Village. The center's design, in particular the routes of ingress and egress and the effect of increased traffic on LaGrange Road, will impact accessibility to the TOD site.

Access and Traffic

Traffic at the intersection of 143rd Street and Southwest Highway is heavy during peak rush hours. The connection between the potential TOD site and surrounding blocks is not currently pedestrian friendly.

Density

The highest density allowed under current zoning is 6-10 units per acre[7]. In order to create a viable transit-oriented development, higher density will be necessary. Typically, TODs have densities of at least 12 units per acre.

> *Recommendation:*
> *Develop a plan to encourage new residential development within a half-mile of the 143rd Street Metra station at densities of no less than 12 units per acre.*

Diversity of Housing

TODs traditionally are designed to provide a diversity of housing types to meet a range of incomes and lifestyle preferences. The redevelopment of the triangle site presents an opportunity to increase housing options available to Orland residents. A diverse mix of for-rent and for-sale units will result in life-cycle housing and therefore increase the Village's ability to meet the needs of its growing senior population.

> *Recommendations:*
> *Residential development including a mix of condominiums, apartment units, and single-family attached homes is recommended.*
> *Develop design standards for new housing in the southwest corner of the site to be consistent with the unique character of nearby Old Orland.*

[7] Orland Park Comprehensive Plan, 1990

RETAIL MARKET OVERVIEW

This section will discuss neighborhood retail needed to support a transit-oriented development surrounding the 143rd Street Metra Station in Orland Park.

As outlined in the scope of this study, the following points will be addressed in this section:

a) A viable station area retail strategy and identification of any retail "voids"
b) Identify opportunities in the trade area
c) Identify secondary and supplemental trade area opportunities

Existing Market Conditions

The Village of Orland Park is an established regional shopping destination. Shopping centers line LaGrange Road from 143rd Street south to 159th Street and 159th Street along the border of Tinley Park.

Orland Square Mall

The largest of the existing retail centers is Orland Square Mall at 151st Street and LaGrange Road, with almost two million square feet of gross leasable area (GLA) which draws customers from 5-25 miles away.

Lakeview Plaza

Lakeview Plaza at 159th Street and LaGrange Road, an open air shopping mall has almost 400,000 square feet of GLA.

Main Place

As discussed earlier, plans have been approved for Main Place, an upscale shopping center near the triangle site site at 143rd Street and LaGrange Road. The new development is being targeted for high-end national retailers and will also include a multi-screen movie theater.

Orland Plaza

The triangle site has a small number of retailers relative to the Village of Orland Park as a whole. The Orland Plaza shopping center at the corner of 143rd Street and LaGrange Road (less than a half-mile from the station) provides a small grocery and a number of convenience shopping and personal services. A typical neighborhood shopping center like this one draws customers from a three-mile

trade area. This plaza contains many of the businesses considered desirable around commuter rail stations, but has no auto-related services nor hardware store. Oriented toward the east and south, current land uses between the shopping center and the 143rd Street Metra Station are industrial.

The owner of the grocery store reports that commuters frequent the center, and that commuters use the shopping center lot for daily parking. This connection presents a strong opportunity to better link the shopping center with the Metra Station as part of the redevelopment by "opening up" the current configuration of the shops, as discussed in Chapter 2.

Old Orland

"Old Orland", the historic district immediately south of the 143rd Street Metra Station includes a specialty retail district of antique shops. Other uses along 143rd Street west of LaGrange Road and at the corner of 143rd Street and Southwest Highway include service businesses such as auto parts, and a few café/restaurants and pubs. The historic character of the Old Orland is viewed as a model for new development in the area. New development in the area should build upon the unique historic character of Old Orland.

Retail Potential

As a regional shopping node, Orland Park draws customers from a wide region that includes the South Suburbs and northwest Indiana. The regional draw accounts for much of the fact that retail sales tax revenues per capita for Orland Park are double those for the State of Illinois in the categories of general merchandise, apparel, and furniture, household & radio (see Table 4.4). While Orland Park residents are expected to spend more in these categories than the statewide average, given their high median incomes, the level of sales shows that dollars are being captured from a larger area.

Table 4.4: 1998 Per Capita Sales Comparison

Unit of Gov't	Total Receipts	General Merch-andise	Food	Eating & Drinking	Apparel	Furniture, H.H. & Radio	Lumber, Bldg, & Hardware	Auto-motive Stations	Drugs & Retail
Illinois	$9,870	$1,224	$1,312	$963	$363	$537	$513	$2,050	$1,102
Cook County	$5,555	$597	$773	$668	$319	$339	$239	$1,081	$576
Orland Park	$16,904	$3,175	$1,294	$1,050	$1,325	$1,959	$828	$3,471	$1,989

Source: Illinois Department of Revenue

Further analysis suggests that Orland Park has a slight sales leakage in the categories of food, eating and drinking. This means that potential sales dollars of Orland Park residents are being spent outside of Orland Park—dollars that could be potentially captured by new businesses or the expansion of existing restaurants and grocery stores. Of the 51 restaurants inventoried, 75 percent are quick service restaurants (such as McDonald's, Subway, and pizza places), 7 are "midscale" (such as Denny's and Baker's Square) and 6 are "casual dining" including an Outback Steak House and Red Lobster[8]. Choices for upscale dining are limited and would be a good addition to the current restaurant mix in Orland Park. This type of use would fit in nicely in the historic district of Old Orland.

The trade area (the area from which a center draws 60-75% of its sales) for neighborhood retail at 143rd Street and LaGrange Road is a one- to three- mile radius. Because of the amount of competing retail, and the nature of the retail uses at the site, the trade area is largely limited to a one-mile radius. The population data shows that adequate population density exists to support neighborhood convenience retail at the site (see Table 4.5).

The secondary trade area (a five-mile radius around the site), which accounts for 10-20% of total sales, for retail sales at the triangle site and the adjacent retail businesses would include the entire Village of Orland Park and the 143rd Street Station Metra riders, not all of whom may live in the trade area. As a specialty shopping niche, the antique shops of Old Orland most likely draw customers from an even larger area, 5-15 miles. As mentioned above, secondary trade opportunities exist for the development or expansion of restaurant and food store uses.

[8] National Decision Systems

Table 4.5: 1990 Trade Area Characteristics

Trade Area	1-mile radius	3-mile radius	Village of Orland Park
Population	5,066	48,099	35,720
Households	1,601	15,446	16,528
Median HH Size	3.2	3.1	2.95
Median HH Income	$50,049	$53,663	$51,901
Median Age	32.8	33	34.1

Source: 1990 U.S. Census

Population growth and income trends are positive for continued strong retail sales in Orland Park. The 1999 estimated aggregate income for the Village of Orland Park is $1.7 billion and is projected to reach $2.4 billion by 2004. The median household income for Orland Park residents in 1999 was $80,792 and is projected to reach $102,756 in 2004. Orland Park has been experiencing a building boom for the past several years that will likely continue into 2004, slowing as available land is depleted. The combination of high median incomes, new housing starts and employment growth are favorable to new retail development and steady retail sales in Orland Park.

Because most of the desired TOD retail uses are included in the tenant mix at the Orland Plaza shopping center, it would compete with any new development proposed for the site, if the two are kept disconnected. As a neighborhood convenience center, the shopping center stands to benefit from any residential development on the site and would benefit in the long term from a change in its current structure. This can be accomplished by demolishing the grocery store and bakery section of the strip mall, and relocating the businesses in a new building within the site. Another possibility is to create an arcade passageway at the corner of the "L" for shoppers to easily move from one retail area to the next.

Recommendation:
The Village should work with the shopping center owner to incorporate the Orland Plaza into overall TOD plans for the triangle site.

The current "antique row" in Old Orland is not directly tied to transit-oriented development plans. However, in linking the triangle to the neighborhood to the

south, it is desirable to improve this retail district. The historic district has the potential to become one of the highlights of the 143rd Street Metra Station area. With its specialized focus and distinctive character as a distinct antique shopping niche it does not compete directly with the local malls and neighborhood shopping centers.

Recommendation:
If a business association is in place, the Village should discuss current needs of existing businesses for additional parking or marketing assistance.

Given the large number of existing and planned retail choices in Orland Park, convenience retail and personal services are the most viable form of retail and commercial uses to include as part of a transit-oriented development at the 143rd Street Metra Station. As residential density increases in the area, and the site is established as a retail node, future potential may increase for other types of retail, such as specialty shops that would not traditionally locate in a mall or strip center, that wish to locate in a unique shopping location.

Short-Term Recommendation: In the short-term, retail should maintain its focus on neighborhood retail for residents and commuters, such as a dry cleaners, a video store, a coffee shop, etc.

Long-Term Recommendation: Due to the competitive retail environment of Orland Park, the triangle site will be best suited for niche retail uses, such as antiques or high-end restaurants.

COMMUNITY INPUT

Robust community input is essential to formulating a concept plan which best meets community needs and enjoys broad community support. The triangle site master planning process benefited from a large group of approximately 150 people attending the public meeting. The attendees represented a diversity of views and key constituencies: residents, business owners, and public officials.

For the Mayor and Village Board faced with the decision on what course of action to take to develop this site, this chapter should provide some comfort. Citizens were asked what they thought of the existing conditions within the triangle site and the surrounding areas of Orland Park and what they would like to see in new development. The consultant team used this input to arrive at a concept plan for redevelopment that should enjoy much community support.

Strengths, Weaknesses, Opportunities, and Threats

At the public meeting in Orland Park, Farr Associates used the Strengths, Weaknesses, Opportunities, and Threats (SWOT) process, a planning tool that helps identify both a community's core assets and limitations.

By engaging in a group discussion, residents, village staff, and elected officials identified strengths, weaknesses, opportunities, and threats, and opened a dialogue about the existing conditions of the area and the potential of future growth to improve the quality of life. The SWOT process dissects the various systems that make up a community such as infrastructure, local economy, transportation, demographics, available land parcels, land uses, zoning, political climate, and the natural environment, to determine community perceptions of the study area. The SWOT analysis took place in Orland Park on February 29, 2000.

The list of strengths, weaknesses, opportunities, and threats identified by SWOT participants can be found in Appendix D. From this exercise, the consultants gained a better understanding of the concerns and priorities of the residents.

Image Preference Survey

In addition to the SWOT process, Farr Associates conducted an Image Preference Survey (IPS) which also took place at the February 29th meeting. The IPS is a tool used to guide the formulation of design standards for architectural character and scale, various land uses, street treatment, and other urban design issues.

A group of community residents, village staff and elected officials were shown a slide show of numerous photographs, some from the study area, others from various towns in Illinois and throughout the country. The participants were asked to rate each image by how much it appealed to them. At Orland Park's IPS, a total of 40 pairs of images were divided into the following seven categories:

a) Approaches: The character of a route that arrives in a neighborhood center
b) Civic Buildings: The character of important public buildings
c) Downtown: The sites that contribute most to the character of a town center
d) Housing: The height, materials and character of different housing types
e) Parking: The appearance, safety and density of on-street, surface, underground and structured parking
f) Pedestrian Realm: The features that make an environment enjoyable for the pedestrian
g) Retail: The character of storefronts, retail buildings and shopping areas

The group viewed each pair of slides and rated each image from -10 to +10, based on how much they liked the urban characteristics represented. In addition to assigning a numeric value to each image, the participants were also asked to choose adjectives they would use to describe each image. Examples of the adjectives used are quaint, inviting, well-kept, deserted, ugly, tacky, etc. Farr Associates then compiled both the quantitative and qualitative data from the IPS, and drew conclusions about what residents would most prefer new development to look like.

The results of the Image Preference Survey, including the images that rated highest and lowest overall and in each category, can be found in Appendix C. In general, the residents favored three to four-story buildings,well-maintained storefronts, wide sidewalks, trees, on-street parking, lively ground-floor retail, contemporary signage, and historic buildings on prominent sites.

CONCLUSION

The input from residents made it clear that there is broad community support for an urban design intervention for the triangle site. The Village can be confident that enacting policies to address design issues would be favored among residents. The results of the IPS indicate the need for design standards for new construction in Orland Park. Recommendations for these standards can be found in Chapter 2 under Urban Design.

INTRODUCTION

The proposed concept plan is based on community preferences identified in the participation process, desires of public officials, analysis of market, transportation and design issues, and the needs of RTA and its service boards. Initially, four schemes were presented to the Village, RTA and Metra, of which the group chose two preferred designs (see Appendix A). Elements of those two have been refined and improved upon to create the final plan. The resulting plan shown in Figure 6.1 includes a complete redevelopment of the triangle site, fueled by multi-year public investments which will result in many millions of dollars of private investment. Table 6.1 illustrates a conceptual cost estimate of the overall development proposed in the 20-year concept plan.

The goal of this chapter is to describe the concept plan illustrated in Figures 6.1 and 6.2, and to highlight its key features. A great deal of thought has gone into this plan, far more than will be captured in this brief narrative description. However, vital elements of the plan require some explanation to guide their further development.

Phasing

At first glance, any multi-year concept plan results in some level of disbelief. 'The proposal is too bold, the costs too high, the land not available or the spirit too weak.' This concept plan is based almost entirely on what is known to be viable and what is reasonably plausible. It is also based on the assumption that it will happen over time.

Short-Term Redevelopment

The concept plan proposed in Figure 6.1 should be implemented in four phases, with approximately an equal amount of development occurring in each phase.

Long-Term Redevelopment

In addition to phasing the development proposed in Figure 6.1, Figure 6.3 illustrates two potential redevelopment sites to be incorporated into the TOD after 2020. These are the auto parts store on the southeast corner of 143rd Street and the railroad tracks, and the remainder of the Orland Plaza strip mall.

Beacon Auto Parts

This auto parts store is on a key site for creating linkages between the triangle site and Old Orland. The current use and design of this site will not contribute to those linkages.

Orland Plaza

As explained previously, it would be unwise to develop new high-density mixed-use buildings "behind the backs," of this successful and well-liked strip mall, without making links between the two. Eventually, these businesses should be incorporated into the transit village.

PROGRAM

The program detailed below includes all development proposed in the 20-year concept plan illustrated in Figures 6.1 and 6.2. This includes retail uses, office space, residential uses and civic uses such as the new train station, a branch library, a park, etc. Some existing retail uses have been relocated to new structures and these stores are included in the square footage numbers proposed for new retail.

Retail

The plan shows about 165,000 SF of ground-floor space in mixed-use buildings for relocated existing retail, new retail and a day care center.

Recommendations:

The Village should hire a national broker to recruit preferred retailers. Approximately 40,000 to 60,000 SF should be developed per phase.

Short-Term Strategy:

In the short-term, retail should maintain its focus on neighborhood retail for residents and commuters, such as a dry cleaners, a video store, a coffee shop, etc.

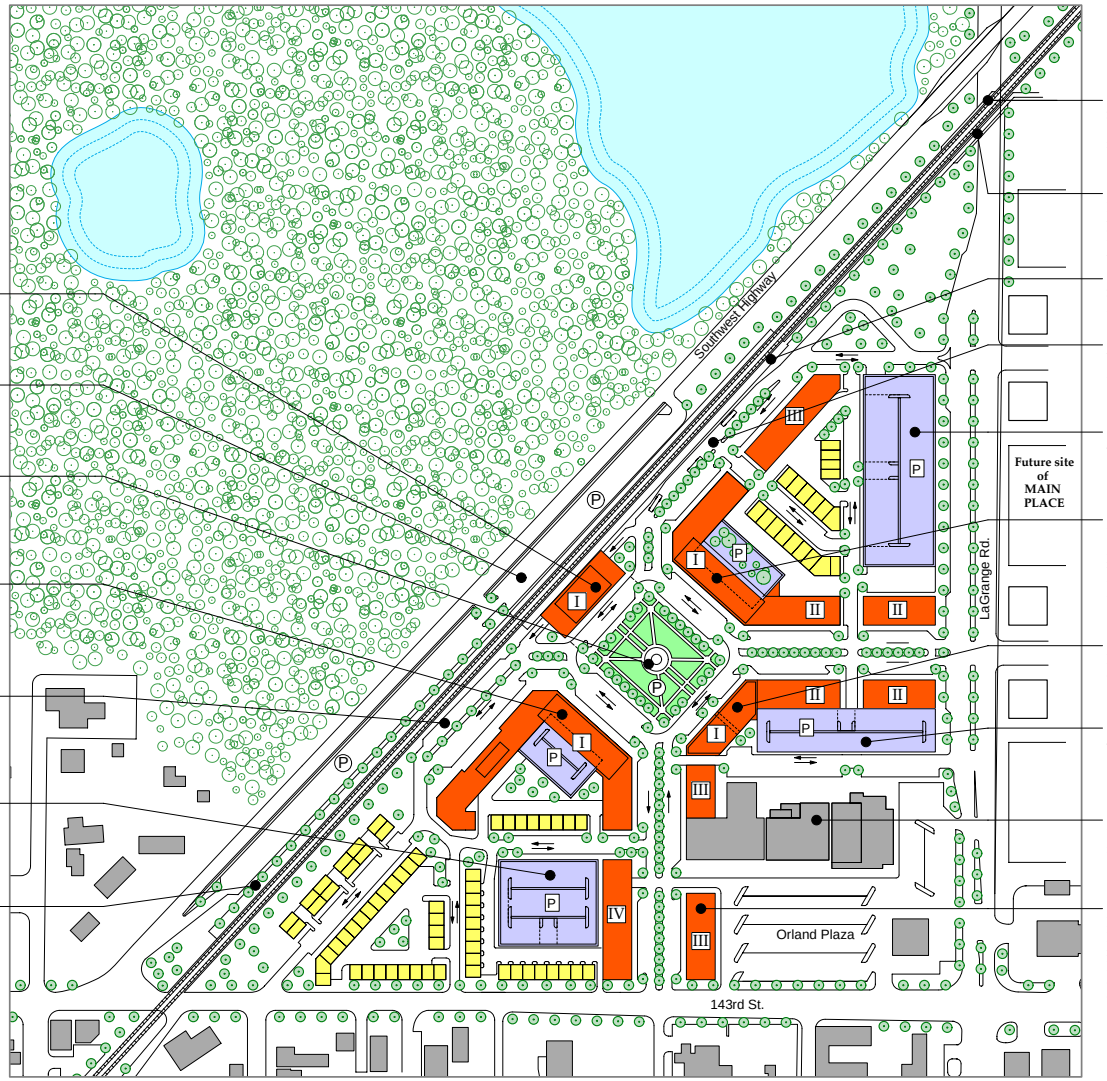
Long-Term Strategy:

Due to the competitive retail environment of Orland Park, the triangle site will be best suited for niche retail uses, such as more antique stores or high-end restaurants which complement Old Orland. These uses will need to be promoted through a marketing and phasing plan as the site is developed. Given the proposed Main Place development across the street, the triangle site has strong potential to provide space to smaller retailers that complement the tenant mix.

Existing Retail to be Relocated

The plan shown in Figure 6.1 proposes to relocate the existing retail located in the

2020 Concept Plan



ON-STREET PARKING
Accomodates 300 cars throughout site

METRA STATION
Cafe and other retail on ground floor; Offices on upper floors

METRA SURFACE PARKING
Two lots northwest of tracks accomodate 325 cars

UNDERGROUND PARKING
Accomodates 125 cars; Landscaped square at grade level

MIXED-USE BUILDING
Retail and daycare on ground floor; Public library branch on second floor; Housing on upper floors; Includes 4 levels of decked parking to accomodate 175 cars

KISS N' RIDE
Automobile drop-off

PARKING DECK #1
4 levels; Accomodates 425 cars

GREENING OF RAILROAD CORRIDOR
New trees and landscaping on both sides of tracks

METRA SERVICE UPGRADE
Second track currently under construction to accomodate increased rail service

SHARED PARKING
Pedestrian bridge connects Metra platform with proposed Main Place development; Accomodates 350 cars

PLATFORM
Situated north of station to facilitate access to shared parking

PACE BUS STOP
Drop-off and turnaround areas for 6 buses

PARKING DECK #2
4 levels; Accomodates 675 cars

MIXED-USE BUILDING
Existing businesses relocated to ground floor; Theater, gallery, meeting space or senior center on second floor; Housing on upper floors; Includes 4 levels of decked parking to accomodate 150 cars

MIXED-USE BUILDING
Retail on ground floor; Housing on upper floors

PARKING DECK #3
4 levels; Accomodates 375 cars

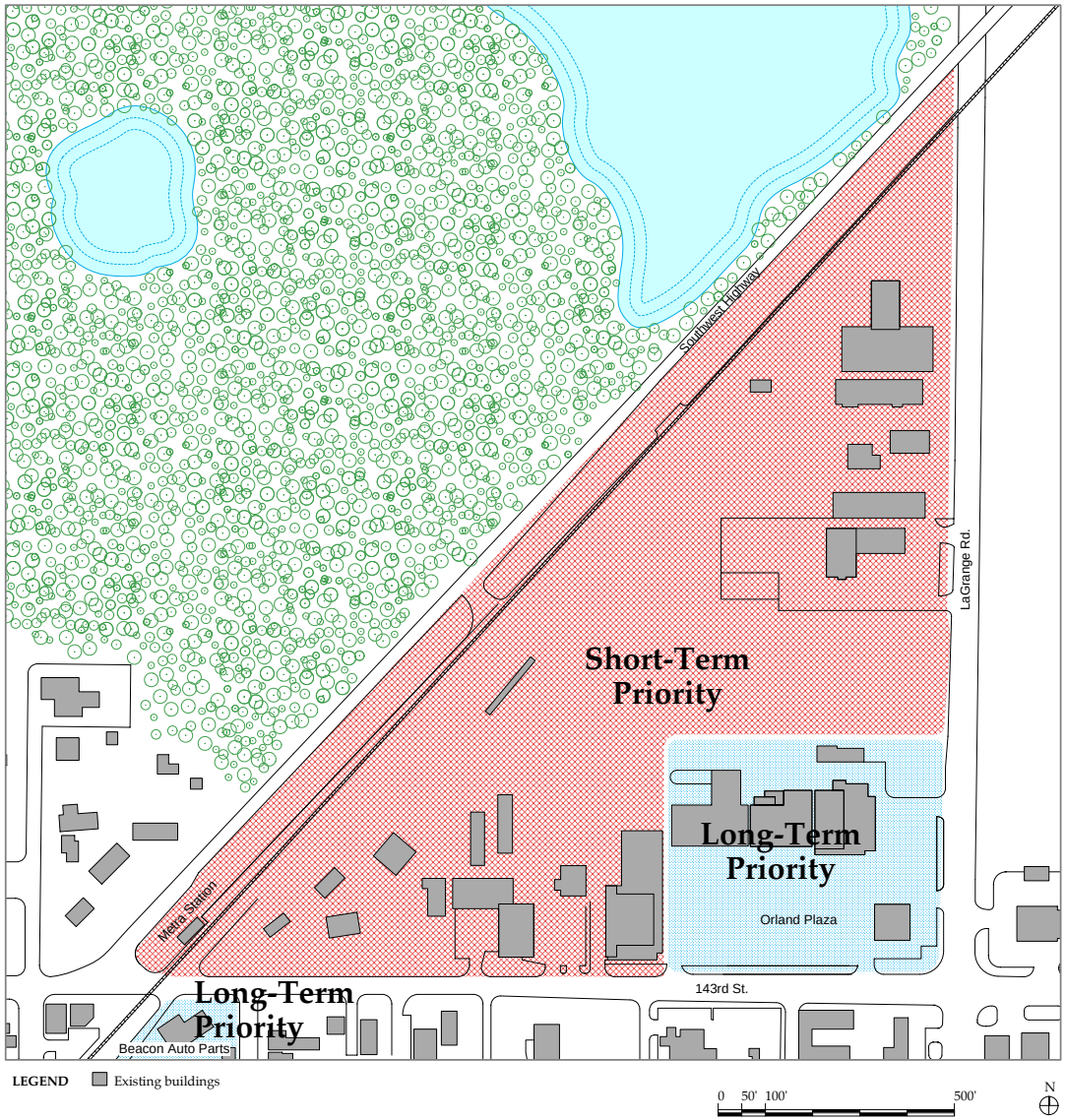
ORLAND PLAZA
Existing shopping center to remain for short-term

MIXED-USE BUILDING
Partial redevelopment of Orland Plaza to capture new retail market; Offices on upper floors; Potential site for government offices such as Secretary of State or D.M.V.

Proposed 2020 Aerial Perspective

View looking north at proposed transit village showing
rail line and Metra station in background.

Potential Redevelopment Zones



Short-Term Priority
The short-term priority zone is the area included in the 2020 Concept Plan shown in Figure 6.1.

Long Term Priority
The long-term priority zones are 1) the remainder of the Orland Plaza strip mall and 2) Beacon Auto Parts store at the southeast corner of 143rd St. and the railroad tracks.

northeast corner of the site to new retail space, and shows the the existing Orland Plaza shopping center left partially intact. The three stores to be relocated in the proposed plan are Randy's Market, Orland Bakery, and Lang Lee's Chinese restaurant. These popular establishments would be located in prominent locations around the park, where they will benefit from high visibility, and high-density residential above them.

Recommendation:
The Village needs to work to protect existing businesses during construction and to ensure that their relocation is conducted with minimal disruption.

Convertible Space

The upper floors of the mixed-use buildings can be designed as loft space that can be used for either office or residential uses. The amount of commercial and residential space can fluctuate depending on how the upper floors are used.

This flexible space is an attractive tool for developers if market demand for either use is not certain. Convertible space allows buildings to adapt over time as market forces change. The total upper-floor space available for office, housing, government and civic uses would equal approximately 495,000 SF.

Other Commercial Uses

Day Care Center

Day care is a compatible land use near any transit center, and especially when high-density residential is nearby also. An 8,000 square foot day care center is proposed within the 165,000 feet of ground floor space, specifically for a site near the park (see Figure 6.1). This land use has the potential to improve the quality of life and reduce auto trips.

The size of this day care is suitable for approximately 80 children. It is conceivable, however, that the market could sustain a larger facility, depending on the success of new housing development in the triangle and the demographics of the new residents and commuters.

Office

According to the market consultant, the triangle site is a prime location for office

space, primarily for satellite offices of companies located in downtown Chicago. In addition, the location is excellent for professional offices such as medical or legal tenants that could take advantage of the nearby transit to build their existing customer base.

On "day one", this site can support 10,000 to 20,000 SF of commercial office space. The concept plan allows for approximately 30,000 to 40,000 SF of office for the 2020 build-out.

Residential

The plan calls for approximately 300 units of new for-rent / for-sale housing in upper-floor space equal to approximately 460,000 square feet. In addition, about 80 new townhomes are also shown on the site plan. These residential units should be of varying types and sizes, attracting a broad market. More residential use is proposed in the alternative schemes.

Public/Cultural

New Metra Station

The plan proposes a new train station on the site to accommodate the increased ridership that is anticipated as a result of the service upgrades. This station should be easily accessed by automobile, bus, taxi, bicycle, and on foot. The proposed train station would be accommodated within a multiple-story mixed-use building much larger than a typical Metra station. It is envisioned to contain, in addition to typical station functions, some retail on the ground floor and offices and housing located on the upper floors.

It is important to note that a public-private partnership will be required in order to construct a station building of this scale. In addition, phasing and the timing of a multi-story station building could prove to be problematic, especially since it is likely that a station facility will need to be constructed prior to identifying a developer for the other uses within the building. For this reason, it may be necessary to construct the core station building that would house only the depot and minor supporting services in an initial phase. This core building would need to be constructed in such a way that would allow other development to link to the building or in a way which would be able to support additional floors constructed at a later time.

Civic Space

The proposed concept plan reserves upper-floor space in a new building that fronts the park (see Figure 6.1) for a community use such as a theater in the round, co-op art gallery, public meeting space or senior center. This use could occupy from 8,000 to 15,000 SF and would benefit from this central location.

Library

A branch of the Orland Park Library would fit well in a new mixed-use building proposed for the site, given the number of new residents that will occupy the proposed housing. This use could be accommodated within the 165,000 SF of space.

Government Office

A government use such as a Secretary of State office or Department of Motor Vehicles is also proposed in the Concept Plan. Such a high-volume use would be a good fit for the station area because it would benefit from the convenient location and help to reinforce the triangle as a town center. This office could be located in upper floor space of a mixed-use building on the site.

Park

A park is proposed for the location directly in front of the new Metra Station. This park will serve as a focal point for the district and needed open space for the residents and tenants in the surrounding buildings.

As described previously, the park is thought of as roughly 250 ft. x 250 ft., with continuous trees that have a canopy height of at least ten feet. The design of the park can be naturalistic for a more passive space, or programmed with pathways, fountains, a playground, etc., for a more active space.

Streets and Parking

The concept plan proposes a number of new streets to access the site, as well as alleys, traffic improvements, and parking facilities.

New Streets

a) Two well-landscaped boulevards leading to the park, one from 143rd Street and the other from LaGrange Road, providing direct sight lines to the Metra station

from these arterials

b) Various secondary streets and alleys

Parking

a) Three public parking structures with approximately 1,475 spaces combined, to be used by Metra commuters, shoppers, employees and other visitors to the site
b) Approximately 125 spaces in an underground parking structure below the park for Metra commuters
c) Approximately 325 spaces (combined total) in two private parking structures tucked behind mixed-use buildings to be used by the residents of those buildings
d) Approximately 300 on-street parking spaces on all streets within the triangle, for shoppers, employees and visitors
e) Surface parking lane located on the north side of the tracks accommodating 325 spaces for commuters
f) 350 shared parking spaces located at Main Place for commuters

It is important to note that structured parking is proposed as a direct result of the high intensity of land uses shown in the Concept Plan (Figure 6.1). Without these densities and the mix of uses near the Metra Station, structured parking is not the highest and best use of this land.

Alternatives

Residential Towers

An alternative scheme would add approximately 160 units of multi-family housing constructed in towers on to the mixed-use buildings the surround the park. These towers would add another four or five stories to these buildings, but these floors would be setback from the others to maintain the perception of a four to six story building from street level.

Hotel

Another alternative calls for a hotel located in the triangle. Local officials have been contacted by a hotel developer interested in this site. Should a hotel locate on this site, it should face the park and have retail or restaurant uses on the ground floor.

From a land use and urban design perspective a hotel is a very compatible land use

for this site. However, it is outside the scope of this study to determine whether or not the market can support this use. In addition, the traffic and parking calculations do not incorporate a hotel use on the site and therefore offer no insights into its likely impact on traffic.

Pedestrian Friendliness

Figure 6.4 illustrates the PedZone℠ analysis concept described in Chapter 2 applied to the concept plan. The majority of the sidewalks are Green Zones, as a pedestrian is given a safe, continuous walking path between a street and a building. Yellow Zones are limited and most appear near the existing strip mall when pedestrians are asked to walk next to surface parking. Red Zones are kept to a minimum as well, because curb cuts are limited and street widths are narrowed at intersections within the triangle.

COST AND SCHEDULE

In order to inform the public and public officials about the order of magnitude of this concept plan and the resulting public investment needed, the consultant team has prepared a conceptual cost estimate of the entire redevelopment proposal (see Figure 6.1). In actual implementation of the concept plan, the components will vary and the cost of each individual project will differ. This table has been developed merely to illustrate the level of investment being discussed.

Table 6.1: Order of Magnitude, Conceptual Costs

*Land**		*Acres*	*$/Acre*	*Total $*
All land in the triangle except strip mall		27	400,000	10,800,000
Western edge of strip mall		1	1,000,000	1,000,000
Total		28		**11,800,000**
Streets		*Distance (ft)*	*$/SF*	*Total $*
New boulevards		1,760	1,000	1,760,000
Other streets		3,750	800	3,000,000
Sidewalk trees		5,510	200	1,102,000
Total				**5,862,000**
Parking		*Spaces*	*$/Space*	*Total $*
Two surface lots		325	3,400	1,105,000
Decks (3 structures and 1 underground lot)		1,600	12,000	19,200,000
Private Decks		325	15,000	4,875,000
On-street parking (cost included in streets)		300		
Total		**2,250**		**25,180,000**
Mixed-Use Buildings*		*SF*	*$/SF*	*Total $*
Metra Station (station uses only)		3,000	400	1,200,000
Ground-floors (retail, day care, library)		165,000	120	19,800,000
Upper-floors (housing, office, civic and gov't uses)		495,000	120	59,400,000
Total		**663,000**		**80,400,000**
Housing	*Units*	*SF*	*$/SF*	*Total $*
Townhouses	80	1,600	120	**15,360,000**
Sub-Total				**138,602,000**
20 % Contingency				27,720,400
TOTAL				**$166,322,400**

*Includes the cost of land cost for the park, but not the cost of constructing a park. Source of land cost: Recent sales of land within the triangle site.

**Does not include off-site roadway traffic improvements (traffic to and from the site).

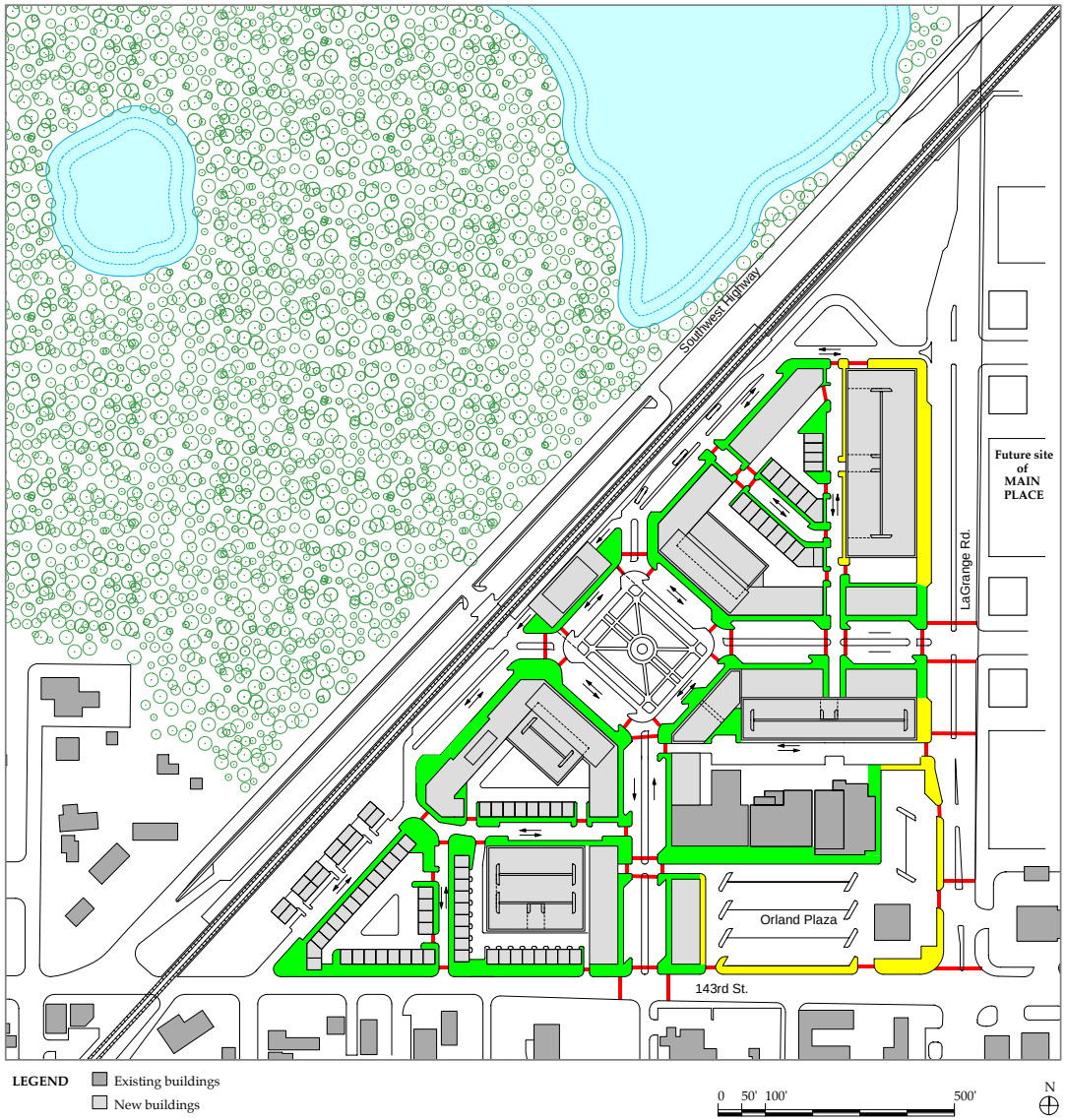
***Does not include the land uses in the alternatives (i.e. the hotel and residential towers). Source of Metra Station cost: Metra. Source of other building costs: RS Means Square Foot Costs, 2000.

The series of infrastructure improvements designed to address access and visibility issues are at the core of the concept plan. These improvements may need to be worked out before any of the individual building projects can go forward. It is necessary to complete the infrastructure design and budgeting and land assemblage in order to implement the concept plan in a predictable time period and for a predictable cost.

Recommendation:

Assemble a consultant team to design and price the infrastructure improvements in conjunction with a plan for land assemblage. The design will also address phasing and timing issues in order to synchronize with the Village's and other potential funding partners' financing capacity.

Proposed PedZones



The **"PedZone"** concept refers to the **comfort** and **safety** of pedestrians, based upon their interactions with cars. This diagraming exercise is useful in determining the pedestrian environment of a street or area.

The map on the left indicates three kinds of **PedZones**:

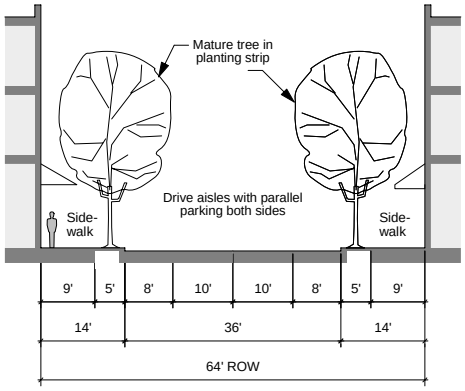
Safe and Rewarding
In these areas pedestrians travel on a sidewalk, lined by a storefront built to the lot line and a buffer from moving traffic in the form of a landscaped strip or on-street parking.

Safe but Unrewarding
In these areas, pedestrians are forced to walk next to a parking lot or blank wall, which is uncomfortable, but not necessarily unsafe.

In conflict with Cars
These are areas in which pedestrians are in direct conflict with moving traffic, i.e.crossing an intersection or driveway.

Proposed Street Sections

Neighborhood Center Avenue



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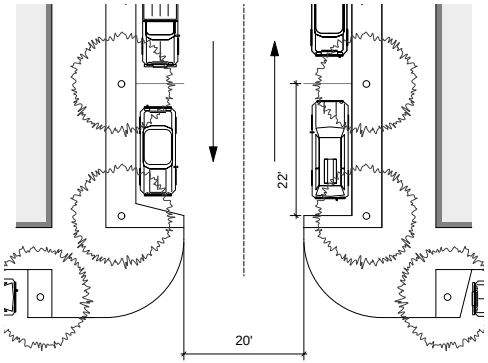
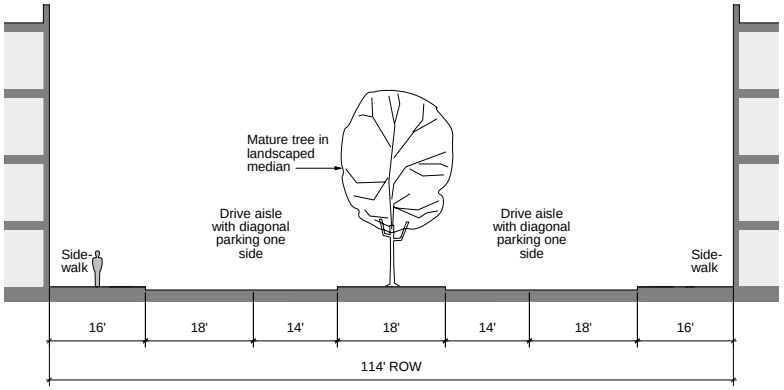


Plan

Mixed-Use Boulevard



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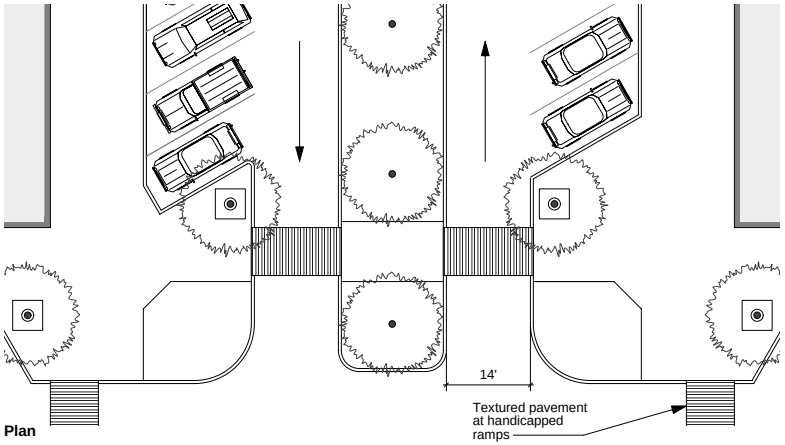


Plan

The proper scale and proportion of a street varies depending on its use, location and importance within its district.

Proper standards specify overall street width, lane width, parking layout, tree planting, building setback, height and use, and facade details such as percent of glass, materials, ornament, awnings, signs and lighting.

Shown at left are standards for a Neighborhood Center Avenue and a Mixed-Use Boulevard.

SUMMARY OF RECOMMENDATIONS

This list compiles the recommendations made throughout the report. These recommendations are complemented by the implementation strategies described in the following chapter.

Land Use

1. Incorporating the Orland Plaza Strip Mall

   Interim Recommendation: The grocery store and bakery section of Orland Plaza could be demolished, and the businesses relocated to a new building on the site. Should the shopping center remain intact, a less effective option would be to create an arcade passageway at the corner of the "L" for shoppers to move easily between retail areas.

   Long-term Recommendation: If the triangle site is developed as described herein, the highest and best use of Orland Plaza will change. Anticipating this long-term outcome, we recommend that the Village work with the owner to plan a long-term change in land use (see Figure 6.3).

2. Off-site Land

   Investigate land ownership and move to preserve the land immediately north of the Main Place site as open space. Strategically, it may be better to build the road connections necessary before designating the remainder as permanent open space.

3. Education

   There is a need to educate citizenry and elected officials to understand how mixed land uses, pedestrian friendliness, and transportation options for residents reduce auto-dependence and traffic.

Architecture

1. Architectural Design Guidelines

   Build on architectural success of the civic district by adopting design guidelines for new buildings throughout the Village.

2. Setback Taller Buildings

   Allow the development of taller buildings around the park proposed in the plan to increase density. For example, a building might have four-story base, and setback residential floors above, taking advantage of the views to the forest preserve land. These design requirements need to be worked out in great detail prior to proceeding with the redevelopment process.

3. Metra Station
   The station should be located on the ground floor of an architecturally distinguished mid-rise building that reflects the community and feel of the station area.

Height and Visibility

1. Address Old Orland
   Front 143rd Street with smaller-scaled buildings to respect the character of the Old Orland historic district. Do not allow parking structures to front on 143rd Street.

2. Proportion Public Spaces
   An ideal height-to-width proportion for public squares is 1:3. (Under the proposed site plan this would result in eight-story buildings around the park. As the plan is refined, it may make sense to decrease the distance between buildings around the park. The ratio of 1:4 is also shown in Figure 2.3 as an alternative.) An ideal height-to-width proportion for streets is 1:1. These guidelines should lead to a minimum building height regulation.

3. Views
   Develop residential and office buildings at locations and heights that would take advantage of the views to the forest preserve.

Zoning

1. Overlay Zone
   Create a zoning district for the triangle site that requires mixed-use buildings, minimum building heights, buildings be built to the lot lines, and shared parking scenarios. Allow some flexibility in the standards, but do not allow variances to this zoning.

2. Signage
   A new signage ordinance should be drafted regulating size, materials, and maintenance in the triangle site.

3. Landscape
   A strict landscape ordinance should be enacted throughout the Village, which would specify landscaping requirements for surface and structured parking, parkways along streets, building facades, and building roofs throughout the Village.

Parking

1. On-street Parking
   On-street parking, either parallel or diagonal, should line the entire length of the new streets proposed for the triangle site.

2. Visibility of Parking
   All Metra parking lots should be visible from either 143rd Street or LaGrange Road, and well signed so motorists are easily directed to it.

3. Parking Structure Design
   Require designs which mitigate the visual impact of parking decks and include features such as window scaled openings, cornices, and retail on the ground-floor.

Access and Traffic

1. Traffic Study
   Commission a more-detailed traffic study as the implementation process moves forward.

2. Alignment of New Streets
   In order to optimize traffic flows, the access roads from LaGrange Road into the study area need to align with the proposed Main Place entry streets.

3. Street Grid
   Provide street linkages between Old Orland, the triangle site and the proposed Main Place development.

4. New Bypass
   Connect Southwest Highway to LaGrange Road north of the study area providing a "bypass" to the crowded intersection of 143rd Street.

Pedestrian-Friendly Streetscapes

1. LaGrange Road
   Between 143rd Street and Southwest Highway, LaGrange Road should include the following features: a) a tree-lined median, b) buildings built up to the street with sidewalks immediately in front of them, c) intersecting streets line up on opposite side of LaGrange Road to create four-way intersections, d) no curb cuts between streets, and e) rows of trees between the street and sidewalk.

2. Streetscape Guidelines
   New codes listed below under Zoning should cover a variety of urban design standards including: a) 75% of a storefront should be used for window displays, b) Setbacks for commercial buildings should be no more than five feet from the property line, c) Streets should be well-landscaped and maintained, d) Sidewalks on retail streets should be at least 14 feet wide, e) Building facades should be kept clean and well-maintained.

3. Sidewalk Width
   Around the square located in front of the train station, sidewalks should be 20 to 25 feet wide from curb to building. Sidewalks on neighborhood retail streets should be at least 14 feet wide from curb to building. Residential streets can have traditional five to six feet wide sidewalks in addition to a planting strip between the sidewalk and curb.

4. Crosswalks
   For mid-block crosswalks, construct either raised traffic tables or install textured pavement, like cobblestones, on the street before and after crosswalks to ensure that motorists are aware of the crossing.

5. Lane Width
   Traffic lane widths can be as narrow as ten feet to reduce traffic speeds.

6. Intersections
   At intersections, street widths should be narrowed to include only the traffic lanes, not the on-street parking lanes, so that the distance of the crosswalk is minimized for the pedestrian.

7. Street Furniture
   The following street furniture should be included on new streets in the triangle: a) Bike paths and storage, both indoor and outdoors, b) Benches in park, not necessary on sidewalks, c) Planters with sills at bench height, d) Flower pots hanging from street lamps, e) Garbage/recycling containers.

8. Lighting
   As redevelopment goes forward, work with a nationally acknowledged lighting designer to achieve the desired light levels for each different constituency, while preserving the view of the night sky.

9. Pedestrian Bridge
   A pedestrian bridge should be constructed across LaGrange Road to the proposed remote parking located at Main Place.

Signage

1. Signage Strategy
   Work with a signage consultant to develop a wayfinding signage strategy for the triangle that could be applied to other areas of Orland Park as well. From this strategy, a new signage ordinance should be drafted regulating size, materials, and maintenance.

Transit

1. Pace Service
   With the anticipated growth in riders (over five times current), feeder bus routes will definitely be needed to serve the 143rd Street Station. These routes could be modeled after those in Downers Grove, Westmont and a number of other communities. They could divert 5-10% of the auto trips to/from the station.

Greening

1. Greening the Rail Corridor
   The Village needs to work with a landscape architect to develop a conceptual approach for greening the rail corridor. The design should include a linear detention pond for storm water runoff. This should be done carefully to avoid damage to the track structure and ensure that federal regulations are met.

2. Park design
   Create a park in front of the train station that is roughly 250 ft. x 250 ft., with continuous trees. The bottom of the tree canopy should be at least 10 feet high at maturity.

Environmental Standards

1. Urban Heat Islands
   Plant trees, wherever possible to shade the ground surface.

2. Green Surface Parking
   Landscape parking lots to create a tree cover of 10 to 40% of the paved area.

3. Materials
   To further reduce the urban heat island effect, use light-colored materials for streets and sidewalks such as concrete and road oyl, a pine resin. Avoid using blacktop.

4. Rooftop Gardens
   Create green roofs, rooftop gardens, and/or use light colored materials for roofs.

5. Bioswale
   Design surface parking and boulevard medians to accommodate storm water filtration through open gutter ditches that are planted with tall grasses and other appropriate vegetation chosen to filter sediment of automobile waste out of stormwater.

6. LEED Criteria
   The Village should become familiar with the Green Building Council's Leadership in Energy and Environmental Design (LEED) criteria for environmental performance. All of the buildings built as part of the redevelopment should be LEED certified. In addition, the Village should build one new public building at LEEDs "Gold" level or better. Funding for many of the necessary enhancements may be available from Illinois DCCA and various foundation grants. (See Toolbox in Chapter 8.)

7. Stormwater Management
   In order to increase developable area on the site and to preserve high environmental quality while still allowing development, embrace alternative stormwater management practices, like vegetated roofs, roof gardens, and bioswales.

Housing

1. Housing density
   Develop a plan to encourage new residential development within a half-mile of the 143rd Street Metra station at densities of no less than 12 units per acre.

2. Housing Diversity
   Require a mix of different residential building types including condominiums, apartment units, and single-family attached homes.

3. Design Guidelines
   Develop design standards for new housing in the southwest corner of the site to be consistent with the unique character of nearby Old Orland.

Retail

1. Incorporating Orland Plaza
   The Village should work with the owner of Orland Plaza to incorporate the existing shopping center at 143rd Street and LaGrange Road into overall TOD plans for the triangle site.

2. Business Association
   If a business association is in place, the Village should discuss current needs of existing businesses for additional parking or marketing assistance.

3. Type of Retail
   In the short-term, retail should maintain its focus on neighborhood and convenience retail but in the long term, the triangle site will be best suited for niche retail uses, such as more antique stores or high-end restaurants.

4. Recruiting Desired Retail
   Hire a national broker to recruit preferred retailers.

5. Phasing
   Approximately 40,000 to 60,000 SF of retail should be developed per phase.
   Short-Term Strategy: In the short-term, retail should maintain its focus on neighborhood retail for residents and commuters, such as a dry cleaners, a video store, a coffee shop, etc.
   Long-Term Strategy: The niche retail and restaurant uses ideal for the triangle site will need to be promoted through a marketing and phasing plan as the site is developed. Given the proposed Main Place development across the street, the triangle site has strong potential to provide space to smaller retailers that complement the tenant mix.

6. Existing Businesses
   The Village needs to work to protect existing businesses during construction and to ensure that their relocation occurs with minimal disruption.

Implementation

1. Cost and Schedule
   Assemble a consultant team to design and price the infrastructure improvements in conjunction with a plan for land assemblage. The design will also address phasing and timing issues in order to synchronize with potential funding partners' financing capacity. The following chapter outlines more detailed implementation strategies.

COMPREHENSIVE IMPLEMENTATION STRATEGY

The redevelopment of the Study Area requires a comprehensive strategy of planning, financing, land acquisition, and implementation phasing. As part of this strategy the market study confirms that the elements of a TOD are appropriate at this location. Specifically, the study recommends development of the triangle with a mix of ground floor retail with multi-family housing and/or office above, townhomes, green space, parking and transportation improvements to accommodate increased Metra ridership and better link the surrounding residential neighborhoods to the 143rd Street Metra Station.

While the consultant team was hired specifically to consider the triangle site, a comprehensive redevelopment strategy must include taking the surrounding area into account as a redevelopment district. Therefore, the Old Orland historic district, and the future "Main Place" will be included in our implementation strategy and recommendations. While each sub-area of the redevelopment district has distinct needs, each impacts the health and vitality of the other and should be addressed at the same time to maximize redevelopment efforts.

Key Elements

The key elements of a comprehensive redevelopment strategy for Orland Park include:

a) Meeting goals outlined in the 1990 Comprehensive Plan's "Working and Living Areas Goals and Objectives". Among others, the plan outlines the following goals: "Promote an increase in the number of housing units located within walking distance of commuter rail stations" and "Provide housing opportunities for workers drawn to Orland Park by employment in office, commercial and industrial jobs in the community."
b) Creation of a 143rd Street Station Area District Master Plan to include Old Orland, the Study Area and Main Place parcel(s).
c) Identification of financing strategies, including (but not limited to) tax increment financing (TIF), state and federal grant programs, land lease to private developers and redevelopment agreements, and private donations.
d) Implementation actions consistent with a strategy to activate, guide and coordinate public and private redevelopment in accordance with the adopted Master Plan.

Opportunities

Through the TOD Study, the consultant team has identified the following opportunities, consistent with the goals of the Village of Orland Park:

a) New construction of multi-family condominium units
b) New construction of rental units for seniors and young professionals
c) Midscale and upscale restaurant uses, opportunity to create a "theme"
d) Addition of commuter parking and improved station area landscaping
e) Enhancement of neighborhood retail to meet the demands of commuters and future residents

Challenges

Opportunities for development of the triangle are tempered by the following challenges that must be addressed in order to implement a TOD Concept Plan:

a) Site control
b) Site access
c) Potential impact on the site from Main Place (traffic, access, retail competition)
d) Need for an area-wide circulation plan, (not just the study area)
e) Need for coordination and plan for highway and other infrastructure improvements
f) Determination of development financing gaps and appropriate development incentives to determine project feasibility

The following section discusses implementation activities as they relate to a potential TOD in the 143rd Street Metra Station area.

Implementation Activities

The section above addressed the framework of the Concept Plan to create a TOD. This section further outlines the implementation activities needed to create a Transit-Oriented Development at the 143rd Street Station.

Adopt a Master Plan

The TOD Study has included a visioning process to determine Orland Park's desires and goals for the Study Area and surrounding community. A redevelopment Concept Plan (Figure 6.1) has been proposed as part of this study. Additionally, the consultant team recommends that the Village of Orland Park create and adopt a Master Plan for the area including the triangle, Old Orland, and Main Place in order to

jointly plan for the district.

Steps:

1. Hire a consultant team to create a Master Plan for the district (triangle, Old Orland, and Main Place.)
2. Adopt a combined new Master Plan for the district with the commitment to implement over a 5-10 year period.
3. Alternatively, adopt the Concept Plan (Figure 6.1) proposed in this study, begin implementation and concurrently hire a consultant team to create a Master Plan drawing from the Concept Plan shown in Figure 6.1.

Assemble Land for Development

In order to make the TOD development a reality, the Village needs to take steps that ordinarily would be performed by a developer to ready the site for development. The first of these steps is land assemblage.

Steps:

1. Determine a strategy for land assemblage, including prioritization of critical parcels, target time line, and allocate resources for acquisition.

Seek TIF Designation

TIF designation will enable the Village to exercise greater control for land assemblage, leverage resources to finance redevelopment, and create a base redevelopment plan for the triangle.

Steps:

1. Conduct TIF analysis to determine cost and benefit of using TIF to implement the Concept Plan.
2. Initiate TIF designation activities.

Make Public Infrastructure Improvements

Determine schedule and phasing for required infrastructure improvements to support a TOD.

Steps:

1. Based upon the adopted Master Plan, identify all infrastructure and capital improvements needed over the schedule outlined in the plan.
2. Identify sources of financing available and Village match requirements.
3. Create implementation schedule and budget.

Coordinate Implementation Steps with Transit Agencies

The objective of this implementation action is to insure that development efforts are coordinated to maximize available resources and benefit the greatest number of interested parties.

Steps:

1. Work with the transit agencies and other parties to cooperatively form a land acquisition strategy.
2. Incorporate Metra and Pace ridership and parking demand projections into the Master Plan.

Change Zoning as needed for Concept Plan Implementation

Clarify development parameters by making needed zoning changes, i.e. density required for TOD, mixed uses, built-to lines and limited parking requirements.

Steps:

1. Choose and adopt a set of design standards for Orland Park's TOD. For instance, identify the appropriate density preferred for transit-supportive housing development.
2. Adopt design guidelines by Village ordinance.
3. Adopt zoning changes as needed on the development site as preparation for Concept Plan implementation.

Feasibility Analysis, Due Diligence, and Pre-development Activities

Several activities are needed to prepare the triangle for development. These activities could be carried out by Village staff, a newly created entity such as a Development Authority, or by a development partner or consultant.

Steps:

1. Outline the information needed to prepare the Request for Proposals (RFPs), i.e. development parameters, phasing, and parcel characteristics.
2. Determine any site conditions requiring mitigation or additional site preparation concerns.
3. Analyze the costs of the Concept Plan development and estimated gap financing.

Developer RFPs/RFQs

Once land is available and zoning is in place, issue RFPs or Requests for Qualifications (RFQs) for development of the adopted TOD Plan. This could be a

single RFP or a series of phases beginning with the redevelopment of the area adjacent to the Metra Station platform. Different building types may call for different developers of varying specialties.

Steps:

1. Based upon the Concept and Master Plans, identify and prioritize the development components.
2. Develop and issue a Request for Proposals or Request for Qualifications.
3. Depending upon the time lag of issuance of the RFP or later phases, the Village may need to update the market assessment for the housing and retail components.

Seek Additional Funding

The Concept and Master Plans are working documents that may need to be modified based upon market shifts and the identification of alternative scenarios by the Village. One factor influencing project implementation is funding. If a particular component has a financing gap that cannot seem to be filled and the Village is still trying to accomplish the particular component, they will need to seek alternative funding from various public and private programs. As the implementation of the plans evolve, seeking additional funding will be an ongoing activity for the Village.

Steps:

1. Identify project components needing additional funding resources.
2. Review existing funding sources including those in the "Toolbox" in Chapter 8.
3. Consider creation of a revolving loan fund, or fund raising for project components such as landscaping items and park elements.

Develop Marketing Materials

Develop marketing materials to promote the existing Old Orland historic district and raise awareness of the goals and objectives of the Concept Plan, to enhance public relations and limit potential misunderstandings and opposition.

Steps:

1. Determine and/or agree upon the Concept Plan and commitment to create a Master Plan for the 143rd Street Study Area.
2. Develop a marketing strategy and implementation plan for the adopted Concept Plan including benefits of transit-oriented design, reduction in air pollution, etc.

Historic District Activities/ Local Business Involvement

Old Orland has strong potential for enhancement as a local tourist destination. Simple steps can be taken to determine current conditions, current volume of visitors, business owner needs, and interest in organizing to coordinate area improvement.

Steps:

1. Create or designate a lead entity to work on enhancement of Old Orland and determine long-term goals for the area to be outlined in the Master Plan.
2. Conduct a business owner survey to identify needs and current economic conditions of the shopping district.
3. Create a plan for Old Orland in conjunction with the Master Plan for the area.

Create Mechanism for Business Owner Involvement

The objective of a mechanism for business owner involvement is to support and enhance existing businesses while at the same time achieving the Master Plan desired by the Village. The Village can facilitate, through their own staff or the Chamber of Commerce, workshops or technical assistance for retention and/or expansion of existing businesses. In some cases, some businesses may need to upgrade their facilities to meet newly adopted design guidelines. Other businesses may want an option to relocate to new space within the triangle, or elsewhere considering changes in the area. The creation of a Master Plan in conjunction with local business owners ensures that, as active participants, they can see the long-term benefits even if means short-term changes.

Steps:

1. Determine what role the Village is willing to give and what they need from local business owners to successfully implement the Concept Plan and/or Master Plan.
2. Identify current mechanisms (i.e. chamber of commerce) and how they might be used to facilitate the implementation of both the Concept Plan and Master Plan.
3. If needed, establish a new mechanism with clearly defined roles and responsibilities.

TOOLS AND RESOURCES

The following chapter discusses financing tools available to the Village of Orland Park to assist in implementation of the 143rd Street Concept Plan.

A) Local Government

Illinois Tomorrow--Corridor Planning Grant Program

Program Description

Program for local governments to help them develop land use and infrastructure plans that promote the efficient use of transportation facilities and improved community quality of life.

Qualifications

N/A

Additional Info

5-year, $15 million grant program

Contact Info

IL Dept. of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764
(217) 785-5011

Experience Illinois! (Pilot Project) Illinois State Treasurer's Office

Program Description

Loan program for tourism development, historic preservation, or community enhancement. Application is completed with participating financial institution.

Qualifications

The project application must explain the benefit to the people of Illinois. For tourism, must explain how the project will increase the likelihood that travelers will invest entertainment dollars in an Illinois community rather than out of state.

Additional Info

Tourism development- minimum $10,000 maximum $5,000,000; Historic preservation minimum $ 25,000 and $2,000,000 maximum; Community Enhancement $10,000 minimum and $2,500,000 maximum.

Contact Info

Cory Jobe or Cindy Bomke, Illinois State Treasurer's Office, (217) 557-2673

Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Impt. (CMAQ)

Program Description

This program is federally funded, authorized ISTEA and by TEA21. In northeastern Illinois the CMAQ Project Selection Committee selects projects with approval by the Chicago Area Transportation Study (CATS) Work Program and Policy Committee. These funds support projects that reduce vehicle emissions in Clean-Air non-attainment areas as well as other projects eligible under the Federal Transportation Act and US Title 23.

Qualifications

Eligible activities might include the transit and transit-related portion of pedestrian-oriented and mixed-use development projects, traffic flow improvements, shared ride programs, demand management, pedestrian/bicycle programs, and other transportation projects that reduce automobile emissions.

Additional Info

The call for FY 2002 project proposals runs through early March 2001.

Contact Info

Tom Murtha, Chief of the CMAQ Program (312) 793-3474

State Transportation Improvement Program (STIP)

Program Description

The Illinois Department of Transportation identifies and outlines improvement projects, funding and scheduling for implementation through the State Transportation Improvement Program (STIP) every three years. The STIP is a culmination of the entire state's local Transportation Improvement Plans.

Qualifications

N/A

Additional Info

N/A

Contact Info

IL Dept. of Transportation, Division of Highways 2300 South Dirksen Parkway, Springfield, IL 62764
217- 785-5011

Section 26 Planning and Research Funds (DOT)

Program Description

Provides funds for research, planning, training, and design of local transportation facilities and projects

Qualifications

N/A

Additional Info

N/A

Contact Info

USDOT
John Spencer
202-366-4050

Industrial Revenue Bonds (IRB)

Program Description

Tax exempt bonds available at below prime rate for construction, renovation, or redevelopment of commercial or industrial property.

Qualifications

N/A

Additional Info

Bonds are issued in the municipality's name but repaid by the developer. Home Rule municipalities are allocated $50 per capita annually and must use their volume cap within the year.

Contact Info

Illinois Development Finance Authority
Suite 5310, Sears Tower
Chicago, Illinois 60606
312-793-5586

The Local Government Financing Assistance Program

Program Description

The Local Government Financing Assistance Program assists units of local government with financing capital improvement projects. Any unit of local government that is entitled to issue municipal debt under Illinois law is permitted to issue its debt through the Authority. The program provides local government units with an opportunity to achieve interest costs savings and to structure flexible loan repayment terms.

Qualifications

Counties, Municipalities, Townships, Special Districts are eligible for this assistance which includes technical services.

Additional Info

N/A

Contact Info

DCCA - Business Finance Division
620 East Adams Springfield, IL 62701
(217) 524-0165

Highways / Township Bridges

Program Description

Funds are used to construct bridges 20 feet or more in length for the safe transportation of school children, the movement of agricultural equipment and products, rural mail routes, and the traffic needs of the general public. Funds are allocated to each eligible road district based on the total township mileage.

Qualifications

Towns must levy a .08 percent road and bridge tax to qualify for allocation.

Additional Info

N/A

Contact Info

IL Dept. of Transportation
Division of Highways
2300 South Dirksen Parkway
Springfield, IL 62764
(217) 785-5011

Highways/ High-Growth Cities Assistance

Program Description

Financial assistance provided to cities over 5,000 in population which have experienced above normal population growth (> 5 % from 1980 to 1989).

Qualifications

Municipalities in Illinois

Additional Info

N/A

Contact Info

IL Dept. of Transportation,
Division of Highways 2300
South Dirksen Parkway,
Springfield, IL 62764
217- 785-5011

Illinois Transportation Enhancement Program (ITEP)

Program Description

Illinois Transportation Enhancement Program (ITEP) is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources and improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts to develop and build worthwhile projects in a timely manner. Project areas include landscaping and scenic beautification.

Qualifications

N/A

Additional Info

N/A

Contact Info

Traci Sisk or Steve Ponder at
1-800-493-3434.

Debt Financing Assistance

Program Description

The Local Government Financing Assistance Program assists units of local government with financing capital improvement projects. Any unit of local government that is entitled to issue municipal debt under Illinois law is permitted to issue its debt through the Authority. The program provides local government units with an opportunity to achieve interest costs savings and to structure flexible loan repayment terms.

Qualifications

Counties, Municipalities, Townships, Special Districts are eligible for this assistance which includes technical services only.

Additional Info

N/A

Contact Info

Ill. Development Finance Authority, (217) 782-5792

Illinois Housing Development Authority (IHDA) Bond financing Program

Program Description

Bond financing for affordable housing

Qualifications

N/A

Additional Info

N/A

Contact Info

IHDA (312) 836-5200

Local Government Bonds

Program Description

Tax exempt bonds issued through the Local Government Bond section of IDFA's statute. These bonds are exempt from both federal and state taxes.

Qualifications

IDFA ranks bond applications according to their selection criteria, including number of jobs created and whether the project is in an economically distressed area.

Additional Info

The first offering is in mid-February (75% of original state allocation). A second offering is in June (15% of unused from first offering) and a third in September (10% plus any remaining from prior two offerings.) Fees apply.

Contact Info

Illinois Development Finance Authority
Suite 5310, Sears Tower
Chicago, Illinois 60606
312-793-5586

Community Development Block Grant Program

Program Description

Neighborhood infrastructure and other public works projects: types of infrastructure funded include sanitary sewers, water mains, street improvements, playground improvements and sidewalks.

Qualifications

Qualifying neighborhoods are those that meet HUD standards for a low-income neighborhood (using income limits from the last census).

Additional Info

Applicant Cycle for FY 2001 starts in Fall of 2000

Contact Info

N/A

HUD Program: Section 108 Economic Development Loans

Program Description

Section 108 program is designed to assist local governments that are participating in the CDBG program with federally guaranteed loans to support large economic development projects. This program allows local governments access to larger pools of capital by allowing them to pledge future CDBG grants as support for the loans.

Qualifications

To apply for a Section 108 Guaranteed Loan, you must contact your local HUD office in advance for help in preparing an application.

Additional Info

N/A

Contact Info

Department of Housing and Urban Development,
Springfield Office,
(217) 492-4120
or Paul Webster
202-708-1817

Open Lands Project

Program Description

Regional greening organization. Provides grants and technical assistance to those seeking to preserve open space.

Qualifications

N/A

Additional Info

N/A

Contact Info

Glenda L. Daniel
312-427-4256

Environmental Bonds

Program Description

Environmental Bonds are treated as any tax-exempt bond for certain purposes. These purposes include, but are not limited to mass transit commuting facilities.

Qualifications

N/A

Additional Info

Carried over volume cap may be utilized for environmental bonds, therefore IDFA prohibits applications for environmental projects in the first and seconds rounds, but allows them in the third.

Contact Info

Illinois Development Finance Authority
Suite 5310, Sears Tower
Chicago, Illinois 60606
312-793-5586

HUD Economic Development Initiative (EDI)

Program Description

EDI grants can only be used with projects assisted through the Section 108 Economic Development Loan fund, which may involve such activities as property acquisition; rehabilitation of publicly-owned property; housing rehabilitation; economic development activities; acquisition construction, reconstruction, or installation of public facilities.

Contact Info

HUD, Customer Service
Center, Room 2200
77 West Jackson
Chicago, IL 60604
312-353-5680

Qualifications

Applicants must certify that the project is consistent with the Consolidated Plan of the jurisdiction where each proposed project is found.

Additional Info

The role of EDI grants is either to help secure the Section 108 loan (as a loss reserve, for example, in the event some loans in revolving loan pools are not repaid) or to increase the feasibility of the project (for example, by lowering the total project costs to be financed).

HUD Home Investments Partnership (HOME)

Program Description

HOME is the largest federal block grant program whose focus is providing affordable housing opportunities. HUD establishes Home Investment Trust Funds for each participating jurisdiction, providing a line of credit that can be tapped for various forms of housing assistance.

Contact Info

Mimi Kolesar
202-708-2470

Qualifications

N/A

Additional Info

N/A

Multi-Family Housing Authority (MfHA)

Program Description

Provides loans for rehabilitation of housing for low, very-low and moderate income persons

Contact Info

David Villano
202-720-1608

Qualifications

N/A

Additional Info

N/A

B) Private Developer

Fannie Mae American Communities Fund

Program Description

The American Communities Fund is a national community development venture capital fund. Mission: to make high impact investments that have a substantial effect on the vitality of the neighborhood. Project must have a direct connection to housing and meet a critical need.

Qualifications

Local developer must have site control, financing and development plan, demonstrated market viability.

Additional Info

Submit proposal to Fannie Mae Partnership Office for discussion. Financing terms vary from project to project. Loans bear interest at below-market rates ranging from 0-2% with terms from 1-5 years.

Contact Info

Fannie Mae, Chicago Partnership Office, Terrence Young (312) 368-6200
Washington D.C. Office (800) 732-6643

Federal Home Loan Bank Community Investment Program (CIP)

Program Description

The CIP is a tool used for community-oriented portfolio lenders. Funds are made available to member banks at below market rate to be invested in community development projects at favorbale financing rates.

Qualifications

For-profit and non-profit developers can apply for CIP funds through a Federal Home Loan Bank member bank. Project must be located in a geographic area with at least 51% of residents at or below 80% AMI; or at least 51% of new full or part-time employees wil have incomes at or below 80% AMI.

Additional Info

N/A

Contact Info

Federal Home Loan Bank of Chicago
312-565-5824

C) Non-Governmental Organization

Illinois Facilities Fund

Program Description

Loans for non-profits that have outgrown their buildings, are first-time buyers or are located in buildings that don't meet code. Money can be used for facility expansion, property acquisition, property renovation, critical or deferred maintenance needs, or refinancing of existing debt.
Also offer technical assistance to help potential borrowers complete applications, explore financing options and produce cash flow statements.

Qualifications

N/A

Additional Info

Since 1988, IFF has made 144 loans totaling $24 million to more than 100 Illinois non-profits to finance child care centers, health clinics, homeless shelters and other community facilities.

Contact Info

300 West Adams, Suite 431
Chicago, IL 60606

Non-Profit Bonds

Program Description

Bonds designated in Section 142 of the Internal Revenue Code of 1986 as Qualified 501(c)(3) Bonds, Illinois Development Finance Authority's empowered to issue on behalf of Illinois non-profit corporations tax-exempt bonds for any purpose permitted under its empowering status.

Qualifications

Certain restrictions apply. Statues require that IDFA non-profit bonds must be issed for capital expenditures.

Additional Info

N/A

Contact Info

Illinois Development Finance Authority
Suite 5310, Sears Tower
Chicago, Illinois 60606
312-793-5586

NeighborSpace

Program Description

Fulfills ownership duties and insurance on community gardens, nature reserves, and other open spaces.

Qualifications

N/A

Additional Info

N/A

Contact Info

Kathy Dickhut
312-465-0125

D) Business Owner

Technology Venture Investment Program (TVIP)

Program Description

The Illinois Department of Commerce and Community Affairs (DCCA) provides equity financing in the form of a Qualified Security Investment in order to "identify, develop and commercialize technology that will permit Illinois firms to compete successfully in today's world markets."

Qualifications

The co-investors must assume at least 50 percent of the equity financing of the business project for commercializing advanced technologies.

Additional Info

N/A

Contact Info

DCCA - Business Finance Division
620 East Adams Springfield, IL 62701
(217) 524-0165

Capital Access Program (CAP)

Program Description

The Illinois Department of Commerce and Community Affairs (DCCA) fosters economic development in Illinois by enhancing the availability of credit to new and small businesses from private sources of capital through the Capital Access Program.

Qualifications

The business must be for-profit, located in Illinois and employ 500 employees or less. The borrower cannot be in the business of manufacturing or selling firearms, tobacco products, liquor or sexually explicit materials. Loan proceeds can not be used for debt refinancing or financing passive real estate ownership.

Additional Info

This program encourages lenders to make loans to businesses that do not qualify for conventional financing. CAP is based on a portfolio insurance concept where the borrower and DCCA each contribute a percentage of the loan amount into a reserve fund located at the lender's bank. A higher match to the borrower's contribution is provided if the lender is a minority/woman/disabled business or if the business is located in an Empowerment Zone or Enterprise Community.

Contact Info

DCCA - Business Finance Division
620 East Adams Springfield, IL 62701
(217) 524-0165

Surety Bond Guaranty Program

Program Description

The Surety Bond Guaranty Program is designed to provide Illinois' small, minority and women contractors technical assistance, help them receive experience in the industry and assist in obtaining bid, performance and payment bonds for government, public utility and private contracts.

Qualifications

N/A

Additional Info

N/A

Contact Info

DCCA - Business Finance Division
620 East Adams Springfield, IL 62701
(217) 524-0165

Small Business Development Centers

Program Description

Assistance to new and existing small business including: One-on-one business counseling and management assistance; assistance with business plan development; help accessing marketing information; help in identifying and applying for business financing, access to business education and training opportunities; assistance with financial analysis and planning.

Qualifications

N/A

Additional Info

www.commerce.state.il.us/Services/Small Business

Contact Info

Illinois Department of Commerce and Community Affairs, James R. Thompson Center 100 West Randolph, Suite 3-400 Chicago, IL 60601-3219, (800) 252-2923

US Small Business Association 7 (a) Loan Guaranty Program

Program Description

SBA's primary loan program, this program guarantees major portions of loans made to small businesses, thus reducing lender risk. The small business applies to a lending institution, if the lender decides it requires additional support in the form of an SBA guarantee, SBA backing is requested by the lender.

Qualifications

Use of proceeds: expand or renovate facilities; purchase machinery, equipment, fixtures and leasehold improvements; finance receivables and augment working capital; refinance existing debt with compelling reason; finance lines of credit; construct commercial buildings; and/or purchase land or buildings.

Additional Info

Terms, interest rates and fees vary. Your business must be operated for profit and fall within size standards set by the SBA. Variations under the US SBA include: Low Doc, FA$TRAK, CAPLines.

Contact Info

Private lender

Online Women's Business Center

Program Description

Website with information on running a business, sample financials, and links to additional resources.

Qualifications

NA

Additional Info

NA

Contact Info

www.onlinewbc.org

Micro Loan Program

Program Description

Provides loans to small businesses.

Qualifications

N/A

Additional Info

N/A

Contact Info

IL Development Finance Authority, (217) 782-5792

E) Property Owner

Historic Tax Credits

Program Description

Incentives are given to taxpayers that contribute to the preservation of historic buildings by rehabilitating them. The credits are available for the rehabilitation of both income-producing historic properties and owner-occupied historic residences. State and federal tax credits may be used to reduce income taxes. An owner of a potentially "certified historic structure" or a lessee with a lease term of 27.5 years for residential property and 39 years for a nonresidential property may qualify for tax credits.

Qualifications

Buildings must be either 1) Listed individually as "certified historic structures" on the National Register of Historic Places, 2) Located within and contributing to a National Register Historic District, and/or 3) Located within and contributing to a local historic district certified by the National Park Service.

Additional Info

N/A

Contact Info

Illinois Historic Preservation Agency, (217) 785-4512

Historic Rehabilitation Tax Freeze

Program Description

Freezes the taxed value of the property for 8 years at the value of the property before rehabilitation.

Qualifications

N/A

Additional Info

N/A

Contact Info

Local Government Services Coordinator
217-785-4512

Energy Credit

Program Description

Tax credit for owners of energy property, which is defined as: a) equipment that uses solar energy to generate electricity, to heat or cool a structure, or to provide solar process heat, or b) equipment used to produce, distribute, or use energy derived from a geothermal deposit.

Qualifications

The energy property must be constructed by the taxpayer or the taxpayer has to be the original user of the property.

Additional Info

N/A

Contact Info

Internal Revenue Service
Investment Credit Form 3468

F) Individual

Women's Self Employment Project

Program Description

Provides grants and technical assistance to women who want to develop micro-businesses

Qualifications

N/A

Additional Info

N/A

Contact Info

Connie Evans
312-606-8255

Location Efficient Mortgage

Program Description

The Location Efficient Mortgage is a fixed interest rate, 15-year to 30- year residential mortgage that requires a down payment of at least 3% of the appraised value of the property and has a 97% Loan-to-Value (LTV) ratio. It can be used to purchase owner-occupied single unit detached homes, condominiums, and town homes.

Qualifications

The LEM has a minimum Housing-to-Income ratio of 35% and a Total Debt-to-Income ratio of 45%.

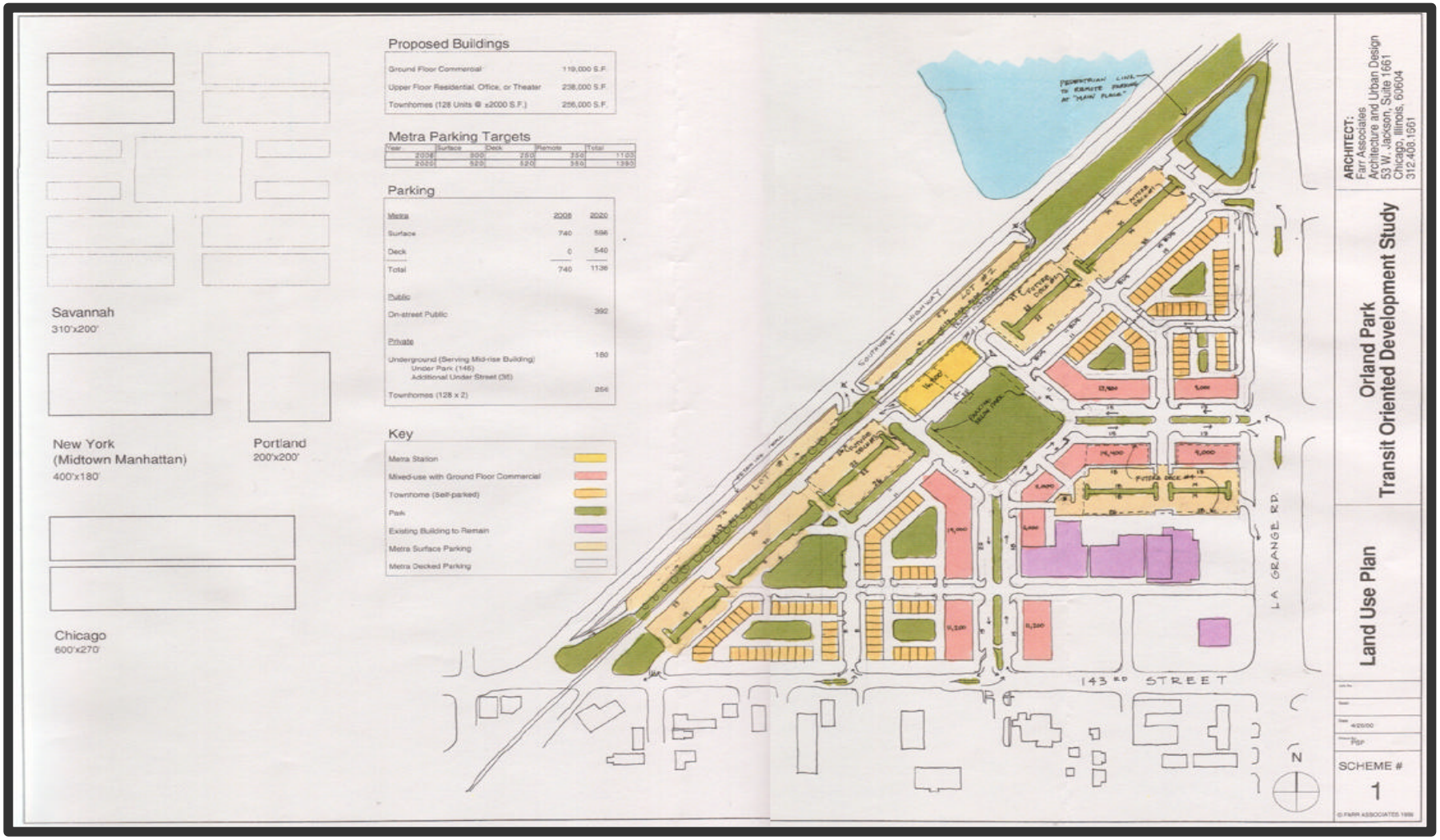
Additional Info

Available in Chicago, Seattle, San Francisco, and Los Angeles

Contact Info

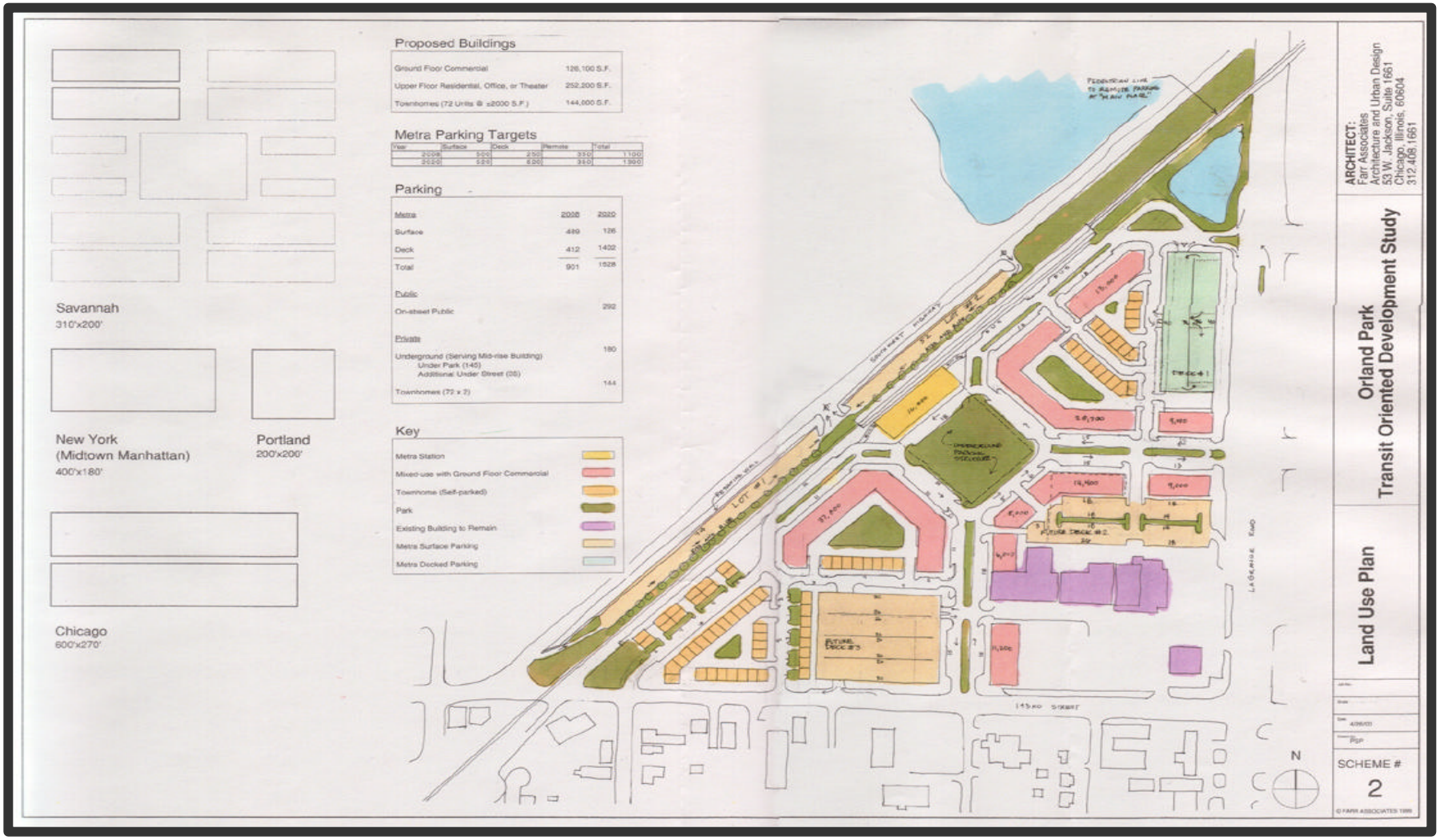
Countrywide Home Loans Inc.
North Chicago: Tarsha Fields or Andrea McCarthy
(847) 486-1400
South Chicago: Jennifer Smith or Millie Reyes-Williams
(708) 229-9330

Orland Park 143rd Street Metra Station
Land Use Plan – Schematic #1



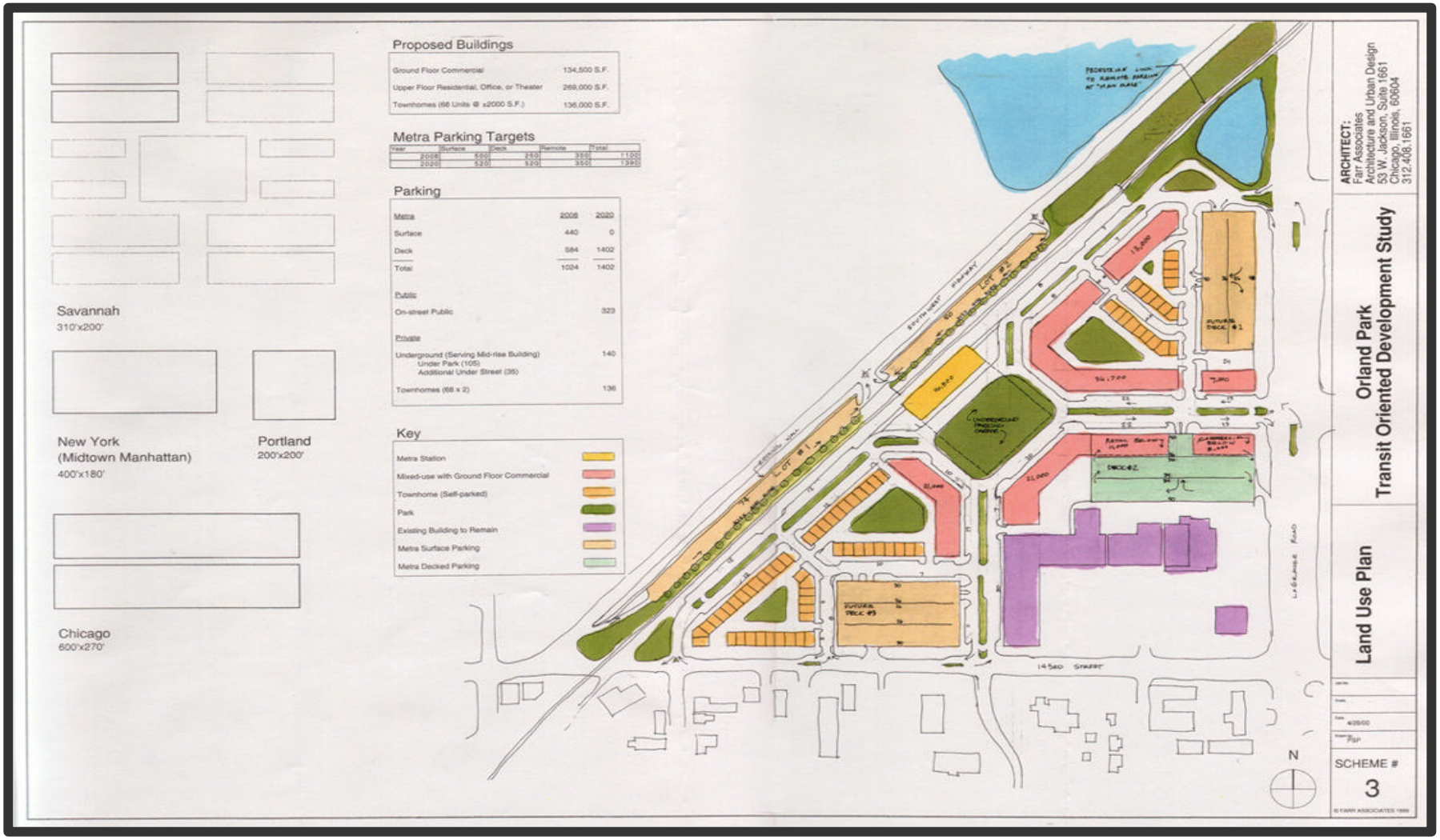
Study Completed: November, 2000
Consultant: Farr Associates

Orland Park 143rd Street Metra Station
Land Use Plan – Schematic #2



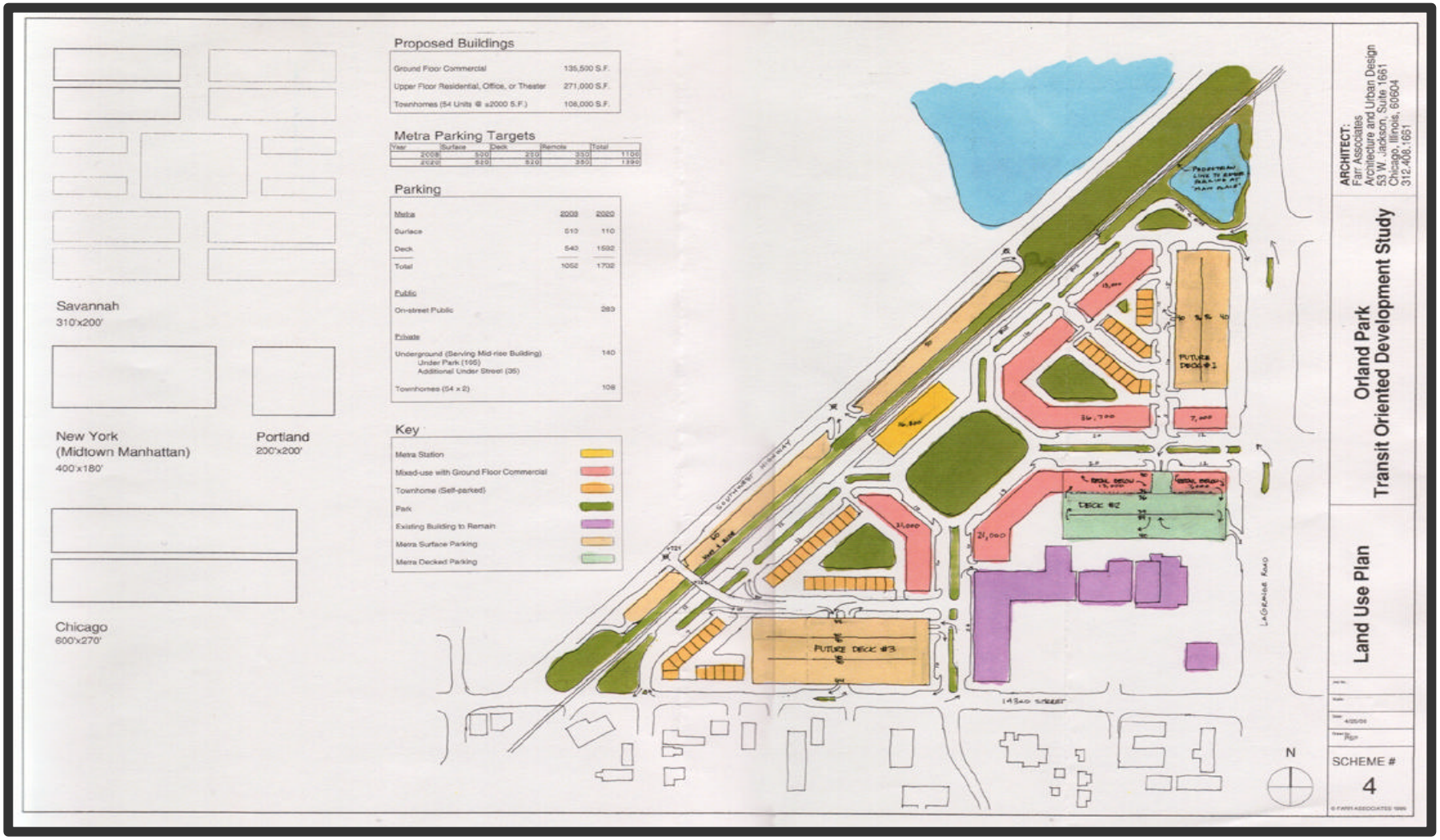
Study Completed: November, 2000
Consultant: Farr Associates

Orland Park 143rd Street Metra Station
Land Use Plan – Schematic #3



Study Completed: November, 2000
Consultant: Farr Associates

Orland Park 143rd Street Metra Station
Land Use Plan – Schematic #4



Study Completed: November, 2000
Consultant: Farr Associates

Market Overview

The Village of Orland Park, a southwest suburb of the City of Chicago, is bordered by Palos Heights to the north, Oak Forest to the east, and Orland Hills and Tinley Park to the southeast. Unincorporated rural land runs along the western border of Orland Park.

The Trade Area is located in the northwest part of Orland Park and is defined a half-mile radius of the Metra station at 143rd Street and Southwest Highway. 315 people board the eight daily inbound trains to downtown Chicago from the 143rd Street Station, one of three Metra stations in Orland Park on Metra's Southwest Service. The Metra station is currently surrounded by industrial and commercial uses. To the west, commercial uses front 143rd Street and Southwest highway, including restaurants and pubs. Businesses fronting 143rd Street blend into the older homes, which characterize the neighborhood south of the station. These businesses include several antique shops, a small auto parts store, and a variety of miscellaneous retail and personal service establishments. These businesses are part of a historic district that stands in marked contrast to Orland Park's main thoroughfares lined with large shopping centers and commercial strips.

Demographics

This section will examine the demographic characteristics of the Village as a whole, compared to the Trade Area, to Cook County, and to State of Illinois data.

Population Trends

Orland Park has grown significantly in the past twenty years. The population increased 50% between 1980 and 1990, and by 38 % between 1990 and 1999. The projected rate of growth between 1999 and 2004 is 9%. The total number of households in Orland Park, 16,528 in 1999, is projected to reach 17,964 by 2004.

Table B.1: Orland Park Population 1980-2004

Orland Park	1980	1990	1999 (Est.)	2004 (Proj.)
Population	23,687	35,720	49,323	53,728

Source: Claritas Inc.

Household Composition and Age Characteristics

Orland Park has a higher than average concentration of families and married couples with children compared to Cook County and the State of Illinois. The average household size has declined from 3.36 in 1980, to 2.98 in 1999, still higher than County and State averages.

Table B.2: 1990 Household Characteristics Comparison

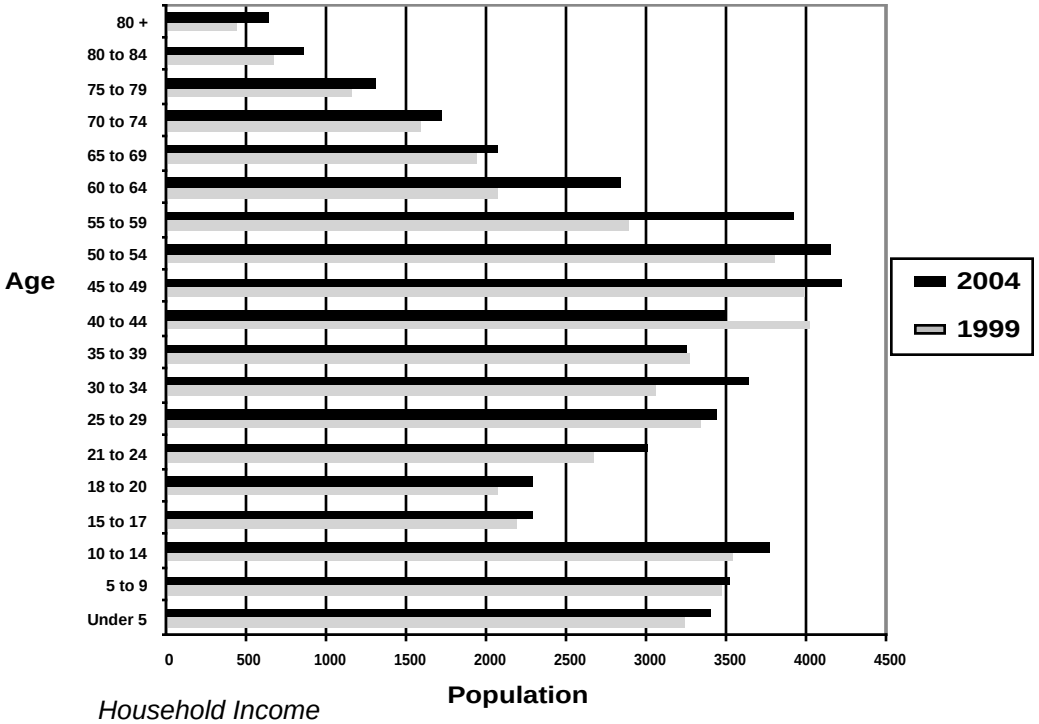
Geographic Area	*Household Size*	*% Families*	*% Single households*	*% Married Couples with Children*
Orland Park	3.0	82.2%	15.6%	36%
Cook County	2.7	66%	28.2	22%
State of Illinois	2.7	69.6%	25.7%	26%

Source: 1990 U.S. Census STF1

Race
Orland Park is a predominantly White community. 91.2 percent of the population in 1999 was White, 4.6 percent Asian, and 3.7 percent were of Hispanic origin. Less than one percent of the population in 1999 was African American. Although the Hispanic and Asian populations are projected to increase to 4.6 and 5.3 percent of the 2004 population respectively, 89.4 percent of the 2004 population is projected to be White.

Age
Orland Park's age trends are characteristic of the influx of new families they have experienced since the 1980's. Almost a third of Orland Park's population in 1990 was under the age of 18. This is projected to shift to 25 percent in the year 2004. In 1990, 8% of Orland Park residents were over the age of 65. In 2004 persons over 65 are projected to reach 6,554, or 12% of the population. While Orland Park will continue to have a large percentage of youth and middle-aged residents, the Village is experiencing marked growth of persons nearing retirement and senior citizens and should take steps to ensure that housing options and services to those populations is projected to be available in the future.

Figure B.3: Orland Park Age Distribution 1999-2004



Household Income

The median household income for Orland Park in 1999 was $80,762, an increase of 55% 1990. The area median income for Cook County in 1999 was $63,800.[1]

Orland Park's 2004 median household income is projected to reach $102,756.[2] The 1999 per capita income of Orland Park residents was $33,765, representing an aggregate income of $1.6 billion dollars for the Village of Orland Park. Orland Park will continue to see the wealth and buying power of its residents increase through the year 2004.

Retail Sales

According to 1998 retail data from the Illinois Department of Revenue, retail sales in Orland Park are significantly higher per capita than for Cook County and the State of Illinois as a whole in all categories. When further analyzing sales data by comparing sales to expected household expenditures, we find that Orland Park has a surplus of sales in most retail categories, indicative of its role as a regional retail center.

Education Levels

The work force in Orland Park is highly educated. Ninety percent of Orland Park residents persons over the age of 25 have a high school diploma and over one-third of have an Associate degree or higher.[3] Educational attainment is slightly

[1] U.S. Department of Housing and Urban Development

[2] All income data is expressed in "current" dollars for each year.

[3] 1990 U.S. Census, STFA3 database

higher in Orland Park than the County and State of Illinois as a whole.

Employment Rates
Employment rates in Orland Park are strong; the annual unemployment average for 1997 was 3.1% percent compared to 5% for Cook County as a whole.[4] Jobs in South Suburban Cook County are predominantly non-manufacturing (83.2%), with the highest percentage (30%) concentrated in the retail trades.[5] When compared to the occupational mix in the South Suburbs, data on Orland Park's work force by industry suggests a need to accommodate commuting workers from other areas.

Largest Employers
While many of Orland Park's largest employers are in the retail sector, Orland Park residents are primarily employed in managerial and professional occupations and technical, sales and administrative support occupations (See Table 3).

Table B.4: Occupational Comparison Data

Occupation	*Illinois*	*Cook County*	*Orland Park*
Managerial and professional specialty occupations	26.50%	27.61%	35.21%
Technical, sales, and administrative support occupations	33.10%	34.88%	36.14%
Service occupations (includes restaurant and retail)	12.64%	12.53%	9.13%
Farming, forestry, and fishing occupations	1.78%	0.51%	0.36%
Precision production, craft, and repair occupations	10.68%	9.57%	10.04%
Operators, fabricators, and laborers	15.30%	14.90%	9.12%
Total	100%	100%	100%

Source: 1990 U.S. Census

Orland Park's largest industrial employer is Andrew Corporation, located in the southwest part of town. Andrew Corp. is a multinational supplier of communications systems and equipment employing 1,700 people. The second largest industrial employer is Panduit Corporation, a manufacturer of communication and telecommunication components who employs 235 persons. The largest non-industrial employers in Orland Park are Omni Store (2,600 employees), School District 135 (540 employees), Carson Pirie Scott (350 employees). J.C. Penney (415 employees), Sears (350 employees), Marshall Field (325 employees), Jewel Food Store (325 employees), and Target (260 employees).

Where Residents Work
Of Orland Park's employed population, 82% (age 16 and over) work outside of

[4] Northeastern Illinois Planning Commission

[5] Illinois Department of Employment Security

Orland Park.[6] The predominant means of getting to work is driving alone (83%) followed by car pooling and taking Metra (7.6% and 6.7% respectively).[7] The largest group of workers (14%) have a commute time of about 30-34 minutes and 18% of workers travel between 40 minutes and an hour to get to work.

Housing Characteristics

Ownership

Orland Park offers a wide range of single-family housing types ranging from estate homes to ranch and bi-level homes in their many subdivisions. Of the 12,484 housing units in Orland Park in 1990, 85 percent were owner-occupied compared to 55 percent for Cook County and 64 percent for the State of Illinois. The Trade Area has a homeownership rate of 74 % (See Table 4).

Table B.5: Owner vs. Rental Units in Selected Geographic Areas

Municipality	*Owner Occupied*	*Renter Occupied*
Orland Park	85%	15%
Palos Heights	97%	3%
Oak Forest	78%	22%
Orland Hills	74%	26%
Tinley Park	79%	21%
Cook County	55%	45%
Illinois	64%	36%

Source: 1990 U.S. Census, STF1A

Unit Types

The majority of units (61.6%) in Orland Park as a whole are single-family detached homes, followed by single-family attached (14.5%), 5 to 9 unit buildings and ten or more unit buildings.[8] In the Trade Area, seventy percent of units are single-family detached, followed by units in buildings of 3 or 4 units. The majority of housing units (78%) in Orland Park were built between 1970 and 1988.[9] Forty percent of all units were built between 1980 and 1988. Half of all units in the Trade Area were built prior to 1969, with twenty percent being built prior to 1939 indicative of the historic qualities of Old Orland.

[6] 1990 U.S. Census

[7] Ibid.

[8] 1990 U.S. Census

[9] Ibid.

Table B.6: Orland Park Housing Stock Composition-Owner vs. Renter Units by Building Type

Unit Type	*# of Units*	*% Owner*	*% Renter*
Single-Family Detached	7691	98%	2%
Single-Family Attached	1450	97%	3%
Duplex	23	30%	70%
3 or 4	596	41%	59%
5 to 9	1151	39%	61%
10 to 19	1109	50%	50%
20 to 49	2	0%	100%
50 or More	0	0	0
Note: Includes only occupied units.			

Source: 1990 U.S. Census

The Orland Park real estate market is very strong. 861 single-family home sales transactions occurred in the years 1998 and 1999 with an average sales price of $241,462 and an average market time of 52 days. For the same time period, 724 condominium sales closed with an average price of $162, 490 with an average market time of 60 days.[10] Several new developments are under construction including condominium, townhome, and single-family construction. New home prices range from mid and upper $100,000s for 2 bedroom condominium units and prices for single-family homes start in the mid $100,000s for town homes and up to $500-600,000 for 4 bedroom, 3.5 bath homes.[11]

Seventeen percent of all homeowners in Orland Park are over the age of 65 compared to 23.3 % in the Trade Area. [12] The Trade Area has a larger percentage of elderly persons living alone, 36% compared to 19% for the Village of Orland Park as a whole. As the number of persons in the older age groups increases into the year 2004, the need for low-maintenance and maintenance-free housing options will increase. Orland Park currently has two fully-assisted nursing home facilities. A new assisted living facility opened in the past year.

Conclusion

Orland Park is a strong, vibrant community with many positive attributes. Trends show that the population will continue to increase overall and the number of persons over the age of 65 will increase slightly as well. The main implications of current demographic trends point to a need to diversify the housing stock to

[10] Multiple Listing Service of Northern Illinois

[11] Survey of new developments compiled by CERC

[12] 1990 US Census. Homeowners over the age of 65 make up 26 percent of the homeowner population for Cook County as a whole.

provide housing opportunities for a wider range of households and to address the needs of the growing elderly population in Orland Park.

Orland Park is a growing suburb, attracting young and middle-aged households with children. With a continued and growing demand for housing in Orland Park, the opportunity exists to develop additional housing in the area surrounding the 143rd Street Metra Station. Currently, housing demand outpaces supply in Orland Park. In particular, housing for first-time homebuyers and renters, including seniors and young professionals is in strong demand. Housing near the Metra Station could easily be marketed to professionals and seniors, given the strong transportation link to Chicago.

Orland Park has a high homeownership rate and rental units made up only 12 percent of the housing stock in 1990. Rental housing in Orland Park is in limited supply. This may restrict the ability of young persons returning to Orland Park from college or moving out of their parents' homes from being able to stay in Orland Park. Rental housing also provides a housing option for seniors who no longer wish to maintain a large home. dding rental housing to the Orland Park housing stock would in turn ensure that the Village's native residents are able to keep their roots in Orland Park.

***Approach*:** The character of a route that arrives in a downtown or neighborhood center.

3 Lowest-Rated Images:

10/10

Characteristics: five-lane road; no visible landscaping or buildings
Location: *Orland Park*
Adjectives: “chaotic”, “Orland Park”, “road rage!”
Rating: -6.7

9/10

Characteristics: low-density, low-rise downtown buildings; telephone poles; no on-street parking
Location: *Orland Park*
Adjectives: “too residential”, “cluttered”, “too many poles”
Rating: -5.5

8/10

Characteristics: railroad station with no pedestrian ammenities
Location: *Orland Park*
Adjectives: “extremely ugly”, “outdated”, “dump”
Rating: -5.5

3 Highest-Rated Images:

1/10

Characteristics: well-kept downtown intersection; tree-lined street; parallel parking
Location: Naperville, Illinois
Adjectives: “nice”, “peaceful”, “safe”, “tree-covered”
Rating: 1.9

2/10

Characteristics: historic masonry water tower and civic building
Location: Riverside, Illinois
Adjectives: “historic”, “contrived”, “out-of-balance”, “unattractive”
Rating: -0.5

3/10

Characteristics: attractive train station; contemporary plexiglass sign; ample trees
Location: Hinsdale, Illinois
Adjectives: “mediocre”, “could be better”
Rating: -0.5

***Pedestrian Realm*:** The features that make an environment enjoyable for the pedestrian.

3 Lowest-Rated Images:

10/10

Characteristics: wide, auto-oriented intersection along single-use street
Location: *Orland Park*
Adjectives: "scary", "dangerous", "nothing but pavement"
Rating: -5.1

9/10

Characteristics: small windows at street level; no entrance from sidewalk; adequately landscaped
Location: Chicago
Adjectives: "dull", "lonely", "dangerous"
Rating: -4.5

8/10

Characteristics: single-story strip mall; parking lot not landscaped
Location: *Orland Park*
Adjectives: "not rewarding", "no one around", "awful"
Rating: -3.7

3 Highest-Rated Images:

1/10

Characteristics: ample sidewalk width; storefront awnings; trees in planting grates
Location: Naperville, Illinois
Adjectives: "nice", "pretty", "could live with it"
Rating: 5.5

2/10

Characteristics: colorful merchandise displayed on sidewalk; attractive awning
Location: New York City
Adjectives: "good", "beautiful", "friendly", "merchandising-friendly"
Rating: 5.0

3/10

Characteristics: historic buildings; brick sidewalk; parallel parking
Location: *Orland Park*
Adjectives: "nice streetscape", "historic", "wide enough", "character"
Rating: 3.4

***Downtown*:** The sites that contribute most significantly to the character of a town or downtown.

3 Lowest-Rated Images:

12/12

Characteristics: congested, single-use street; no buildings along sidewalk
Location: *Orland Park*
Adjectives: "excessive signage", "intimidating", "no character"
Rating: -2..9

11/12

Characteristics: single-story, unornamented retail building in foreground; plexiglass sign
Location: Normal, Illinois
Adjectives: "barren", "don't do it", "narrow sidewalks"
Rating: -2.9

10/12

Characteristics: single-story downtown buildings; no street furniture or planting
Location: Royal Oak, Minnesota
Adjectives: "awful", "no coordination", "hodge-podge", "no trees"
Rating: -1.6

3 Highest-Rated Images:

1/12

Characteristics: 2-story historic buildings built to lot lines; trees in sidewalk grates; large storefront windows
Location: Hinsdale, Illinois
Adjectives: "nice", "pretty enough", "best way to shop!"
Rating: 5.6

2/12

Characteristics: historic church; low-density downtown; no retail or streetlighting
Location: *Orland Park*
Adjectives: "historic", "very nice"
Rating: 5.3

3/12

Characteristics: wide sidewalk; street trees; awnings
Location: Naperville, Illinois
Adjectives: "very nice", "warm", "pleasant"
Rating: 4.7

***Civic Buildings*:** The character of important public buildings.

3 Lowest-Rated Images:

12/ 12

Characteristics: single-story train station; no architectural ornament
Location: *Orland Park*
Adjectives: "knock it down!" *(in chorus)*
Rating: -7.0

11/ 12

Characteristics: single-story town hall and fire department; few windows or ornaments; wide curb cut in front
Location: Westmont, Illinois
Adjectives: "plain", "no character", "utilitarian
Rating: 1.1

10/ 12

Characteristics: historic downtown post office; single-story; built to lot line
Location: Normal, Illinois
Adjectives: "nice", "ok"
Rating: -0.52

3 Highest-Rated Images:

1/ 12

Characteristics: historic church; built to lot line; 50' tall steeple
Location: *Orland Park*
Adjectives: "alright", "fits", "classy", "ok", "fine"
Rating: 5.8

2/ 12

Characteristics: 2- story contemporary masonry building; significant setback; masonry tower
Location: *Orland Park*
Adjectives: "distinctive", "nice", "underutilized", "no people"
Rating: 4.6

3/ 12

Characteristics: attractive train station sign; historic masonry water tower
Location: Western Springs, Illinois
Adjectives: "beautiful", "friendly", "shady", "ugly"
Rating: 4.0

***Parking*:** The appearance, safety and efficiency of on-street, surface and elevated parking.

3 Lowest-Rated Images:

12/12

Characteristics: surface lot surrounding shopping mall; no landscaping or attractive lighting fixtures
Location: *Orland Park*
Adjectives: “huge”, “not appropriate”, “no trees”, “all concrete”
Rating: -2.1

11/12

Characteristics: surface parking lot behind drug store; planting strip
Location: Chicago
Adjectives: “too crowded”, “not very efficient”
Rating: -1.5

10/12

Characteristics: surface parking screened by 6’ high fence; incidental landscaping
Location: Chicago
Adjectives: “terrible”, “good effort”, “won’t fit an SUV”, “blends into the neighborhood”
Rating: -1.3

3 Highest-Rated Images:

1/12

Characteristics: diagonal street parking in downtown retail area; historic streetlighting
Location: Naperville, Illinois
Adjectives: “very nice”, “fine”, “not for Orland Park”, “too small”
Rating: 2.3

2/12

Characteristics: 2- story high masonry parking deck; well- landscaped
Location: Oak Park, Illinois
Adjectives: “not friendly”, “dangerous”, “neat and clean”
Rating: 1.5

3/12

Characteristics: commuter parking lot with brick paver walking strip, trees and historic lighting
Location: Westmont, Illinois
Adjectives: “works well”, “accessible”, “safe”, “nice lights”
Rating: 1.4

***Housing*:** The height, materials and character of different housing types

3 Lowest-Rated Images:

12/12

Characteristics: 13-story masonry apartment building; set back far from street; large parking lot
Location: Oak Park, Illinois
Adjectives: “no character!”, “out of place”, “too modern”, “too tall”
Rating: -6.3

11/12

Characteristics: 2-story unornamented apartment building; minimal landscaping
Location: *Orland Park*
Adjectives: “terrible”, “looks like a motel”
Rating: -5.9

10/12

Characteristics: 3-story unornamented apartment building; masonry veneer and vinyl siding; no visible landscaping
Location: Normal, Illinois
Adjectives: “barracks”, “looks like public housing”, “functional”
Rating: -4.8

3 Highest-Rated Images:

1/12

Characteristics: apartments over retail; 3-story masonry building; traditional appearance
Location: Oak Park, Illinois
Adjectives: “it has a good feel”, “fits in with the neighborhood”, “looks like a village”
Rating: 2.9

2/12

Characteristics: 3-story masonry apartment building; attractive landscaping
Location: Oak Park, Illinois
Adjectives: “very nice”, “fits in”, “distinctive”, “comfortable”
Rating: 2.2

3/12

Characteristics: 3-1/2-story masonry apartment building; traditional appearance; street trees
Location: Oak Park, Illinois
Adjectives: “good design”, “a quality building”, “too tall”
Rating: 1.6

***Retail*:** The character of storefronts, retail buildings and shopping areas.

3 Lowest-Rated Images:

12/12

Characteristics: single-story masonry building; no architectural ornament; parking in front; no landscaping or sidewalk
Location: *Orland Park*
Adjectives: “cold”, “stiff”, “modern”
Rating: -4.1

11/12

Characteristics: 2-story retail building on large commercial lot; parking in front; minimal landscaping
Location: *Orland Park*
Adjectives: “confusing”, “too many entrances”, “much improved”, “at least they are trying”
Rating: -3.9

10/12

Characteristics: singe story strip mall; large unlandscaped parking lot
Location: *Orland Park*
Adjectives: “not appropriate”, “big parking lot”, “just the usual strip mall”, “no ‘downtown’ feeling”, “it’s what we’ve got”
Rating: -3.0

3 Highest-Rated Images:

1/12

Characteristics: 2-story wood-frame building; small-town character; planting strip
Location: *Orland Park*
Adjectives: “very nice”, “positive”, “pleasant place to shop”
Rating: 4.3

2/12

Characteristics: downtown shopping district; awning; parallel parking; street trees
Location: Normal, Illinois
Adjectives: “looks nice”, “pleasant”, “needs better signage”
Rating: 4.1

3/12

Characteristics: 2-story wood-frame building; small-town character; no landscaping; parking lot in foreground
Location: *Orland Park*
Adjectives: “beautiful”, “rustic”, “are they out of business?”
Rating: 3.5

STRENGTHS

Home town feel:
Quality schools
Family-oriented community
Historic homes
"I was born here!"
Good environment in which to raise children
Small town feel
Safety
Sense of neighborhood

Amenities:
Mobility
Proximity to nature
Shopping
Great library
Golf nearby
Affordability
Great police
Recreational opportunitities
Park district programs
Well-run community
Central location

OPPORTUNITIES

Circulation:
Move train station north
Fix viaduct on LaGrange Road north of 143rd St.
Shared parking between Main Place and Metra
Extend biking and hiking trails--north end of 144th St. & Ravinia Ave., and along tracks)
Create a joint plan for mall and train station
Widen 143rd St. (use 153rd St. to carry traffic)
Create a pedestrian zone
Find a better place for commuter parking
Redesign I-355 off ramp to 135th St. or other streets

Land Use:
Extend downtown area into new development

WEAKNESSES

Circulation:
Traffic!!! Especially weekends, rush hour, and school time
Bad crossing at 143rd St.
Flooding at LaGrange Road Viaduct
143rd St. carries traffic from other communities
Heavy cut-through in subdivisions
Not enough trains creating service gaps Lack of road improvements in proportion to traffic

Bedroom Community:
Lack of cultural diversity
Kids leave when they grow up
Lack of jobs
No cultural amenities

Retail:
Too many malls, esp. empty ones
Not enough upscale shopping

Politics:
Lack of political support/power
Need updated comp plan
Taxes are too high (but not higher than other towns)

Environmental:
Flooding in Old Orland

THREATS

Circulation:
Widening of 143rd St.
Traffic backups on 143rd St. and SW Highway
Train platform heights
Loss of pedestrian walkways
Increased congestion
Freight trains threaten passengers

Environmental:
Air pollution, ground water (general environmental threats)
Stormwater runoff into McGinnis slough

Misc:
Fear of progress
Loss of grocery shopping (Randy's)

View northwest across 143rd to Metra Station

View looking south across 143rd to Old Orland

Streetscape of Old Orland

View looking east along 143rd Street with site to the left

Auto-oriented character of 143rd

A popular restaurant at the congested intersection of Ravinia and 143rd

Orland Plaza strip mall, including Randy's Market

Looking north along Ravinia to Orland Plaza

Alley behind Randy's Market

Topography changes within the site, looking northwest to Metra train in background

View from Metra Station looking northeast along Norfolk Southern Railroad tracks

View looking northest at elevation difference between tracks (on right) and Southwest Highway (on left)

Existing business on LaGrange Road in northeast corner of the site

View northwest to concrete plant in distance and forest land beyond railroad tracks