



Land Use, Design & Character

Introduction and Overview

Whether we choose to live and work in a newer community or one that has been around for decades, a community's unique "sense of place" draws people and makes us feel at home and welcome. Though that sense may seem intangible, livability is seldom an accident. Livable communities are created through effective planning and decisions by local officials, developers, and individual residents (CMAP, 2010a).

The scale and architecture of Amsterdam, the natural features and recreational options of Door County, the redevelopment of the Glenview Naval Base, the walkability and Metra service of Downtown Lagrange, the ambiance of Saugatuck, Michigan. When asked what places impressed and inspired Orland Park residents, these are the areas they mentioned.

A blend of market forces, codes and policies shaped the growth of Orland Park from a small farming community of yesteryear into the bustling Chicago suburb of today. These efforts have resulted in a suburban community with ample open spaces, masonry-based architecture, a busy street network and established residential neighborhoods. Landscape requirements have helped Orland Park maintain a 'Tree City USA' designation for over 25 years. Recent codes and guidelines have influenced the design of commercial projects in order to establish a 'street wall' of architecture and minimize the visual effect of surface parking. Orland Park's civic buildings lead by example from the award winning architecture of the Village Hall Campus to the environmentally progressive building techniques in the LEED Gold Certified Police Department.



Centennial Park Multi-Use Path, Orland Park. (Wehmeier, 2013)

Orland Park will build upon the best assets of the community, promote the type of development that serves all ages and establish an unforgettable and authentic public realm.



Old Orland Historic District, Orland Park

Participants in the Comprehensive Plan visioning session were nearly unanimous in their request for a stronger ‘sense of place’ in Orland Park. This is not an uncommon trend, “While surveys indicate that Americans continue to embrace the single-family home, they also reveal an extraordinary discontent with what Reid Ewing refers to as the rest of the suburban package” (Bohl, 2002). The rest of the suburban package typically means an emphasis on automobile versus pedestrian mobility, uninspiring site design, bland architecture and isolated subdivisions. A demographics article in the April 2013 Planning Magazine noted that both millennials and seniors share a desire for walkability and compact mixed-use development, but within a suburban setting. (Spivak, 2013)

Orland Park is committed to providing the highest quality of life for residents, serving as a shopping and dining destination for visitors and supporting successful locations for businesses. As a regional leader, Orland Park must adapt to the ever changing market and demographic of its constituents. In order to be the vibrant, self-sufficient community that inspired the *QualityPLACES* *NaturalSPACES* slogan.

The Land Use, Design and Character Chapter provides a roadmap to a future Orland Park that maintains and highlights established neighborhoods and destinations while crafting the community as a memorable and dynamic place. This goal is best accomplished through the integration of land uses and the design and character of the built environment. Thus, recommendations of this chapter map the general distribution, location and characteristics of current and future land uses, and seeks to establish a unique sense of place for Orland Park.

2030 Vision

Orland Park’s built and natural environments will include a dynamic network of quality places and natural spaces that are inspiring and attractive. Orland Park will build upon the best assets of the community, promote the type of development that serves all ages and establish an unforgettable and authentic public realm. The community will continue to be a premiere location to live and will draw visitors, private investment, businesses, and residents of all ages.

Key Concepts

Sense of Place, Public Realm, Integration of Land Use

Sense of place and public realm often work in conjunction with the integration of land use, and all three are key concepts of this chapter. Sense of place can be reflected in both the built environment, as in architecture, and in the community environment, as in services like recreation or arts, but is most clearly established through the public realm. “The condition of our public spaces often serves as a barometer of our communities’ vitality, social cohesion, public health, sense of place, image, and identity” (Zelinka and Harden, 2005). Public realm includes all the parts of the built environment where the public has free access. This includes all streets, squares, and other rights of way, the open spaces and parks and privately owned public spaces where public access is mostly unrestricted.

The appropriate integration of compatible land uses into a unified whole, woven together with a network of open spaces, inspiring public places, and a highly functional transportation and infrastructure system is a key component to creating a vibrant community.

Although the land uses in Orland Park are for the most part established, successful and compatible, guidance is still needed to facilitate further growth, infill and redevelopment.

The recommendations of this chapter strive to preserve desirable existing areas, but land use change is sometimes necessary and appropriate in a community. This may be achieved through various approaches ranging from the bold redevelopment of large areas of land that are lacking in direction and purpose to the implementation of gradual incremental change as the opportunity arises. *(Talen, 2009)*

It is also important to allow for appropriate mixed-uses that contribute to a sense of place while protecting residents and businesses from land use conflicts that may negatively impact quality of life and property values. The land use recommendations of this plan use a ‘seams and filters’ approach to provide appropriate buffers between incompatible land uses and dynamic interaction between compatible land uses. Appropriate existing land uses will be maintained and preserved while new land uses will be reviewed carefully in context with adjacent properties and the surrounding neighborhood. *(Talen, 2009)*



Orland Crossing, Orland Park. (Webmeier, 2013)

Seams and Filters

A variety of land uses are the cornerstone for a vibrant community. However, not all land uses are compatible. A large manufacturing facility might create a number of high quality jobs but the noise and traffic are not appropriate adjacent to single family homes. At the same time, multi-family residential uses often benefit from carefully designed integration with, rather than separation from, neighborhood amenities like shopping, dining and parks. This is the premise behind the ‘seams and filters’ approach to reviewing land use.

Edges in neighborhoods are large urban elements that physically divide land uses and neighborhoods. Examples include roads, streams, and distinct changes in land use character. There are two general types of edges:

1. *Seams* are divisions in an area that benefit from unification of the two sides. Streets are a good example of an edge where seams could help unify a commercial area that is divided. Movement between the two sides is facilitated and encouraged with cross streets, pedestrian sidewalks, crosswalks and other amenities that give a positive sense of ambiance and create a desire to move from one side of the street to the other.
2. *Filters* are divisions in an area that benefit from separation because the two sides are in conflict, such as an industrial area adjacent to residential homes. Filters in these areas may utilize barriers such as landscaping, fencing and berms to screen the residential area from the views, noise, fumes, and other distractions.

Often edges are a combination of both, such as in the latter example, where although berms and buffers may separate the conflicting uses, sidewalks may connect the two areas so workers can access their places of employment.

(Talen, 2009)



Main Street Village Residential Screening, Orland Park

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Land Use, Design & Character Components



Downtown Old Orland 1938, Orland Park. (OHS, 1938)

Horizontal Mixed Use

A development that integrates different land uses together. Orland Crossing, which included both townhomes, shopping and office, is an example of horizontal mixed use.

Vertical Mixed Use

A building that includes different uses, typically separated by floor. Ninety7Fifty on the Park, which includes residential and a café in the same building, is an example of vertical mixed use. Vertical mixed use is most appropriate in walkable areas.



Old Orland Streetscape, Orland Park. (OHS, Date Unknown)

The components that follow are summarized and intended to provide only a broad overview of the multi-faceted elements that contribute to the Land Use, Design & Character of Orland Park.

Land Use Overview & History

Land use has historically been one of the primary tools for controlling the physical development of a community to meet a variety of local objectives, including preserving local property values, ensuring public health and safety, and establishing a sense of order that enhances the quality of life. Driven by court rulings that empowered land use regulation in the earlier part of the twentieth century, a strict separation of land uses was long considered the best approach. This preference for land use separation was partly fueled by rapid industrialization in the cities; the noise, noxious fumes and dirt sometimes emitted, and the impact on nearby residential areas. The resulting ‘Euclidean Zoning’ is the most typical land use zoning in the United States and is characterized by the segregation of land uses accompanied by bulk regulations for lot sizes, setbacks, and other physical limitations. The resulting separation of land use patterns is evident in many American suburbs, including Orland Park, and many residents enjoy their quiet isolated residential neighborhoods.

In the latter part of the twentieth century, the value and benefits of the careful mixing of land uses became increasingly apparent. Today, mixed-use areas, in tandem with denser development patterns, are key components in many newer developments, and contribute to an improved sense of place and vitality, more efficient delivery of goods and services, more housing and shopping choices, and expanded transportation options including a more viable environment for pedestrians, bicycles and transit. The gradual demographic shift to an older population and the Village’s desire to attract new residents of all ages, supports the importance of providing increased variety in housing styles and choices as well as nearby access to neighborhood amenities. As a result, many of Orland Park’s Zoning Districts permit both horizontal and vertical mixed-uses.

Traditional suburban zoning codes in the twentieth century were primarily built around specific and segregated land uses, but in Orland Park, mixed-uses have been identified and promoted in the Land Development Code for over twenty years. Even earlier, Orland Square Mall, developed in the mid-1970s, included the residential development to the east as part of its Planned Development (although physically it was buffered and isolated). And of course, the original Village core, the Old Orland Historic District, has always been a mixed-use district.

Generally, growth patterns and forms, as guided by the Comprehensive Plan and Land Development Code have resulted in improved quality of life for Orland Park residents and businesses.

*Windhaven West, Orland Park**Emeritus Senior Housing, Orland Park**Chick-fil-A, Orland Park. (Wehmeier, 2013)*

Land Development Code

“It is the purpose of the Land Development Code for the Village of Orland Park to establish standards and regulations for review and approval of all proposed development of property in the Village and to provide a development review process that will be comprehensive, consistent, and efficient in the implementation of the Comprehensive Plan and other goals, policies and standards of the Village” (*VOP, 2013a*).

The Land Development Code works with the Village Code to guide and regulate the built environment in Orland Park. The Land Development Code includes 16 zoning districts that regulate residential, non-residential and mixed land uses. The Land Development Code also includes chapters addressing other areas such as accessory structures, landscaping, parking and subdivision as a way to maintain a high visual aesthetic in the community. From an economic development perspective and from a home ownership perspective, Orland Park’s Zoning Districts have been generally successful in guiding local development and quality of life goals. The Code has facilitated, incentivized and regulated a wide variety of business and commercial enterprises and has effectively screened residential areas with transitional buffer zones like parks, open spaces and other landscape strategies. As a community tool for development and quality of life, the Land Development Code is a critical resource for designing Orland Park.

Existing Land Uses

Although Orland Park includes a wide range of land uses, the predominance of single family homes and open space contribute heavily to the character of the community. The single family housing stock provides a place for growing families to live in safe neighborhoods with backyards and high quality supportive infrastructure like schools and parks. Multifamily housing, in the form of townhomes, duplexes, condominiums and apartments, provides choices for residents who do not need a single family home. The vast amounts of open space, ranging from intensely programmed parks like Centennial to expansive natural areas like Doctor Marsh, contribute to the green and naturalized character of Orland Park. Commercial retail and office buildings dominate the major corridors and key intersections and provide services, employment opportunities and sales tax revenue. Although a small part of the overall land area, manufacturing and industrial areas provide important jobs for residents and are generally appropriately located in a few key clusters. Civic and institutional uses, like religious institutions and schools, are also widely dispersed and serve as focal points for their respective neighborhoods.

Replace with
Existing Land
Use





Ravinia Woods Office Center, Orland Park. (Webmeier, 2013)

Design & Character

Site Design

Over the past ten years, Orland Park's Land Development Code and Development Review process have placed a strong emphasis on best practices in site design. In commercial and mixed-use areas, this means an emphasis on the building placement, streets and public realm. Parking lots cannot be placed between the building and the street, contrary to conventional suburban development patterns. Cross access is encouraged to facilitate vehicular movement and pedestrian access is emphasized. Greenfield sites must be designed to protect and work with sensitive environmental features. These efforts have contributed to building a sense of place within the community but must be continued and refined as the Village grows and redevelops.

Architecture

Architecture plays an important role in defining the character of an area, and Orland Park has traditionally been flexible as related to architectural styles, with the exception of the Old Orland Historic District. In lieu of style requirements, specific building elements like materials, fenestration and detailing have been emphasized. All buildings, even single family homes, must have a masonry component and that has helped provide a unified feel to the community. Local amendments to the national building code also require masonry or steel stud construction for certain building types, resulting in high quality and long lasting structures. Architectural styles in Orland vary widely from the modern prairie style of Village Hall to the Folk Victorian of Old Orland, from split levels ranch homes to large craftsman and custom homes.

Open Space & Public Realm

Open Space is a significant component of Orland Park and contributes strongly to the sense of place for the community. Adjacent Forest Preserve properties provide access to large tracts of natural space that include forests, prairies and water bodies. The Village's Open Lands properties also contribute to the natural influence on the community. Numerous parks provide residents access to active recreational facilities.



The Patio Restaurant, Orland Park



The Orland Bikeway, Orland Park. (Wehmeier, 2013)

The parks range in size but are generally designed with the same features including play areas, walking paths, fields, and courts where possible. Landscaping often consists of turf grass and low maintenance scattered trees and shrubs. Generally, the park spaces provide a consistent visual appearance throughout the community. Even storm water management facilities, such as detention ponds, bolster the open space and public realm system.

Roads, Right of Way and Infrastructure

The car is the dominant form of transportation in Orland Park and roads generally provide convenient access to properties. The Village aggressively pursues road connections and encourages the creation of appropriate scaled 'blocks' in order to provide route alternatives and to alleviate traffic on major corridors. Roads in the Village vary widely in their appearance, ranging from LaGrange Road which will be a six lane, median-separated thoroughfare, to Crystal Tree Drive, a narrow private street in a gated subdivision with no sidewalks. Roads are discussed in more detail in the Mobility & Access Chapter, with an emphasis in this chapter on the role that right of way and streetscape contribute to the public realm and visual appearance of a community. The non-street infrastructure in Orland Park, including storm and sanitary sewers, electric lines, fiber-optic cable, gas and oil pipelines and ComEd high lines work together to facilitate the everyday needs of visitors and residents. Orland Park routinely maintains and upgrades infrastructure facilities with a recent interest in green infrastructure methods.

Landscaping

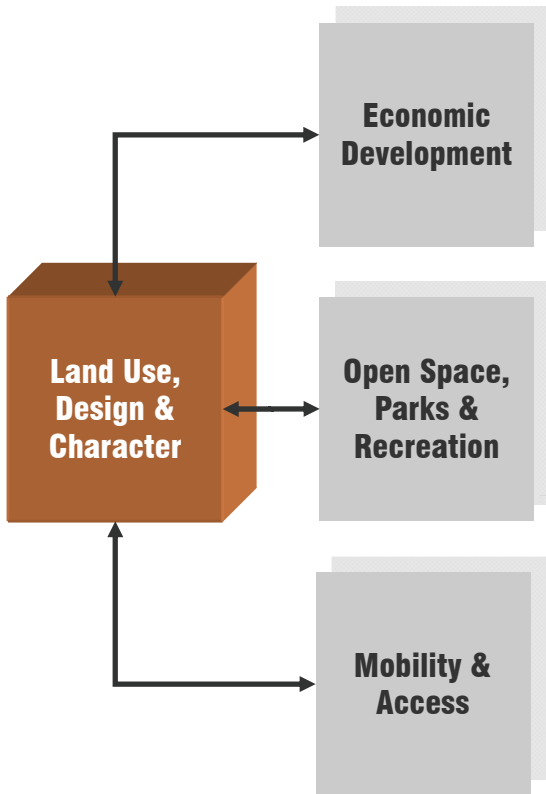
Landscaping on developed properties in Orland Park has historically been designed in a traditional form, combining manicured lawns with decorative perennials, trees and shrubs. The landscape section of the Land Development Code emphasizes using plant material to buffer the property lines between uses, screen parking lots and provide street trees. The preservation code regulates the removal of trees via mitigation requirements as a way to maintain adequate tree cover. Recent environmental efforts have resulted in a number of landscape designs that focus on native plant materials, such as the detention pond in front of the Orland Park Library, and the prairie restoration at the Orland Park Police Department.

In spite of the expansion of participatory opportunities over the last couple of decades, ultimately the form and character of urban development is determined by developers' ability to work through a highly politicized and unpredictable regulatory process with their bottom line intact. In practical terms, communities need to build civic capacity around an understanding of the complex forms of human settlement, not simply as the reflex of market activity or the unintended consequence of regulatory policy, but as a clear and purposeful reflection of a democratically constructed vision.

(Brain, 2006)

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Recommendations



The recommendations outlined in this chapter will provide guidance for the growth of the built environment in Orland Park by mapping the general distribution, location and characteristics of current and future land uses in Orland Park's planning area while providing guidance to establish a unique sense of place. The Land Use, Design and Character chapter relies on the Planning District Maps and Land Use Categories to illustrate the goals and objectives of the chapter.

Although all of the chapters work together to promote the *QualityPLACES* *NaturalSPACES* vision, the Land Use, Design & Character Chapter links most closely to the Economic Development, Open Space, Parks & Recreation and Mobility & Access Chapters.

Needs and Issues

1. Orland Park has a history and reputation for high quality development, but residents feel that it lacks a unique sense of place.
2. Some older commercial properties are vacant and/or appear unkempt.
3. Development patterns have changed over time making some properties prime candidates for thoughtful infill and redevelopment.
4. Single-family housing dominates Orland Park and provides for a number of established vibrant neighborhoods, but does not provide for ample choice in lifecycle housing, especially as the population ages and housing needs change.
5. Many Orland Park residents endure long commutes due to the lack of high quality employment centers in the southland region.
6. Signage regulations have generally prevented visual clutter, but more guidance is needed to promote better wayfinding, placemaking and identification of key features.
7. The multiple jurisdictions of Orland Park's roadways make it challenging to implement sense of place and unified pedestrian realm amenities in the right of way.
8. Certain zoning districts, like MFG and ORI have struggled to succeed and are candidates for a review of land uses and district guidelines.
9. Public realm and civic space development is a priority in Orland Park, but the monitoring and maintenance of these spaces needs unified guidance as related to design and scale.
10. Orland Park developed similar to many post WWII conventional suburbs, which has resulted in some segregated and isolated uses on wide roadways and inconsistent public realm amenities.
11. Development generally follows a graduated density pattern emanating from core areas and train stations, but is not always consistent.
12. Orland Park places an emphasis on high quality development, but lacks a clear set of design guidelines as related to site planning and architecture.
13. Some unincorporated parcels within the Village's planning area do not reflect the Village's goals and standards.

GOTO 2040 Livable Communities “Creating a sense of place”

Though opinions differ on what makes a community appealing, livable communities tend to share some common traits. They are healthy, safe, and walkable. They offer choices for timely transportation to schools, jobs, services, and basic needs. They are more cost-effective for individuals and local governments. They make the region more economically competitive.

(CMAP, 2010a)



Bench Seating at 143rd Street Metra Station, Orland Park

GOAL 1.0 QUALITY PLACES NATURAL SPACES

Orland Park will be an exceptional community in which to live, work and play with a vibrant sense of place fostered by its quality places and natural spaces.

Objective 1.1

New growth areas will be carefully planned to be integrated into and reflective of Orland Park’s quality of life and sense of place.

Action Items

- Develop subarea plans for key growth areas, like the I-80 Employment District, that establish land use and design direction while allowing for flexibility.
- Incorporate best practices and innovative green infrastructure techniques in the review and planning for growth areas.
- Update the Village’s Annexation Study to take a proactive approach to growth management within the planning area boundary.
- Explore a residential density transfer program to see if it could be an effective planning tool for Orland Park.
- Update the Land Development Code to include a planned development section that reflects current best practices in planning.
- Encourage new development to leverage culturally significant sites and buildings, to continue identity and character, to add value to property and enhance sense of place.

Objective 1.2

Infill, redevelopment and renovation projects will reflect the character of Orland Park and act as improvements and upgrades to the property and surrounding area.

Action Items

- Complete an information publication with examples of home renovations that are architecturally appropriate and provide updated residential amenities.
- Develop conceptual infill and redevelopment plans and principles for key locations in the Village.
- Revise Land Development Codes to better guide renovation, infill and redevelopment.
- Support redevelopment and re-use of developed areas via proactive planning and incentives.
- Consider Village Code revisions that accommodate and encourage the reuse of older buildings.

Objective 1.3

The public realm, and its contribution to Orland Park’s sense of place, will play an integral role in all projects from new development to redevelopment to infill to renovation.

Action Items

- Collaborate with citizens to develop a Public Realm Master Plan based on the *QualityPLACES NaturalSPACES* vision.
- Consider roads, trails and other forms of transportation as canvases to establish a unique sense of place.
- Require ‘sense of place’ components for all new development and/or renovations.
- Work with neighborhoods in order to establish and promote their unique identities through the public realm.



Georgetown Townhomes, Orland Park

Objective 1.4

Regulations and policies like the Land Development Code and Village Code will be maintained and updated as necessary to establish and maintain an appropriate sense of place.

Action Items

- Update the COR and VCD Districts to include more form based principles to guide future growth that establishes sense of place that is uniquely Orland Park.
- Use, and update accordingly, the Land Development Code and the Village Code as a tool to implement the Comprehensive Plan.
- Analyze and upgrade the Development Review process as necessary to continue an interactive review process, gain efficiencies, provide clear feedback and coordinate efforts between the other departments and agencies.
- Draft and adopt Design Guidelines for site planning and architecture that address greenfield, infill and renovation projects.
- Review existing ‘Special Uses’ in order to define objectives and parameters for review and performance.

Objective 1.5

Orland Park planning efforts will include a regional perspective.

Action Items

- Develop a formal boundary agreement with Palos Park and other communities where a formal agreement is not in place.
- Consider neighboring Comprehensive Plans and zoning districts when reviewing development proposals near the Orland Park border.
- Continue participation and leadership in regional planning efforts.
- Regularly evaluate and respond to local and regional trends in land use.

Form Based Codes

Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. They are regulations, not mere guidelines, adopted into city or county law. Form-based codes offer a powerful alternative to conventional zoning.

This approach contrasts with conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS), to the neglect of an integrated built form. Ultimately, a form-based code is a tool; the quality of development outcomes depends on the quality and objectives of the community plan that a code implements.

(FBCI, 2013)

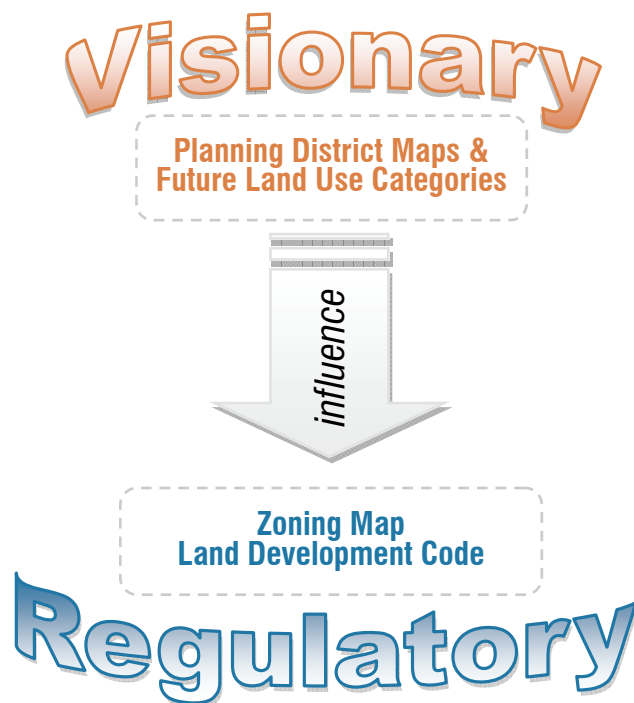
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Planning Districts and Future Land Use Categories

Introduction & Overview

The Planning District Maps and Land Use Categories are a critical piece to the overall Comprehensive Plan. The maps address all incorporated and unincorporated properties within the planning area of Orland Park. The notations and recommendations on each map reflect the goals and objectives set forth in all of the chapters of the Comprehensive Plan. The Land Use Category description pages provide supporting information about appropriate land use and design considerations for each color on the Planning District Maps.

It is important not to confuse the Planning District Maps and Land Use Categories with the Village's Zoning Map and Land Development Code. The maps in this document illustrate a means to achieve the vision set forth in the plan, but are not regulatory. Whereas the Zoning Map is specific in nature and establishes detailed requirements like setbacks, densities and height restrictions, the Planning District Maps provide information to make decisions on future development, act as a guide to provide for compatible land use relationships, allow alternative development proposals and provide for the use of innovative planning techniques ahead of development.



While the future land use and character maps provide general guidelines for the location of land uses in the Village, the merits of each development must be analyzed on an individual basis considering a number of physical, social, and economic factors. It is also important that the Planning District Maps and Land Use Categories remain a flexible tool that can change and evolve with current trends and new information.



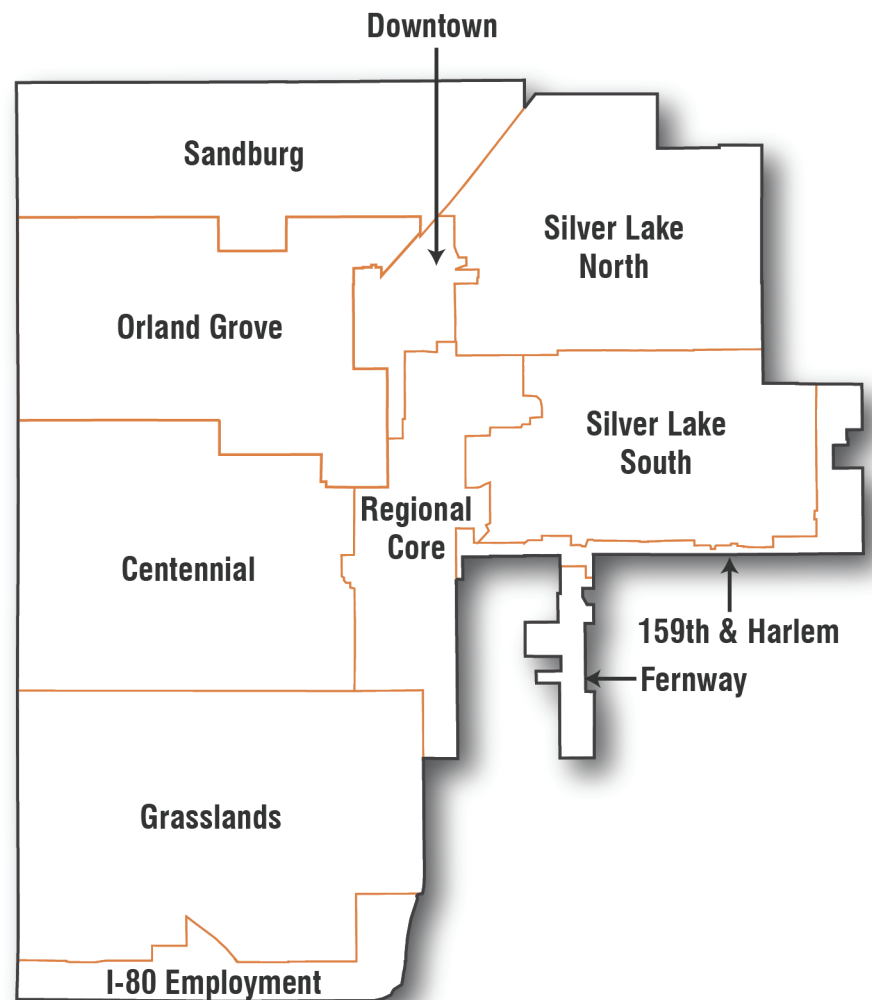
Ninety7Fifty on the Park, Orland Park

Planning District Maps

In order to most effectively illustrate the recommendations of this chapter, the Orland Park planning area has been separated into the following 11 Planning Districts.

1. Sandburg Planning District
2. Orland Grove Planning District
3. Centennial Planning District
4. Grasslands Planning District
5. I-80 Employment Planning District
6. Downtown Planning District
7. Regional Core Planning District
8. Silver Lake North Planning District
9. Silver Lake South Planning District
10. 159th & Harlem Street Planning District
11. Fernway Planning District

The Planning District boundaries are primarily based on geography, infrastructure and development patterns. It is important to note that these Districts are interrelated with each other and work together to create the places that define Orland Park.



Planning District General Principles

The following principles guided the creation and recommendations of the Planning District Maps and also provide direction for future projects.

1. Increase, upgrade and maintain the public realm in order to integrate properties and neighborhoods and provide dynamic gathering spaces.
2. Highlight a sense of place unique to Orland Park through the preservation of natural, cultural and historic features.
3. Connect, improve and enhance public open spaces and natural areas.
4. Preserve and enhance existing neighborhoods.
5. Promote road connections, context sensitive road design, a finer street network, and the creation of walkable blocks.
6. Integrate land use with mobility in order to increase livability and reduce travel trips and times.
7. Support pedestrian, bicycle and transit options on all streets. Identify and plan for key crossings to integrate areas separated by large roadways and other physical barriers.
8. Proactively consider the role of unincorporated properties in the Orland Park planning area.
9. Promote investment in aging, unkempt and/or vacant properties through renovation, re-use or redevelopment.
10. Support the development of a centralized but diverse regional commercial core area and a transit oriented mixed-use downtown area, supplemented by smaller, strategically located, mixed-use neighborhood centers and commercial corridors.
11. Unify and integrate varying land uses using a ‘seams and filter edges’ approach to provide a high quality community.
12. Graduate densities from more intense uses to less intense uses.
13. Provide more employment opportunities near existing employment clusters and along the I-80 Corridor.
14. Provide adequate and diverse housing options to meet the changing lifestyle needs of all ages and economic groups.

Unincorporated Areas

There are substantial ‘gaps’ in the Orland Park Planning area that are still in unincorporated Cook and Will County. Village ordinances and regulations do not apply in these areas, and the result is a wide mix of uses that sometimes are not compatible with surrounding areas. Incorporation into Orland Park can be requested by the land owner, or in some cases, the land may be forcibly annexed by Village ordinance. Annexation can allow enforcement of Village property maintenance codes and help guide future development.

Unincorporated areas are also important to consider for the natural features they often contained. In many cases, these areas can bolster existing open space networks, wildlife habitats and watershed protection areas.

For these reasons, it is important to analyze unincorporated areas to understand their impact on the Village.



Georgetown Gazebo and Pond, Orland Park

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Sandburg Planning District

The Sandburg District is dominated by Forest Preserve District of Cook County (FPDCC) open space and has more unincorporated Cook County land than incorporated Orland Park land. The Orland Grove Forest Preserve, which includes McGinnis Slough, separates the district into two unique areas including the low density residential neighborhoods on the west side and the horizontal mixed use area on the east side. Most of the homes in this District have been constructed in the last 20 years, with the exception of some of the estate lots and an unincorporated area near 104th Avenue and 131st Street. Travelers in this area rely heavily on their vehicles. Pedestrian and bicycle access is sporadic but has potential. The Neighborhood Center located at 131st and LaGrange Road, which is partially in Palos Park, is anchored by Sandburg High School and provides a mix of uses for nearby residents including two grocery stores, dining establishments, a coffee shop, a pharmacy and a bank.

Unique Features

- The Tampier Slough Woods and Orland Grove Forest Preserves are significant and dominant physical features of this area, providing an enormous amount of natural open space and an established greenway connection. The Tampier Slough Woods Forest Preserve extends both north and west outside the planning District.
- Although most of the residential subdivisions are not in municipal limits, some are served by Orland Park utilities.
- Carl Sandburg High School is a major focal point on the east side of the District and also is an anchor to the Neighborhood Center.
- While most of the residential development along the west side of the District consists of 10,000 square foot lots and is isolated by the forest preserve properties, the Southmoor gated community includes a mix of housing types, an integrated path and open space system and walkable connections to the Neighborhood Center.
- A proposed nature center on Village-owned property on LaGrange Road near McGinnis Slough has the potential to become a destination for residents and visitors.
- The Neighborhood Center is the North Gateway into Orland Park.
- Due to the significant amount of open space, residents, especially on the west side, enjoy almost “country living” with nearby city amenities.



Carl Sandburg High School, Orland Park



Buona Beef, Orland Park



Southmoor Commons Plaza, Orland Park

Sandburg Observations & Recommendations

1. All new development proposals should consider the impact of the existing natural areas in order to maintain the unique character of the District.
2. The Forest Preserve Districts are an incredible asset to this District, but improved access and increased public amenities should be provided.
3. The development and programming of the future nature center on the east side of the District will serve as an asset to the Village of Orland Park and has the ability to draw residents from around the region.
4. There are a number of unincorporated areas in the northern portion of the District that are already serviced by Village water and sewer. The feasibility of annexing these unincorporated parcels should be analyzed.
5. Some of the manufacturing uses along Southwest Highway are vacant and/or in a state of disrepair. Property improvements should be encouraged in this area as it is the first part of Orland Park experienced by Metra train riders.
6. Sidewalks and paths are not consistent throughout existing subdivisions and on collector roads. The pedestrian/bicycle network in this District should be analyzed for improvement and connectivity.
7. The area offers outstanding views and vistas that contribute to the open and green character of the District that should be preserved and featured.
8. Neighborhood planning in this District, based on a foundation of public engagement, provides an opportunity to focus capital investments and improvements that will promote a sense of place.



McGinnis Slough, Orland Park. (Wehmeier, 2013)

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Sandburg District
Map



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Orland Grove Planning District

The Orland Grove District is primarily residential. The District includes a variety of housing styles ranging from moderately sized ranch homes on 7,000 square foot lots to very large mansion estates on 5-acre lots. Residents in this District enjoy close proximity to both the 143rd Street and 153rd Street Metra stations, but likely use their vehicle to reach either station. The neighborhoods on the east side of the District have smaller lots that are generally walkable and well integrated into the Downtown and regional core areas. The west side neighborhoods developed in a more traditional suburban fashion with large lots, winding wide roads and cul de sacs. Sidewalks are available within most neighborhoods but are sporadic or absent on state and county collector roads. The general feel of the District shifts from large lot rural on the west side to smaller block suburban on the east side.

Unique Features

- Newer subdivisions like Long Run Creek and Bunratty are internally well connected and provide open space amenities to the residents.
- The Crystal Tree golf course and subdivision is an amenity that contributes a large amount of green space to this District, but, as a private gated community, also acts as a physical barrier for east-west access across the District.
- A small cluster of office buildings at the 143rd Street and 108th Avenue intersection provides some employment generating uses.
- A greenway and open space system along the existing creeks and floodplain on the west side of the District has begun to develop through the protection and purchase of open space. Residents on the east side of the District are well served by Doogan Park and nearby adjacency to the Humphrey Sports Field Complex and Centennial Park.
- The Orland Grove Forest Preserve, which includes McGinnis Slough is highly visible along 143rd Street and contributes to District character.



Yunker Schoolhouse, Orland Park



Brown Park, Orland Park



Centennial School, Orland Park



Brown Park Trail, Orland Park

Orland Grove Observations & Recommendations

1. The emerging open space network that emanates from the Neighborhood Center should be improved and enhanced as a unique feature to the area.
2. There are over 325 acres of greenfield property that will likely be developed as residential. That development should reflect current best practices in planning including but not limited to an integrated transportation network, green infrastructure consideration, preservation of natural features and an emphasis on pedestrian and bicycle accessibility.
3. Planned road improvements for 143rd Street and Wolf Road provide an opportunity to increase pedestrian and bicycle access along these corridors.
4. Efforts should be made to provide connections and an integrated bicycle/pedestrian system to the small cul-de-sac subdivisions on the west side of 108th Avenue.
5. The only east-west vehicular connections on the west side of the District are provided by 143rd Street, 151st Street and 153rd Street. These roads may experience increased traffic as the vacant property develops. Promote east-west road and trail connections wherever possible.
6. The established neighborhoods on the east side of the District are organized within a compact street network, but lack high quality pedestrian realm elements like parkways and sidewalks.
7. Neighborhood planning in this District, based on a foundation of public engagement, provides an opportunity to focus capital investments and improvements that will promote a sense of place.
8. Many of the streams and other water bodies have been landscaped with a manicured lawn edge, which can cause a number of maintenance problems and does not support native plant and animal communities.
9. Two Neighborhood Centers along 143rd Street and one small Neighborhood Center at 151st Street and West Avenue provide commercial services to this area, but neither have a full grocery store. They do have pharmacies that offer limited grocery items. The 143rd Street center is not well integrated with pedestrian access into the surrounding neighborhoods.



Orland Grove Home, Orland Park

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Centennial Planning District

Centennial Park, the Village's largest park, anchors this Planning District which includes a mix of residential, greenfield property, open space and employment. Residents and visitors enjoy convenient access to abundant recreational opportunities. Most of the homes in this area developed from 1990 to the mid 2000's. Travelers primarily rely on their personal vehicle, but the 153rd Street Metra station also provides convenient commuter access to downtown Chicago. Sidewalks are available for bikers and walkers in most of the neighborhoods but are absent or sporadic on the state and county collector roads, and within the unincorporated areas. The Neighborhood Center located at 159th and Wolf Road provides convenient shopping, dining and services for nearby residents.

Unique Features

- Centennial Park includes both active recreation such as the aquatic center, ball fields, Ice Arena and passive recreation such as the dog park, trails and boardwalk near Lake Sedgewick. Centennial Park also contributes to a larger open space network that includes Good Shepherd Cemetery to the south.
- The area includes significant indoor recreation opportunities, including the Village Sportsplex, a 90,000 square foot indoor fitness facility, and the Arctic Ice Area, a regional destination for ice skating and hockey.
- Apple Knoll Industrial Park provides a cluster of manufacturing employment uses as well as medical and financial offices.
- Spring Creek and the surrounding area including Doctor Marsh, a Village owned protected wetland area, and Deluga Woods, an unincorporated residential area, set the stage for a contiguous natural open space.
- Centennial West is planned to be a unique outdoor entertainment venue and is currently in an early development phase.



Centennial Park Aquatic Center, Orland Park



153rd Metra/Centennial Park Pedestrian Tunnel, Orland Park



Sheffield Square Townhomes, Orland Park



Lake Sedgewick, Orland Park. (Webmeier, 2013)

Centennial Observations & Recommendations

1. There are over 450 acres of greenfield property governed by the Spring Creek Agreement that will likely be developed as residential. That development should reflect current best practices in planning including but not limited to an integrated transportation network, green infrastructure consideration, preservation of natural features and an emphasis on pedestrian and bicycle accessibility.
2. The employment area along 108th Avenue includes a well-established medical office cluster that offers opportunity for expansion.
3. The large amount of unincorporated area impacts the character of the area but is not within the Village's jurisdiction and control.
4. Some existing unincorporated areas such as Deluga Woods Estates suffer from infrastructure deficiencies and are prone to flooding, but also may eventually provide open space and natural feature preservation opportunities.
5. The non medical office buildings have struggled with some vacancies, limiting the opportunity to maximize job growth potential.
6. The IDOT widening of 159th Street, as well as other roadway improvements in the District, will impact the semi-rural character of the area and should be developed with Complete Streets principles.
7. The State and County ownership of most collectors and arterials challenge the Village's ability to influence roadway improvements.
8. Pedestrian and bicycle access should be improved throughout the District, with particular emphasis on collector and arterial roads, connections to transit and integration with open space and regional trails.
9. Neighborhood planning in this District, based on a foundation of public engagement, provides an opportunity to focus capital investments and improvements that will promote a sense of place.

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Grasslands Planning District

The Grasslands District developed primarily as a suburban residential area over the last thirty years. The neighborhoods are laid out in the typical single family loop and cul de sac pattern familiar in many American suburbs. The District is also uniquely identified by large expanses of open space, natural features, rolling topography and open vistas that result in one of the most scenic portions of the Village. Travelers in this area rely on the automobile but the 179th Street Metra station provides commuter access into Chicago and surrounding suburbs. Sidewalks are available for bikers and walkers in most of the neighborhoods but are absent or spotty on state and county collector roads. Bikeways provide access to local parks and the Neighborhood Center, located at 179th and Wolf, but are not fully developed and connected. The Neighborhood Center provides a mix of retail, service and dining uses for nearby residents including a grocery store, coffee shop, public plaza, dining establishments, pharmacy and multiple banks.

Unique Features

- The Grasslands, a 960-acre Cook County Forest Preserve District property, which includes the headwaters for Marley Creek, provides an expansive natural area with wildlife viewing opportunities for residents and visitors.
- Stellwagen Farm, a Village owned 58-acre farmstead, with newly restored barn structures, is a key focal point and highly visible.
- Large ComEd transmission tower corridors run through the District which limits development potential but provides space for an multi use path.
- Numerous local parks are focal points that serve surrounding neighborhoods and provide both active and passive recreation opportunities for residents.
- Residents in this District enjoy convenient access to I-80 via Orland Parkway and 179th Street.



179th Street Metra Station, Orland Park



Mallard Landings, Orland Park



Stellwagen Farm, Orland Park



Orland Grasslands Compass Plant, Orland Park (OGV, 2013)

Grasslands Observations & Recommendations

1. The unincorporated area along Wolf Road includes natural features and some development that does not fit within the context of the surrounding area.
2. The northwest corner of the District includes almost 268 acres of undeveloped land. Development of that land should reflect current best practices in planning including but not limited to an integrated transportation network, green infrastructure consideration, preservation of natural features and an emphasis on pedestrian and bicycle accessibility.
3. Some of the buildings in the Neighborhood Center struggle with vacancies and are dated in appearance.
4. Although most of the neighborhoods have well developed internal sidewalk networks, some of the unincorporated parcels and major roadways have sporadic or absent sidewalks and bikeways. Safe crossings are also needed.
5. Marley Creek travels through the area but has been largely disturbed and/or channelized through the years. There is opportunity to restore and provide better access to Marley Creek and other natural spaces in this area.
6. Wolf Road is planned to be widened and improved by IDOT, offering an opportunity to implement a better sidewalk and bikeway system with aesthetic improvements.
7. Although some pedestrian improvements have been made in recent years to improve safety at the 179th Street Metra Station, crossing Southwest Highway safely remains a challenge for train commuters, pedestrians, bicyclists, etc.
8. Many of the streams and other water bodies have been landscaped with a manicured lawn edge, which can cause a number of maintenance problems and does not support native plant and animal communities.
9. The area offers outstanding views and vistas that contribute to the open and green character of the District that should be preserved and featured.
10. Neighborhood planning in this District, based on a foundation of public engagement, provides an opportunity to focus capital investments and improvements that will promote a high quality of life and a sense of place.

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I-80 Employment Planning District

The I-80 Employment District is Orland Park's front yard to interstate travelers. It is the most regionally observable portion of the Village due to its high visibility from Interstate 80, a major transcontinental expressway that extends from California to New York, and in 2011 accommodated an average total daily traffic volume of over 100,000 vehicles. The District's premium interstate location and high visibility supports the development of a regional employment center. There is still a significant amount of undeveloped land in the District that is in Will County, offering a unique opportunity to increase the employment options for the community while taking advantage of lower property taxes. Travelers primarily access this area by vehicle. Sidewalks and bikeways are provided sporadically throughout the District but are an important component to consider as the area develops.

Unique Features

- I-80, the only major freeway near Orland Park's boundaries, handles, substantial traffic, including freight and commercial traffic. The interchange at LaGrange Road serves as the southern gateway into the Village.
- Smith Crossing, the only residential development in the District, provides 281 senior living homes ranging from independent to assisted.
- The area includes a variety of institutional uses. Parkview Christian Church and Stone Church are destinations for large congregations on the weekends. Some patrons of Parkview Christian Church park in nearby parking lots and travel via shuttle to the church. St. Xavier University operates a satellite campus on a 40 acre parcel near LaGrange Road.
- Orland Park Business Center, on the west side of Wolf Road, has developed over the past 15 years and includes a variety of businesses and services.



Orland Park Business Center, Orland Park



Smith Crossing, Orland Park



Saint Xavier University Entrance Sign, Orland Park



American Technical Publishers, Orland Park



Advocate Medical Entrance Sign, Tinley Park



Stone Church, Orland Park

I-80 Employment Observations & Recommendations

1. The properties in Will County, south of 183rd Street offer significant tax advantages for prospective businesses.
2. Orland Parkway is the primary road through the I-80 District but has weight restrictions that limit the size and weight of trucks. Light industrial users with moderate amounts of truck and service traffic can typically be accommodated, however heavy industrial users or trucking terminals cannot be supported.
3. The area is attractive to users that need low cost and ample square footage with high ceilings, such as indoor recreation and churches, which occupy space but do not generate many jobs. Uses that do not meet District goals should be limited and dispersed throughout other more appropriate areas of the Village.
4. The I-80 District has a significant impact on Orland Park's regional and national image. Development should contribute in a positive way to community character with high quality architecture and enhanced natural features and detention, landscaping and amenities.
5. High quality services for employees and residents will contribute to the desirability of the District as a work environment.
6. Sidewalk and bikeway connections are needed to enhance the area's recreational options for employees and to provide a transportation alternative for employees that live in nearby neighborhoods. The ComEd easement provides an opportunity to expand the bikeway system.
7. Transit and non-vehicular transportation opportunities are limited, but should be supported where appropriate and viable, such as bus lines, sidewalks and paths. Large employer or college shuttles to existing Metra and Pace stops should also be considered.
8. There is not an existing zoning district in the Village's Land Development Code that fully meets the vision of the employment based I-80 area, which has resulted in a number of different zoned properties as the area has developed. An I-80 Zoning District should be completed to guide the development of this area as an employment center.
9. Two major office buildings have been constructed in the area, Horton Insurance and American Technical Publishers. These two buildings are the most representative of the type of development appropriate for this area, and set a standard for the desired land use and architectural style for the District.
10. The recently acquired Grasslands south property provides an opportunity for an open space amenity that is easily accessible by employees and nearby residents.

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Downtown Planning District

Downtown Orland Park is centered around the LaGrange Road and 143rd Street intersection and served by the 143rd Street Metra station. The Downtown is separated into four Character Districts, each with a distinct identity, but all integrated via a well-connected transportation network. This area is envisioned to become the heart of Orland Park, with a unique sense of place and an emphasis on walkability and pedestrian scale.

Main Street

The Main Street District includes the transit-oriented development area closest to the 143rd Street Metra station. Previously called the ‘Main Street Triangle’, much of the land adjacent to the station is Village owned and primed for mixed use, urban development. Existing developed areas in this District include multi-family residential, retail and office along 143rd Street. This Character District serves as the core of the Downtown and encourages higher densities and use intensities that transition outwards from the Metra station. 143rd Street and LaGrange Road are the most challenging physical barriers to connectivity in this area.

Old Orland

The Old Orland District includes the Old Orland Historic District, an established neighborhood immediately to the south of the 143rd Street Metra station, and the Rustling Oaks subdivision, located immediately south of the Old Orland Historic District. As the original downtown of Orland Park, this area developed primarily as single-family homes but also includes small scale multi-family buildings, mixed use, commercial and office near 143rd Street. Union Avenue and Beacon Avenue include a small cluster of antique shops and locally owned dining establishments like Heiney McCarthy’s and Irish Patriot. The intimate neighborhood character, quiet residential feel and proximity to the Metra station makes this a sought after area for home builders and home buyers. A fully developed sidewalk system, relatively low traffic, compact street network and building character make this an enjoyable area to walk.

Civic Center

The Civic Center District is an integral piece of the Downtown and includes key public institutions along Ravinia Avenue like Village Hall, the Franklin Loebe Recreation Center, Orland Township, Orland Park Public Library, and the Orland Park Police Department. The award winning Village Hall Campus provides design vocabulary to create a sense of place in other downtown developments. The buildings are situated among both natural and manicured landscape areas like Humphrey Woods and the John Humphrey sports field complex. Sidewalks and bikeways connections to the different establishments. Ravinia Avenue, the spine of this District is an important and popular north-south vehicular, pedestrian and bicycle route.

Orland Crossing

Located primarily on the east side of the Downtown and along the LaGrange Road corridor, the Orland Crossing District consists of retail, restaurant and office developments. Earlier developments were designed in an auto-oriented suburban fashion with single use buildings and surface parking lots. Orland Crossing, the newest shopping center, includes streetscape amenities, a connected road and sidewalk system and outdoor seating areas. The John Humphrey Drive corridor includes a cluster of office employment, providing a critical daytime population to the Downtown.



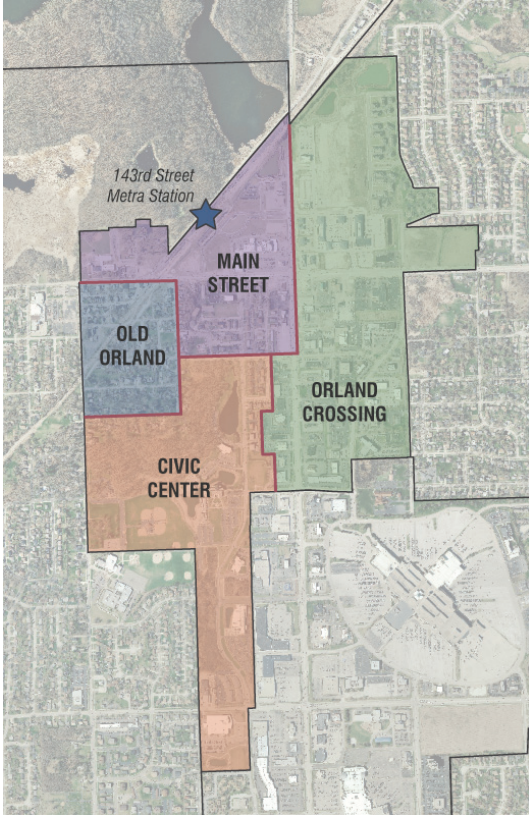
143rd Street Metra Station, Orland Park



Old Orland Antique Shop, Orland Park. (Wehmeier, 2013)



Village Hall Campus, Orland Park. (Wehmeier, 2013)



Downtown Orland Park Map



Ninety7Fifty on the Park and Crescent Park, Orland Park

Downtown Observations & Recommendations

1. As the Downtown of Orland Park, all development, redevelopment and infill should be well designed, pedestrian accessible and of the highest quality. Consideration should be given to a consistent and compatible architectural style.
2. This District would benefit from a hybrid form-based zoning code that would help maintain a high aesthetic appearance and establish a strong sense of place for Orland Park.
3. Continue proactive management and development of Downtown to provide a dynamic and walkable mixed-use area.
4. Density and building mass should be highest immediately around the train station and transition outward to the rest of the District.
5. The commercial blocks east of LaGrange Road would benefit from cross access connections and additional road networks.
6. Stormwater management in this area should include best management practices and green infrastructure alternatives rather than traditional ponds.
7. A unified branding and signage program is needed to identify and promote wayfinding.
8. Much of the vacant land in the Downtown is owned by the Village, which provides a unique opportunity to utilize public/private partnerships.
9. Downtown is generally well connected with sidewalks and bikeways but there are some gaps that need to be completed and increased crosswalks would improve pedestrian and bicycle safety.
10. The scale of much of the existing development within the District is suburban in nature. All development, redevelopment and infill development should be designed in an urban form, but at a pedestrian scale.
11. 143rd Street and LaGrange Road provide ample vehicular access to the Downtown but also act as physical barriers for pedestrian and bicycle traffic.
12. Most of the development opportunity sites are already served with detention and nearby utility connections.
13. Neighborhood planning in this District, based on a foundation of public engagement, provides an opportunity to focus capital investments and improvements that will promote a high quality of life and a sense of place.



Amphitheater at Village Hall, Orland Park. (Webmeier, 2013)

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Regional Core Planning District

If I-80 is the front yard, the regional core is the front door and living room of Orland Park. Dominated by commercial development along the LaGrange Road Corridor, this area is home to some of the largest and most intense developments in the Village. Most nonresident visitors spend time in the regional core shopping and dining at one of many establishments. This District also includes some office and multifamily development and is home to Robert Morris College and other educational and community institutions. Although auto-oriented by nature, a pedestrian network within the shopping centers and along the roadways provides non-motorized transportation options. LaGrange Road is one of the few corridors in the Village served by Pace bus service. Streetscape, stormwater detention, small public plazas and outdoor cafes are the predominant outdoor public realm facilities. Some smaller parks, including Lowe's Park and Georgetown Park provide open space gathering areas for shoppers and residents.

Unique Features

- Orland Square Mall and Orland Park Place, two of the largest buildings in Orland Park are significant regional shopping destinations.
- LaGrange Road is the spine of this District and also the primary north south vehicular travel way through Orland Park.
- Newer commercial developments include internal street networks that provide alternate transportation routes and easy access to other shopping and dining areas.
- The dominant zoning in this District, COR, is not found in many other areas of the Village and provides for and encourages a variety of uses.
- This area is where most of the Villages' 11 million square feet of commercial development is located.
- Unlike most other Districts, this area is heavily used and frequented by non-residents.



Orland Square Mall, Orland Park



Lowe's Development, Orland Park



Robert Morris College, Orland Park





Rock Bottom Brewery and Restaurant, Orland Park

Regional Core Observations & Recommendations

1. Maintain the LaGrange Road corridor as a regional destination with a variety of shopping, dining and entertainment opportunities.
2. This District would benefit from a hybrid form-based zoning code that would help maintain a high aesthetic appearance and establish a strong sense of place for Orland Park.
3. The widening of LaGrange Road, along with the streetscape improvements like the landscaped median, parkways, and sidewalks, will drastically change the visual appearance along the corridor. Streetscape improvements will provide unity among the various developments but the road widening will result in the loss of many landscape buffers between existing parking lots and the right of way line.
4. The auto-oriented nature and aging developments in some areas do not reflect the sense of place defined by the vision of the community. Improvements and redevelopments should be designed in a comprehensive manner that considers an integrated setting and reduced dependence on the automobile.
5. The spine of the regional core, LaGrange Road, as well as the secondary major commercial corridor, 159th Street are both under IDOT jurisdiction. This adds an additional layer of review and permitting for any work along LaGrange Road.
6. There are some vacant parcels that provide adequate land for new commercial development that can be designed in a way to reflect the vision of the Comprehensive Plan and Land Development Codes and Policies.
7. The north side of the District includes a number of aging retail centers and buildings on smaller disconnected, irregular lots. These areas need improvement, investment or redevelopment in order to stay viable.
8. Some of the older developed properties lack appropriate outdoor public realm. The addition of public realm and other amenities should be considered in every development or redevelopment project.
9. A unified wayfinding and signage system would promote the identity of this area and direct travelers to destinations within and around the District.
10. As a vehicular oriented street, LaGrange Road is a physical barrier to east/west pedestrian and bicycle traffic. Key intersections should be designated as safe crossing areas and should be designed accordingly.
11. Prioritize cross access between sites due to high LaGrange Road traffic volumes.

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Silver Lake North Planning District

Primarily a residential district, Silver Lake North is dominated by single family homes on similar sized lots. Although the development of this area occurred over time, it is generally well integrated via a connected roadway system with an emphasis on private living. Many homes were built in the 1970's and 1980's but a few infill subdivisions like Windhaven West and Evergreen View include homes built in the early 2000's. Multi-family residential homes are primarily centered in the District and located along the Orland Bikeway and Schussler Park. A small Neighborhood Center at 82nd Avenue and 143rd Street provides some shopping and dining opportunities. Residents on the west side of the District also enjoy easy access to Downtown Orland Park. Although suburban in scale, the District offers one of the most complete pedestrian networks in the Village, with many opportunities for bicycling and walking and connections to Forest Preserve trails and commercial areas. Travelers in this area rely heavily on their vehicles but also walk and bicycle for recreation.

Unique Features

- The recently installed multi use path within the ComEd transmission tower line easement, a portion of the Orland Bikeway, provides a recreational resource that is connected to other destinations like the Turtlehead Lake Forest Preserve and Downtown Orland Park.
- There are a number of popular neighborhood focal points like Evergreen View Park, Schussler Park and Prairie Elementary School.
- Riviera Country Club provides private recreation for members ranging from swim to tennis classes and also serves as a banquet facility for special events.
- Silver Lake Country Club, although private, is one of the largest contiguous open spaces in the Village.



Fairway Estates, Orland Park



Evergreen Park, Orland Park



Windhaven West, Orland Park



Orland Bikeway Multi-Use Path, Orland Park

Silver Lake North Observations & Recommendations

1. The Neighborhood Center at 143rd Street and 82nd Avenue includes a small shopping area as well as a nearby school, but could be improved with mixed uses and stronger integration into the surrounding areas.
2. The street network is generally well integrated and connected with a number of local roads but convenient north-south access is limited to 82nd Avenue.
3. Ambulance traffic often runs through this district but does not follow a consistent route. Palos Community Hospital is located at 80th Avenue and 123rd Street, a few blocks north of the District, in Palos Heights.
4. 143rd Street serves as a gateway to Orland Park and is heavily used by residents and visitors. There is an opportunity to improve the aesthetic appearance of the road to better reflect the high aesthetic qualities of the adjacent neighborhoods.
5. Homes in the Fairway area were generally constructed in the 1960's and may have potential to be recognized as representatives of mid-20th Century residential architecture.
6. Development patterns of this area did not always focus on the preservation of natural features. There are however, remnants of Mill Creek and its tributaries. These areas could be improved, enhanced and restored into an amenity and unique feature for the area.
7. Neighborhood planning in this District, based on a foundation of public engagement, provides an opportunity to focus capital investments and improvements that will promote a sense of place.
8. Although most residential buildings reflect pride of ownership and are attractive and well kept, maintenance and upgrades should be encouraged to retain the visual aesthetic of the area and to maintain property values.
9. Local streets provide an opportunity to engage residents to plan for traffic calming to improve access for non-motorists. It is especially important to facilitate safe access around schools and parks.

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Silver Lake South Planning District

From the late 1960's to the early 1990's Silver Lake South grew as an almost exclusively residential area, fully developed into a series of neighborhoods. Most single family homes, especially south of 151st Street, were constructed in the late 1970's and early 1980's. Silver Lake South also includes a number of multi-family residential units, mostly along the eastern and southern District boundaries. The multi-family buildings act as a buffer to the commercial uses along Harlem Avenue and 159th Street. Although suburban in scale, the District offers the one of the most complete pedestrian networks in the Village, with many opportunities for bicycling and walking. Travelers in this area rely heavily on vehicle use but also walk and bicycle for recreation and to nearby destinations like parks. Residents enjoy local parks and easy access to the commercial development on 159th Street.

Unique Features

- Silver Lake Country Club, although private, is one of the largest contiguous open spaces in the Village municipal boundary.
- Three schools, Jerling Junior High, Liberty and Kruse, are integrated into the neighborhoods and serve as focal points and gathering places.
- Cachey Park, Veterans Park and Liberty School host a wide variety of well attended youth sports during the spring, summer and fall months.
- The large lot, but mostly unincorporated, residential development along the east side of this District, near Silver Lake Country Club, includes unique homes constructed in context with rolling topography.



Boley Farm, Orland Park



Wheeler Drive, Orland Park



Veterans Park, Orland Park

Silver Lake South Observations & Recommendations

1. The area near Orlan Brook Drive and 159th Street is well poised to serve as a Neighborhood Center for this District (also see 159th and Harlem District Map). A subarea plan should be prepared to guide the direction of this area.
2. Neighborhood planning in this District, based on a foundation of public engagement, provides an opportunity to focus capital investments and improvements that will promote a sense of place.
3. Boley Farm, a Village Open Lands acquisition, provides an opportunity to grow local produce that could be organic and not genetically modified.
4. Silver Lake Country Club grounds have many natural features and scenic views and are a unique attribute to the area.
5. Some of the multi-family developments were not constructed with an integrated street network which has created some physical barriers.
6. Storm water management for some areas was designed for roadway storage rather than pond storage. In certain rain events, water collects within the right of way, which is inconvenient and can impede access. The Village is currently administering studies to reduce this impact and accommodate stormwater in other locations.
7. Although most residential buildings reflect pride of ownership and are attractive and well kept, maintenance and upgrades should be encouraged to retain the visual aesthetic of the area and to maintain property values.
8. With resident engagement, local streets provide an opportunity to plan for traffic calming to improve access for non-motorists. It is especially important to facilitate safe access around schools and parks.
9. 80th Avenue serves an important travel route and is heavily used by residents and visitors. There is an opportunity to improve the aesthetic appearance of the road to better reflect the high aesthetic qualities of the adjacent neighborhoods.



Silver Lake Golf Course, Orland Park

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159th and Harlem Planning District

The 159th and Harlem District includes substantial commercial development that acts as the Village's secondary commercial corridor. This area includes a number of local and national businesses that serve the needs of residents and visitors. The commercial activity generates traffic that is at times as intense as the activity found on LaGrange Road. The highly valued auto dealerships located on 159th Street anchor the district as a commercial destination. Included in the District are some multi-family and office mixed use areas that are mostly oriented along Harlem Avenue. Travelers primarily access this area by vehicle. Sidewalk and bikeway connections are sporadic and there is limited accessibility between properties. Though there are not many public open spaces in the district, the public realm is served by some trails, small private plazas and outdoor cafes.

Unique Features

- The automobile dealership corridor in both Orland Park and Tinley Park serves as a regional destination and anchors the commercial development along 159th Street.
- 159th Street is a major east west thoroughfare that connects travelers as far west as Plainfield and as far east as South Holland, where it turns into 165th Street and connects into Indiana.
- Harlem Avenue is a major north-south thoroughfare that connects travelers as far south as Peotone and as far north as Glenview.
- Regional corridor plans have recently been completed for both 159th Street and Harlem Avenue that offer specific recommendations for each street.
- Thomas Place, one of the few residential developments in the District offers age and income restricted housing for seniors.



Lexus Dealership, Orland Park



Thomas Place Senior Living Facility, Orland Park



Madison Construction, Orland Park



The Patio Restaurant Outdoor Café, Orland Park

159th and Harlem Observations & Recommendations

1. This area is highly visible for visitors to Orland Park, but the auto-oriented nature and aging developments in some areas do not reflect the sense of place defined by the vision of the community. Implementation of the recent corridor plans for this area would help create a sense of identity, increase pedestrian access and enhance the public realm.
2. 159th Street and Harlem Avenue are both under IDOT jurisdiction, which adds an extra layer of review and permitting for any work along these major arterial roadways.
3. There are some vacant parcels and development opportunities in this District that provide adequate land for new commercial development to be designed in a way to reflect the vision of the Comprehensive Plan and Land Development Codes and Policies.
4. Investment and improvements are encouraged in aging commercial areas to maintain the strength of the corridor. Proactive planning should consider redevelopment and reuse of areas that are no longer viable.
5. The area near Orland Brook and 159th is well poised to serve as a Neighborhood Center for residents in the Silver Lake South and Fernway Planning Districts. A subarea plan should be prepared to guide the direction of the Neighborhood Center.
6. Although auto-oriented by nature, opportunities to access public transit are present throughout the District. An Arterial Bus Rapid Transit service is proposed on Harlem Avenue and would connect to other suburban downtowns and major sporting venues like Toyota Park.
7. Improvements and planning in this area should include input from the adjacent residential areas in the Silver Lake South and Fernway Planning Districts.

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Fernway Planning District

Fernway is a narrow, finger-like segment of Orland Park located in between Orland Hills to the west and Tinley Park to the east. The area was developed before being annexed by the Village and is dominated by single family homes along an integrated road network. Some multi-family residential development provides a buffer between the single family area and the commercial area on 159th Street. The single family homes were all generally constructed in the early 1960's but the multi-family development followed between 1990 and 2005. The District is entirely developed and there is no unincorporated land within the boundaries. Travelers in this area rely heavily on vehicle use but have relatively safe pedestrian and bicycle access on the low traffic local roads and via the sidewalk and multi use path on 88th Avenue. Residents enjoy easy access to local parks and to the abundant commercial development on 159th Street.

Unique Features

- Most local roads have an almost rural feel, lack curb and gutter, and sidewalks, but 88th Avenue includes sidewalk on the east side and a multi use path on the east side.
- Residents in this District are fairly well integrated into Orland Hills to the west and Tinley Park to the east and south.
- Wlodarski Park, adjacent to Bluedingen Park, and Fernway Park Elementary School provide nearby neighborhood focal points.



Wlodarski Park, Orland Park



Fernway Single Family Home, Orland Park



Fernway Townhome, Orland Park



Fernway Observations & Recommendations

1. Neighborhood planning in this District, based on a foundation of public engagement, provides an opportunity to focus capital investments and improvements that will promote a sense of place and a high quality of life.
2. The proximity of this District between Orland Hills and Tinley Park provides an opportunity to integrate infrastructure improvements like the roadway work Tinley Park has completed on 167th Street.
3. A break in Laurel Drive limits the north south access of this District and isolates the multi family area from the single family area.
4. The Village continues to study and implement storm water management improvements in this area to address known flooding areas.
5. With resident engagement, local streets provide an opportunity to plan for traffic calming to improve access for non-motorists. It is especially important to facilitate safe access around schools and parks.
6. The area near Orland Brook and 159th is well poised to serve as a Neighborhood Center for this District (also see 159th and Harlem District Map). A subarea plan should be prepared to guide the direction of the Neighborhood Center.



Highland Brook Pond, Orland Park

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Future Land Use Categories

The Land Use Categories further define the land uses colors shown on the preceding Planning District Maps. The categories and maps work together to provide guidance for the development and redevelopment of land within the Village.

Each category includes representative land uses and design considerations. Additional land uses in each category may be permitted or prohibited based on zoning regulations and policy. Standard best practices in development and site design that are not unique to the category have not been included. The below matrix illustrates best fit adjacencies between the categories and has been developed as a way to integrate land uses into a unified whole.

Land Use Adjacencies Are they Compatible?	Regional Mixed Use	Downtown Mixed Use	Neighborhood Mixed Use	Community Commercial	Manufacturing Employment	Office Employment	Open Space & Recreation	Civic & Institutional	Mixed Residential	Single Family Residential
Regional Mixed Use	I	S	C	S	C	I	I	I	C	C
Downtown Mixed Use		I	C	S	C	I	I	I	I	C
Neighborhood Mixed Use			I	C	C	I	I	S	I	S
Community Commercial				I	C	I	I	S	C	C
Manufacturing Employment					I	S	I	C	C	C
Office Employment						I	I	S	S	S
Open Space & Recreation							I	I	I	I
Civic & Institutional								I	S	S
Mixed Residential									I	S
Single Family Residential										I

I = IDEAL FIT:
 Adjacencies are optimal and generate few conflicts. Proximity enhances land use.

S = SUITABLE FIT:
 Adjacencies are for the most part harmonious although some measures may be required to strategically address conflicts.

C = CONDITIONAL FIT:
 Special measures will be required to assure compatibility including but not limited to restrictions on operations and activities, extent and style of development, buffering and landscaping. Incremental improvements will be required to help mitigate impact.





Retail with a two story façade, Brookfield WI



Marcus Theater, Orland Park. (Wehmeier, 2013)



The Cheesecake Factory, Orland Park. (Wehmeier, 2013)

Regional Mixed Use

Description

This category provides for some of the largest regionally oriented, commercial uses in the Village that serve residents and draw visitors. Big box and national chain commercial businesses dominate this category but a wide range of uses are appropriate. Mixed residential uses provide an important transition to interior neighborhoods.

1. Promote both horizontal and vertical mixed-uses.
2. Includes a large and diverse mix of regional and national retailers with an active day and energized night environment.
3. Auto-oriented, but with pedestrian and bicycle connections.
4. Provide appropriate transition to surrounding neighborhoods.
5. Best practices in commercial corridor design required..

Geographic Location

This land use category is specific to the LaGrange Road Corridor and immediate surrounding area, bordered by 147th Street to the north and 179th Street to the south.

Land Uses

Appropriate

Large Retail Centers & Malls
Regional Big Box Retail (over 50,000 square feet)
Commercial Clusters
Movie Theaters
Hotels & Motels
Convention Centers
Restaurants
Office & Office Clusters
Structured Parking & Shared Parking
Supporting Retail & Services
Health Clubs & Fitness Centers
Multi-Family Residential, as a transitional use
Mixed-Uses
Community Centers & Services

Not Appropriate

Automobile Dealerships
Warehousing
Low Density Single Family Residential
Primary and Secondary Schools
Light or Heavy Manufacturing

Conditionally Appropriate

Gas Stations and Vehicle Repair
Open Markets
Places of Assembly
Institutional & Civic
Indoor Recreation
Congregate Elderly Housing
Wireless Communication Towers

Regional Mixed Use Design Considerations

Site and Infrastructure

- Utilize an internal street network to promote parking once and walking to multiple destinations.
- Emphasize architectural ‘street wall’ and minimize views of surface parking lots.
- Include ample landscape islands in parking lots and provide connectivity between properties.
- Provide interconnected street networks for large developments.
- Design storm-water management facilities to serve as amenities and visual buffers.
- Signage and way-finding should be creative, functional, and reflective of the LaGrange Road corridor character.

Building

- One to six stories, context sensitive. Architecture should communicate a two-story minimum height, with increased building height and articulation at the entry and at street corners. Height must be sensitive and integrate with adjacent structures.
- Emphasize four-sided architecture with extensive transparency and high quality materials.
- Provide a careful transition in scale and design to surrounding areas.
- Encourage and guide well-designed architectural accent lighting.

Landscape

- Accent building architecture, but screen and shade expansive paved areas.
- Frame public roads and private internal vehicular routes with street trees.
- Enhance entryways, outdoor gathering areas and signage with perennials, planters and seasonal flowers.
- Street trees to be ‘limbed up’ regularly to maintain business visibility.

Mobility

- Auto: Promote vehicular cross access and creation of interconnected roads.
- Pedestrian/Bicycle: Emphasize the network between and within sites to reduce car trips. Consider pedestrian routes within parking lots and private street networks.
- Transit: Provide connections to train and bus lines, enhance the waiting experience.

Public Realm

- High quality indoor and outdoor gathering spaces to serve as a venue for regional entertainment and special events.
- Architectural elements like water features, art sculptures, fences, trellis, pergolas and gazebos.
- Outdoor cafes and patios, appropriately located and integrated into other pedestrian amenities.
- Internal private roads and circulation routes require standards streetscape elements (sidewalks both sides, parkway trees, et al).

Regulation Implementation

- Current Zoning Districts: COR Mixed-Use District; BIZ Business District
- Utilize a hybrid (traditional and form-based) zoning and design guidelines to regulate this land use category.



Marcus Theater Structured Parking, Orland Park



Orland Park Place, Orland Park. (Webmeier, 2013)



Homewood Suites, Orland Park. (Webmeier, 2013)



Downtown Naperville, Naperville, IL



143rd Metra Station, Orland Park. (Wehmeier, 2013)



Cosmopolitan on the Canal, Indianapolis, IN

Downtown Mixed Use

Description

Downtown Mixed Use provides for a diverse mix of uses along compact walkable blocks. Within this category, the form and design of the building and property play a critical important role in defining sense of place. Generally, non-residential uses should be integrated in a way to attract residents and visitors for extended visits. Commercial services should provide daily needs in a small scale, like a dry cleaner or coffee shop, but also unique entertainment opportunities like a pottery studio or comedy club. Residential uses should blend seamlessly into the surrounding neighborhood. This category is to be both a destination for residents and visitors and also a dynamic area where one can work, live and play within a small but vibrant geographical area. Downtown Orland Park is comprised of four Character Districts including the Civic Center, Old Orland, Main Street and Orland Crossing.

1. Emphasis on vertical and horizontal mixed-use in non-residential areas.
2. Development intensity to transition outward from the Metra station.
3. New development on infill or vacant sites will strengthen the urban, but intimate character.
4. Four character districts maintain unique identity but integrate via public realm and the transportation network into overall Downtown area.
5. Civic buildings and open spaces will continue to be key focal points.
6. Connectivity and walkability within and between the four Character Districts.
7. Emphasis on pedestrian, bicycle and transit mobility over vehicle use.

Geographic Location

This land use category is specific to Downtown Orland Park, located near the 143rd Street Metra station and 143rd Street/LaGrange Road intersection.

Land Uses

Appropriate

Vertical and Horizontal Mixed-Use
 Community Retail & Services (less than 50,000 square feet)
 Multi-Family Residential
 Restaurants
 Offices and Financial Institutions (multi story or in mixed-use)
 Boutique Hotels and Bed and Breakfasts
 Theaters and Performance Venues (less than 50,000 square feet)
 Institutional, Civic and Cultural Instructional Facilities

Not Appropriate

Wireless Communications Tower
 Automobile Dealerships
 Light or Heavy Manufacturing
 Warehousing
 Large Lot Single Family Residential

Conditionally Appropriate

Congregate Elderly Housing
 Commercial Buildings (over 50,000 square feet)
 Animal Services
 Private and Public Schools
 Live Work Units

Downtown Mixed Use

Design Considerations

Site and Infrastructure

- Require zero lot line and/or minimum setback from right of way.
- Minimize parking visibility. Encourage structured, shared and public parking.
- Utilize signage and wayfinding designed to unify the Downtown and provide navigable directions to destinations and parking.

Building

- Three to six stories, depending on proximity to train station and surrounding uses.
- Articulated corner and entry features, street level transparency.
- Architectural features to reflect the Village Hall Campus design vocabulary.
- Density governed by floor area ratio (FAR) in mixed-use areas.
- Carefully locate and screen all roof top equipment.
- Loading/Service to be indoors or well integrated into architecture.

Landscape

- Enhance the pedestrian environment and accent building architecture.
- Restoration and maintenance of natural areas like Humphrey Woods and stormwater management facilities.
- Buffer conflicting land uses and objectionable views of parking lots, transformers and other utility equipment.
- Emphasis on flowering plants and seasonal displays.

Mobility

- Auto: Accommodated via local, collector and arterial roads, but is discouraged in favor of walking, biking and using transit.
- Pedestrian/Bicycle: A high quality and maintained pedestrian and bicycle network with safe crossings is a primary infrastructure consideration.
- Transit: Promote Metra train and bus transit. Transit supportive facilities contribute to the public realm and should be well designed.

Public Realm

- A connected and well developed public realm network that includes wide sidewalks, plazas, public art, water features and related pedestrian amenities.
- Small to midsize parks and plazas to provide gathering spaces for events.
- Outdoor patios and sidewalk cafes.
- Streetscape as an integral element defining the areas sense of place.

Regulation Implementation

- Current Zoning Districts: Village Center District (VCD), Old Orland Historic District, R3 Residential District, OL Open Land District,
- Creation of a form based zoning district or stringent design guidelines.

***The Old Orland Historic District, which is part of the Old Orland Downtown District, is regulated separately and definitively via the Old Orland section of the Land Development Code.*



Mixed Use Excelsior and Grand, Minneapolis, MN



Orland Crossing Townhomes, Orland Park



Orland Park Public Library, Orland Park. (Wehmeier, 2013)



Fountain Village Townhomes, Orland Park

Neighborhood Mixed Use

Description

Neighborhood Mixed-Use allows for small-scale commercial, vertical and horizontal mixed use and mixed residential uses that are compatible with and serve the everyday needs of residents. Non-residential uses should provide neighborhood level goods and services that primarily serve nearby residents. Focus should be on providing a diversity of uses (salon, cleaners, day care, grocery) rather than a cluster of the same uses. Multi-family residential uses serve as a transition to surrounding single family areas and provide housing choice.

1. Promote a balance of retail, service, office, dining and residential uses.
2. Encourage horizontal and vertical mixed-use developments.
3. Contribute to neighborhood centers that are within 1 mile of and well connected to residential areas.
4. Easily accessible by automobile, but also well integrated into the surrounding neighborhoods via a pedestrian/bicycle system.

Geographic Location

This category is exclusively found in the neighborhood center areas on the planning district maps, which are generally at signalized intersections in close proximity to residential areas. There is some overlap with the recommendations of this category and the recommendations of the Community Commercial category, especially in areas adjacent to residential uses.

Land Uses

Appropriate

- Neighborhood Retail & Services (less than 25,000 square feet)
- Grocery Store (less than 50,000 square feet)
- Offices & Financial Institutions (preferred as part of mixed-use buildings)
- Restaurants
- Live-Work Units
- Mixed-Uses
- Multi-Family Residential

Not Appropriate

- Retail and Services (over 50,000 square feet)
- Warehousing
- Automobile Dealerships
- Construction Companies
- Hospitals
- Animal Services
- Wireless Communications Towers
- Manufacturing

Conditionally Appropriate

- Drive Through Facilities
- Gas Stations and Vehicle Repair
- Retail & Services (over 25,000 square feet)
- Animal Services
- Grocery Stores (over 50,000 square feet)



Patio Retail Center, Orland Park



Vertical Mixed Use, Deerfield, IL

Neighborhood Mixed Use

Design Considerations

Site and Infrastructure

- Locate buildings near the street with parking to the side or to the rear.
- Carefully integrate drive through lanes into the overall site design to not interfere with pedestrian circulation routes.
- Locate and cluster accessory structures such as garage enclosures and transformers to minimize impact on surrounding residential areas.
- Consider the secondary impact to residents like noise, odor, lighting and hours of operation.
- Design parking lots in an integrated manner to promote shared parking, ample landscaping, and efficient internal transportation.
- Utilize internal sidewalk network to promote parking once and walking to multiple destinations.
- Provide pedestrian scale signage, reflective of neighborhood character.

Building

- Two to three stories preferred. Four stories possible depending on location.
- Integrate with surrounding neighborhood character in style, mass, material and rooflines.
- Carefully locate and screen all rooftop equipment.
- Require architectural features and significant landscaping on service sides.

Landscape

- Soften edges and harshness of larger buildings, intense uses and objectionable views.
- Buffer adjacent neighborhoods where needed.
- Shade trees for parking lots and parkways; ample landscape islands in parking lots

Mobility

- Auto: Convenient automobile access, low speeds encouraged, with carefully regulated signals and signage.
- Pedestrian/Bicycle: Excellent internal and external pedestrian/bicycle connectivity required.
- Transit: Promote convenient and safe access to transit. Promote transit stops within Neighborhood Mixed-use areas.

Public Realm

- Wide sidewalks, safe crossings, bike racks, refuges and seating nodes.
- Appropriate located patios and courtyards, bolstered with architectural features like trellises and public art.
- Interior and exterior common areas to promote impromptu and planned neighborhood gatherings.
- Outdoor patios and sidewalk cafes.
- Internal private roads and circulation routes require standards streetscape elements (sidewalks both sides, parkway trees, et al).

Regulation Implementation

- Current Zoning Districts: BIZ Business District
- Utilize hybrid (traditional and form-based) zoning to regulate this land use category.



Pedestrian Access, Orland Park



John Humphrey Drive Offices, Orland Park



Vertical Mixed Use, Carmel.-West Clay, IN



Jewel at Marley Creek Crossing, Orland Park



Rock Bottom Restaurant, Orland Park. (Wehmeier, 2013)



Lexus Dealership, Orland Park.

Community Commercial

Description

Community Commercial areas serve the nearby community and passing motorists with area-wide services in a primarily single use or horizontal mixed-use environment. The uses in these areas are typically larger than neighborhood commercial areas and include businesses that are needed less frequently.

1. Includes a wide variety of uses and development scales.
2. Consideration needed of adjacent residential uses, including transitional uses.
3. Clusters of similar businesses encouraged.
4. Auto-oriented, but with pedestrian and bicycle connections into immediate surrounding neighborhoods.
5. Best practices in commercial corridor design required.

Geographic Location

This land use category is exclusive to the 159th Street and Harlem Avenue Corridors, both major arterials. Certain areas along these corridors also serve as the neighborhood centers for surrounding residents.

Land Uses

Appropriate

Community Retail and Service (less than 75,000 square feet)
 Automobile Dealerships
 Retail Centers
 Community Retail Clusters
 Restaurants
 Indoor Recreation & Entertainment
 Offices and Office Clusters
 Financial Institutions
 Vertical Mixed-Use
 Community Centers or Services (less than 20,000 square feet)
 Grocery Stores

Not Appropriate

Regional Malls
 Single Family Residential
 Primary and Secondary Schools
 Light or Heavy Manufacturing
 Warehousing

Conditionally Appropriate

Gas Stations & Vehicle Repair
 Big Box Retailers (more than 75,000 square feet)
 Animal Services
 Congregate Elderly Housing
 Multi-Family Residential
 Places of Assembly
 Open Markets
 Outdoor Building Material Sales
 Greenhouses and Nurseries

Community Commercial

Design Considerations

Site and Infrastructure

- Organize site in an orderly fashion with compatibility between buildings.
- Incorporate best practices in commercial corridor design to provide sense of place.
- Increase pedestrian and bicycle connections.
- Design signage, way-finding and public art to unify the corridor.
- Where underground detention is considered, public realm improvements are required.
- Utilize an internal sidewalk network to promote parking once and walking to multiple destinations.

Building

- One to four stories with careful transition of building mass to adjacent areas.
- Increased height and detailing on street frontages and focal points, particularly at corners.
- Architectural lighting that accents the corridor but minimized impact to surrounding residential areas.
- Carefully locate and screen all rooftop equipment.

Landscape

- Emphasize screening and providing shade to expansive paved areas.
- Buffer service sides of buildings, garbage enclosures and other objectionable views.
- Street trees to be 'limbed up' regularly to maintain business visibility.
- Extensive screening and softening adjacent to surrounding residential areas.

Mobility

- Auto: Convenient auto access is important. Promotion of vehicular cross access and creation of interconnected roads to alleviate congestion.
- Pedestrian/Bicycle: Emphasize pedestrian circulation between buildings via an internal network that provides connections to surrounding neighborhoods, transit stops and trails.
- Transit: Identify and enhance bus stops to encourage transit use.

Public Realm

- Small public plazas and courtyards with pedestrian amenities like hardscape, benches, tables, fountains, etc.
- Architectural features like trellises, fences and public art that reflect corridor identity.
- Outdoor cafes and patios associated with restaurants.

Regulation Implementation

- Current Zoning Districts: BIZ Business District and COR Mixed-use
- Utilize hybrid (traditional and form based) zoning to regulate this land use category.

**Recent corridor planning efforts were completed for both 159th Street and Harlem Avenue and should be referred to for more detailed recommendations.



The Patio Restaurant, Orland Park



Red Robin, Orland Park. (Wehmeier, 2013)



Honda Dealership, Orland Park. (Wehmeier, 2013)

*Roseland Stair Manufacturing, Orland Park**DMI Window and Door, Orland Park**Outdoor Storage Screening, Orland Park*

Manufacturing Employment Emphasis

Description

This area is intended to provide a suitable location for light manufacturing and similar uses. These uses provide a number of high quality jobs for the community.

1. Most activity conducted indoors, with a small percentage outdoor under certain restrictions.
2. Auto oriented, with potential for freight traffic, but with links to external pedestrian/bicycle networks.
3. Generally screened and buffered from other uses.
4. Clusters of similar businesses are encouraged to provide strong employment base.

Geographic Location

This land use category is generally specific to existing manufacturing areas. The best suited land is located in an area with minimal impact to residential areas, and is open and flat to accommodate larger buildings including warehouses. Excellent access to regional transportation infrastructure required including freeway interchanges or at a minimum major arterials.

Land Uses

Appropriate

Light Manufacturing and Assembly
Research and Development
Processing and Packaging
Warehousing and Distribution
Direct Service and Installation
Technical Support for Industry
Local Artisan Cottage Industries
Outdoor Storage (less than 50% of site)
Motor Vehicle Services

Not Appropriate

Medical Office
Heavy Manufacturing
Significant Hazardous Materials
Trucking Terminals and Shipping Facilities
Retail & Services
Schools or Day Care
Instructional Facilities for Arts
Community Centers or Services
Residential

Conditionally Appropriate

Offices, as related to Industry
Construction Companies
Indoor Recreational Facilities
Cottage Industry Opportunities
Outdoor Storage (over 50% of site)
Outdoor Operations,
Food Processing
Utility & Telecommunication Facilities
Self-Storage Facilities.

Manufacturing Employment Emphasis

Design Considerations

Site and Infrastructure

- Minimize negative impact on surrounding residential areas by providing a substantial buffer.
- Locate loading docks and service areas at the rear of the site and screen appropriately.
- Limit outdoor storage and fully screen with fencing and landscaping.
- Provide unified way-finding signage to give clear direction and identity.
- Properties must be well maintained and present an orderly appearance from the street.

Building

- One to three stories. Functional construction, ample square footage and high ceilings.
- Architectural detailing and ornamentation focused on corners and primary street frontages.
- Provide ample fenestration in order to ‘daylight’ interior spaces.
- Provide a welcoming entry, reception area and employee amenity areas.

Landscape

- Heavy buffer landscaping, especially along the borders of other land uses.
- Low maintenance foundation landscaping to soften building mass and accentuate entry ways and architectural features.

Mobility

- Trucks: Freight traffic must use predetermined truck routes, observe weight limits. No truck traffic allowed through residential areas.
- Auto: Easy access and plentiful employee parking. Multiple connections for emergency ingress and egress.
- Pedestrian/Bicycle: Link into community and regional pedestrian and bicycle networks. Provide bike racks for employees.
- Transit: Consider shuttles from transit stops into employment areas.

Public Realm

- Employee courtyards for lunch and break areas.
- Hiking and biking trails for employee access and fitness.

Regulation Implementation

- Current Zoning Districts: MFG Manufacturing District; ORI Mixed-use District
- Utilize traditional zoning to regulate this land use category.



Madison Construction, 70th Court Manufacturing, Orland Park



Orland Park Business Center Parking Screening, Orland Park



Apple Knoll Industrial Park, Orland Park



American Technical Publishers, Orland Park



Wells Fargo, Orland Park. (Webmeier, 2013)



Ravinia Woods Office Center, Orland Park. (Webmeier, 2013)

Office Employment Emphasis

Description

This category provides for office uses and office clusters that generate high quality local and regional scale employment opportunities. Consideration will be given to limited commercial uses that serve employees in the district or nearby, and which will help create a vibrant atmosphere.

1. Clusters of similar employment types encouraged.
2. Consideration for technology needs of these uses, like fiberoptic cable.
3. Emphasis on green and sustainable construction methods.
4. Primarily auto-oriented but internal pedestrian and bicycle connections for employee fitness and travel to surrounding neighborhoods is important.

Geographic Location

This land use is appropriate in many areas but especially in areas with high visibility and easy regional vehicular access. Most of the developable land appropriate for this land use category is located around the I-80 Employment District. Uses in this category are also appropriate near transit stops and in clusters of similar businesses.

Land Uses

Appropriate

Offices
 Medical Offices, Clinics and Labs
 Educational and Research Facilities
 Hospitals
 Office Supporting Mixed-Uses including Office Supply and Printers

Not Appropriate

Commercial Services for General Public
 Residential
 Construction Companies
 Heavy Manufacturing
 Places of Assembly

Conditionally Appropriate

Light Manufacturing
 Warehousing
 Office Supporting Commercial
 Service Uses including Residential, Day Care, Cleaners, and Restaurants.



Office Employment Emphasis

Design Considerations

Site and Infrastructure

- Capitalize on good views and vistas to and from buildings.
- Encourage active uses along street frontages to energize area.
- Integrate parking design into overall site with ample pedestrian connections and landscaping. Consider structured, rooftop and basement parking.
- Incorporate shared parking with nearby uses that have different operating hours.
- Provide multiple entrances to buildings and pedestrian/bicycle connections between properties and around open spaces and stormwater management facilities.
- Utilize unified way-finding signage to give clear direction and identity.

Building

- One to six stories, context sensitive. Up to ten stories may be appropriate in I-80 Employment District. Building height should harmoniously transition into surrounding areas.
- Innovative, four sided architecture with extensive fenestration that projects a positive community image.
- Include pedestrian scales and protected entries defined by canopies, marquees, extended eaves and awnings.
- Vary roof lines to create visual interest and break up monotonous facades.
- Incorporate 'green' building techniques to improve environment for community and employees.
- Attractive, welcoming entry and reception areas, inviting employee amenity areas.

Landscape

- Emphasis on native prairie and wetland style landscaping.
- Buffers along adjacent residential areas.
- Screening and shading of surface parking lots.

Mobility

- Auto: Multiple connections to facilitate traffic surges and to accommodate emergency ingress and egress. Emphasize traffic flow on collector streets rather than through nearby residential areas.
- Pedestrian/Bicycle: Provide bike racks for employees. Develop an internal connected pedestrian and bicycle system between properties and throughout open spaces, and also link into community and regional systems.
- Transit: Consider shuttles from major employers to train and bus stations.

Public Realm

- Seating areas and other nodes along internal pedestrian and bicycle system.
- Gateways that feature architectural elements like fountains, pergolas, etc.
- Appropriately scaled employee common areas for lunch, meetings and gatherings.

Regulation Implementation

- Current Zoning Districts: BIZ Business District, COR Mixed-use, ORI Mixed-use District
- Utilize hybrid (traditional and form-based) zoning to regulate this land use category.



Office on John Humphrey Drive, Orland Park



Midwest Orthopaedic, Orland Park



Porous Paving, John Humphrey Drive Offices, Orland Park



Lowe's Plaza, Orland Park



Robert Morris University Plaza, Orland Park



Centennial Park, Orland Park.

Open Space and Recreation

Description

Plentiful open space is one of the cornerstones of the Village and critical to the character and quality of life in Orland Park. This category accommodates a wide range of private and public uses like parks, open lands, trail systems, stormwater retention facilities, and plazas.

1. Owned by a variety of public and private entities including the Village, Township, Forest Preserve Districts, local school districts, colleges and businesses.
2. Properties in this category should be connected into a consolidated open space network locally and regionally to maximize value to residents, vegetation and wildlife.
3. Pedestrian and bicycle oriented, but easy automobile access is also important.
4. Sizes range from small pocket parks to large preserves.
5. Level of development ranges from none to active fitness and recreation facilities.

Geographic Location

This land use is appropriate in almost all areas of the Village but is best located to protect natural features, provide easily accessible recreational opportunities and to help establish a unique sense of place.

Land Uses

Appropriate

Natural and Native Open Space
 Nature Centers and Preserves
 Stormwater Management Facilities
 Active and Passive Recreation
 Conservation Easements
 Squares and Plazas
 Cemeteries
 Recreation Centers
 Public Outdoor Entertainment and Gathering Spaces
 Wetlands, Water Bodies & Streams
 Wildlife Habitat
 Playgrounds

Not Appropriate

All land uses not accessory to open space

Conditionally Appropriate

Accessory Uses such as Small Retail, Concessions, Equipment Rental, Instructional, and Maintenance.
 Temporary Markets, Festivals and Special Events.
 Utilities

Open Space and Recreation

Design Considerations

Site Design

- Locate buildings near primary access roads, near active recreation venues.
- Promote green infrastructure methods for all site features.
- Encourage on street parking. Surface parking lots should be designed with ample landscaping and integrated into open space.
- Utilize grass areas or reinforced grass areas as overflow parking facilities.
- Establish a signage and wayfinding program to unify the different open spaces.

Building

- Buildings in this category are typically accessory structures that provide access to education and recreation or needed services such as concessions and restrooms, or equipment storage.
- Architectural style should reflect surrounding character. Multiple buildings on a site should have a coordinated architectural theme.
- Building height should be unobtrusive and blend with natural surroundings.
- Green building techniques required for all new construction.

Landscape

- Landscaping can be used in a variety of ways in this land use category, but must be context sensitive depending on type and intention of open space.
- Examples range from shade trees and preserved views near playgrounds and active athletic fields to native plant restoration and maintenance in sensitive environmental areas.

Mobility

- Auto: Provide convenient and safe access to recreational areas. Locate in harmony with physical features and to avoid environmentally sensitive areas.
- Pedestrian/Bicycle: Integrated and extensive pedestrian and bicycle system to serve both recreation and alternative mode transportation purposes.
- Connect to adjacent uses and transit stops.
- Transit. Where available, locate bus stops to enhance public access to open space.

Public Realm

- A bikeway system that features educational signage, nodes and features.
- Natural resource protection, preservation, and enhancement
- Active and passive recreation including trails, picnic areas, sports fields,
- Architectural elements that define and identify gathering areas like pavilions and gazebos.
- Gateways, defined and identified by signage and features like fencing, trellises or pergolas.

Regulation Implementation

- Current Zoning Districts – OL Open Lands District, also scattered throughout residential and commercial zoning districts such as R-1, R-2, R-3, R-4, COR, VCD
- Utilize traditional zoning,, design guidelines and an open space management plan.
- Update Orland Park Management Plan (2004)



Orland Grasslands Chorus Frog Pond. (OGV, 2011)



Open Lands Signage, Orland Park. (Wehmeier, 2013)



Plaza at Village Hall Campus, Orland Park



Historic Orland Park School, Orland Park. (Wehmeier, 2013)



Carl Sandburg High School, Orland Park



Christ Evangelical Lutheran Church, Orland Park

Civic and Institutional Description

This category includes, among other uses, government facilities, schools, places of assembly, faith based institutions and community centers. These uses are widely distributed throughout the Village, requiring individualized design attention to each property in order to develop a sense of place reflective of the surrounding neighborhood.

1. Wide range of land uses and building types, but all provide public access and service.
2. All properties should reflect sense of place, identify the land use, and integrate into immediate surrounding neighborhood.
3. Auto, bicycle, pedestrian and transit modes of transportation are all of equal importance.
4. Encourage facility sharing to maximize public benefit.

Geographic Location

This land use is appropriate in almost all areas of the Village, generally, evenly distributed to maximize public access. Some users require large properties, which are ideally located on major thoroughfares due to traffic generation.

Land Uses

Appropriate

Places of Assembly
 Civic Buildings and Institutions
 County, State and Federal Government Facilities
 Schools
 Universities
 Courthouses
 Libraries
 Emergency Services
 Police and Fire Stations
 Community Centers

Not Appropriate

Light or Heavy Manufacturing
 Retail and Service Uses
 Residential

Conditionally Appropriate

Accessory Uses to serve users carefully integrated with Primary Use, such as Coffee Shops, Day Care Centers, Special Event Rental.

Civic and Institutional Design Considerations

Site and Infrastructure

- Maximize accessibility to all users both internally and externally; some may have higher percentages of elderly and disabled users.
- Provide adequate parking but consider shared parking with nearby uses and/or overflow parking on pervious surfaces.
- Larger facilities should be located near collector or arterial roads and intersections.
- Promote an extensive and visible way-finding system to maximize public access.
- Design facilities with multiple buildings and phases in a campus style that provides organization and creation of thoughtful outdoor spaces.
- Coordinate signage with building and site design.

Building

- Building height should be context sensitive, especially when adjacent to residential uses, must integrate with surrounding area.
- Architectural style should set community standard, identify the land use and establish the importance of public facilities.
- Buildings should be among the highest quality in the Village, acting as focal points in the areas they reside.
- Encourage green building techniques for all renovations and new construction.

Landscape

- Enhance and frame architecture.
- Provide shade in outdoor gathering areas.
- Preserve and restore native landscapes such as prairie and wetland.

Mobility

- Auto: Multiple and convenient access points.
- Pedestrian/Bicycle: Critical to be linked into pedestrian and bicycle system in order to provide public access.
- Transit: Include where feasible to maximize public access.

Public Realm

- High quality public spaces that exemplify community standards.
- Spaces that reflect the land use. For example, athletic fields for a school or an outdoor gathering area for a church.
- Large plazas, greens or squares that can accommodate special events.
- Preserve and highlight unique natural features.

Regulation Implementation

- Current Zoning Districts: VCD Village Center, COR Mixed-use, ORI Mixed-use; E-1 Estate Residential as special use.
- Utilize traditional zoning and design guidelines to regulate this land use and to ensure that uses conform to the character of the area.



Orland Park Public Library, Orland Park



"Ara Pace", Sculpture at Village Hall, Orland Park



Orland Park Cultural Center, Old Orland. (Webmeier, 2013)



Sheffield Square Townhomes, Orland Park

Mixed Residential

Description

Mixed residential uses include all multi-family residential housing types like duplexes, townhomes, rowhomes, flats and condominium or apartment buildings. A careful blend of these uses provides housing choice for all life cycles.

1. Mixed residential can serve as a transitional use between non-residential uses and single family residential.
2. Appropriate near transit centers, neighborhood centers and commercial areas.
3. Must be well designed with consideration to transportation network, integration into the surrounding neighborhoods, and open spaces created between the buildings.
4. Buffer from non-residential uses, but maintain internal and external connectivity.
5. Many residents will access this use via the automobile, but pedestrian/bicycle circulation, especially to nearby amenities and neighborhood centers is very important.

Geographic Location

This land use is located throughout the Village and is best suited near activity areas and as a transitional use between non-residential and single family residential uses. This land use should also be considered near transit opportunities.

Land Uses

Appropriate

Attached Single Family
 Duplexes
 Rowhomes
 Townhomes
 Multi-Story Residential Buildings

Not Appropriate

Single Family Detached (over 8,000 s.f. lots)
 Commercial
 Mixed-Use

Conditionally Appropriate

Small Lot Single Family (less than 8,000 s.f. lots)
 Congregate Elderly Housing



Georgetown Townhomes, Orland Park



Marley Creek Condos, Orland Park



Mixed Residential Design Considerations

Site and Infrastructure

- Organize site in a thoughtful way to provide for integrated transportation and common open areas that serve as outdoor rooms for residents.
- Design stormwater management facilities as amenities and integrate into the overall plan.
- Encourage structured parking (in a garage or in a building). Surface parking must be carefully designed and heavily landscaped.
- Promote shared driveways for townhomes and rowhomes.
- Private streets only considered if designed to public standards.
- Integrate signage into character of the development.
- Carefully locate and fully screen service areas like garbage/recycling.

Building

- Height is context sensitive and dependent on the zoning district and surrounding area. Should only be one story higher than adjacent single family homes but can be up to six stories in developed areas.
- Design larger buildings with a 'stepped' appearance to provide appropriate height transition.
- Architecture should reflect a distinctive residential feel with ample fenestration, balconies where appropriate and appropriate detailing.
- Density is context sensitive based on location, surrounding uses and proximity to transit.
- Front facades of buildings must face the street or other significant site element.
- Front garages cannot dominate the appearance of the façade, rear and side load garages encouraged.

Landscape

- Native landscaping encouraged for passive common areas.
- Landscaping and fencing to buffer more intense uses.
- Shade trees to mitigate building heating and cooling.
- Gardens, flowers and seasonal landscaping to highlight common areas.

Mobility

- Auto: Multiple access points but limited through traffic. Flexible parking considerations ranging from individual on-site parking to rooftop and basement parking and parking garages.
- Pedestrian Bicycle: Internal and external pedestrian and bicycle connections to local amenities as well as regional trails. Multi-family buildings should consider providing interior bicycle parking.
- Transit: Encouraged. Transit stops and nearby routes encouraged.

Public Realm

- Courtyards with pedestrian amenities like hardscape, benches, fountains, etc.
- Private outdoor space including balconies and patios.
- Tot lots and playgrounds, depending on anticipated demographic.
- Leisure complexes including pools, fitness centers, club houses and picnic areas.
- Sidewalks and bicycle connections to maximize mobility.

Regulation Implementation

- Current Zoning Districts: R-4 Residential, R-3 residential, COR Mixed-use, VCD Village Center District, BIZ Business
- Utilize traditional or hybrid (traditional and form based) zoning to regulate this land use category.
- Density established through bulk regulations minimums and other code requirements.



Long Run Creek Condos, Orland Park



Colette Highlands Townhomes, Orland Park



Residential Amenities at Cosmopolitan on the Canal, Indianapolis, IN



Windhaven West Single Family Home, Orland Park



Single Family Home, Orland Park



Single Family Home, Orland Park

Single Family Residential

Description

Single family homes take up approximately 60% of the land in the Village. This single use district supports residents that prefer to live in quieter residential only areas. Orland Park has a diverse single family housing stock, ranging from historic homes on small lots to new large estate style homes on multiple acres.

1. New single family development must be designed to create neighborhoods with pedestrian scaled blocks and amenities.
2. Existing single family residential neighborhoods to be preserved and protected.
3. Single family homes should vary in size and style in order to provide a wide range of housing choice.
4. Auto-oriented, but sidewalks and bikeways should provide access to nearby open space and neighborhood centers.

Geographic Location

This land use category is located throughout the Village in a variety of different lot sizes and in nearly every planning district, but generally emanates outward from the LaGrange Road corridor.

Land Uses

Appropriate

Single Family Residential
 Home Based Business (as regulated by Codes)
 Parks and Natural Spaces
 Golf Courses

Not Appropriate

Retail and Service
 Office
 Heavy or Light Manufacturing
 Multi-Family Residential
 Live Work Units

Conditionally Appropriate

Institutional Uses
 Cemeteries

Single Family Residential Design Considerations

Site and Infrastructure

- Incorporate best practices in subdivision planning in new neighborhoods, included but not limited to interconnected streets, pedestrian scaled blocks and streetscape, conservation of natural features and consideration of green infrastructure.
- Protect natural areas and integrate into overall development.
- Consider lots sizes and design scenarios to diversify the current housing mix including smaller lots, alley loaded lots and lots with shared driveways.
- Minimize the rear of lots abutting major streets. When unavoidable establish special standards for uniform fence and landscape screening.
- Private roads are not permitted.
- Design subdivision monument signs to serve as neighborhood gateways.

Building

- One to two stories. Potentially three stories depending on context.
- Preservation of existing neighborhoods, appropriate infill, expansion and renovation that is harmonious and compatible with the surrounding character and scale.
- Homes in new neighborhoods to avoid monotony by varying architectural features and colors.
- The garage should be set back and designed to recede from the main entry and front façade. Side loaded, detached, or rear garages encouraged where appropriate.

Landscape

- Street trees, preservation of parkway trees and heritage trees.
- Encourage native and low water use landscaping for yards and common areas.
- Wide landscape buffers with uniform fencing if single family homes back up to collector or arterial roadways.

Mobility

- Auto: Traffic calming and appropriate road widths encouraged on local streets. Integrated street network required. Cul de sacs discouraged.
- Pedestrian/Bicycle: Robust neighborhood sidewalk and bikeway system with easy access to open space and local neighborhood centers. Connections to regional trails and transit facilities.
- Transit: Convenient routes and access to transit centers. Encourage carpooling among residents.

Public Realm

- Park land dedication required to serve residents recreational needs.
- Access to large variety of open spaces ranging from small pocket parks with playground equipment to large preserves limited to passive recreation.
- Sidewalks and bicycle connections to maximize mobility.

Regulation Implementation

- Current Zoning District: E-1 Estate Residential, R1, R2, R3, R4
- Utilize traditional zoning to regulate this land use category.
- Density established through bulk regulation minimums and other code requirements.



Georgetown Single Family Home, Orland Park



Old Orland Single Family Home, Orland Park



Single Family Home, Orland Park

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