
**Comprehensive
Plan
Oak Lawn, Illinois**



August 1997

Prepared by:

***Trkla, Pettigrew, Allen & Payne, Inc.
HNTB, Inc.***

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Comprehensive Plan Steering Committee

The following persons served as part of a special committee to develop the new Oak Lawn Comprehensive Plan. Their time and commitment in this project is of special recognition.

Jim Brady
Patti Corcoran
Joseph Faber
Mike Ford
Bill Groebe
Bill Hawryz
John Joutras
Alex Kazmierczak
Trustee Bill Keane

Lynn Krauss
Jack McGrath
Tom McGreal
Quinn Mucker
Terry O'Reilly
John Paul
Greg Scheiner
Trustee Ron Stancik
Jim Webb

Village Staff

Mr. James Webb, Director of Community Development
Mr. Lynn Krauss, Director of the Department of Quality Control
Mr. Joseph Faber, Village Manager

Consultant

Trkla, Pettigrew, Allen & Payne, Inc.
222 South Riverside Plaza, Suite 1616, Chicago, Illinois 60606 (312) 382-2100

Special thanks is due, as well, to many other Village staff members, governmental jurisdictions, other organizations, and interested citizens who spent time assisting with various facets of this project.

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INTRODUCTION

This document presents the Comprehensive Plan for the Village of Oak Lawn, Illinois. The Comprehensive Plan is the Village's official policy guide for future growth and development. It includes goals, objectives and policies for the future of the community, long-range recommendations for land-use, transportation, community facilities, annexation and growth management, and other Plan and project components.

The benefits of the Comprehensive Plan extend to all Oak Lawn residents. It coordinates the actions of public and private entities into a directed strategy for future change. In this context the Comprehensive Plan will help direct the energies and efforts of the community to realize mutual needs and aspirations.

THE COMPREHENSIVE PLANNING PROGRAM

The program for preparing the new Oak Lawn Comprehensive Plan consisted of extensive study and community participation. Key steps in the planning process are highlighted below.

- ◆ **Study Initiation.** The study began in September, 1995 when the Village engaged the consulting team to assist in the preparation of its new Plan.
- ◆ **Early Citizen Participation Activities.** A variety of early citizen participation activities were undertaken to gain insight into the community's assessment of issues and potentials for the Village. These included:

Community Survey. The Village of Oak Lawn conducted a community survey in December 1995. The survey was mailed to 6,000 households,

and the Village received 3,165 responses, for a return rate of approximately 53 percent.

Key Person Interviews. The consulting team conducted interviews with 17 individuals possessing varying interests in the community. In general, the objective of key person interviews is to obtain candid, first-hand responses and views about Oak Lawn as it exists today, and discuss community issues and potentials that should be taken into consideration as part of the planning process.

Steering Committee Workshop On November 7, 1995 a workshop was held to discuss committee perspectives on needs and potentials of the community.

- ◆ **Background Studies.** A series of background studies was prepared by the consultant dealing with various aspects of the community, including land-use, development trends, demographic analyses, environmental features, transportation, community facilities, public utilities, housing conditions and economic development. These were discussed in detail with the Comprehensive Plan Steering Committee and the general public.
- ◆ **Goals and Objectives.** Based upon the conclusions of all previous work activity, Planning Goals and Objectives dealing with various components of the community were developed and reviewed with the Steering Committee.

- ◆ **Concept Alternatives.** Based on the conclusions reached in the background studies concerning overall issues and opportunities within the Village, alternative concepts for future community development, preservation and improvement were prepared. The concepts represented alternative approaches to land-use and community facilities and transportation and evaluated the implications of each alternative approach. Through discussion and comparison by the Comprehensive Plan Steering Committee, local officials, and the public, a preferred concept approach was selected as the basis for preparation of the new Plan.
- ◆ **Plan and Program Preparation.** Based on preliminary consensus reached on a preferred concept, a draft Plan was prepared by the consulting team and reviewed by the Village. The Plan includes recommendations for specific land-use areas within the Village as well as a more detailed study of key geographic areas.
- ◆ **Plan Refinement.** The Plan was refined based on detailed review by the Comprehensive Plan Steering Committee, Planning and Development Commission, local officials and the public.
- ◆ **Final Plan Preparation.** The Plan was then prepared in final form consisting of this document.

ORGANIZATION OF THE PLAN REPORT

The Comprehensive Plan is divided into five parts:

- ◆ **Part I: Context and Plan Framework** which presents key elements of the new Comprehensive Plan and an overview explanation of major policy initiatives of the new Plan.
- ◆ **Part II: Planning Goals, Objectives, and Policies** presents the overall community needs and aspirations to be addressed under the Plan.
- ◆ **Part III: Prepared for the Future - Long-Range Plan** presents recommendations for future improvement, growth, development and preservation within the community. The Long-Range Plan has three sections: a) the Land-Use Plan; b) the Transportation Plan; and c) the Community Facilities Plan.
- ◆ **Part IV: Pulling it all Together - Implementation** sets forth specific actions required to implement the Plan, including follow-up studies and projects, development controls update, capital improvements program, and review and amendment.
- ◆ **Part V: Community Inventory** provides an overview and background of key aspects of the Plan which led to the development of the Comprehensive Plan.

Part I

Context and Plan Framework

Comprehensive Plan Oak Lawn, Illinois

This part includes a statement of overall understanding of the purposes of the Plan and the essential community values it seeks to reinforce



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I.

The Oak Lawn Comprehensive Plan -- Context and Plan Framework

THE CONTEXT

Settled in 1842 and incorporated in 1909, the Village of Oak Lawn is a "first generation" suburban community within the greater Chicago Region. A primary basis for incorporation was to maintain its autonomy and resist inclusion into the City of Chicago. The settlement of Oak Lawn, originally known to its settlers as Black Oaks Grove, grew around the development of the Wabash Railroad. In 1950, Oak Lawn's population neared 9,000. Oak Lawn's population peaked in the mid-1970's at approximately 63,000. The Village's 1995 population was estimated to be a stable 56,830. Minor increases are anticipated over the next two decades.

Since its early origins, the community has continued to evolve as a quality residential community. Oak Lawn maintains a high level of civic pride and involvement. This is reflected in the overall quality and character of development patterns in the community and is also reflected in the quality of public services and facilities. The Village's citizenry is highly active in community and governmental affairs, and historically is a fundamental basis for the community's success. The community's vision for the future, contained in the following section, seeks to continue these traditions.

Oak Lawn has entered a more mature stage in its physical and economic evolution. The Village is virtually developed and the Plan's overall emphasis is to maintain the vitality of its neighborhoods, commercial and industrial areas, and public facilities and services. Change will come in context of redevelop-

ment, and the Plan must direct resources and actions to ensure change is consistent with the scale of the community and its goals, as articulated in the Plan. It envisions the community's maturation as an enhancement to the physical assets which made the community a desirable setting in the first place. These features and characteristics are described in detail below as a "framework" upon which the community has developed its overall Comprehensive Plan.

THE PLANNING FRAMEWORK

In the future, Oak Lawn will continue to build upon its assets, leverage desirable change, and maintain community stability in each of these are described below.

Strong and Vital Residential Neighborhoods

Residential neighborhoods comprise the vast majority of the Village and are seen as a major asset and strength. The Plan ensures physical conditions in our neighborhoods will remain stable. Generally, the Village's role will be to continue to provide high quality municipal services and facilities, and the citizens' role will be to continue to actively maintain neighborhood areas. The Village will continue to work to help ensure neighborhood needs are met.

The Land-Use Plan seeks to protect the overall pattern and arrangement of residential uses. It also encourages, however, a continued variety of styles of homes and environments to meet a wide-range of lifestyles.

A Diverse Business Community

Maintenance and improvement of the Village's business areas are critical to the continued success of our Village. The Plan calls for continued improvement and development of the Village's major commercial street corridors. This change will be an on-going process. The Plan establishes parameters for the overall organization and improvement to its commercial areas.

The Plan encourages continued commercial revitalization and improvement to occur in partnership with the Village of Oak Lawn. The financial resources of the Village to provide high quality services and facilities are directly related to the continued health and well being of the business community.

The Heart of Oak Lawn

The Plan places special emphasis on the continued evolution of the Heart of Oak Lawn as the Village's distinctive mixed-use central area. The Plan envisions the area becoming the Village's focal point noted by its distinguished design and mix of public and private land-uses. It emphasizes an intensively developed pedestrian scale environment, and will be the primary location where citizens gather in daily life as well as in celebration of key community events.

Superb Community and Cultural Facilities

The Village's reputation for high quality community services and facilities is secure under the policies and direction of the Plan. The Plan recognizes that while the emphasis of the services will continue to be "family" oriented, other needs will be addressed including those of youth and senior citizens. The Plan is necessarily flexible in this regard to permit response to unforeseen future needs.

A hallmark of a "full service" community are the cultural and entertainment facilities available to its citizens. The Plan encourages the development of cultural and entertainment facilities. These facilities will not only provide locally serving cultural opportunities to residents, but will also have a linkage to the business and investment culture of

The Plan is not a static document.... Continued community interest, participation and action will be necessary to give life to the plan and realize its aspirations over time.

the Village.

Community Accessibility

The Village's regional position, maintaining direct accessibility to the regional expressway system and Chicago's Loop, is vitally important to the economic health of the Village. Further, while regional roadway accessibility must be maintained, the Plan also calls for continued access to this system for local serving needs. The Plan also seeks to increase bicycle and pedestrian access within the Village and beyond. These improvements will facilitate both recreation and mobility goals for future living.

Community Participation

Residents, business, and other community based interests will continue to have access to the community. The Plan itself is the product of extensive participation by a range of community interests. The Plan's implementation, and most of the future successes of the community, will be derived from mutual agreement and action.

The Plan is not a static document. It is a program guide, subject to evolution and change as conditions warrant. Continued community interest, participation and action will be necessary to give life to the plan and realize its aspirations over time.

Part II

Oak Lawn Goals, Objectives, and Policies

Comprehensive Plan Oak Lawn, Illinois

This part includes the long-range goals and Objectives of the Comprehensive Plan. They are to be used in tandem with other plan components and recommendations.



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II.

Oak Lawn Goals and Objectives

To be effective, the Comprehensive Plan must respond to the expressed values and desires of the local community. Goals, objectives, and policies help to provide this focused guidance. These statements transform the collective values of the community into operational statements which are used, in part, as guidelines in the planning process.

Goals, objectives and policies each have a distinct meaning and purpose in the planning program:

Goals articulate long-range aspirations of the community. They are stated in terms that can promote agreement on major issues or needs necessary to support actions and strategies required to realize aspirations. They represent an end to be sought, although some may never be fully realized.

Objectives identify the types of initiatives that must be taken to realize goals. Objectives are stated to provide a means of measurement toward goal attainment.

Policies identify more specific courses of action required to achieve stated goals and objectives. Policies are intended to be more finite, measurable actions which can be undertaken by various interests in the community.

Policies are included in the long-range planning elements of the new Plan. The Goals and Objectives have been created around substantive topic areas for: General Goals; Village Image, Design and Identity; Housing and Residential Land

Use Areas; Commercial and Retail Development; Employment Land-Use Areas; Transportation; Community Facilities and Services; Parks and Recreation; Natural Environment; Intergovernmental and Organizational Coordination; Fiscal and Economic Development; and Program Administration.

A. GENERAL GOALS

The following general goals have been developed as a "guiding framework" for any future change in the community.

Goal 1

We will achieve a balanced pattern of physical growth and development in our community that provides for well designed, compatible and economically sustainable residential, business and employment areas.

Rationale

There is a high level of consensus in our community on the need to develop and redevelop sites in a manner which has long-term economic stability and meets the educational, social, employment and lifestyle needs of our citizens.

Goal 2

We will continue to develop as a physically distinctive and high-quality community.

Rationale

To continue to develop our own sense of community, there is a need to physically enhance and improve areas of our Village, particularly its major street corridors and down-

town. We expect this to be accomplished in the manner in which we design land-use areas as well as in the manner in which we coordinate and improve public facilities and services.

Goal 3

We will continue to enhance and improve the quality of life for our citizens through the provision of quality community facilities and services.

Rationale

In support of our identity as a strong residential community, we are committed to providing community facilities and services to meet our citizens' expectations.

Goal 4

We will forge and maintain strong public and private partnerships to capitalize upon and coordinate all resources and assets our community has to offer in carrying out plans, policies and programs.

Rationale

The Village of Oak Lawn seeks to continue meaningful and productive relationships with local organizations, civic groups, institutions and individuals to create awareness and understanding of community needs and potentials as well as to mobilize these organizations into action for change. This participatory philosophy is a central element in our strategic approach to community involvement and change.

B. VILLAGE IMAGE, DESIGN AND IDENTITY

Goal 1

We will develop a strong and positive physical community image through public and private improvements which enhance various physical features of the community and contribute to Oak Lawn's sense of place.

Objectives

1. Emphasize continued appearance improvements of the Village's major street corridors in ways which distinguish Oak Lawn from surrounding communities.
2. Improve and maintain the attractive appearance of all areas of the Village.
3. Encourage compatible and high-quality design and construction for all developments in the community, with an emphasis on quality site design and building orientation, and site improvements.
4. Complete the improvement of all local streets
5. Establish an improvement program which results in the development of physical facilities and features which distinguish Oak Lawn from surrounding communities.
6. Identify historical resources and seek ways in which they may be enhanced for future generations.

C. HOUSING AND RESIDENTIAL LAND-USE AREAS

Goal 1

We will provide a housing inventory and living environment which will accommodate anticipated future growth and maintain the overall character of the Village.

Objectives

1. Maintain public services and facilities necessary to ensure the long-term stability of all neighborhoods within the community.
2. Protect residential areas from encroachment by land uses which are incompatible or which may create adverse impacts.
3. Expand senior citizen housing options.
4. Continue to emphasize the low-density residential character of Oak Lawn.
5. Establish and apply a system of residential densities to establish the Village's preferences for the location, intensity and arrangement of its residential use areas.
6. Encourage new development and infill development which is complementary with the scale and character of surrounding residential uses.
7. Working with property owners and developers, seek a variety of housing types meeting the lifestyles and needs of the community.

Goal 2

We will make available high-quality and well maintained housing for all residents of the Village.

Objectives

1. Implement regular and active code enforcement in residential areas of the Village.
2. Express the economic importance of the diversity of the Village's housing stock and work to ensure neighborhood stability in all areas of the Village.
3. Work to keep local financial and lending institutions committed and involved in meeting all housing needs of the Village.

D. COMMERCIAL AND RETAIL DEVELOPMENT

Goal 1

We will encourage a compatible and market supportable system of commercial development that is organized to provide various goods and services within the community and the greater region which Oak Lawn serves.

Objectives

1. Designate and facilitate a Village-wide system of commercial development providing for neighborhood, community and regional commercial areas.
2. The Land-Use Plan should seek a quantity and mix of commercial and retail development which meets the needs of the Village over the planning period.
3. For the benefit of shopping patrons, ensure convenient access to and adequate parking within all commercial shopping areas.
4. Ensure that all retail, office and commercial activities are concentrated within or near areas of similar or compatible uses.
6. Ensure that commercial and retail development is compatible with neighboring land-use areas.

7. Encourage the design of new commercial development to facilitate a system of pedestrian access.
8. Identify and encourage the improvement or redevelopment of select commercial areas which are, or are becoming, functionally obsolete.
9. Implement regular and active property maintenance and code enforcement in commercial areas of the Village.

Goal 2

We will emphasize the Village's arterial street corridors as the primary commercial activity areas.

Objectives

1. Promote a healthy and mutually reinforcing mix of commercial, retail, institutional, municipal and transportation related uses along 95th Street.
2. Expand the range of commercial activities along 95th Street and Cicero Avenue
3. Support the development of a business organization which emphasizes meeting the business needs of 95th Street, Cicero Avenue and other corridor areas of the community.
4. Set physical development and improvement boundaries for the Heart of Oak Lawn and further define the physical and economic relationship between the Heart of Oak Lawn and other commercial areas.
5. Develop and improve the Heart of Oak Lawn as a key design and activity area of 95th Street, and the community as a whole.
6. Ensure that new development and redevelopment of private properties is in scale and de-

signed complimentary to existing development.

Goal 3

We will provide adequate off-street parking and loading facilities to serve non-residential use areas along 95th Street and Cicero Avenue.

Objectives

1. Identify general locations where additional private off-street parking and loading improvements may be appropriate and desirable along the commercial corridors.
2. Consider the possibility of providing additional public parking along 95th Street.

Goal 4

We will develop aesthetically pleasing and functionally well-designed retail and commercial shopping area environments.

Objectives

1. Encourage high-quality site development and amenities in commercial areas.
2. Encourage coordinated and shared vehicle access wherever possible.
3. Maintain a program that reasonably and uniformly regulates signage while providing for the identification of Village businesses.
4. Establish special design and improvement standards for commercial areas, particularly for development along the community's major corridors.
5. Work with commercial property owners and managers to ensure economic vitality and stability in

all commercial shopping areas of the Village.

E. EMPLOYMENT LAND-USE AREAS

Goal 1

We will maintain and expand the employment base within the community which enhances the overall standard of living.

Objectives

1. Encourage diversification of employment opportunities within the community.
2. Ensure compatible land-use relationships between employment development and surrounding land-use areas.
3. Seek to attract new business and employment which provides opportunity for improving individual and community wealth.
4. Maintain and enhance local efforts for employment retention and facilitate the expansion and development plans of local industrialists.
5. Require all new employment development to meet performance standards for noise, air, odor and other forms of environmental pollution.
6. Encourage new development and redevelopment to correct platting, access and other deficiencies. This will provide for standard sized and configured development parcels in previously platted areas or sites of existing underutilized parcels.

F. TRANSPORTATION

Goal 1

We will improve our transportation system to provide for safe and efficient movement of vehicles, pedestrians and cyclists.

Objectives

1. Protect the function of the overall street hierarchy within the community through effective access and land-use controls.
2. Implement traffic management strategies which will minimize the impact of peak traffic flows in the Village.
3. Enforce consistent street development criteria for each class of street within the Village.
4. Ensure adequate road surface conditions to accommodate required traffic volumes.
5. Ensure adequate capacity and safe design of street intersections and interchanges.
6. Coordinate land-use and transportation planning to maximize and direct land-use opportunities created by major transportation facilities within and around the Village.
7. Design transportation facilities to provide a high aesthetic value and quality.
8. Discourage nonlocal traffic in residential neighborhoods.
9. Work with the Oak Lawn Park District who shall have responsibility in implementing a community-wide Bikeway Plan.
10. Complete sidewalk and street light improvements in areas lacking these facilities.
11. Provide adequate street lighting in order to minimize potential traffic conflicts.

12. Ensure adequate resources for maintenance of streets and public rights-of-way in the Village.

Goal 2

We will ensure the residents of the Village of Oak Lawn reasonable access to public transportation.

Objectives

1. Encourage public transportation providers to meet the needs Oak Lawn residents and businesses.
2. Provide sufficient commuter parking to serve the Oak Lawn Metra passenger railroad station.
3. Work to meet the Village obligations under the Intermodal Surface Transportation Efficiency Act (ISTEA).

G. COMMUNITY FACILITIES AND SERVICES

Goal 1

We will help to ensure the overall cost-effective and efficient delivery of utilities, including water, waste water collection and treatment, stormwater, solid waste disposal, solid waste recycling, electricity, natural gas, and communications.

Objectives

1. Continue to provide for adequate water supply to all areas of the Village.
2. Provide for adequate waste water collection and disposal services to all areas of the Village.
3. Conduct a Village-wide storm water management study defining short- and long-range improvement needs.
5. Ensure the water distribution system provides adequate water

storage and pressure for fire protection for all areas of the Village.

6. Ensure adequate resources for and maintenance of Village utilities and facilities.

Goal 2

We will ensure high-quality municipal, educational, and library facilities and services to all residents of the Village of Oak Lawn.

Objectives

1. Continue to provide adequate Village public services including, but not limited to, police and fire protection, public works, utilities, emergency medical services, and administration.
2. Ensure that new public sites and buildings are designed as "landmark structures" that will enhance the appearance and quality of the Village.
3. Work with Library officials to ensure adequate facilities meet future demand.
4. Seek the designation of elementary school district boundaries, or the reorganization of attendance centers to allow Oak Lawn residents to attend school in Oak Lawn.
5. Support the continued presence of the Library in the Heart of Oak Lawn.

H. PARKS, RECREATION AND OPEN SPACE

Goal 1

We will encourage the preservation and development of an adequate parks and recreation system to serve the needs of Oak Lawn residents.

Objectives

1. Work with the Oak Lawn Park District to seek adequate neighborhood and community park and recreation sites and facilities.
2. Establish locations for open space which contribute to a pleasing and economically viable community-wide development pattern.
3. In concert with the Oak Lawn Park District, monitor local community needs and perceptions and develop new recreational facilities and services which respond to specific desires of Village residents.
4. Work with the Oak Lawn Park District to improve park, recreation, and bicycle facilities which are sensitive to natural and human-made environmental features.

I. NATURAL ENVIRONMENT

Goal 1

We will seek to protect natural resources which enhance the quality of life and provide a balance between human-made and natural areas.

Objectives

1. Continue to promote local awareness of environmental issues.
2. Work with appropriate agencies to ensure that standards for air quality are met.
3. Promote appropriate land-use activities in flood-prone, flood hazard and wetland areas.
4. Protect important hydrologic features such as streams, ponds, flood plains and drainage

ways, all of which affect other natural processes.

5. Encourage the preservation and protection of areas characterized by a number of overlapping environmental and natural features, such as woodlands, wetlands, rivers and other features.

J. INTERGOVERNMENTAL AND ORGANIZATIONAL COOPERATION

Goal 1

We will encourage the coordination and cooperation among federal, state and local agencies and organizations potentially having interest in Oak Lawn to ensure the greatest level of efficiency and effectiveness in the provision of municipal services.

Objectives

1. Coordinate with surrounding communities and county and regional agencies to ensure continuity and consistency of overall community planning and development activities.
2. Establish meaningful lines of communication with those agencies and organizations that can assist the Village in meeting its overall planning objectives, and work to secure participation of these agencies and organizations in realizing mutual objectives.
3. Continue to seek cooperative working relationships with adjoining communities in the financing of local community facilities and services.
4. Continue to seek grants, loans and other sources of intergovernmental funding transfers.

5. Work cooperatively with adjoining communities regarding mutual concerns and needs in improving the overall appearance and economic health of the Village's major street corridors.
6. Continue to encourage communication and collaboration among service providers to provide the most efficient and cost effective services possible.

K. FISCAL AND ECONOMIC DEVELOPMENT

Goal 1

We will achieve economic prosperity by maintaining and enhancing our diversity of new commercial, office, office research, distribution and light manufacturing uses.

Objectives

1. Coordinate planning and economic development activities in a manner which provides regular opportunities for contact between business and development interests within the Village.
2. Seek opportunities for new employment growth through the retention and expansion of existing Oak Lawn employers.
3. Target and selectively recruit growth firms that will strengthen or develop local concentrations of similar and related firms.
4. Ensure that new development pays its fair share of public facilities and service costs which are attributable to the demand for additional facilities or services as a result of new development.
5. Continue to provide resources for maintenance of the Village's physical facilities.

L. PROGRAM ADMINISTRATION

Goal

We will implement, monitor and update the Comprehensive Plan.

Objectives

1. Make available existing and/or new financial resources to implement the Comprehensive Plan.
2. Establish a process for the regular review and update of the Comprehensive Plan.
3. In the Comprehensive Plan review and amendment process, the Planning and Development Commission should consider any input and involvement of the Village Board, the various Village committees, local organizations, and individuals.
4. Identify and engage agencies and organizations willing to share in the responsibility for active implementation of the Plan.

Part III
**Prepared for the Future -
Long-Range Plan**

**Comprehensive
Plan**
Oak Lawn, Illinois

*The Long-range Plan includes poli-
cies and recommendations guiding:
1) land-use and development; 2)
transportation and 3) community fa-
cilities.*



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III.

A Look to the 21st Century - The Oak Lawn Long - Range Plan

THE LAND-USE PLAN

The Long-Range Land-Use Plan establishes the Village's intentions with respect to the type, location, scale, and design of the various future land-use areas within the Village. The Long-Range Land-Use Plan Map, Figure 1, is to be used in combination with the various strategies, policies and recommendations throughout the plan. There are strong interrelationships and dependencies among land-use, transportation, and community facilities improvements, and these will be considered collectively in the day-to-day use and administration of the Plan.

The Long-Range Plan includes an introduction to our overall desired development pattern, and recommended policies and actions for residential, commercial, industrial, and public land-use areas, subarea plans and Corridor Design and Improvement Principles. It is specific enough to guide day-to-day development decisions, yet is flexible enough to allow for modification and continuous refinement.

A. FUTURE DEVELOPMENT PATTERN

The Land-Use Plan provides a guide for future land development decisions within the community. It identifies which lands should be utilized for residential, commercial, business, industrial, and public land-use activities. The Plan also de-

scribes interrelationships between various land-use areas, and the types of projects and improvements desirable within each.

Key features of the Land-Use Plan are listed below.

1. Stable Residential Neighborhoods

The Plan seeks to ensure residential neighborhoods continue to be well served by facilities and services, and high quality appearance and image. The Plan discourages the introduction of incompatible uses in existing neighborhood areas.

2. An emphasis on neighborhood area improvement programming.

Neighborhoods in Oak Lawn form a basic social unit which should be used in the development and improvement process. The includes ways in which neighborhood interests will remain a part of future change in the community.

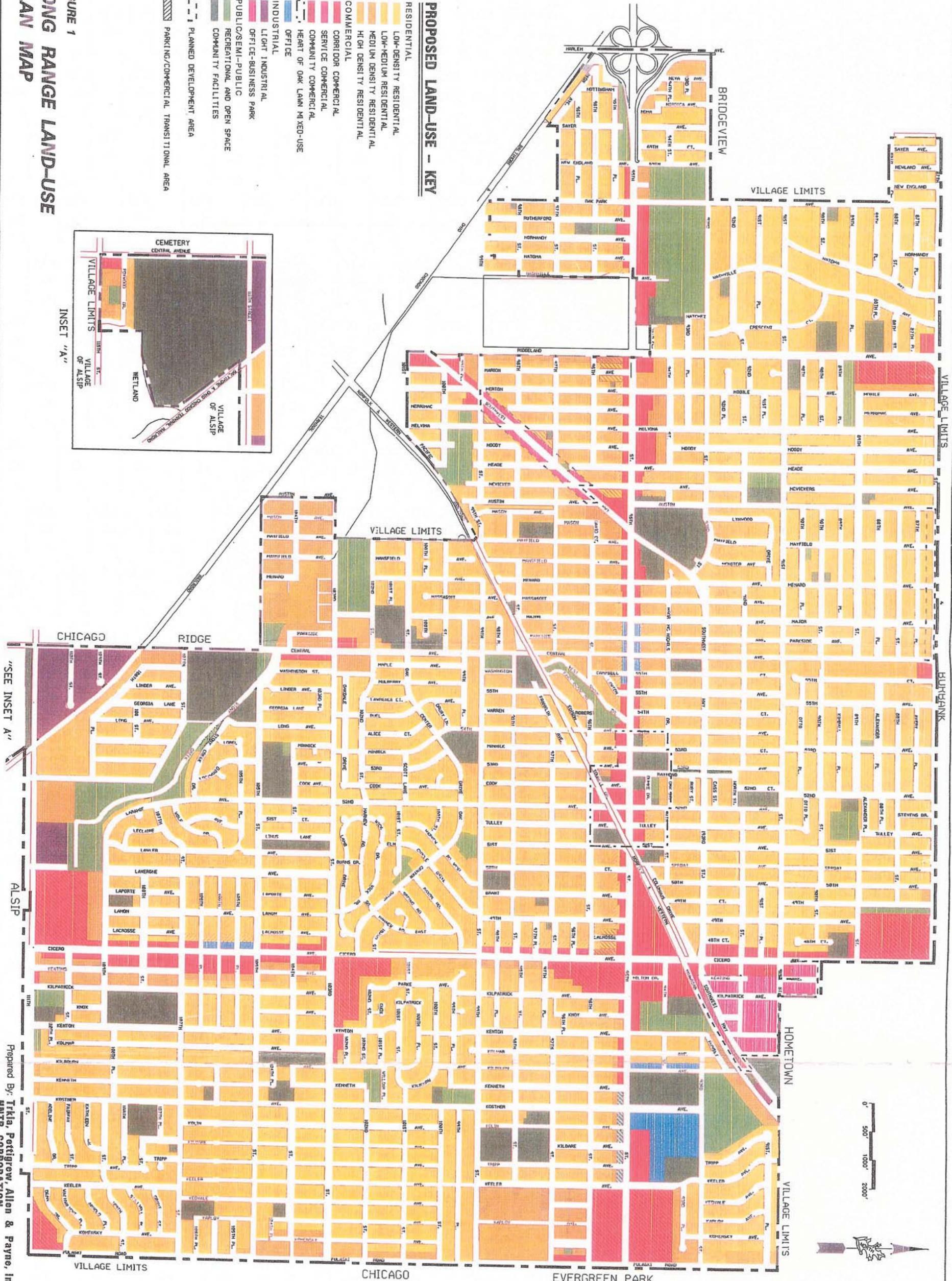
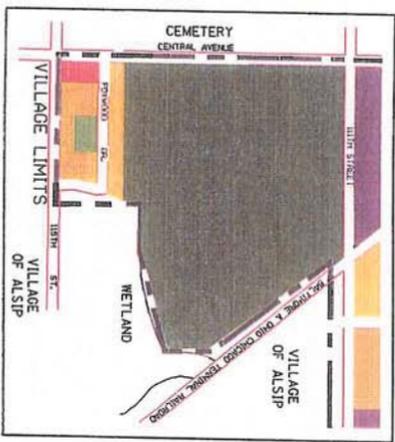
3. Redevelopment is the Vehicle of Change.

The Plan anticipates that redevelopment will be a significant vehicle for change and is to be harnessed in a productive manner to meet Village goals and objectives.

The Land-Use Plan provides a guide for future land development decisions....The Plan also describes the interrelationships between various land-use areas and the types of projects desirable within each.

FIGURE 1
LONG RANGE LAND-USE
PLAN MAP

- PROPOSED LAND-USE - KEY**
- RESIDENTIAL
 - LOW-DENSITY RESIDENTIAL
 - LOW-MEDIUM RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - COMMERCIAL
 - CORRIDOR COMMERCIAL
 - SERVICE COMMERCIAL
 - COMMUNITY COMMERCIAL
 - HEART OF OAK LAWN MED-USE OFFICE
 - INDUSTRIAL
 - LIGHT INDUSTRIAL
 - OFFICE-BUSINESS PARK
 - PUBLIC/SEMI-PUBLIC
 - RECREATIONAL AND OPEN SPACE
 - COMMUNITY FACILITIES
 - PLANNED DEVELOPMENT AREA
 - PARKING/COMMERCIAL TRANSITIONAL AREA



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4. **Strong and Vital Commercial Use Areas** The Plan emphasizes the importance of maintaining viable and active commercial areas. This is to be accomplished by a partnership between the Village and business community.
5. **High Quality Image and Appearance.** As Oak Lawn continues to mature, the Plan makes provisions for a continued high quality image and appearance.
6. **Responsive Local Services.** Oak Lawn residents and business will continue to benefit from high quality services and facilities. There is also an emphasis on a continued high level of intergovernmental cooperation.
7. **Planned Development.** The Land-Use Plan emphasizes the planned development approach. The technique permits the Village to consider the unique aspects of each development within its setting and work with property owners, developers and citizens to realize mutual needs.

This overall land-use pattern provides the basic framework for the specific land-use recommendations which follow.

B.
RESIDENTIAL LAND-USE

Oak Lawn has traditionally been a strong and desirable residential community. The Land-Use Plan strives to strengthen and reinforce existing residential areas and promote quality new residential development in select areas of the community. Policies for guiding improvement and development within residential areas, and specific recommendations for the

type and location of new residential development are provided below.

RESIDENTIAL LAND-USE POLICIES

The following policies should be used to guide improvement and development within residential areas:

- R1 **Protect and enhance the identity and character of residential neighborhoods.** The existing visual and environmental character of Oak Lawn's various residential neighborhoods should be preserved and enhanced. Much of the Village's overall image and identity is due to the unique character of its neighborhoods.
- R2 **Continue property maintenance programs.** As Oak Lawn continues to mature, the maintenance of housing areas will become an increasingly important factor in community quality and image. This requires the community to place special emphasis on the code enforcement function of the community to actively encourage residents to maintain property. The Village should undertake a "preventive" approach through working with property owners in the early stages of deterioration when problems are easily solved.
- R3 **Provide high quality services and facilities to all residential areas.** The Village should continue to provide the highest affordable level of municipal services to all residential areas. This should include facilities and improvements programming based on neighborhood area needs.
- R4 **Discourage nonresidential traffic in residential areas.** Residential areas should be served by a safe and

convenient circulation system with streets and roadways relating to and connecting with existing streets in adjacent areas. However, residential traffic should be separated from non-residential traffic wherever possible. The Transportation Plan discusses the relationship between local residential streets and other community areas in more detail.

R5 *Wherever possible, encourage Planned Developments.* The planned development approach gives the Village maximum control over residential area design and development, and also gives the potential developer flexibility and incentives for creative and high-quality development.

R6 *Encourage a range and diversity of housing types.* New medium- and high-density areas should be developed as overall, planned residential environments. Within larger development areas, a range of housing types should be encouraged, with each area sharing a common character and unified environment.

R7 *Encourage the provision of senior citizen housing.* As the community's population ages, there is a need to provide alternative housing opportunities for both empty nesters and senior citizens.

R8 *Encourage unique and distinctive residential living environments.* Innovative planning and design techniques in both housing construction and land development should be actively encouraged as a means of conserving land and energy, improving the pattern and quality of residential environments,

and reducing development and public service costs.

R9 *Amend the zoning ordinance to reflect the policies and objectives of the new Land-Use Plan.* In particular, zoning provisions related to densities, lot sizes, and zoning district classifications should be reassessed.

R9 *Regularly examine and review building and other municipal codes.* It is important to ensure building, housing and other codes are effectively meeting the needs in the community and are responsive to acceptable technological changes in material and construction practices. However, the highest quality construction possible is sought.

RESIDENTIAL LAND-USE AREAS

The Land-Use Plan promotes a balanced mix of housing within the community which would allow for a wide range of housing types and residential densities. The Plan includes four residential area designations. These include:

- ◆ *Low-Density Residential* - a residential area permitting detached dwellings with a gross density of two to four dwelling units per acre. This classification would embrace single-family dwellings.
- ◆ *Low - Medium Density Residential* - a residential area with a gross density of five to eight dwelling units per acre. Typical dwelling types include the attached dwelling, or townhome or duplex dwellings.
- ◆ *Medium-Density Residential* - a residential area with a gross density of eight to twenty dwelling units per acre. This range of density generally

includes coach homes, manor homes, and 2-3 story apartment buildings.

- ◆ *High-Density Residential* - a residential area with a gross density of more than twenty dwelling units per acre. This density typically includes more intensive high-rise apartment uses.

The following paragraphs briefly discuss the geographic locations for each of these land-use areas.

Low-Density Residential Areas

Low-density residential areas will continue to be the dominant land-use category in terms of overall acreage of land in the community. While single-family neighborhoods are essentially built-up, a few vacant parcels are scattered throughout the existing community where new low-density residential development should occur in the future. In general, new development should be of a scale and character similar to and compatible with existing homes in the immediate area. Subject to a recent annexation, the only new low density residential area is located in the most southern extension of the Village.

Future low-density residential development is likely to come as a result of redevelopment of existing low density residential areas. While the Village anticipates this activity to continue Village-wide, it is anticipated to be most extensive in the north western area. The location of this area is illustrated in Figure 2. Unlike other areas of the Village, this location includes a high concentration of large parcels which may be subject to change or division in the future.

While the Village should anticipate and generally encourage replacement and new housing stock in the Village, a num-

ber of concerns have been raised regarding the manner in which this has occurred. Because change is occurring as a result of resubdivision, existing homes in good condition are demolished in favor two or more new homes. This has often resulted in: 1) increased residential densities; 2) a premature demolition of otherwise stable and habitable housing stock; and 3) the development of new stock which is often considered to create monotony in housing styles and appearance.

For the future, the Village will work with residential builders and developers to encourage a diversity of construction, appearance and styles of new homes to maintain the diversity of character of housing in the Village.

Low - Medium Density Residential Areas

Low - medium density residential development areas are recommended at selected locations near high-intensity activity areas, or at key infill locations. Low-medium density residential areas are intended to promote a low density duplex or attached dwelling units.

A number of locations have already been developed for these uses. The Long-Range Land-Use Plan encourages continued maintenance and improvement of these areas. Further, the Plan introduces a new area located generally between Kilbourn and Kenton Avenues north of 95th Street. This single family area is strongly impacted by surrounding non-residential uses, has access to a number of existing recreation facilities, and would be suitable for increased density. The Plan encourages new duplex or attached housing construction, and discourages the conversion of existing single family detached structures.

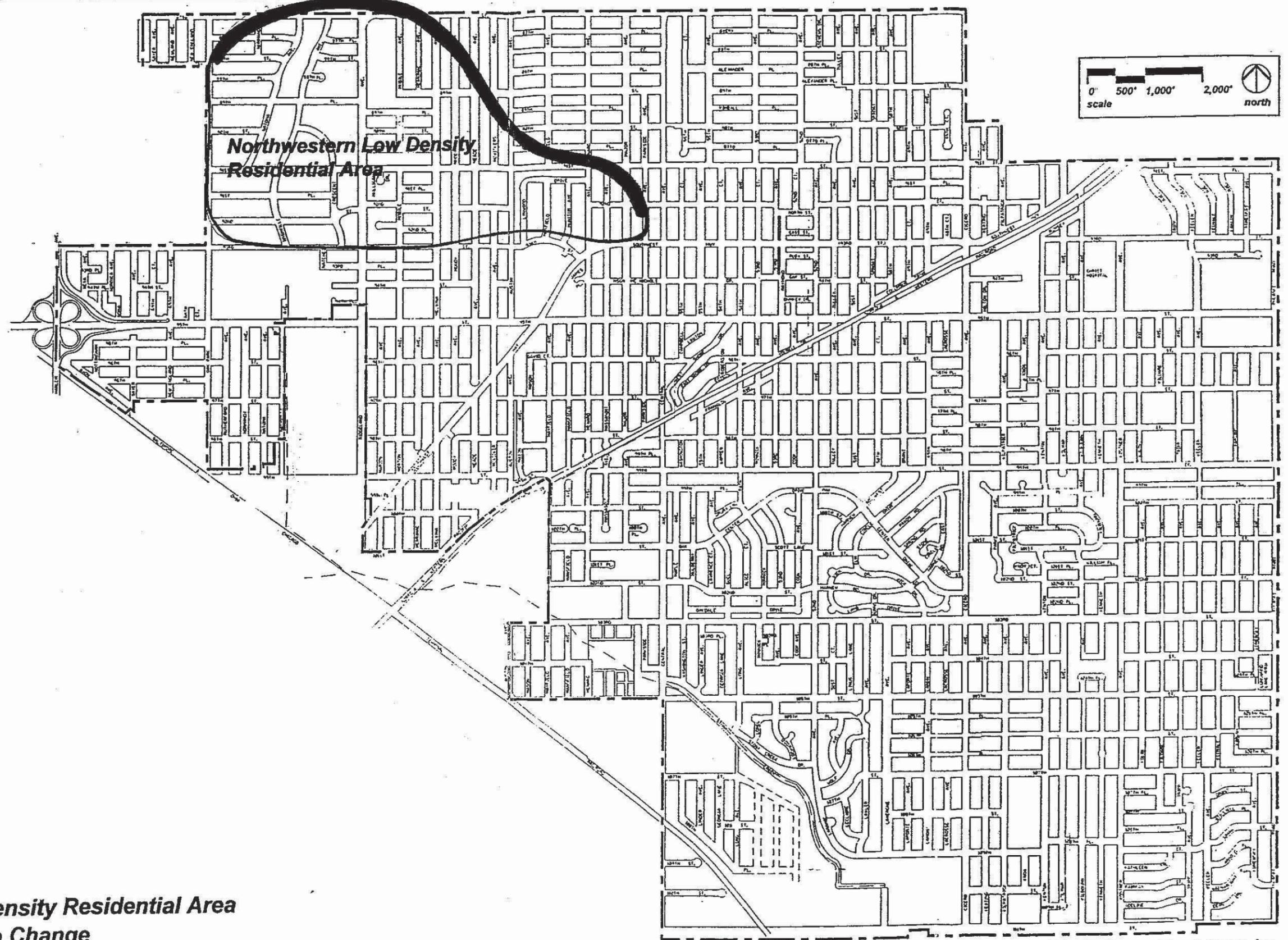


Figure 2
Northwestern Low Density Residential Area
Potentially Subject to Change

Prepared by: Trkla, Pettigrew, Allen & Payne, Inc.

Medium-Density Residential Areas

Medium-density residential development are planned at a number of locations. Most of these areas are already occupied by existing medium-high density residential uses. The Plan encourages these uses to remain and in the future, be served with additional open space, if feasible.

The Comprehensive Plan recommends a few new medium-density residential areas. These include: 1) the area across and south of the Christ Hospital along 95th Street; 2) the area along 94th Street between Melvina and Meade Avenues; and 3) 87th Street between Austin Avenue and Central Avenue.

The south side of 95th Street is planned for both multiple family use and/or office use. This mix can occur in a number of ways. Medium-density residential uses may occupy floors above office uses or they may constitute free standing buildings in the area. These improvements should occur in a planned setting. Ideally new development and redevelopment would be undertaken for an entire block frontage to ensure compatible land-use arrangement and convey a unified image along the corridor frontage.

The area along the south side of 94th Street between Melvina and Meade Avenues is planned for a medium density residential use as a transition between planned commercial expansion to the south and the low density residential uses to the north.

Block frontages along the south side of 87th Street lying between Austin Avenue and Central Avenue are planned for medium density residential use. A substantial portion of these previously developed locations are subject to change and are planned to be redeveloped for medium

density residential uses. It is essential that redevelopment occur on a planned and coordinated basis and include the entirety of each block front designated for this use. Redevelopment should be subject to an overall redevelopment plan accounting for planned and unified access transitional areas open space, refuse and other site improvement factors. Proposed development plans should also demonstrate creativity and diversity in both site development and architectural schemes.

High Density Residential Areas

The Comprehensive Plan encourages existing high-density residential locations be maintained and improved in the future. In 1990 the Village maintained 4,335 housing units or twenty percent of the total number of housing units in the entire Village within high density residential areas. High density areas occupy only one percent of the total land area of the Village. A high level of consensus was reached in the development of the Comprehensive Plan that new high density residential development locations would be incompatible with the character of the remaining development areas of the Village. The density ranges offered in the remaining residential use areas offered substantial opportunity for a mix of densities and housing types to meet community needs over the next ten to fifteen years.

The only exceptions to this is the provision of necessary and desirable senior citizen housing which may be arranged under of a variety of densities in the future.

NEIGHBORHOOD AREA IMPROVEMENTS AND SERVICE PROGRAMMING

The needs for facilities and services within Village neighborhood areas will likely change over time. The Comprehensive Plan recommends these improvement needs be monitored on a neighborhood basis. While service adjustments and capital improvements would be provided as part of the annual budget and capital improvements program, needs would be identified on a neighborhood basis. This approach can help keep citizens involved and committed to their neighborhood areas.

C. COMMERCIAL LAND-USE

The Land-Use Plan strives to strengthen and reinforce the role and function of existing commercial areas within Oak Lawn and promote high-quality new commercial development in selected locations. Particular sensitivity is given to the Village's major street corridors as they are the site of the vast majority of retail and commercial development.

COMMERCIAL DEVELOPMENT POLICIES

The following policies should be used to guide improvement and development within all commercial and retail areas. These policies are supplemented by the and Corridor Design and Improvement Principles contained in section III-E.

C1 *Protect and enhance the commercial land-use function of the 95th Street and Cicero Avenue Corridors.* Future land-use planning decisions should recognize the 95th Street and Cicero Avenue corridors functioning as regional and community retail locations. In particular, future retail plans and projects

should consider the potential impacts to the competitive health of this area.

C2 *Establish a dominant function and role for future commercial land-use areas.* High-quality new commercial development should occur at selected locations in the future. While many commercial areas could include a mix of uses, the Land-Use Plan recommends that most new commercial areas be characterized by a dominant function, such as retail, office or service commercial uses. This organization is reinforced by travel patterns surrounding land-uses, and community-wide needs.

C3 *Encourage maintenance and improvement of existing commercial areas.* Existing commercial areas should be improved and upgraded as required. Particular emphasis is given to neighborhood commercial locations. Overall access, parking and environmental improvements should be undertaken where necessary. The negative impact of commercial areas on other land-uses should be minimized. Selected existing commercial areas may undergo growth and expansion, as called for in the Land-Use Plan.

C4 *Ensure that the design of commercial development supports and does not conflict with the adjoining street system.* Since most commercial areas are located along the Village's major thoroughfares, access to commercial properties should be carefully designed to minimize conflicts with through traffic movement. The consolidation of access drives for several individual properties should be encouraged. Commercial areas should be de-

signed so that no direct vehicular access is provided between them and abutting residential areas.

C5 **Encourage integrated and "shared" parking and circulation designs among commercial developments.** Adequate off-street parking and loading facilities should be provided within all commercial and office areas. The consolidation of parking and loading facilities for two or more individual uses should be encouraged. "Shared parking" should be encouraged where possible, particularly within mixed-use development areas.

C6 **Improve and upgrade the image and appeal of commercial areas along commercial street corridors.** The overall image and appearance of existing commercial and office areas should continue to be upgraded and improved. Much could be done to improve commercial area lighting, landscaping, signage, and pedestrian conveniences which would not only help upgrade property, but also unify the overall appearance of corridors. Improvement policies are discussed in greater detail under the *Corridor design and Improvement Guidelines*.

C7 **Ensure the highest quality of new construction and design.** The design and appearance of buildings, site development, landscaping, signage and graphics, and street furniture should all be of special concern. New commercial construction should promote a distinct image and identity for individual development areas.

C8 **Integrate open space opportunities for visual and activity "relief"**

in commercial development. Open space features should be incorporated into major new commercial and office development projects. These should include the preservation and enhancement of natural environmental features, as well as the provision of new open areas, squares, plazas and courtyards as focal points for pedestrian activities.

C9 **Commercial areas should not adversely impact adjacent residential areas.** Screening and buffering should be provided, including landscaped setbacks, high quality brick fencing, and open space areas. Commercial operations, including traffic and parking, should not be allowed to affect neighborhood quality. Noise, safety, and overall maintenance of commercial properties should also be carefully controlled.

C10 **Permit desirable expansion and redevelopment in commercial areas.** The future economic health of the Village is dependent upon the continued adaptation and improvement of its commercial areas. The Commercial area redevelopment and Corridor Improvement recommendations should be carefully followed in this regard.

C11 **Establish Commercial Area Design Guidelines and Improvement Standards.** These standards and guidelines would set forth community expectations with respect to both public and private improvements. For example, this could include a unified system for the design of signs.

C12 **Continue to encourage the expansion of the supply of parking in commercial areas, particularly along 95th Street.** The Village

should continue to take an active role in identifying parking needs and assisting in the design and improvement of its off-street parking and loading areas.

C13 Continue to make municipal resources available for improvements within commercial corridor areas. Facade improvements, streetscape improvements, off-street parking, land acquisition and other programs which will provide functional and appearance enhancements to the commercial areas should continue in the future.

C14 Assist and facilitate the expansion and development plans of local businesses and entrepreneurs. Encourage Oak Lawn retailers to organize and identify ways which they can strengthen their competitive position within the larger market in which the community competes. A stronger local business organization with increased visibility within the metropolitan area will foster a more positive identity in the community and encourage investment.

C15 Assess the adequacy of the Zoning Ordinance and other regulations to carry out the policies of the new Plan. The development regulations of the community should be assessed periodically to ensure that development and redevelopment of new and existing commercial areas are meeting the intent of the Comprehensive Plan.

COMMERCIAL LAND-USE AREAS

The Land-Use Plan includes recommendations for the improvement of existing commercial areas, and the development of compatible new commercial areas.

The Comprehensive Plan identifies the function and role of these areas within the community to provide an overall "system" of commercial development. It reinforces the organization of commercial areas along the Village's major street corridors. This classification includes:

- ◆ *Corridor Commercial Areas* -- a commercial area which provides products and services to meet daily living needs, as well as comparison shopping goods.
- ◆ *Community Commercial Areas* -- The community shopping area provides goods and services to several different neighborhood and development areas. While it may have a food or drug store, it also includes a range of retail and other uses, and is frequently anchored by a small department store. Community shopping areas should be located at the intersection of arterial streets and be easily accessible from the surrounding community.
- ◆ *Commercial Service Areas* -- The commercial service area provides for a number of general commercial activities. In addition to retail uses, the commercial service area is intended for contracting, printing, and related business service uses. Commercial Service areas will vary widely in size and scale. Commercial Service uses are also intended to be developed in planned settings and be compatible with surrounding residential land-uses.
- ◆ *Heart of Oak Lawn Mixed-Use Area* - includes the more historic, central business area of the Village of Oak Lawn, generally flanking the north and south sides of 95th Street between 54th Avenue and 51st Avenue.

- ◆ *Office Area* -- An office area is a commercial area in which office and office related uses dominate.

The Comprehensive Plan has made plans for the future development and improvement of its commercial areas, and these are described below:

Community Commercial Areas

The Comprehensive Plan emphasizes the continued protection and reinforcement of its seven community commercial areas. These include planned shopping areas the following street intersections: 1) 95th Street and Pulaski Avenue; 2) 95th Street and Cicero Avenue; 3) Cicero Avenue and 111th Street; 4) Pulaski Avenue and 111th Street; 5) Cicero Avenue and 103rd Street; 6) Cicero Avenue and 87th Street; and 7) 87th Street and Ridgeland Avenue.

Each of these locations, as depicted in Figure 1, include larger scale, unified shopping center development. In the future, the Plan emphasizes the following policies with regard to these locations:

1. Any future redevelopment or outlot development should maintain and integrated internal vehicle access and circulation system serving the area as a whole.
2. The Village and property owners should continue to work together to continue to improve the landscape appearance of the overall site and improve transition areas where these areas adjoin residential properties.
3. Signage should maintain a unified "theme" for each location, as opposed to individual and unrelated signage.

4. Drive-in and drive through facilities should be directed away from, or be concealed from, the view along public streets adjoining the overall development.
5. Off-street loading and refuse enclosure areas should be also concealed from view of public street right-of-way.
6. Outlots should be strategically placed to maintain motorists visibility to the main shopping center. Building development on outlots should emphasize the placement of building and landscaping improvements oriented to the street right-of-way to maintain or enhance the image and appearance of the center.

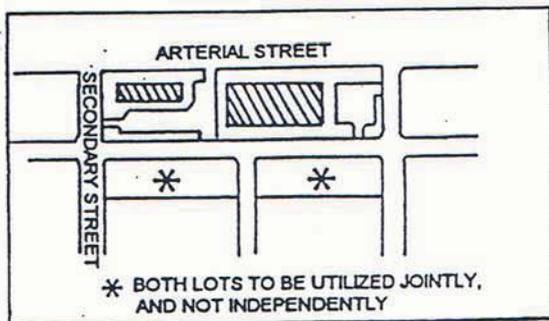
Corridor Commercial Areas

Most of the Village's commercial areas are located within a Corridor Commercial area. While generally stable and viable today, Corridor Commercial locations will continue to require special attention on behalf the Village, in collaboration with the property owners and the business community. This is due to the need to provide contemporary and functional building spaces, convenient and adequate off-street parking, improved commercial area access and circulation patterns, and enhanced image and appeal.

This on-going revitalization is expected to occur in a number of ways including: property maintenance, facade renovation, parking and circulation improvements, and when required, complete redevelopment. The Corridor Design and Improvement Principles, discussed in Section III-E., describe in more detail means by which commercial area improvements should occur.

Improvements within the majority of these areas will occur roughly within the current boundaries of commercial use, with parking permitted within 100 feet depth, or two lots (whichever is greater) beyond the current commercial area boundary. The Village may also consider the expansion of commercial uses within 100 feet or two lots beyond current commercial areas, under conditions deemed appropriate.

The locations where this change may be appropriate are indicated as "parking/commercial transitional areas" on Figure 1, *Long-Range Land-Use Plan Map*. This approach will permit adequate space for development and redevelopment in the future as well as continue to protect adjoining residential land-uses. Where this configuration is permitted, it should extend a uniform distance into the adjoining residential area, as illustrated below.



There are, however, a number of locations where Corridor Commercial development might be permitted to expand beyond its present configuration. These areas, or "nodes" lie at the intersection of major street corridors where land-use patterns may be subject to change in the future.

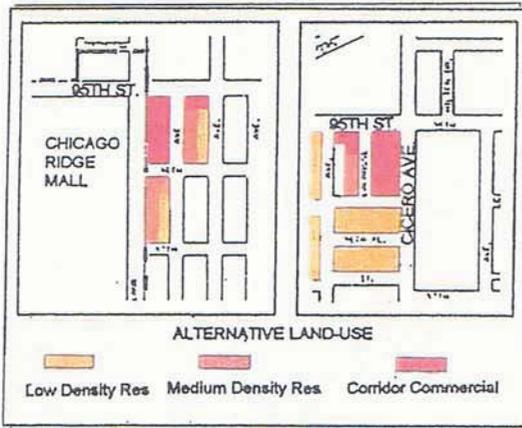
These potential locations include: 1) the southeast corner of 95th Street Ridgeland Avenue; 2) the southwest corner of 95th Street and Southwest Highway; and 3) the southwest corner of 95th

Street and Cicero Avenue. The scale of development and redevelopment of these locations are illustrated in Figure 1. Because of the proximity of these locations to residential uses, any proposed redevelopment should demonstrate to the satisfaction of the Village, the following conditions:

1. A unified development plan which establishes the basis for all proposed public and private improvements.
2. An access and circulation plan which does not extend access points in the adjoining neighborhood area for either patron or service access.
3. The eventual removal and redevelopment of surrounding single family detached dwellings to medium density multiple family residential. The establishment of this use at the perimeter of the commercial site will help to create a stable, long term land-use transition.
4. A substantial transitional screening yard which protects surrounding residential properties from potential noise, light and visual impacts of the development.
5. An acceptable design scheme which emulates the traditional five foot building line development pattern along the corridor (see Corridor Design and Improvement Principles).
6. That a market exists for the scale and configuration of proposed space and that major tenants have committed to the project.
7. That the Village receive compensation for any vacated street right-of-way, as it deems appropriate. Two locations assume the need to vacate right-of-way (Ridgeland and Cicero

Avenues) to enable the possibility of a unified development scheme. Development should not be permitted unless right-of-way is vacated to advance a unified plan.

An alternative land-use scheme to the preferred scheme illustrated in Figure 1 is illustrated below. The scheme assumes a somewhat smaller commercial redevelopment area. As applicable, the principles described above would also apply in this alternative.



Allowing the opportunity for redevelopment in these key node areas will provide opportunity for continued growth and diversification the Village's commercial base while at the same time protecting the overall investment made in existing commercial areas.

Heart of Oak Lawn Mixed-Use Area

The Comprehensive Plan places special emphasis on developing and enhancing the Heart of Oak Lawn. This area is generally bounded by 54th Avenue on the west, 51st Avenue to the east, Oak Street to the north and 96th Street to the south. The boundary for the Heart of Oak Lawn and related land-use and development improvements are illustrated in Figure 1. The Comprehensive Plan encourages the Heart of Oak Lawn to

continue to remain a mixed use focal point for the Village. Future improvement to the Heart of Oak Lawn should distinguish this area from the remainder of the community by its public and private land-use mix, unified design and improvement scheme and special streetscape improvements along 95th Street.

The Comprehensive Plan emphasizes the importance of maintaining and improving the Heart of Oak Lawn as the Village's civic and business focal point. Through its pattern of development and design, it will become unquestionably recognized as the key activity center for the community.

There are a number of improvements which require the cooperation among public and private interests. These include:

1. Completion of private redevelopment and public improvements as generally illustrated in Figure 3, *Heart of Oak Lawn Improvement Concept*.
2. Encourage a mix of quality retail, office restaurant and related uses.
3. Establish a cohesive physical image for the Heart of Oak Lawn which builds upon the following considerations:
 - ◆ A widened sidewalk along 95th Street with improved landscaping.
 - ◆ Facade improvements for properties to remain along 95th Street.
 - ◆ Enhanced pedestrian linkages on a north-south access across 95th Street.

- ◆ A more direct integration of the Metra commuter facilities in the physical design of the area.
- ◆ Improve the backs of stores and rear parking areas to make them more inviting to business patrons.
- ◆ Retain Cook School as a civic cultural focus in the southern area of the Heart of Oak Lawn.
- ◆ Expand the availability of both business and commuter parking.

4. The triangular area located between 95th Street and the railroad east of Cook Avenue is a candidate for redevelopment. Large portions of the area are vacant or underutilized, permitting the possibility of reorganized and unified development of the area. This could include the establishment of a "landmark" feature at the far eastern entry location, improved pedestrian and traffic circulation under an urban design scheme which respects the "in-line storefront" experience while adding new amenities.

As part of the follow-up activities to the implementation of the Comprehensive plan, the Village should undertake an update to its master plan for the Heart of Oak Lawn to respond to changing conditions in the area as well as the recommendations of the new Plan.

Service Commercial Areas

Service commercial areas are recommended in transitional areas along Southwest Highway and Cicero Avenue. The Southwest Highway Service Commercial area extends between 97th and 99th Streets. Because physical conditions within this area have been in a state of decline, the Village should encourage investment and improvement of properties. Some properties would benefit from

demolition and clearance to permit re-establishment of contemporary space. To the extent possible, outdoor storage of products and equipment should be precluded.

Any redevelopment should occur on a planned and coordinated basis. To the extent possible, where redevelopment occurs on a portion of a block face, the Village should encourage plans for redevelopment or improvement of an entire block frontage and ensure coordinated access, parking and circulation.

Two isolated locations are shown for possible extension of commercial service use into residential use area. A condition of any change to commercial use for these sites are that they be included as part of a unified improvement plan for the entire block. Any unified plan should not permit any new direct access which further penetrates the neighborhood area. New development should provide adequate transitional screening between residential uses.

The second location, the west side of Cicero Avenue between 96th and 99th Streets is recommended for a mix of corridor and service commercial uses. This area is somewhat more stable than the Southwest Highway area, but may be subject to change in the future. The conditions on change within this area are similar to those which would otherwise apply to corridor commercial areas.

The Village's Off-street parking policy permitting adjoining parking within 100 feet or two lots (whichever is greater) of the zoning boundary should apply in selected service commercial areas, as illustrated in Figure 1. This allowance would not contemplate any automotive related storage.

Office

The Comprehensive Plan includes four office locations. The first area includes a concentration of office uses along 95th Street between Major Avenue and 55th Street. The Plan encourages compatible infill office development on a few remaining parcels currently occupied with commercial corridor uses.

The Land-Use Plan Map indicates office use for those parcels which front the west side of Kilbourn Avenue north of 95th Street. This area lies immediately west of Christ Hospital. A number of residential dwellings have been converted to office uses. In the future, the Village should work with the Hospital to encourage a change to compatible office buildings with adequate parking. Ideally new office development in the area would include buildings designed with a residential appearance, similar in scale with the overall neighborhood. A unified development plan should be prepared which provides an improvement program for each block face along Kilbourne Avenue.

The Plan recommends the continued maintenance and improvement of office uses along the west side of Cicero Avenue between 105th Street and 106th Place. The area is comprised of medical and professional offices uses.

Finally, the Plan recommends the area along the south side of 95th Street between Kenneth and Keeler Avenues be used for a mix of medium density multiple family residential uses, and office uses. Where redevelopment occurs in this area it is recommended that, at a minimum, office uses be established on the first level. Office or residential uses, or a mix of these uses above first floor is desirable.

D. EMPLOYMENT LAND-USE

Given the historical development of the Village of Oak Lawn, it has not realized any substantial employment development in its past. However, the Comprehensive Plan has identified the need to seek ways of expanding the employment base within the community in order to make a greater share of jobs available locally for Village residents.

EMPLOYMENT DEVELOPMENT POLICIES

The following policies should be used to guide all improvement and development within business and industrial areas.

- E1 ***Define functional roles for employment land-use areas.*** The employment areas of the Village should have a clear and distinctive role which takes advantage of each area's assets and limitations. Each area should also be characterized by a dominant role. Plans for development should relate how this role is to be fulfilled under the Land-Use Plan.
- E2 ***Emphasize aesthetic and landscape improvements at the perimeter of new employment developments.*** Particular attention should be given to screening and visual separation between business and industrial uses and residential land-uses. Where development borders residential neighborhoods or major roadways, landscaping and screening improvements should be considered as a buffer.
- E3 ***Development and redevelopment locations should be developed in a planned and unified manner.*** In particular, plans should emphasize the consolidation of obsolete par-

cels and structures to meet contemporary development needs.

- E4 *New development shall have adequate off-street parking and loading facilities.*** Adequate off-street parking and loading facilities should be provided within all office research, warehouse distribution and industrial sites.
- E5 *Encourage high quality site and facility improvements.*** Site improvements within business and industrial areas such as lighting, signage and landscaping should be well designed and coordinated in order to help create a positive identity and visual image throughout the development area.
- E6 *Compatible building design and setbacks should be encouraged.*** Building materials or structures incompatible with the image of a high-quality development, such as chain-link fences, outdoor storage facilities, etc., should be avoided in areas visible from public streets or adjacent parcels.
- E7 *Update the zoning regulations to reflect the employment recommendations of the Plan.*** A number of new ideas have been introduced in the Plan which, in order to be effectively implemented, should be incorporated into the Village's codes and ordinances.

EMPLOYMENT LAND-USE AREAS

The Land-Use Plan includes recommendations for the improvement and expansion of its existing employment land-use areas. Future land-use areas are described in terms of the two following land-use classifications:

- ◆ *Light Industrial* - includes areas used for manufacturing, assembly, production, storage, distribution and warehousing
- ◆ *Office - Business Park* - includes office and business involved in light assembly, technology, research, and scientific-related activities.

The Comprehensive Plan recommends the continued expansion and improvement of its two existing employment areas. It also suggests these locations maintain more refined and directed employment functions in the future. These areas and plans for their improvement are described below.

The area located at the northeast corner of the intersection of Central Avenue and 111th Street is planned to remain light industrial in character. Although the location is generally well occupied today, the Village should encourage a greater diversity of employment uses and less emphasis on commercial service uses. Where opportunities arise as a result of private initiatives, the area would benefit from improved off-street loading facilities and landscaping.

The area generally located at the northeast corner of Cicero Avenue and Southwest Highway is recommended for planned Office - Business Park use. Because of the proximity of this area to major arterial roadways and Christ Hospital, this area has potential for higher office and research related uses.

The Plan anticipates the possible need to redevelop and reorganize a large portion of this area. A number of existing incompatible uses and underutilized land exists in the area. Among them include the mobile home park. The Village will encourage any redeveloper of the mobile home park to assist residents in finding

comparably priced housing. Ideally redevelopment would occur on a planned basis involving all sites subject to change within the Office - Business Park area. This could include the reorganization of streets and building parcels.

E. CORRIDOR DESIGN AND IMPROVEMENT PRINCIPLES

This section presents a number of design guidelines and policies that are applicable to the Village's commercial areas. In Oak Lawn, the community's major street corridors are the location of its retail, commercial and employment land-use and development. Because of the age of the corridors and the overall pattern of development, there are a number of conditions and needs common to all corridors, which could be improved to enhance long term land-use stability. This section provides improvement recommendations for: 1) parking and access; 2) signage and lighting; and 3) screening and landscaping. The improvement recommendations suggest ways in which individual development proposals and projects may be aesthetically appealing and functionally well designed.

Successful retail and commercial development requires not only well planned physical development, it also needs a structured and cooperative management strategy among the businesses and the community.

COMMERCIAL CORRIDOR PARKING AND ACCESS

Along many of the Village's major street corridors, parking, access and circulation improvements will be critical to the continued health and viability of commercial land-use areas. Citizens' concerns have

been raised in the planning process regarding expanded parking locations along the Village's corridors. The Comprehensive Plan acknowledges, however, the need to continue to consider the possibility to establish expanded parking areas in adjoining residential use areas. Without the long term stability and viability of the Village's commercial corridors, the adjoining residential areas will most certainly suffer the impacts of commercial area decline as well. There is an interdependence of physical and economic well being of each land-use area which must be addressed and balanced under the principles of the Plan. Among them include proper off-street parking design and improvement.

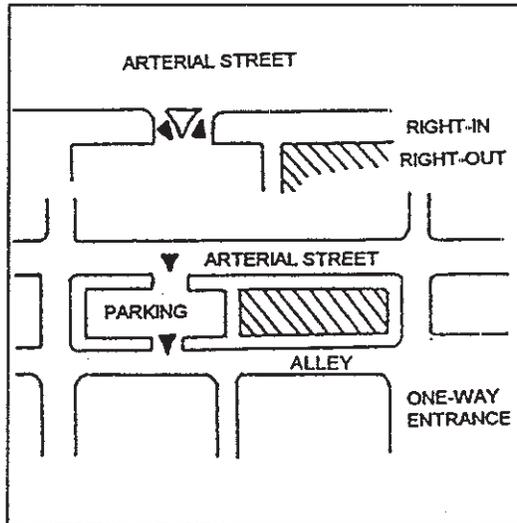
Because change along the corridors will be driven by the timing and scale of private development activity, the locations of possible parking expansion will be difficult to effectively determine. The new Comprehensive Plan does set forth, however, public policy and guidelines under which parking improvements should be guided along the Village's major streets. These include 95th Street, Cicero Avenue, Southwest Highway and Pulaski Road.

PRINCIPLES FOR PARKING AREA IMPROVEMENTS

The following principles for off-street parking should be used as guidelines in assessing the development and redevelopment proposals along the Village's major street corridor.

1. Wherever possible, the development of off-street parking areas which access arterial streets from uncontrolled curb cuts should be designed as a one-way access or right-in and right-out. Vehicles exiting the lots should use adjoining alleys and/or minor

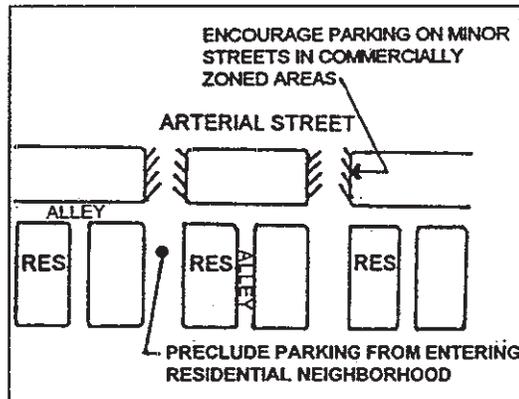
streets to access the arterial street system. This will facilitate safe access to the major street system at controlled intersections. Alternatively, the access could be designed as a right-in or right-out along the principal street. These are illustrated below.



2. As part of the development review process, off-street parking needs should be considered for the entire block and, where possible, cooperation sought among owners and businesses to solve mutual issues and needs. This would include encouraging shared parking under unified control. For instance, in areas behind structures along a block where parking is provided between the structure and alley, encourage property owners to grant common access and parking easements for parking purposes.
3. As discussed under the Transportation Plan, Village may consider the closure of minor street intersections with 95th Street or Cicero Avenue. Excess public right-of-way could be developed for additional off-street parking, or combined with adjoining sites for redevelopment.

4. A uniform system of public improvements and graphics for all municipal parking improvements should be implemented. This would include parking facility improvements, signage, lighting, landscaping and pedestrian access improvements. The corridor and the Village would benefit from an improvement "theme" uniquely distinguishing Oak Lawn. Consistency in design and quality will also facilitate convenience and understanding of these areas.

5. On-street public parking in commercially zoned areas along minor streets (as illustrated below) is encouraged. Provision of parking in these areas will assist in meeting overall off-street parking demand.



6. The Village should continue to maintain and improve alleys within and along commercial areas. Improved design for access for larger vehicles generally throughout the corridor would be beneficial.
7. The Village's zoning regulations should be reviewed to determine whether shared parking standards can be implemented to serve coordinated development. Typically shared parking conserves land and reduces improvement expenditures while meeting parking demand.

8. The Village will encourage the development of off-street parking in existing commercial areas, as opposed to expansion in adjoining residential areas. It is recognized that there will likely continue to be instances where new parking in an adjoining residential area may be the only practical solution to an otherwise desirable project. However, Village policy in publicly funded projects will be to give preference to projects which successfully integrate parking within existing commercial areas.

ACCESS AND CIRCULATION

The Village's major street arterials are controlled by the Illinois Department of Transportation, and have been designated Strategic Regional Arterials. Therefore, it can be assumed there will be continued pressure to develop the roadway network to improve capacity and efficiency. While these are important goals for the State, they are not necessarily compatible with the needs of the Village. Therefore, this part sets forth its preferences for automobile access along the major street corridors which will meet the needs of the State, but also facilitate local business access and circulation needs.

1. For new development or redevelopment, seek a reduction in the number of curb cuts for properties with more than a single curb cut on a street.
2. Where practical, attempt to utilize frontage roads or consolidate parking lots as a means of reducing the number of driveway access points to a property or along a street.
3. On arterial streets and portions of the collector streets where direct access to the roadway is required, the Village may consider limiting access to right-in and right-out only, as appropriate.
4. Separation distances between driveways should be based upon the class of street, its design characteristics, and the land uses along the street to minimize vehicle and traffic control conflicts.
5. Consider requiring a traffic impact analysis where development is anticipated to generate significant traffic volumes and possibly require special access service and design treatment such as, but not limited to, vehicle turn lanes or on-street acceleration or deceleration lanes.

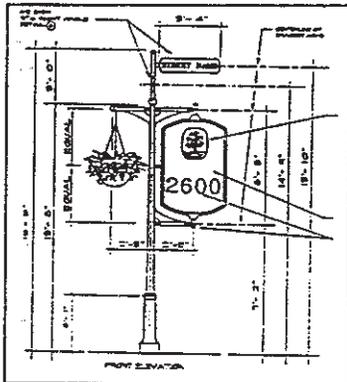
SIGNAGE AND APPEARANCE

Signage

A well coordinated and attractive signage system can help facilitate the motorists understanding and convenience along the Village's commercial corridor areas. Because traffic moves at relatively high speeds, motorists, particularly those with little familiarity with the corridors, would benefit from a more organized signage system. The Comprehensive Plan recommends the following signage improvements:

1. Whenever possible, signage should be limited to wall signs and free-standing signs. Projecting signs and roof signs are often unattractive, out of scale with buildings and sites and compete for motorists attention. These signs should be discouraged.
2. Where possible, block fronts maintaining "in-line" store fronts should seek to develop a signage "band" across the front of the structures for ease of motorist and pedestrian understanding.

- Often, businesses will provide direction to customers based upon their proximity to local street intersections. Street signs along these intersecting streets could be made slightly larger in size for increased visibility to motorists.
- Motorists often rely on an address to locate a business. The drivers' attention along the Village's corridors is in competition with traffic control and business signage. It may be helpful to introduce signage which identifies the address block such as the "400" or "500" block. This signage might be combined with the Village's street monument signs, or as part of a separate program.



- The presence, size and scale of building/business address signage is inconsistent along the corridors. The business community should seek to define a consistent format, making it easier for shopping patrons to identify business locations.

DESIGN AND APPEARANCE

While there continues to be investment and improvement along the Village's commercial street corridors, improvements should continue to be made to ensure that commercial areas remain viable and active in the future. There are also a

number of design considerations to be made regarding any expansion of commercial areas.

- Continue to encourage facade renovations. In addition to providing funding assistance for facade renovation and improvement. The Village could help coordinate facade designs so that facade, sign and other improvements are architecturally compatible.



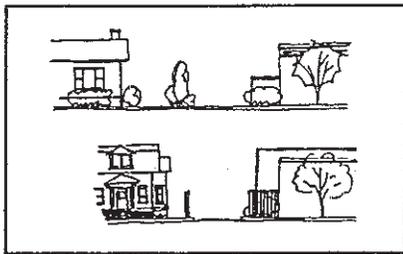
- More attention should be given to the improvement of the backs of structures. These areas will continue to provide critically needed circulation and access. Improvements should emphasize safety, conveniences and comfort. Appropriate pedestrian amenities including sidewalks and lighting should be considered. The Village facade renovation program should extend to improvements to the rear of structures as well.
- Any expansion of commercial areas discussed as part of the Land-Use Plan should be carefully designed to minimize impacts to adjoining or surrounding residential land-uses. In general, areas devoted to commercial use adjoin the rear of residential uses as opposed to fronting residential uses.

SCREENING AND LANDSCAPING

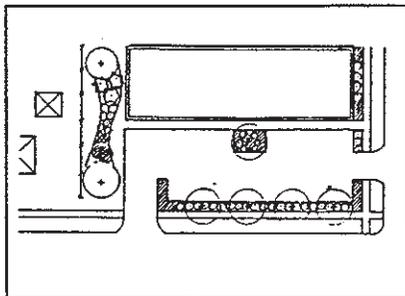
In recent years, the Village has placed more emphasis on the provision of land-

scaping improvements within its commercial areas.

Landscaping and screening requirements should be prepared which address the improvement of "transitional" areas between residential and nonresidential areas. Improvements should focus on adequate screening and landscaping between adjoining commercial and residential land-uses. The use of walls, fences and landscaping is encouraged to help shield residential uses from potential noise, light and debris nuisances.



Site landscaping should be encouraged throughout the commercial corridors. Landscaping should serve to soften the appearance of parking areas, screen parking areas from adjoining streets and add visual interest and appeal around the foundations of buildings and site amenities.



THE TRANSPORTATION PLAN

Even though the basic street system in the Village is substantially in place, there are a variety of important transportation improvements planned which are proposed to maintain the basic street system and transportation alternatives available to Oak Lawn residents. This Part includes: A) Transportation Policies; B) Functional Street Classification; C) Street System Improvements; D) Operations and Access Control; E) Bicycle and Pedestrian Access; and F) Public Transportation.

A. TRANSPORTATION POLICIES

Transportation policies are used to guide the overall use, maintenance, and improvement of the Village Transportation systems. Policies are intended to be used in combination with all other elements of the Plan including, but not limited to the Land-Use Plan.

- T1 ***Maintain and improve the street network in accord with the Transportation Plan.*** The Plan has established an overall hierarchy to the community's street system, which includes arterial, collector, and minor streets. The hierarchy is intended to sort out the function of local streets to permit the assessment of access control policies and land-use patterns along various streets. In the review of public and private development proposals and projects, the Village should review potential traffic impacts in order to ensure the integrity of the hierarchy.
- T2 ***Ensure new development and redevelopment projects are in compliance with the Subdivision Regulations.*** The Village should

review and update the subdivision regulations to ensure consistency with the new Comprehensive Plan.

- T3 ***Improve and develop bicycle access.*** The Transportation Plan emphasizes the continued development of bicycle and pedestrian facilities in the community. The system should not only provide recreation opportunities, but also minimize the impact of natural and man-made barriers to subareas of the community.
- T4 ***The design of the overall street system should continue to discourage through traffic in residential areas.*** The design of the local street system should support the neighborhood concept described in the residential policies of the *Land-Use Plan*. This will require careful monitoring of local streets along the Villages major street arterials to ensure nonresidential traffic does not unnecessarily penetrate local neighborhoods.
- T5 ***Use access control standards to assist to help maintain the function of collector and arterial streets.*** Standards should establish criteria for the number and design of access points, and separation between streets and drives. Shared access should be encouraged as well as the use of frontage roads, where appropriate.
- T6 ***Seek to maximize the contributions by state, federal and other agencies toward the costs of the major roadway system of the Village.*** Wherever possible, local improvement projects should be coordinated with county and state proj-

ects to maximize the development of the local street system.

T7 *Continue to provide parkway trees along both sides of all streets.* Special median tree planting may also be desired where appropriate.

T8 *Seek to provide an adequate balance of off-street parking in Commercial Development Areas.* As described in the Land-Use Plan and the Corridor Design Principles, off-street parking should be made available in commercial areas in a manner which does not negatively impact adjoining residential uses.

T9 *Require traffic impact analysis for individual development projects, as appropriate.* Emphasis should be placed on operational safety and capacity along the Village's major street corridors, while at the same time allowing for reasonable property access.

T10 *Continue and encourage the expansion of bus service to meet the needs of those who are transportation deprived.* Future needs should more carefully consider the requirements of senior citizens.

T11 *Encourage continued development of the Village's Metra commuter rail facilities.* Continued access to Metra rail facilities is vital to the Village's transportation "mix" and employment base. Future plans for the Heart of Oak Lawn should provide expanded commuter parking and related facilities as recommended as part of the Land-Use Plan.

B. FUNCTIONAL STREET CLASSIFICATION

A functional classification of all streets within the Village is necessary to understand the future street circulation system and thus prescribe required improvements to ensure each street "functions" as part of the system. Several factors were considered in identifying the functional classification of Oak Lawn streets. These include:

- ◆ The type and density of land-uses abutting the street.
- ◆ Whether the street permits direct parcel access.
- ◆ The distance to which the street extends beyond the Village boundaries.
- ◆ The number of traffic lanes, types of intersection and access control.
- ◆ Spacing, relative to the network of streets in and surrounding the community.

Five separate functional street classifications are listed below. The titles given these classifications describe the orientation of traffic expected to use the street. The categories defined are intended to be consistent with current regional transportation plans for the area. Figure 4, *Transportation Plan*, depicts the location and relationship of these various types of streets.

Expressway

Expressways are limited access facilities which extend far beyond the limits of the Village of Oak Lawn and serve to provide transportation network continuity throughout the Chicago metropolitan area. Expressways are high-speed

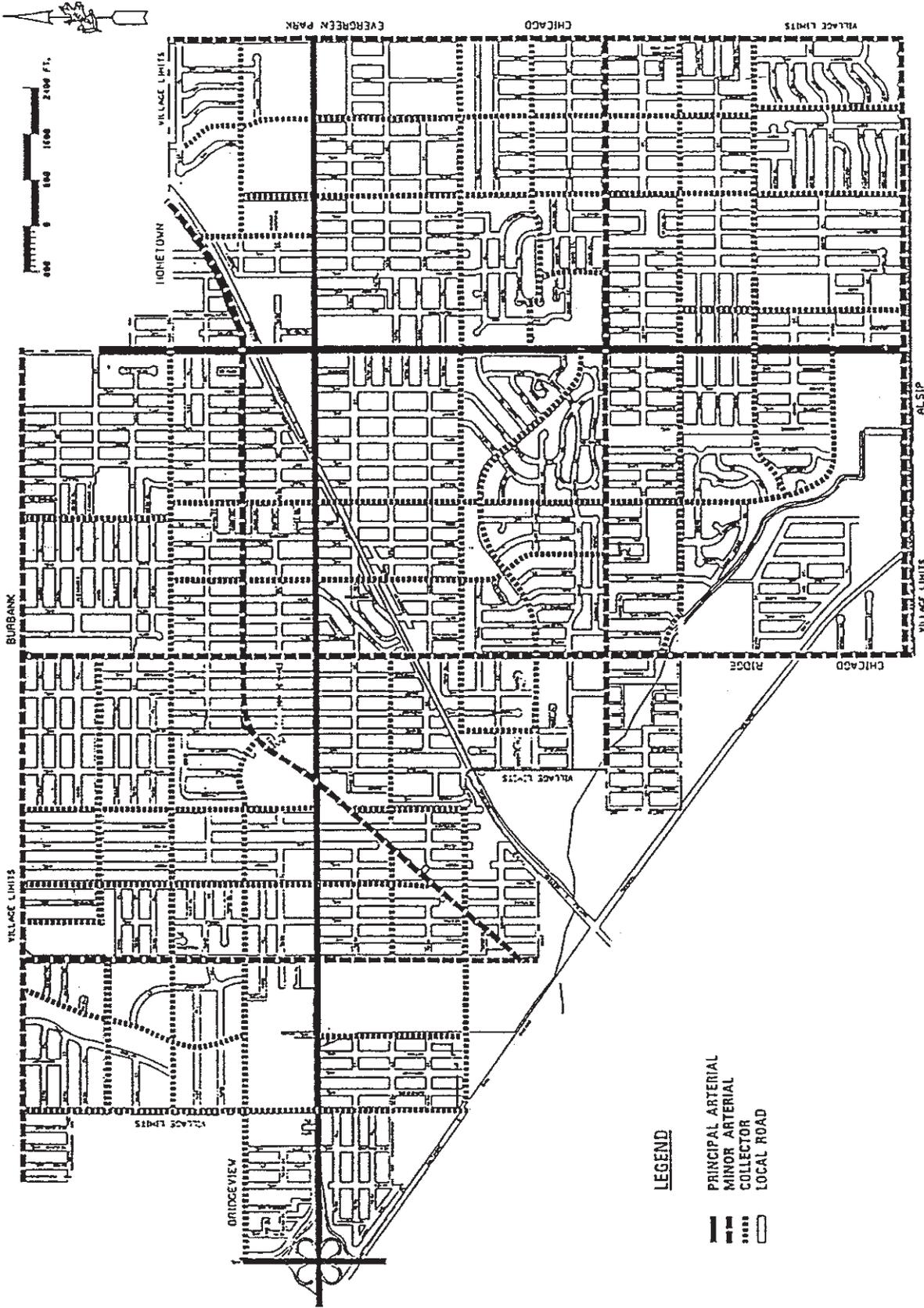


FIGURE 4
 TRANSPORTATION PLAN
 OAK LAWN PRELIMINARY CONCEPT PLAN

arterials carefully designed with select arterial street interchanges to facilitate traffic movement and access through the metropolitan area.

Principal Arterial

Principal arterials are intended to serve all types of trips, with a significant proportion representing trips destined beyond the boundaries of the community and possibly neighboring communities. The principal arterial typically serves a significant number of trips generated within the community; however, access is carefully controlled. This type of street has regional importance because of its alignment, continuity, capacity and connections with other regional traffic carriers.

Minor Arterial

A minor arterial is intended to serve all types of trips with more emphasis on trips within and between the community and areas adjacent to the community. This type of street should not serve trips longer than five miles. The range of traffic volumes that can be expected on community arterial streets will vary significantly depending on the density of development, spacing of regional routes and the continuity of the street.

Collector Streets

A collector street is intended to serve only vehicle trips generated to and from neighborhoods within which it is located. The function of this street is to collect and distribute traffic between the neighborhoods and community and to provide access to the arterial street system. Neighborhood collector streets should not have continuity beyond 1 and 1/2 miles.

Local Streets

All other streets within the Village and planning area are classified as local streets. A local street is intended to serve only those vehicle trips generated by land uses abutting the street. The function of this type of street is to provide access to and from individual properties within the neighborhood. Local streets should be designed to discourage through traffic.

ROADWAY DEVELOPMENT CRITERIA

In order for streets to properly serve their designated function, they must be improved to fulfill the role. Table 1, *Roadway Development Criteria*, includes basic standards for the design and improvement of the streets identified in the classification above.

In addition to the roadway development criteria, several other improvements are recommended for the design of the Villages streets and these are described below.

C. FUTURE STREET IMPROVEMENTS

The Village's street system is largely developed and the Plan does not anticipate major changes to the basic design and improvement of the system. However, there are a number of changes which the Village should Plan for over the next several years and these are described below. This section is not intended to identify all improvements under consideration by the Village, but rather highlight those that will significantly impact the local street system and land-use and development. A number of improvement principles highlighted in this section are discussed under Section III-E., Corridor Design Principles.

Table 1, Roadway Development Criteria

	Expressway	Major Arterial	Minor Arterial	Collector	Local
Traffic Volumes	ADT * > 25,000	ADT between 10,000 and 25,000	ADT between 5,000 and 10,000	ADT between 1,000 and 5,000	ADT < 1,000
Speed Limit	40-65 mph	40-55 mph	40-45 mph	30-40 mph	25-30 mph
Street Cross-Section	4-6 lane divided, with grade separations channelization at major intersection. Frontage road where feasible	4-lane divided with channelization at major intersections (51' minimum pavement width)	2-4 lane roadway with a median where feasible (51' minimum pavement width)	2 through lanes with parking, 36' minimum (b-b) for residential and 48' minimum (b-b) for nonresidential	2 through lanes with parking, 28' minimum (b-b) for residential and 36' minimum (b-b) for nonresidential
Access Control	Access preferably by service or frontage roads; no midblock median openings	Limited access, occasional driveway or combined driveway access	Occasional driveway or combined driveway access	Direct land access	Direct land access
Spacing	1-3 miles	3/4 - 1 mile	1/2 - 3/4 mile	1/4 - 1/2 mile	Each block
Traffic Controls		Signals at major crossroads; interconnection of signals	Signals or STOP controls at equal or larger crossroads	STOP controls or occasional signals at arterial roadways and other collectors	STOP controls at all arterial and collector roadways; may stop at other locals
Continuity	Continuous roadway through through and beyond metropolitan area - linking it to other cities	Continuous roadway through metro area; links expressways	Continuous roadway through Village - may extend into other cities	Not always continuous through Village; connects local and arterial roadways	Extends block to block; not continuous
Parking Regulations	No parking	No parking	Parking lanes provided as required; possible restriction of peak hour parking or no parking	Parking lanes provided as required; possible restriction of peak hour parking or no parking	Unrestricted parking; possible parking on one side only where required
Pedestrian Facilities	Sidewalks not required	Sidewalks required	Sidewalks required	Sidewalks required	Sidewalks required

PROTECTING NEIGHBORHOODS - THE LOCAL STREET SYSTEM

Because the Village's local street system is laid out in a traditional "grid", there are many opportunities for local cut through traffic particularly along the 95th Street and Cicero Avenue, and Southwest Highway Corridors. On a case-by-case basis, the Village could consider a number of techniques to deter neighborhood cut through traffic. These include: right-in and right-out restrictions, one-way streets, traffic diverters, and related approaches. However, any solution should be developed in association with affected neighborhood and business areas to ensure solutions consider all needs.

In general, the Village should continue to provide a high quality local street maintenance and improvement program.

THE 95TH STREET CORRIDOR

The 95th Street Corridor has been designated a Strategic Regional Arterial by the Illinois Department of Transportation. In 1996, the street was resurfaced and a new travel lane and parking configuration introduced. A number of specific additional improvements should be sought along the Corridor:

1. The provision of signalized pedestrian crosswalks at key pedestrian crossing locations.
2. Future improvement plans should consider Heart of Oak Lawn improvements relative to right-of-way and streetscape improvements.
3. Because of the close proximity between traffic lanes and structures along the street, increased width of sidewalks in some areas of the cor-

ridor would enhance pedestrian safety and comfort.

COMMERCIAL AREA PARKING

In a number of locations along the Village's major street corridors, the Village has provided off-street and on Street parking. To maintain the continued health and viability of the Village's commercial areas, the Plan recommends the Village continue to provide parking in accord with the following general policies:

1. The Village of Oak Lawn will continue to make on-street parking available to businesses and commercial patrons within commercially zoned areas.
2. The Village will also continue to maintain and develop public off-street parking along its major street corridors. Priority and preference will be given to projects situated within commercially zoned areas.
3. When planning new on- and off-street parking facilities, the Village will seek the involvement and participation of the business community and property owners in meeting other, related objectives of the Plan. Because the Village is making a substantial public investment in the health and viability of commercial area, it will seek commitments from property owners and businesses within the immediate area for actions which further support mutual objectives. These might include, but would not be limited to:
 - ◆ The establishment of cross access easements;
 - ◆ Building facade and signage improvements;
 - ◆ Parcel consolidation and/or re-development;

- ◆ Reconfiguration and/or improvement of private off-street parking and circulation areas

D. OPERATIONS AND ACCESS CONTROL

Along a number of local streets, access control improvements could be made to improve the efficiency and safety of the roadway system. In order to ensure the future street system operates efficiently under the functional classification system and roadway development criteria described above, the Village should ensure that private property access reinforces system design.

The overall objective of access control is to ensure private curb access does not unreasonably interfere with traffic flow or create a traffic hazard, and where possible, facilitates the movement of traffic. Areas which are critically important to provide access control include the community's arterial and collector streets. The streets are illustrated in Figure 3. For those properties subject to driveway access control, the Village will apply the following access control policies for any new driveway permit or any driveway location alterations:

1. For new development or redevelopment, seek a reduction in the number of curb cuts for properties with more than a single curb cut on a street;
2. Where practical, attempt to utilize frontage roads or consolidate parking lots as a means of reducing the number of driveway access points to a property or along a street;
3. On arterial streets and portions of the collector streets where direct access to the roadway is required, the Village will consider limiting access to right-in and right-out only.
4. Look carefully at separation distances between driveways based upon the class of street, its design characteristics, and the land uses along the street to minimize vehicle and traffic control conflicts;
5. Consider requiring a traffic impact analysis where development is anticipated to generate significant traffic volumes and possibly require special access service and design treatment such as, but not limited to, vehicle turn lanes or on street acceleration or deceleration lanes; and
6. In the case of a subdivision, resubdivision or planned development, the Village shall seek lot frontages and driveway access from an interior street, eliminating the need for any access to the street subject to driveway access control.

E. SIDEWALK AND BICYCLE SYSTEM

While sidewalks exist throughout most of the Village, few dedicated bicycle facilities exist. The Comprehensive Plan emphasizes continuity of this system to all portions of the Village and destinations beyond the Village.

SIDEWALK FACILITIES

The Comprehensive Plan recommends continued development and improvement of the Village pedestrian system. The few remaining areas of the Village not yet served with sidewalks should be improved in the future.

BICYCLE FACILITIES

Currently, there are limited bicycle facilities available to citizens of Oak Lawn. The Comprehensive Plan recognizes the need for future facilities as currently planned for Oak Lawn. While the Oak Lawn Park District is anticipated to take a lead role in funding and developing the system, the Village of Oak Lawn will play a key role in facilitating the acquisition and use of right-ways and related facilities improvements. In this regard, the Plan anticipates a high level of coordination between the Village and Park District to realize the facility improvements.

The Southwest Council of Mayors and Managers has developed a Regional Bikeway Plan. This framework plan is illustrated in Figure 5 *Oak Lawn Bikeway and Sidewalk Framework*. These improvements reflect the basic program sought for establishing a unified and connected system in relation to surround communities. Over the planning period, and as opportunities arise, other bicycle connections and improvements should be encouraged to expand this basic system. These improvements can be identified through the plan review process of the Village and the capital improvement program of the Park District.

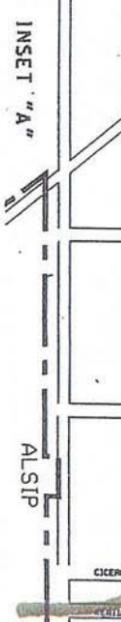
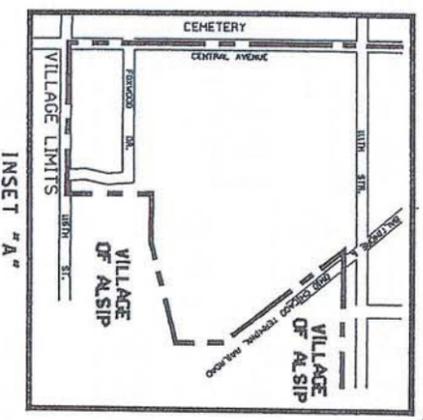
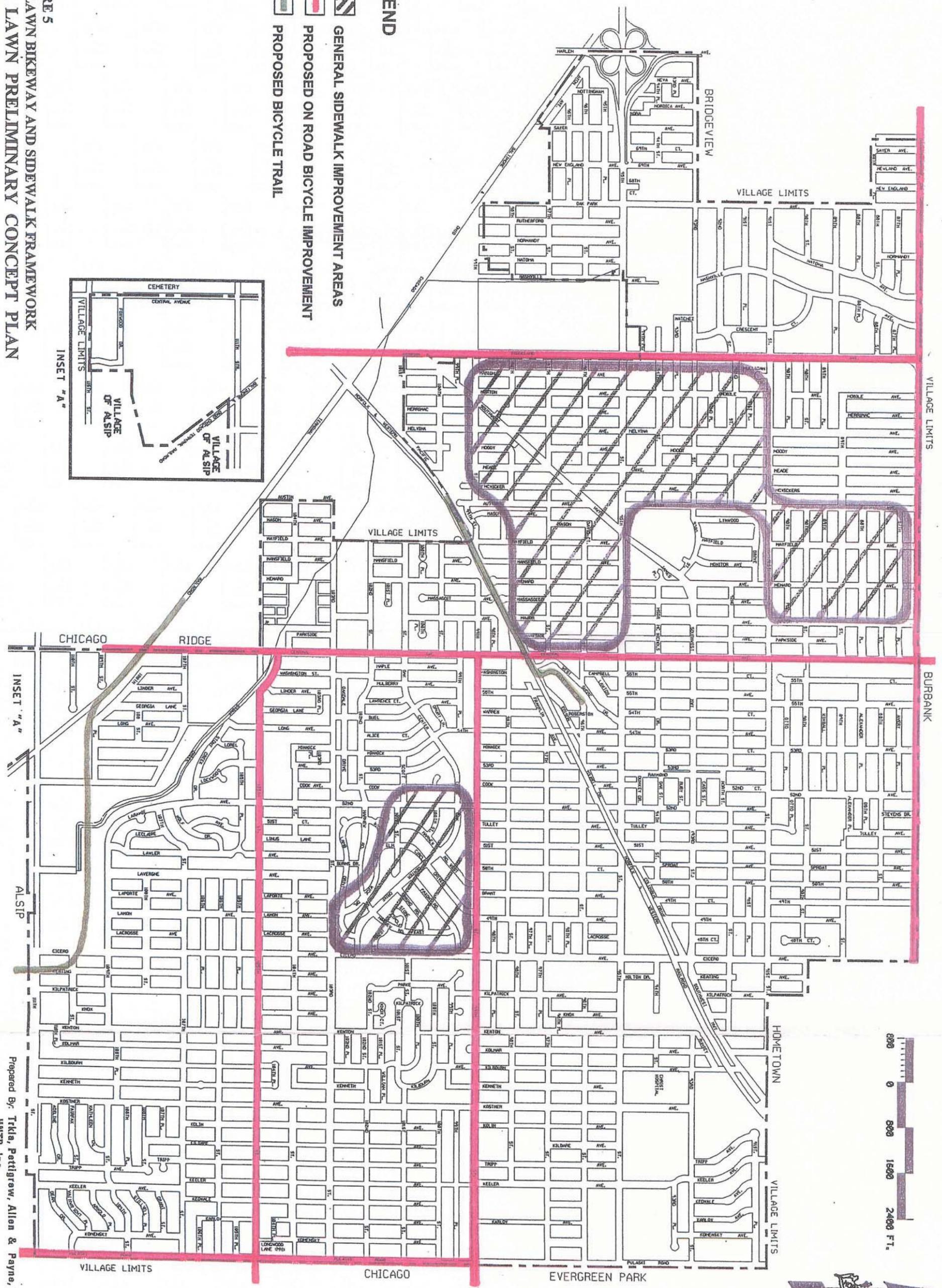
F. PUBLIC TRANSPORTATION

Public transportation in Oak Lawn principally consists of services provided by the Pace Bus System. Citizens of Oak Lawn and the Comprehensive Plan emphasize the need to continue these services. The Village should also continue to encourage and support the transportation services provided to senior citizens by other agencies.

Additionally, the Plan recommends the Village explore ways to expand commuter parking at its Metra Station. These needs and potential improvement options are further described as part of the Land-Use Plan.

- LEGEND**
-  GENERAL SIDEWALK IMPROVEMENT AREAS
 -  PROPOSED ON ROAD BICYCLE IMPROVEMENT
 -  PROPOSED BICYCLE TRAIL

FIGURE 5
OAK LAWN BIKEWAY AND SIDEWALK FRAMEWORK
OAK LAWN PRELIMINARY CONCEPT PLAN



Prepared By: Tkka, Pettigrew, Allen & Payne, Inc.
 HNTB, Inc.

COMMUNITY FACILITIES PLAN

Oak Lawn community facilities and services provide for the day-to-day needs of residents and businesses, and help define the quality of community life. Community facilities and services have been identified as an important asset and are to be maintained and enhanced in the future. They include activities traditionally provided by local government: education, public recreation, police and fire protection, public works and library. Some public facilities and services are absolutely necessary, while others are highly desirable. In either case, it is essential that the Village make plans for their provision in the future.

This Part summarizes future needs and long-range recommendations for the following facilities: parks and recreation, public schools, fire protection, police, library, municipal offices and public works. Key recommendations are presented in Figure 6, *Community Facilities Plan*. While the Plan focuses on physical facilities, such as land and buildings, the Background Studies analysis prepared in the development of the Plan documents several personnel, equipment and service delivery needs identified by the respective agencies and organizations.

It is important to emphasize that the Comprehensive Plan presents general policies and guidelines for community facilities throughout Oak Lawn. It is not intended to pre-empt or substitute for the more detailed planning and programming which should be undertaken in the future by various municipal departments and other public agencies and organizations. For example, even though the Plan sets forth general guidelines for the quantity and distribution of park land within the community, it does not preclude the need

for the more detailed planning, programming and site selection process.

A. OVERALL COMMUNITY FACILITATES POLICIES

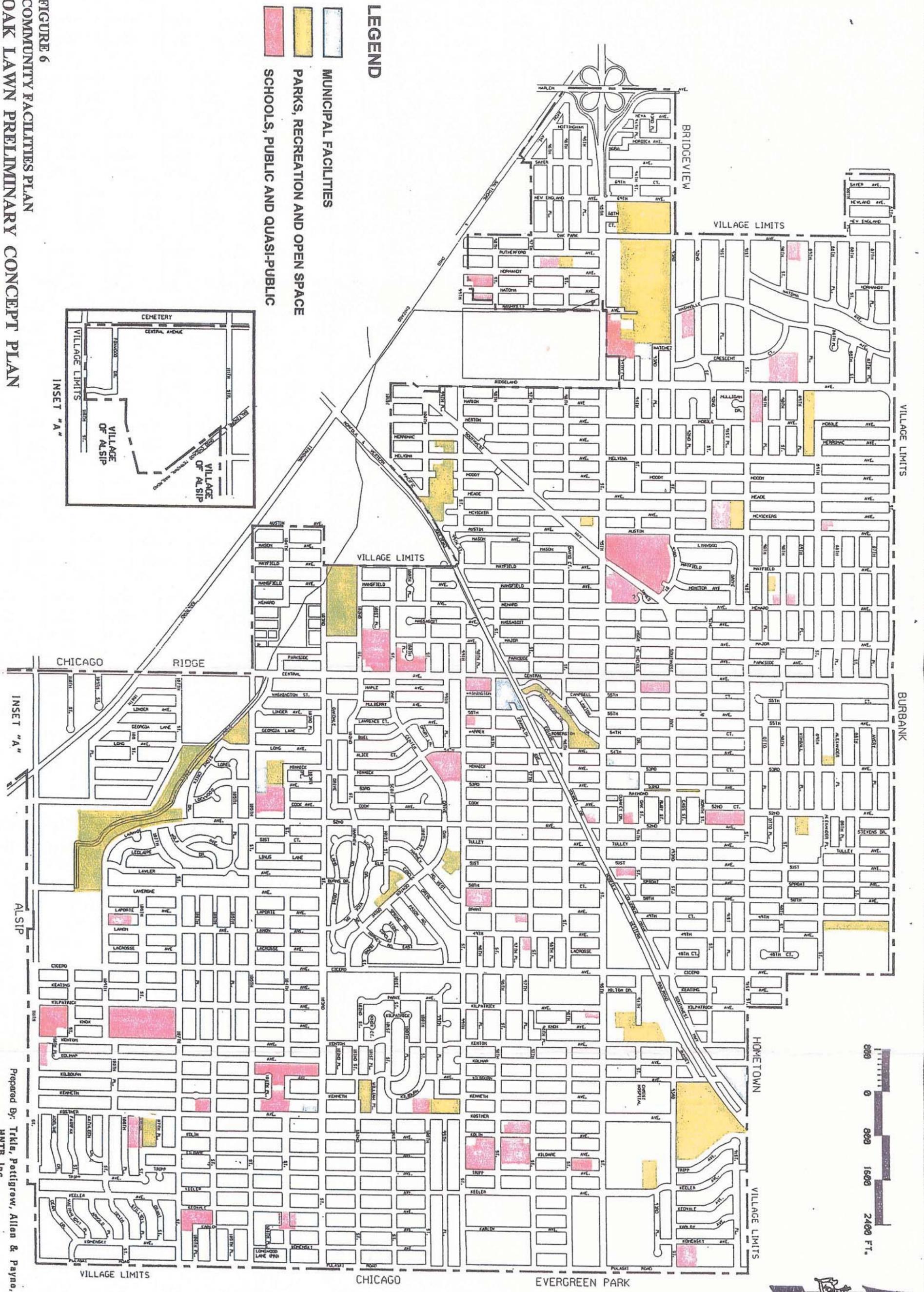
Community facilities policies should be used to guide the overall maintenance and improvement of community facilities and services. The following Overall Community Facilities Policies are further supported by the policies contained in the subsequent sections of the Community Facilities Plan.

CF1 *Existing community facilities should be repaired and upgraded as required.* These include schools, municipal buildings and other institutions. Maintenance should be undertaken in a timely manner before significant problems arise. Replacement facilities should be constructed for existing facilities which become inadequate or obsolete. For those facilities and services which the Village does not control, the Plan encourages cooperation between the Village and service providers to do its part in facilitating and encouraging high quality maintenance and improvements.

CF2 *Special attention should be focused on the needs for facilities and services which meet the needs and expectations of the community.* These include schools, parks and cultural facilities, fire and police protection. It is critical that facilities be high quality, and services

- LEGEND**
- MUNICIPAL FACILITIES
 - PARKS, RECREATION AND OPEN SPACE
 - SCHOOLS, PUBLIC AND QUASI-PUBLIC

FIGURE 6
COMMUNITY FACILITIES PLAN
OAK LAWN PRELIMINARY CONCEPT PLAN



Prepared By: Trkls, Pattigrew, Allen & Payne, Inc.
 HNTE, Inc.

be responsive to citizen needs. This is an essential "tradition" of the community and is an important element of daily life.

- CF3 ***The Village should continue to promote cooperation and interaction between various agencies and organizations within and around Oak Lawn in the provision of community facilities and services.*** There are many ways in which the various service agencies coordinate to minimize duplication of services and improve service delivery. An example is joint use facilities between school and recreation programs. Dialogue should continue for improvement and further exploration among the various agencies providing services to Oak Lawn.

- CF4 ***The Village should consider the provision of new facilities and services which respond to the special needs and desires of local residents and businesses.*** Community needs will continue to change in the years ahead. For example, the increasing number of older residents may lead to new facilities and services for the elderly. New services might also be considered for young children, the physically handicapped, or other special needs groups. The Village, or other appropriate agencies are encouraged to continue to explore the future need for and interest in new public buildings and facilities not currently available in the community.

- CF5 ***The Village will strive for the highest quality public services and facilities.*** The village will support the local school systems and many other governmental service agencies which seek to contribute to and improve the quality of life as envisioned in the Comprehensive Plan.

- CF6 ***The Village should capitalize on the visual and image potentials which are presented by its community facilities.*** Oak Lawn's overall image and identity will be enhanced by its system of public sites and buildings. At a minimum, all facilities should be in good repair, and be located on attractively landscaped sites. New public buildings represent unique opportunities to develop new civic landmarks and focal points, opportunities which are rare within any community.

B.
PARKS AND RECREATION

PARKS AND RECREATION STANDARDS

The parks and recreation system consists of sites, facilities, and programs which perform several important functions within Oak Lawn. The most basic function is the provision of recreational services to local residents. An effective system can create opportunities for a wide range of leisure time experiences. The system can also help protect sensitive environmental resources, define and delineate neighborhood areas, and be an important visual feature in the community. An effective parks and recreation system is particularly important in a traditionally strong residential community like Oak Lawn.

The existing park and open space system is generally identified in Table 2, *Existing Park and Recreational Facilities*, which summarizes specific park and recreational facilities existing within the Oak Lawn Planning Area. An important consideration in developing the Comprehensive Plan for Oak Lawn is neighborhood accessibility to park and recreation areas.

Oak Lawn currently provides 6 acres of parkland per 1,000 population. While the National Recreation and Park Association recommends a "rule of thumb" of an average of 10 acres per 1,000 population, it is clear that due to the developed character of the community this standard is not appropriate. In fact, despite the standards, citizens of Oak Lawn feel very strongly about the quality of services and facilities provided. Yet, consistent with the Park Districts policy, there is a need to expand the park land inventory wherever possible.

The Village will cooperate with the Park District in the acquisition of land to meet community recreational needs, as appropriate. While the Land-Use Plan does not indicate any specific sites for parks or open space, the Village and Park District will continue to coordinate on suitable park and open space site acquisitions.

PARKS AND RECREATION POLICIES

The Comprehensive Plan recommends the following policies and guidelines regarding parks and recreation within the community.

1. ***Utilize existing park and school recreation sites and facilities to their fullest.*** Because opportunities for acquiring new park sites in the Village will be limited, existing park sites should continue to be used effectively. New facilities should be added at selected parks; and recrea-

tional programs and services could be expanded at existing sites.

2. ***Continue a close working relationship with the Oak Lawn Park District.*** The Village and Park District have many common goals. Collaboration can result in efficient and timely facilities and services.
3. ***The design and improvement of existing and new park and recreation facilities should consider and plan for the new bicycle system.*** Park improvements should provide an appropriate right-of-way through the park for use by cyclists; rest locations; potable water; and other facilities of convenience to both cyclists and nearby residents.

The Oak Lawn Park District maintains a large vacant site located at the north east corner of 93rd Street and Kilbourn Street. The Land-Use Plan Map recognizes this site as a future recreation site. However its ultimate development is uncertain. Should the Park District choose to dispose of any or all the site, the Comprehensive Plan would require future development to be subject to a planned development approval. Assuming the entire parcel is sold, portions of the site would appear suitable for medical and hospital related facilities, while other portions may be best suited for a mix of residential uses.

C. PUBLIC SCHOOLS

Schools and educational facilities are among the most important community facilities. They not only provide educational services, they play important cultural, recreational and social roles as well.

Virtually all public school buildings and grounds attended by Oak Lawn students are in good condition. No schools are scheduled for closure. Periodic maintenance and improvement projects are undertaken on an on-going basis within each district. The school districts serving Oak Lawn are experiencing an increase in enrollment, which is projected to continue at least through the next few years. However, no school sites within the Village of Oak Lawn are planned for expansion or consolidation in the foreseeable future.

PUBLIC SCHOOLS POLICIES:

1. ***Continue a close and cooperative working relationship between the Village and local school districts.*** The Village should continue to take an active role in assisting and facilitating local educational needs.
2. ***The Village should keep abreast of developments within the school districts and work closely with the district to ensure continuing high-quality educational services in the future.*** In addition, local school sites and facilities play important roles in satisfying future community needs for recreational and cultural services, and continued cooperation and support is encouraged.

D. OAK LAWN MUNICIPAL FACILITIES

Oak Lawn intends to continue to provide responsive municipal facilities and services in the future. The Plan anticipates minimal facilities improvements in the future to continue high levels of service. The Plan, therefore, emphasizes continued services and programs of the Village.

MUNICIPAL FACILITIES POLICIES

1. ***Continue to develop a strong "customer service" orientation to service delivery programs emphasizing programs which respond to the needs of local residents.*** This personalized approach to delivering community services will continue to help build Oak Lawn's reputation as a caring residential community.
2. ***Coordinate the review of new development and redevelopment projects with the fire department and police department to ensure adequate fire protection facilities and services.*** Through the site plan and development review process, seek input and recommendations from the fire and police departments to ensure that projects incorporate police and fire protection needs.
3. ***Monitor Village services and programs and ensure they are responsive to local needs.*** Because community needs and the services to provide for them will change over time, the Village should continually monitor its programs and services, and wherever possible, adjust them to meet these needs.

MUNICIPAL FACILITIES IMPROVEMENTS

The Oak Lawn municipal center is a new multi-purpose municipal facility providing for the functions of executive, administration, quality control, police and fire protection services in a single location. Some minor modifications may be planned for this facility over the planning period, but it is anticipated that any improvement can be accommodated on the current site.

The Village public works maintenance facilities, located at Central Avenue and 98th Street may require expansion to provide for increased internal storage. This expansion may be accommodated on the current site or may extend further east to 55th Avenue north of 98th Street.

E.
HEALTH CARE FACILITIES

The Village is currently well served with health care facilities, including Christ hospital. Having this facility and other related facilities and services conveniently located in the Village will remain an important asset to the citizens of Oak Lawn.

HEALTH CARE POLICIES:

1. ***The Village will continue to work with Christ Hospital in the development of its facilities and programs.*** The facilities and programs of the hospital area of direct benefit to Oak Lawn residents, and the Village should undertake an active role in supporting the hospital consistent with the recommendations of the Comprehensive Plan.
2. ***The Village will encourage the development of related facilities which would support the function and well being of the hospital.*** The Village is expected to continue to experience growth in medical related services which would support and compliment the activities of the Hospital. The Land-Use Plan makes opportunities available to serve this need.

F.
UTILITIES

Utilities are provided to Oak Lawn residents and businesses by a number of organizations. Potable water facilities are provided through the City of Chicago's Lake Michigan water system. The Village owns and maintains the wastewater collection system. However, wastewater treatment is provide by the Metropolitan Water Reclamation District of Greater Chicago.

UTILITIES POLICIES

1. ***The Village will continue to coordinate with utility agencies to facilitate reliable, low cost services to Village residents and businesses.*** Expansion of utility services should be carefully reviewed with the appropriate utility to avoid unnecessary duplication of costs or to identify ways in which Oak Lawn citizens may be more efficiently and effectively served with utilities.
2. ***The Village will continue to apply its storm water management and flood plain ordinances to ensure the appropriate design of new development and redevelopment.***

The Comprehensive Plan has not identified any new major utility improvement needs in the planning area over the planning period. However, over the planning period, the Village will improve water pressure in isolated areas of the system and increase its water treatment capacity. No new sites have been identified although the expansion of the existing water treatment facility may be required.

Part IV

Pulling it all Together- Implementation

Comprehensive Plan Oak Lawn, Illinois

Plan implementation includes a number of follow-up activities required to implement the plan including: 1) development controls update; 2) capital improvement; 3) follow-up studies; and 4) Plan administration.



August 1997

Prepared by:

***Trkla, Pettigrew, Allen & Payne, Inc.
HNTB, Inc.***

IV.

Pulling It All Together - Implementation

The Comprehensive Plan sets forth an agreed-upon "road map" for the next ten to fifteen years. It is the product of considerable effort on the part of the Village of Oak Lawn. For the most part, the Plan presents a strategy for retaining and enhancing those characteristics seen as most important to the community, including sound neighborhoods, a quality park and recreational system, continued economic development, and good schools. It also includes a strategy to establish a balanced land-use pattern of nonresidential land uses to meet retail, service and employment needs of the community while at the same time enhance fiscal resources to the Village to continue to expand and improve services and facilities.

In many ways, formal adoption of the Comprehensive Plan is the first step in the planning process, not the last. Without continuing action to implement and update the Plan, Village efforts up to this point will have little lasting impact.

This section presents an array of key actions which the Village should undertake to implement the Comprehensive Plan. It should be noted that no attempt was made to document all actions that might be undertaken to implement the Plan. Since the community by its very nature is not static and it is expected that local conditions will change over time, it is useful to delineate only those implementation strategies discussed in earlier chapters which focus on carrying out

critical components of the Plan. It is anticipated, therefore, that the Plan will be amended over time to respond to changes in the local community, public policy, and citizen attitudes and intentions.

The implementation section also describes the procedures to amend the Plan. Establishing procedures promotes consideration of the implications presented by amendments and establishes guidelines under which amendments should be considered.

In many ways, formal adoption of the Comprehensive Plan is the first step in the planning process, not the last. Without continuing action to implement and update the Plan, Village efforts up to this point will have little lasting impact.

A. DEVELOPMENT CONTROLS UPDATE

The Village actively undertakes routine amendments to its development control regulations which include, but are not limited to,

zoning, subdivision, traffic and access, building and property maintenance, and other regulations. The Comprehensive Planning program has resulted in a need to review the Village's system of development controls. At a minimum, all existing codes should be reviewed under the new Plan. In addition, the following key amendments should be considered in the review process:

1. The zoning regulations should establish transition yard requirements where multi-family and nonresidential uses adjoin low-density residential areas. This would include increased

yard depths and the provision of landscaping and screening requirements.

2. The ordinance should include a modified single family district which includes a minimum lot width requirement of roughly 90 feet which would be applied in the northwestern portion of the Village, as described in the Land-Use Plan.
3. The ordinance should also be amended to create a new "service commercial" district and "office business park" district to carry out the recommendations of the Land-Use Plan.
4. The zoning ordinance should be amended to provide that any publicly held land currently zoned PL, Public Lands District, will not automatically revert to the R1 zoning district classification. Changes in zoning, and land-use should be considered under the polices of the Plan and uses appropriate for any given area.
5. The authority for shared parking arrangements should also be considered as an amendment to the zoning ordinance. Shared parking should be subject to individual project review, on a case-by-case basis to consider the unique opportunities and/or issues posed under a specific situation.
6. Any recommended amendments which arise from the off-street parking study described below should be incorporated into the Village's zoning ordinance.
7. Over time, land should be rezoned to achieve consistency with the Land-Use Plan.

B. CAPITAL IMPROVEMENTS PROGRAM

A Capital Improvements Program (CIP) is a critically important mechanism to implement key aspects of the Plan. Oak Lawn's fiscal resources will always be limited, and public dollars must be spent wisely.

A variety of capital improvement possibilities have been identified in the Plan which should be considered in the Village's capital improvement programming. The following improvements represent key needs identified as part of the Comprehensive Plan, and are by no means exhaustive:

Streets and Related Improvements

It is essential that the Village continue to provide a high quality Street and maintenance improvements program. The Village's success in this area is largely the basis for the current quality of street and related improvements.

Bicycle and Pedestrian Facilities

The Comprehensive Plan recommends the development of a system of bicycle improvements connecting major generators and destinations throughout the community. The Plan includes signalized pedestrian crosswalks at key intersections as well. These improvements should be coordinated with the Oak Lawn Park District.

C. FOLLOW-UP STUDIES AND PROJECTS

Although the new Comprehensive Plan is fairly complete in scope and coverage, there are certain subject areas where the Village could benefit from more in-depth study. This section provides an overview

of key projects which could significantly augment the planning program.

Off-Street Parking Study. The Comprehensive Plan includes a number of observations regarding off-street parking requirements in the Village. Adjustments to parking standards may be made in the future. As a priority implementation action of the Comprehensive Plan, a parking study examining parking needs in commercial use areas should be undertaken and any follow-up amendments to the Village parking standards made. The study should carefully consider the Village's land-use and development goals and recommendations for the major street corridors.

Community Corridor Studies. Throughout the Comprehensive Plan process, many concerns and improvement needs of the community have been raised which directly or indirectly relate to key land-use and transportation corridors. Plans would more directly address environmental conditions, traffic circulation improvements, parking improvements, gateway areas, pedestrian and open space improvements, site and building development, and urban design.

Heart of Oak Lawn Plan Update. The Comprehensive Plan introduces a number of ideas for the Heart of Oak Lawn which would benefit from more intensive Study. An updated plan for the Heart of Oak Lawn would help place the Village in a more proactive posture to direct and undertake further improvements in the area, in concert with property owners and developer interests.

Public Parking and Signage Program. The Village should prepare and adopt design guidelines which would serve to unify Village parking area improvements. This would include improvement standards for parking design, signage, lighting, landscaping, street furniture and other elements.

Encourage overall signage improvements. Working with the business community, the Village should revise its sign regulations to embrace principles asserted under the Plan. The Village should also, with business community participation, provide for block identification signage, at a minimum along the 95th Street corridor. This signage would provide special identification to the basic block numbering scheme to give motorists early warning of business locations.

D.
*PLAN ADMINISTRATION
AND AMENDMENT*

The Comprehensive Plan is not a static document; the planning process must be continuous. The Plan should be monitored and updated on a regular basis. The need for Plan amendments is the result of many community influences. Most frequently these are brought about by changes in attitudes or emerging needs not foreseen at the time of Plan adoption. The following paragraphs describe the procedures which apply to any amendment of the Comprehensive Plan.

Day-to-Day Monitoring and Administration

In order for the Plan to be "maintained" and updated in a timely manner, the designation of an agency responsible for coordinating planning activities, receiving

community input and comments, and providing and disseminating information regarding the Comprehensive Plan is required. While the Planning and Development Commission and Village Board are ultimately responsible for implementing the new Plan, the Village Planning and Community Development Department is the most appropriate agency to carry out the day-to-day activities of Plan administration. The Department shall:

1. Make available copies of the Plan document for public purchase.
2. Provide assistance to the public in explaining the Plan and its relationship to community development projects and other proposals.
3. Assist the Planning and Development Commission and Village Board in the day-to-day administration, interpretation and application of the Plan.
4. Maintain a list of current possible amendments, issues or needs which may be a subject of change, addition or deletion from the Comprehensive Plan.
5. Coordinate and assist the Planning and Development Commission and Village Board in the Plan amendment process.
6. Undertake any activities requested by the Planning and Development Commission and Village Board.

Review and Progress Report

Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should undertake a systematic review of the Plan. The Plan should be reviewed every two or three years. An annual examination of the Plan

will help ensure that the planning program remains relevant to community needs and aspirations.

The review should include an evaluation of the collective observations of the Planning and Community Development Department, Planning and Development Commission, and Village Board. Invitation to discuss and evaluate the Plan should be extended to appropriate public agencies and the community at large.

Topics to be raised before the Planning and Development Commission as part of a review should be coordinated through the Planning and Community Development Department

Plan Amendment Procedures

The Comprehensive Plan amendment procedures have been prepared to provide a clear and consistent approach to the evaluation of proposed Comprehensive Plan amendments. They provide a framework for the review of proposed amendments by the Planning and Development Commission and action by the Village Board. Any proposed amendment to the Comprehensive Plan shall be subject to the following procedures.

1. Plan amendments shall be submitted in writing in a form provided by the Planning and Community Development Department and shall include all proposed text and map amendments. The petition shall document and demonstrate the need for the proposed amendments.
2. A public hearing on the proposed amendments shall be held before the Planning and Development Commission, in accordance with state law.

3. The Planning and Development Commission shall consider the proposed amendments and recommend approval or disapproval on the proposed amendment, or recommend approval on an alternative amendment to the Village Board of Trustees. At its discretion, the Planning and Development Commission may seek information, advice or technical support from the Planning and Economic Development Department, or other advisors it deems appropriate, to draw reasonable conclusions regarding the proposed amendments. The approval of Land-Use Plan Map Amendments shall be subject to the criteria outlined below.

4. In accordance with state law, and within 90 days of the close of the public hearing, the Village Board shall receive the report of the Planning and Development Commission and shall approve or deny any or all recommendations of the Planning and Development Commission. Should no formal action be taken within the 90 day period, the proposed amendment may not be acted upon, and shall comply with the notice and hearing requirements of this section and state law.

Part V

Background Inventory

Comprehensive Plan Oak Lawn, Illinois

This part includes a description of studies and activities undertaken to help formulate the Comprehensive Plan. It includes summary descriptions of: 1) existing land-use; 2) demographics and market conditions; 3) community facilities; and 4) transportation.



August 1997

Prepared by:

**Trkla, Pettigrew, Allen & Payne, Inc.
HNTB, Inc.**

V.

Community Inventory - The Background for Planning

The development of the Comprehensive Plan has been based, in part, on the collection and analysis of a significant amount of local information. This information formed the basis of the Phase I Background Studies. The Community Inventory section provides a summary of the key data and analysis drawn in the development of the new Plan. Information was collected in 1996. It includes sections on: 1) existing land-use; 2) demographic and market overview; 3) community facilities; and 4) transportation.

A. EXISTING LAND-USE

Future land-use and development within Oak Lawn will be largely determined by the pattern of existing residential, commercial, industrial and public land uses. The location and extent of existing land use, and the manner in which it is grouped and related, significantly affects the quality of life within a community.

To determine the type and location of land uses currently existing within Oak Lawn, a field survey was conducted in May, 1996. The specific use of each building and parcel at the time of the survey was recorded and mapped.

The land-use survey has resulted in an up-to date representation of how land in Oak Lawn is used. This not only permits

an analysis of land-use conditions and potentials as a part of the *Comprehensive Plan*, but also provides the Village with an important data base which should be useful in other ways in the future.

The results of the survey are depicted in Figure 7, *Existing Land-Use*. The acreage of land use by type of use is presented in Table 3. Existing land-use areas are described below.

RESIDENTIAL LAND USE AREAS

Although Oak Lawn contains significant industrial and commercial development,

it is primarily a residential community. In total, residential land uses comprise 2,382 acres, or 44.8 percent of the total land use within the Village.

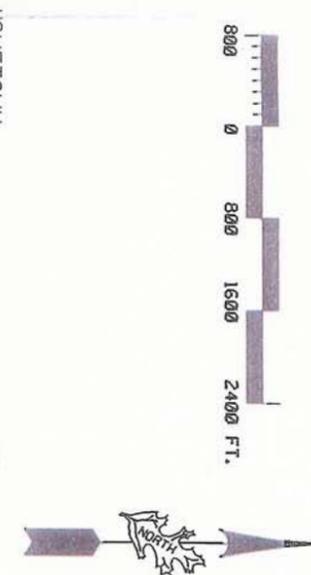
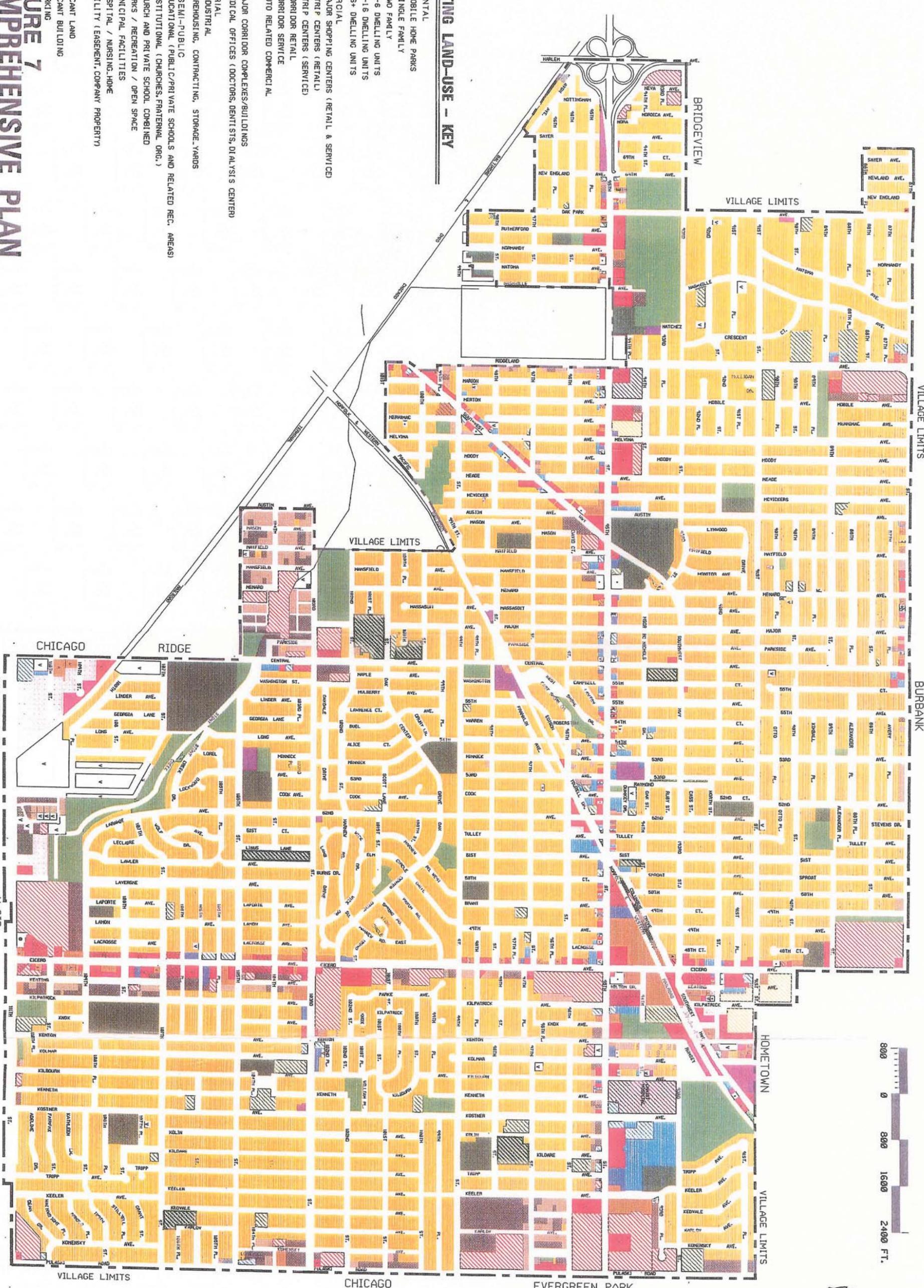
Existing residential neighborhoods vary in terms of age, lot sizes, density, and physical characteristics. The classification of residential land uses has been divided into four categories; each category is briefly described below. Where a range of units is indicated, this range applies to the number of units per building.

The Community Inventory section provides a summary of the key data and analysis used in the development of the new Plan. It includes sections on: 1) existing land-use; 2) demographic and market overview; 3) community facilities; and 4) transportation.

FIGURE 7 COMPREHENSIVE PLAN VILLAGE OF OAK LAWN

WORTH TOWNSHIP
COOK COUNTY, ILLINOIS

- ### EXISTING LAND-USE - KEY
- RESIDENTIAL
 - MOBILE HOME PARKS
 - SINGLE FAMILY
 - TWO FAMILY
 - 3-6 DWELLING UNITS
 - 7-16 DWELLING UNITS
 - 16+ DWELLING UNITS
 - COMMERCIAL
 - MAJOR SHOPPING CENTERS (RETAIL & SERVICE)
 - STRIP CENTERS (RETAIL)
 - STRIP CENTERS (SERVICE)
 - CORRIDOR RETAIL
 - CORRIDOR SERVICE
 - AUTO RELATED COMMERCIAL
 - OFFICE
 - MAJOR CORRIDOR COMPLEXES/BUILDINGS
 - MEDICAL OFFICES (DOCTORS, DENTISTS, DIALYSIS CENTER)
 - INDUSTRIAL
 - WAREHOUSING, CONTRACTING, STORAGE YARDS
 - PUBLIC/SEMI-PUBLIC
 - EDUCATIONAL (PUBLIC/PRIVATE SCHOOLS AND RELATED REC. AREAS)
 - INSTITUTIONAL (CHURCHES, FRATERNAL ORG.)
 - CHURCH AND PRIVATE SCHOOL COMBINED
 - PARKS / RECREATION / OPEN SPACE
 - MANICIPAL FACILITIES
 - HOSPITAL / NURSING-HOME
 - UTILITY (EASEMENT, COMPANY PROPERTY)
 - OTHER
 - VACANT LAND
 - VACANT BUILDING
 - PARKING



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Table 3, Existing Land-Use

Land - Use	Acres	Percent of Total
Residential Use		
Single family	2,154	40.6
Two Family	10	0.2
Multiple Family 3 - 6 Dwellings	50	0.9
Multiple Family 7 - 16 Dwellings	95	1.8
Multiple Family 17 or More Dwellings	58	1
Commercial Land-Use		
Major Shopping Centers (retail and service)	110	2.1
Strip Shopping Centers (retail)	26	0.5
Strip Shopping Centers (service)	3	0.05
Corridor Retail	89	1.7
Corridor Service	51	1
Office	15	0.2
Medical Office	18	0.3
Employment		
Light Industrial	29	0.5
Warehousing and Contracting	8	0.1
Public and Semi-Public		
Educational and Institutional	236	4.4
Municipal	20	0.4
Recreation and Open Space	197	3.7
Public Right-of-Way	2025	38.2
Parking	36	0.7
Other		
Vacant Land and Buildings	58	1
Trailer Court	15	0.3
TOTAL	5,303	100*

*May not total 100 due to rounding

Single-Family Residential Areas

Single-family detached uses comprise 40.6 percent (2,154 acres) of the land use within the community. In general, existing residential neighborhoods contain essentially sound housing stock.

It is important to point out that the community's single family detached residential areas have almost exclusively developed without the intrusion of any detached housing, or nonresidential uses (except community facilities) which creates a consistent and distinct living environment.

Residential Areas: Two to Six Dwellings

Two-family to six-family residential areas are comprised primarily of duplexes, townhomes and a few small apartment buildings. Currently, 60 acres (1.1 %) of the total 10 acres are in duplex use and 50 acres are developed for three- to six-family unit structures.

Multi-Family Residential Areas Generally

In general, multiple family units occupy a total of 153 acres (2.8%) of the total land area in the Village. In terms of dwelling units, of the 21,835 dwellings reported in the Village in 1990, 7,464 units, or 34% are in structures containing more than one unit.

Multi-Family Residential Areas: Seven to Sixteen Dwellings

Multi-family residential areas with approximately seven to sixteen dwelling units per building comprise approximately 1.8 percent of the developed land within the Village. These areas tend to be larger in size and include a variety of dwelling types. Many of these

buildings have developed as condominiums.

Multi-Family Residential Areas: Seventeen or More Dwellings

Buildings containing seventeen or more dwelling units comprise 1 percent of the total land within the Village. These locations are larger in size and have been developed as planned developments. Many include on-site facilities and services available to residents and a high percentage of the units appear to be condominiums with owner occupied units.

COMMERCIAL LAND-USE AREAS

Oak Lawn includes a diverse range of established commercial areas. Community participation in the planning program has strongly emphasized the need to protect and enhance these commercial areas in the future.

Commercial areas in Oak Lawn are concentrated along the Village's major street corridors including 95th Street, Cicero Avenue, and Southwest Highway. In total, commercial land uses comprise 5.8 percent of the land within the Village.

Commercial development within Oak Lawn reflects several general "formats" or prototypes:

- ◆ *Major Shopping Centers*, which include larger-scale, coordinated shopping developments anchored by a major tenant such as a grocery store or a general merchandise retailer. These centers include a variety of retail and commercial service uses as part of the major center, or as part of peripheral "outlot" development.

- ◆ *Strip Centers*, which include unified and coordinated shopping centers which lack any major large-scale anchor. Strip centers tend to be smaller in size, are typically comprised of one or two buildings, and are located in close proximity to the roadway. Strip centers include those which emphasize either retail uses or commercial service uses.
- ◆ *Corridor Retail Areas*, which include free-standing retail uses and structures on a separate, individual site.
- ◆ *Corridor Service Areas*, which include free-standing commercial service uses and structures on a separate site.

Existing commercial areas are briefly described below.

95th Street and Heart of Oak Lawn

The 95th Street corridor in Oak Lawn includes many of the communities primary retail and commercial uses. Relative to the other commercial corridors, 95th Street includes roughly one-half of the community's retail and commercial development. Significantly, 95th Street is the site of 10 automobile dealerships, and three large scale planned commercial developments including: 1) the Jewel/Osco/Kmart and Holiday Inn located at the northwest corner of Pulaski and 95th Street; 2) the Green Oaks Shopping Center at the intersection of Cicero Avenue and 95th Street; and 3) the Venture center located at the southwest corner of Pulaski Road and 95th Street.

Cicero Avenue

Next to 95th Street, Cicero Avenue contains the largest concentration of retail and commercial activity in the Vil-

lage. While it embraces a mix of uses, Cicero Avenue has a strong retail trade orientation. It includes a number of planned commercial centers, as well as freestanding commercial uses and strip center development.

While most large commercial spaces are well tenanted, vacancies do exist. The area of greatest concern along the corridor lies north of 95th Street. The land-use and development pattern is fragmented in this area due to street, parcel and access configurations as well as the presence of the Norfolk and Western Railroad. This location is also one of the most congested in the community as well. The Comprehensive Plan should explore ways to improve and coordinate access in the area. There are also a number of incompatible land-uses present within the area which the Plan will seek to eliminate.

Southwest Highway (South of 95th Street)

The Southwest Highway commercial area is located south of 95th Street to the Village limits. The area consists of older strip commercial service and retail uses. The overall physical condition of the area and its market position relative to 95th Street and the Chicago Ridge Mall are a concern. There are clear signs of obsolescence and deferred maintenance in both building and site improvements along the corridor.

The area is comprised of small scale neighborhood and convenience uses. Southwest Highway does not include these kinds of major tenants. As a result, the corridor has a weak market position and is subject to change in the future. The Comprehensive Plan has determined a change of use is appropriate.

Neighborhood Commercial Areas

There are three neighborhood commercial areas serving Oak Lawn. These include: 1) the northwest corner of Pulaski Road and 111th Street; 2) Ridgeland Avenue and 87th Street; and 3) 87th Street between Austin Avenue and 55th Court. Commercial development located in the first two areas is stable and should likely remain so in the future.

However, the commercial area between Austin Avenue and 55th Court along the south side of 87th Street is subject to change in the future. While the area includes a number of retail uses such as a drug store, it predominantly consists of commercial service and automotive uses. The plan has determined that a change of use in certain areas along this corridor is appropriate.

EMPLOYMENT LAND-USE AREAS

Oak Lawn maintains a limited inventory of office and light industrial areas. Citizen input in the early stages of the process indicates a desire to make available additional employment opportunities in the Village. While there will be inherent limitations to employment development possibilities in view of the developed nature of the Village, the comprehensive plan should explore the potential for additional development.

Existing employment land use areas within Oak Lawn generally consist of three types of development:

Light Industrial Areas

The Village of Oak Lawn maintains limited light industrial land-use area. The largest of its light industrial area is located in the area of Central Avenue and 111th Street. This area is occupied by a

number of auto related uses, but also includes manufactures such as Metal Coating Specialists. The area also includes a number of medical uses such as the newer Southwest Hospitals MRI Center. The second area is generally located in the northeast corner of the intersection of Southwest Highway and Cicero Avenue.

Office Employment Locations

Office uses are scattered throughout both commercial and employment areas of the Village. In general, office uses in Oak Lawn principally emphasize medical, financial and some commercial service uses. For the future, expanded office development would appear to have potential in Oak Lawn.

VACANT AND UNDEVELOPED LANDS

Oak Lawn is a built-up community, and therefore has minimal vacant land available for future development. Approximately 58 acres of vacant land and buildings currently exist in the Village, comprising 1 percent of the total land area. Alternative land-uses for parcels that do remain should be explored as part of the next phase in the planning program.

B. DEMOGRAPHIC AND MARKET OVERVIEW

This section provides a brief summary of trends and changes anticipated for the local population and market in the future.

DEMOGRAPHICS

1. Oak Lawn's population is expected to increase approximately 850 persons by the year 2010, which is comparable to projections for surrounding mature communities. This

increase would result in the addition of approximately 476 dwelling units. These trends assume new residents with larger households will be moving into the community, as well as the addition of some new housing units.

2. Oak Lawn's population has been growing older. As suggested by many local residents, the Plan should seek to diversify housing options for "empty nesters" and senior citizens.
3. The current racial and ethnic composition of the community is characterized by modest diversification. In 1990, 98.2% of Oak Lawn's population was White. It is expected that Oak Lawn will continue to diversify in the years ahead, and it is anticipated in the year 2010 the Village's Black, Hispanic, and populations of other races are anticipated to increase to 12.3%.

MARKET

4. Oak Lawn has approximately 700,000 square feet of retail space located in convenience, neighborhood and community shopping centers. Oak Lawn also has numerous free-standing retail uses, including restaurants, fast food outlets and car dealerships, as well as its older retail core located in the Heart of Oak Lawn along 95th Street.
5. The strength of Oak Lawn's retail market is reflected in the amount of local retail sales tax it collects. The Illinois Department of Revenue reports that local sales tax collected by Oak Lawn in 1995 totaled nearly \$8.4 million. Based upon a one percent local sales tax, this trans-

lates into \$840 million in retail sales, a 33 percent gain over 1985 and a 12.5 percent increase over 1990.

6. Between 1990 and 1995, the largest increases in the local sales tax were produced by general merchandise (57 percent); automobile, automobile-related, and gas stations (28 percent); eating and drinking places (13 percent); and pharmacies and other retail (2 percent). Decreases in sales tax revenues were in the lumber, building supplies, hardware; furniture, household goods, apparel and food categories.
7. Automobiles, automobile-related and gas stations have continually been the largest generators of local sales tax. In 1995, these uses produced nearly 47 percent of local sales tax revenue. The next largest generators of local sales tax were food (16.0 percent), pharmacies and other retail (12.5 percent), and general merchandise (11.5 percent).
8. Oak Lawn's retail market is not dependent upon "power" shopping centers. A power center is dominated by several large anchors, including discount department stores, off-price retailers, warehouse clubs, etc. They are typically strip centers with anchor square footage comprising 70 to 100 percent of the gross leasable area. Power centers are usually 200,000 square feet or larger.
9. Oak Lawn can expect to continue restructuring its employment base from manufacturing to services and other white collar occupations. However, the actual change in total

employment over the planning period is likely to be modest. Little vacant land remains within the community, and Oak Lawn is situated within a mature market setting. Yet, trends indicate Oak Lawn will continue to experience growth in the retail sector where it is anticipated a total of 928 new jobs will be added.

10. Similar to other southwest suburbs, Oak Lawn does not have a competitive office market with general tenant Class A or B office space. Oak Lawn has three small office buildings, constructed prior to 1984. In combination, they total less than 95,000 square feet. It is not anticipated the market for office uses will shift in the future in the relative size or quality of office buildings in Oak Lawn.
11. The projection of demand for additional industrial space is directly related to growth in the manufacturing and wholesale trade (warehouse, distribution, showroom) employment. In Oak Lawn, it is projected that manufacturing employment will decrease by 69 jobs between 1990 and 2010 while wholesale trade (including transportation, communications and public utilities) will only increase by 67. Thus, there is not significant demand for new industrial space.

C. COMMUNITY FACILITIES

This section describes existing conditions and future needs of the following facilities: 1) parks and recreation; 2) public schools; 3) municipal buildings and facilities; 4) public library; 5) Christ Hospital; and 6) the Oak Lawn senior citizen center. Information for this sec-

tion was provided by each service agency.

PARKS AND RECREATION

The parks and recreation system consists of sites, facilities and programs. The Oak Lawn Park and Recreation System was one of the most frequently cited assets of the community.

Management and Organization

Oak Lawn residents are served by the Oak Lawn Park District which was established in 1944. Today, it serves a population of over 56,000. The district's administration office is currently located on 95th Street. The district is governed by an elected board comprised of commissioners.

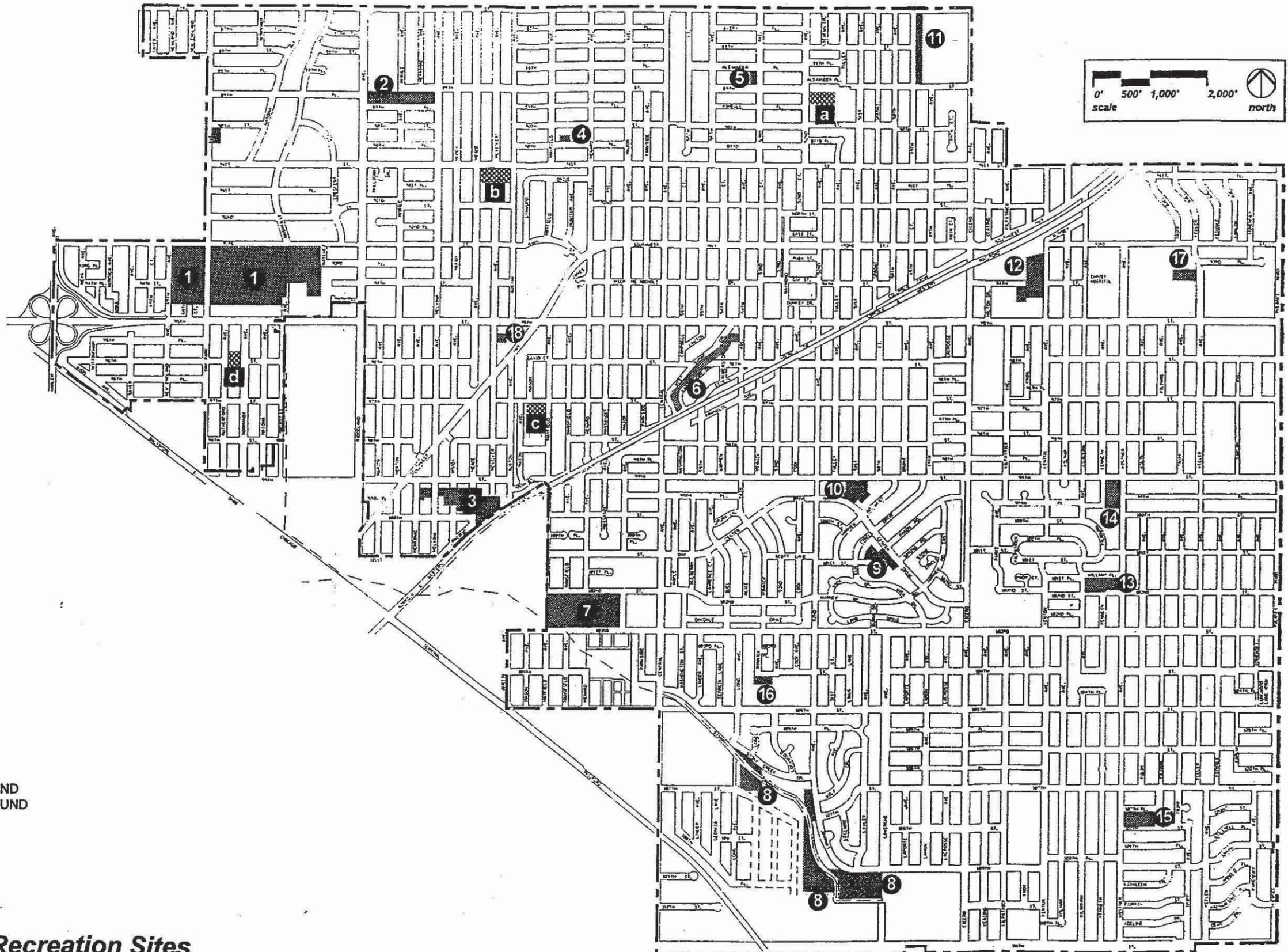
Existing Facilities and Programs

The Oak Lawn Park District currently operates 33 park sites encompassing approximately 308 acres. Other public or private recreational facilities located within the Village include the Chicago Health Club, Oak Lawn Aqua Pool and parochial school gymnasiums. The Park District provides comprehensive recreation programs to its citizens.

The existing park system, which is summarized in Figure 8, *Existing Park and Recreation Sites*, is discussed below.

Mini Parks

The mini park is the smallest unit in the recreational system. It typically ranges in size from a small tot lot to up to four acres. Mini parks are intended primarily for children of elementary and junior high school age and should be located within safe walking distance of the residents they serve.



**OAK LAWN PARK DISTRICT
PARKS AND PLAYGROUND**

- 1. CENTENNIAL PARK
- 2. WORTHBROOK PARK
- 3. COLUMBUS MANOR PARK
- 4. SHUBERT PARK
- 5. PHILLIPS PARK
- 6. LAKE SHORE PARK
- 7. MEMORIAL PARK
- 8. WOLFE WILDLIFE PARK
- 9. DILLON PARK
- 10. OAK MEADOWS PARK
- 11. LEWANDOWSKI PARK
- 12. CENTRAL PARK
- 13. WILLIAMS PLACE
- 14. BEVERLY LAWN PARK
- 15. LAWN MANOR PARK
- 16. HARKER PARK
- 17. KEELER PARK
- 18. McVICKERS PARK

- A. BRANDT PLAYGROUND
- B. HARNEW PARK/PLAYGROUND
- C. COLUMBUS MANOR PLAYGROUND
- D. DEARBORN HEIGHTS PLAYGROUND

Figure 8
Existing Park and Recreation Sites

Prepared by: Trkla, Pettigrew, Allen & Payne, Inc.

Oak Lawn has 8 mini parks, totaling 11.70 acres: Brandt Park, Dearborn Heights Park, Dillion Park, Harker Park, McVickers Park, Phillips Park, Shubert Park, and Williams Place.

Neighborhood Parks

The neighborhood park normally ranges from 5 to 15 acres in size, although it can be larger. It is designed to provide service for a broader range of age groups and activity levels than a mini park. Often neighborhood parks are developed in association with elementary or junior high school facilities.

Oak Lawn has 9 neighborhood parks totaling 66.20 acres: Beverly Lawn Park, Columbus Manor, Harnew Park, Keeler Park, Lake Shore Park, Lawn Manor Park, Memorial Park, Oak Meadows Park, and Worthbrook Park.

Community Parks

Community parks typically range from 40 to 90 acres, are intended to provide a full range of recreational facilities for all age groups, and can serve up to approximately 20,000 persons. Oak Lawn has 1 community park totaling 50.90 acres: Centennial Park.

Special Use Parks

In addition to the above described park types, the community also has 10 special use parks totaling 177.93 acres. Oak Lawn residents have access to a wide variety of recreational activities, including: Central Park/Ice Arena, Chicago Ridge Prairie, Cook School, Lewandowski, Menard Activity Center, Oakview Center, Stony Creek Driving Range, Stony Creek Golf Course, Tennis and Racquetball Club, and Wolfe Wildlife Refuge.

Parks and Open Space Standards

Basic minimum standards have been established by a variety of organizations to help communities determine whether their local park and recreation systems are adequate. This section focuses on park land needs within the community. These standards establish guidelines for the number of acres of park land per capita and the type and number of facilities for different kinds of parks and other system components.

The Village currently provides approximately 6 acres of local park land per 1,000 population (including Special Use areas). The basic National Recreation and Park Association (NRPA) standard is 10 acres per 1,000 population. In a developed community like Oak Lawn, emphasis will be placed on developing the existing park and recreation system.

Park and Recreation Needs

Park District staff indicate that there is an ongoing need for additional park land, open space and fields. The park system would benefit from a land acquisition bank to assist in the purchase of open space in built up areas. This land bank could possibly be funded by residential developers. Other park and recreation needs include: recreation center, pools (indoor and outdoor), gymnasiums, bike paths, open spaces, family-oriented special events, teen programs, and nature programs.

Plans for how recreational services will be provided in the future will be affected by the trend of younger families moving into Oak Lawn. These families are looking for a variety of programs with both indoor and outdoor facilities.

PUBLIC SCHOOLS

Schools are among the most important community facilities, especially in a predominantly residential community such as Oak Lawn. They not only provide educational services, but also play important cultural, recreational and social roles within the community. Quality public schools are among the most frequently mentioned assets of the Village of Oak Lawn. The conditions of each summarized in Table 4, *Community Facilities Inventory: Public Schools*. Oak lawn is served by five elementary school districts and two high school districts.

Public Elementary Schools

Oak Lawn is served by five elementary school districts. Oak Lawn Hometown Elementary District 123 serves the vast majority of the Village. Other elementary school districts serving Oak Lawn include: Elementary District 12; Elementary District 126; Elementary School District 125; and Elementary School District 127 and One-Half. While some schools may be expanded in the future, all districts report adequate land and facility needs over the planning period.

Public High Schools

Oak Lawn Community High School District 229

The Oak Lawn Community High School District 229 serves portions of Oak Lawn north of 99th Street and serves the Village of Oak Lawn exclusively. District officials report enrollments are stable and, aside from renovations, there are no plans for new or expanded facilities at this time.

Community High School District 218

District 218 serves areas of Oak Lawn south of 99th Street and includes a number of other communities to the south. The district has two attendance centers, one of which is in Oak Lawn on Central Avenue. The district indicates Polaris High School is to be phased out of service.

MUNICIPAL BUILDINGS AND FACILITIES

This section briefly describes the municipal facilities and services provided to Oak Lawn.

Police Protection

The Village of Oak Lawn provides comprehensive police services to the community. The police department headquarters are located in the Village Hall complex on 95th Street. The facility is virtually new and in excellent condition.

Municipal buildings and facilities are described in Table 5, *Community Facilities Inventory: Municipal Facilities*.

Fire Protection

Fire protection services within the Village of Oak Lawn are provided by the Oak Lawn Fire Department.

The Department operates three fire stations. These include: 1) 6451 W. 93rd Place; 2) 4401 W. 104rd Street; and 3) 9446 S. Raymond. Existing facilities are adequate to serve the community. However, the department is exploring the possibility of another station. Further, one of the stations may require expansion when a new truck/tower ladder is activated.

**TABLE 4
COMMUNITY FACILITIES INVENTORY: SCHOOLS**

Name	Date Built	Building Condition	Remaining Useful Life (Years)	Site Size (Acres)	Area Available for Recreation	Number of Classrooms	Current Enrollment	School Capacity	Evaluation						Comments
									Adequacy of Site Size	Location in Relation to Service Area	Capability for Expansion	Adequacy of Recreation Area	Adequacy of Off-Street Parking	Quality of Environment	
DISTRICT 125															
Lawn Manor	1966	Excellent	50	5.0	4.0	15	250	275	Yes	Excellent	Excellent	Sufficient	Excellent	Excellent	
Meadow Lane Monmouth Park	1965	Excellent	50	4.0	3.5	18	250	300	Yes	Excellent	Excellent	Excellent	Excellent	Excellent	
Hamlen UGC Alsip	1971	Excellent	50	2.0	1.5	18	240	260	Yes	Excellent	No	Fair	Fair	Excellent	
DISTRICT 218															
Dwight D. Eisenhower	1951	Good	30	30	20	75	1,296	2,025	OK	OK	Not Good	OK	OK	OK	
Polaris	1965	Very Good	44	17	10	27	393	729	OK	OK	Not Good	OK	OK	OK	
Harold L Richards	1965	Very Good	44	36	22	71	1,320	1,917	OK	OK	Not Good	OK	OK	OK	
Alan B. Shepard	1958	Good	55	31	18	76	1,581	2,052	OK	OK	Not Good	OK	OK	OK	
Aspen/Summit	1958	Good	37	8	1	23	169	200	OK	OK	Not Good	OK	OK	OK	
DISTRICT 127 1/2															
Ridge Lawn	1965	Good	50	5	?	17	300	350	Good	Good	Good	Excellent	Good	Good	Large recreational area
Ridge Central	1956	Good	50	2	?	21	350	400	Poor	Good	None	Poor	Poor	Good	Recreational space very limited
Finley Junior High	1971	Good	50	2	?	21	350	400	Poor	Good	None	Poor	Poor	Good	Recreational space very limited

**TABLE 4
COMMUNITY FACILITIES INVENTORY: SCHOOLS**

Name	Date Built	Building Condition	Remaining Useful Life (Years)	Site Size (Acres)	Area Available for Recreation	Number of Classrooms	Current Enrollment	School Capacity	Evaluation						Comments	
									Adequacy of Site Size	Location in Relation to Service Area	Capability for Expansion	Adequacy of Recreation Area	Adequacy of Off-Street Parking	Quality of Environment		
DISTRICT 122																
Simmons	1948		0			5		150								
	1965		10			8		220								
	195	Code	30	4.5	10,000	15	400	480	Yes	Excel- lent	Yes	Good	Good	Good	Good	
	1945		0			5		142								
	1949		0			2		41								
Harnew	1953		0			5		100								
	1960		5			14		382								
	1975	Code	30	7.0	2,400	2	470	58	Yes	Excel- lent	Yes	Good	Good	Good	Good	
	1955		0			7		192								
Dearborn	1965		10			4		92								
	1975	Code	30	2.0	2,400	2	300	56	Yes	Excel- lent	Yes	Good	Good	Good	Good	
	1951		0			5		100								
Columbus	1957		2			5		120								
	1965		10			8		180								
	1975	Code	30	4.0	2,400	5	300	150	Yes	Excel- lent	Yes	Good	Good	Good	Good	
DISTRICT 229																
Oak Lawn Community High School	1952							Peak 3,450								
	1970	Good	40	30	15	115	1,424	74-75	OK	OK	None	Need More	n/a	OK		
Vacant site 93rd & Kilbourn									15							

ⁱ The parking restrictions in place due to Christ Hospital are cause for problems for our athletic use and the Oak Lawn Baseball/Hometown Softball use of the property, particularly for spectators and visiting teams.

**TABLE 4
COMMUNITY FACILITIES INVENTORY: SCHOOLS**

Name	Date Built	Building Condition	Remaining Useful Life (Years)	Site Size (Acres)	Area Available for Recreation	Number of Classrooms	Current Enrollment	School Capacity	Evaluation						Comments	
									Adequacy of Site Size	Location in Relation to Service Area	Capability for Expansion	Adequacy of Recreation Area	Adequacy of Off-Street Parking	Quality of Environment		
DISTRICT 123																
Brandt ²	1956															
	1959															
	1965															
	1968	Good	3 ³	8.0	5.0 ⁴	24	0	420	OK	Fine	Yes	Very Good ⁴	Ade-quate	n/a		One gymnasium
Covington	1938															
	1948															
	1956															
	1963	Good	3 ³	5.0	2.0	24	501	615	OK	Fine	Yes	Ade-quate	Ade-quate	Good		Two gymnasia Need more parking One gymnasium Administrative Center offices Transportation garage
Gaddis ⁵	1960															
	1966															
	1968															
	1971	Good	3 ³	4.5	0-0 ⁶	25	0	500	OK	Fine	No	0 ⁶	Poor	n/a		
Gasteyer ⁷	1958															
	1959															
	1961															
	1967	Good	3 ³	10	7.0	25	0	500	Very Good	Fine	Yes	Ade-quate	Ade-quate	n/a		One gymnasium

² Houses District 123 Science Center and additional space is leased to Penny Lane Day Care Center

³ With good maintenance and upkeep will remain useful indefinitely

⁴ Leased by Oak Lawn Park District

⁵ One-third of building leased to Fox College, 1/3 leased to Christ Hospital, 1/3 used for Administration Center

⁶ Gaddis School recreational area was sold to Oak Lawn Park District in 1991

**TABLE 4
COMMUNITY FACILITIES INVENTORY: SCHOOLS**

Name	Date Built	Building Condition	Remaining Useful Life (Years)	Site Size (Acres)	Area Available for Recreation	Number of Classrooms	Current Enrollment	School Capacity	Evaluation						Comments
									Adequacy of Site Size	Location in Relation to Service Area	Capability for Expansion	Adequacy of Recreation Area	Adequacy of Off-Street Parking	Quality of Environment	
DISTRICT 123 = Continued -															
Hannum	1971	Very Good	1 ³	4.5	2.0	18	321	420	Very Good	Fine	Yes	Ade-quate	Poor	Good	Need more parking Large site One gymnasium
	1953														
	1956														
Hometown	1961														
	1863														
	1968	Good	1 ³	5.0	2.5 ^a	28	373	480	Good	Fine	Yes	Ade-quate	Poor	Good	Need more parking One gymnasium
Kolmar	1963														
	1968														
	1971	Good	1 ³	5.0	1.25	32	386	540	Good	Fine	Yes	Good	Poor	Good	Need more parking One gymnasium
Sward	1952														
	1959														
	1961	Very Good													
McGugan Junior High	1965	Good	1 ³	5.0	2.5	26	490	600	Good	Fine	Yes	Good	Poor	Good	One gymnasium One gymnasium annex
	1968														
	1971	Good							Very Good	Fine	Yes	Very Good	Good	Good	One gymnasium One multi-purpose room
	1992														

⁷ Leased to South Side Baptist Church and School
⁸ Leased by City of Hometown

**TABLE 5
COMMUNITY FACILITIES INVENTORY: MUNICIPAL FACILITIES**

Building Name	Building Function	Date Built	Date of Last Addition	Building Condition	Remaining Useful Life (Years)	Site Size	Evaluation				Comments
							Is Site Size Adequate?	Is Location Satisfactory?	Is Parking Adequate?	Is Building Adequate?	
Municipal Center	Village administration/ legislation; finance, public works, quality control, police administration, fire department station	1989	1995	Excellent	50	273,300 sq. ft.	Yes	Yes	Yes	Yes	Need community room facilities
C.J. Reich Water Pumping Station and Reservoirs	Public works department/water division h.q.; potable water storage & pumping facility for village water system	1950	1978	Fair/Good	25	220,100 sq. ft.	No	Yes	No	No	On-site employee parking is limited, as well as equipment and materials storage space
E.J. Harker Water Pumping System and Reservoirs	Potable water storage and pumping station facility primarily for south/south-west suburban water supply	1965	1981	Good	35	200,800 sq. ft.	Yes	Yes	Yes	Yes	
Streets & Sewer Division garage	Public Works Dept./Street & Sewer Division h.q., including offices, employee facilities, and equipment/ materials supply	1967	1987	Fair/Good	25	209,200 sq. ft.	No	No	No	No	Site is in residential area which results in numerous complaints from neighbors concerning noise and parking in the neighborhood
Equipment Maintenance Garage	Public Works Dept./ Equipment Maintenance Division h.q., including offices, employee facilities, and vehicle maintenance	1958	1977	Fair/Good	25		No	No	No	No	24-hour operations in residential area has resulted in complaints from neighborhood
Equipment Storage Building	Public Works Dept./ Street Division auxiliary storage facility for paving and street sweeping equipment	1954	NA	Fair	15	11,000 sq. ft.	No	No	No	No	Completely surrounded in residential setting limits use to storage alone

**TABLE 5
COMMUNITY FACILITIES INVENTORY: MUNICIPAL FACILITIES**

Building Name	Building Function	Date Built	Date of Last Addition	Building Condition	Remaining Useful Life (Years)	Site Size	Evaluation				Comments
							Is Site Size Adequate?	Is Location Satisfactory?	Is Parking Adequate?	Is Building Adequate?	
Fire Station #1 4401 W. 103rd	Houses fire apparatus & personnel, maintenance garage, inspection offices, EMS offices, physical fitness area	1975	NA	OK	Many	OK	OK	OK	OK		
Fire Station #2 6451 W. 93rd Pl.	Houses fire apparatus & personnel, training classroom & tower, administrative offices	1985	NA	OK	Many	OK	No*	*	No	* Training tower should be relocated * Need rear access to lower level	
Fire Station #3 9446 S. Raymond Ave. (at Village Hall)	Houses fire apparatus & personnel, minimum office area	1992		OK	Many	OK	OK*	Yes	Yes	* Some traffic concerns	
Oak Lawn Public Library	Public library	1950	1992	Good	25	65,000 sq. ft.	Yes	Yes	Yes & No		
Oak Lawn Senior Center	Center for senior activities	1976	NA	Good	50	6,000 sq. ft.	Yes	Yes	Yes	Problems with the air conditioner & heating; some roof leaks	

The Oak Lawn Fire Department maintains an Insurance Service Organization (ISO) rating of 1. The rating represents an exceptional level of performance and service commitment on behalf of the community. Few Illinois municipalities hold this distinction.

Public Works

The Public Works Department operates, maintains, designs, and constructs Village-owned infrastructure which includes streets, water pumping, water distribution, sewer collection, traffic control, street lighting, urban forestry, and stormwater collection and detention systems.

While the Department's facilities are generally adequate to meet community needs, there is a need to expand indoor storage for the sewer and street division. The water division offices also need to be relocated and expanded to meet future growth requirements.

Village Hall

The Oak Lawn Village Hall currently provides space for administration, police, fire, finance, public works, communications and engineering. The Village Hall facilities were just recently constructed in the Heart of Oak Lawn. The Village Hall is considered adequate and no expansion or improvement plans are programmed at this time.

OAK LAWN PUBLIC LIBRARY

The Oak Lawn Public Library, founded in 1943, provides comprehensive services to Oak Lawn Citizens. It has a collection of 215,000 volumes. The Library provides programs for senior citizens and youths.

The current Library is considered sound, and building maintenance and rehabilitation programming are ongoing. The Library may require additional space in the future, depending on space needs related to new communications technologies, and how these technologies are integrated into library programs. The library has identified a need for public gathering space for hosting public meetings and programs.

CHRIST HOSPITAL AND MEDICAL CENTER

Christ Hospital in Oak Lawn is an important community facility. It not only provides high quality - full service health care to Oak Lawn citizens and surrounding communities, it is also a major employer and contributor to the local economy.

For the future, the Comprehensive Plan should explore land-use patterns in areas surrounding the hospital and determine whether any land-use change is desirable.

SENIOR CITIZEN CENTER

Located at 5330 W. 95th Street, the Oak Lawn Senior Citizens Center provides a range of services and activities to senior citizens for health care, transportation, exercise, recreation social services, volunteer opportunities, information and referral, and assistance with state and federal programs.

The senior center and Senior Citizens Commission foresee their role increasing in the community in the years ahead. The need for senior citizen housing in central Oak Lawn is highly desirable, and there is a need to expand the senior center. Representatives anticipate the demand for both senior

services and housing to continue in the future.

D. **TRANSPORTATION**

This section provides an overview of Oak Lawn's transportation system and expected needs over the planning period. Its purpose is to examine the existing transportation network within the community and to identify new or improved transportation facilities which may be needed in the future. Sections addressing the following areas include: 1) the street network; 2) bicycle and pedestrian facilities; and 3) public transportation.

STREET SYSTEM

The street system within Oak Lawn is fairly well established. Because the community is largely build-out few new streets will likely be added to the network in the future. Future transportation improvements will focus on minimizing congestion through creating additional capacity within the existing roadway network.

STREET AND ROADWAY JURISDICTION

Street and roadway jurisdiction becomes an important issue when discussing solutions and potential solutions to traffic problems. Standards for roadway design, construction, and operation vary from agency to agency. Therefore, an overview of street jurisdiction is necessary prior to consideration of changes or additions to the street network in the next phase of the Comprehensive Plan study.

Illinois Department of Transportation

The Illinois Department of Transportation controls and has jurisdiction over 95th Street, 111th Street, Cicero Avenue, Harlem Avenue and Pulaski Road within the planning area of the Village of Oak Lawn.

Cook County

The Cook County Highway Department has maintenance jurisdiction for Central Avenue, 103rd Street between Cicero and Central Avenue, 87th Street and Ridgeland Avenue within the Village.

SIDEWALKS AND STREET LIGHTS

Although sidewalks exist throughout most of the Village of Oak Lawn, there are a few areas of the community that currently do not have sidewalks. Citizens participating in the planning process to date have indicated a need for sidewalk improvements in certain areas of the Village. The Office of Quality Control has conducted an inventory of these areas and has prepared cost estimates for sidewalk improvements.

Citizens also identified a strong interest in the Village providing additional street lighting in certain areas. The Office of Quality Control conducted an evaluation of areas in the community not currently served with street lighting.

BICYCLE ROUTES

The Southwest Council of Mayors has developed a Regional Bikeway Plan, which was adopted on April 30, 1996. The plan calls for on-street bike routes along portions of 87th Street, 99th Street, 105th Street, Ridgeland Avenue, Central Avenue, and Pulaski Road. Other on-street routes and off-street trails are also contemplated, both as a result of the Southwest Council of Mayors and Managers Plan and local bike-

way planning by the Village of Oak Lawn Park District. There is an expressed desire for more bicycle facilities within the Village.

PUBLIC TRANSPORTATION

The Village of Oak Lawn is well served by public transportation: Metra trains and Pace buses both service the community. Other public transportation services provided within the Village include:

- ◆ "Dial a ride" service for seniors and handicapped residents (provided by the Worth Township three days a week, to supplement service provided by the Village of Worth two other days);
- ◆ Commuter buses (privately sponsored, mainly for employee trips to work); and
- ◆ Taxi and limousine services.

Both Metra and Pace have indicated that they would consider increased service areas or frequency of service to the Village were additional parking made available by the Village to augment the increased service.