

183rd Street Corridor Plan

January, 2005

Homewood

Hazel Crest

Country Club Hills

Tinley Park

Acknowledgements

Homewood

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- ❖ Gayle Campbell, Village Clerk
- ❖ Village Trustees
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1. Introduction

*183rd
Street*

Homewood

Hazel Crest

Country Club Hills

Tinley Park

Introduction

Introduction



VILLAGE OF HAZEL CREST



The communities of Homewood, Hazel Crest, Country Club Hills and Tinley Park, Illinois, are pleased to present this plan for the 183rd Street Corridor. This corridor extends eleven miles from Halsted Street, west to LaGrange Road, and serves as the key thoroughfare linking the four municipalities. Home to long-standing businesses that serve a series of neighborhoods, and a key industrial employment center, 183rd Street is an important east/west corridor within the region, and is the meeting place of Cook and Will counties.

183rd Street Corridor Council

This plan was developed under the direction of the 183rd Street Corridor Council, a coalition of municipal leaders, including village managers and economic development experts, who meet regularly to coordinate development

and promotion initiatives between the four communities. The Corridor Council works with elected officials and private sector interests to provide the framework required to establish a supportive environment for the recruitment and retention of high-quality businesses and key institutions.

Thanks to the Corridor Council, and strong efforts by the City of Country Club Hills, a grant was secured from the State of Illinois to prepare this strategic plan for 183rd Street. The purpose of preparing this plan was to provide the vehicle whereby community stakeholders and decision makers could meet to discuss visions for the corridor's future, consider actions to capitalize on its potential, and then mobilize for implementation. Each community recognizes that the projects and programs identified in this plan will develop incrementally along the corridor as funding is available. This plan provides coordination mechanisms for public sector investment and private sector design.

Community Meetings

The Council hosted a series of meetings in each of the four communities to engage stakeholders in all aspects of the planning process. Meetings were conducted to present overviews of existing conditions and marketplace dynamics, as well as to discuss future visions for development to build upon and strengthen what is already in place.

Another series of meetings was conducted to consider a range of alternative strategies to address issues such as corridor connectivity, land use, visual character and promotional strategies. Finally, a joint meeting of the Mayors was held to build consensus among municipal leadership as to the contents of this plan.

Goals of the Plan

The goals of this plan are threefold:

- ❖ **Enhance economic development opportunities in the Corridor**
- ❖ **Improve the physical image of the Corridor**
- ❖ **Enhance each community's individual identity**

Contents of the Plan

This plan defines an intergovernmental vision for 183rd Street and provides tools to aid both public and private sectors in identifying key sites, preferred land uses, and visual character for new development. And, it establishes a basis for coordinated marketing and promotion of corridor sites and events.

This plan is organized into the following sections:

Understanding the Corridor - Describes land use, physical characteristics, and marketplace dynamics of the Corridor.

Vision Goals and Strategies - Presents a collective vision and corresponding goals for future development in the Corridor, along with strategies, programs and projects intended to bring about positive change.

Implementation - Defines the range of actions required to implement the plan.

183rd
Street



2. Understanding the Corridor

***183rd
Street***

Homewood

Hazel Crest

Country Club Hills

Tinley Park

Land Use

183rd Street is an eleven mile roadway that connects the corridor communities from Halsted Street to LaGrange Road, as depicted in Figure 1, *Corridor Context*. Characteristics of the corridor as a whole are described first, followed by more detailed assessments of the individual communities.

In general, land use along the Corridor is comprised of a mix of residential, commercial, institutional, industrial and open space/recreational uses as depicted in Figure 2, *Existing Land Use*. The corridor is comprised of three distinct sections which are described as follows.

East of the Forest Preserve is home to the communities of Homewood, Hazel Crest and County Club Hills. For the most part, these are mature communities with existing development on most of their incorporated land. As an exception, Country Club Hills has parcels of significant size available for large scale development. Largely, development efforts in these communities focus on infill or redevelopment.

The corridor serves as the front door to a number of older residential neighborhoods, depicted in yellow in Figure 2, with housing stock of varied sizes and configurations. Substantial numbers of new, owner occupied housing units are being constructed throughout this portion of the corridor, thereby demonstrating its sustained viability as a residential area of choice.

The corridor is also an important location for locally owned, small businesses, most of which are located in commercial nodes, depicted in red, that anchor major intersections with north/south collector streets. The business mix includes

grocery stores, strip shopping centers, stand-alone retail stores and office buildings, as well as fast food and auto establishments.

Institutions located along the corridor, depicted in blue, include municipal services, schools, churches, hospitals and libraries. Parks, open space and recreational facilities are dispersed throughout this section of the corridor, and are depicted in green.

Cook County Forest Preserve bisects the corridor between Country Club Hills and Tinley Park. This area includes the interchange of Interstates 57 and 80, though access to 183rd Street is not provided from either expressway.

Currently, no pathway improvements or other recreational features exist in this area of the Forest Preserve; though a new lake feature is being planned as will be described in more detail later in this report. Lighting and signage upgrades would improve this segment of the corridor.

West of the Forest Preserve, land use in Tinley Park is comprised of residential, commercial, institutional and industrial uses. This is a high growth area in the corridor with large parcel sites available for development. 183rd Street is bisected by railroad tracks which currently block access to LaGrange Road, a major north/south arterial with interchange to Interstate 80. This is a key issue in the corridor to be addressed in this plan.

Physical Assessment Understanding the Corridor

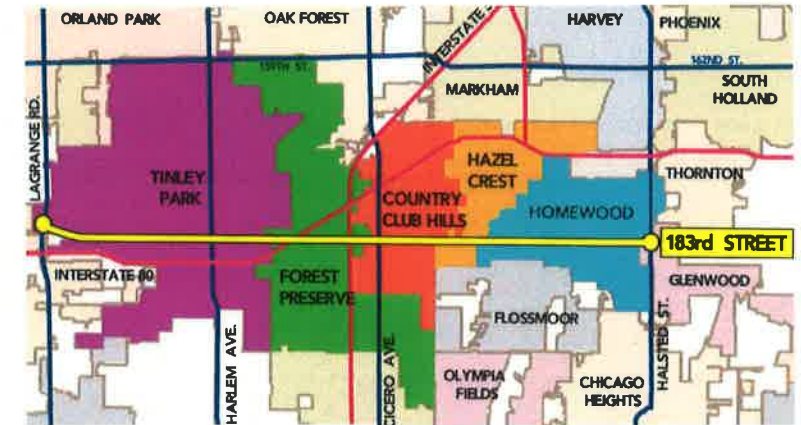


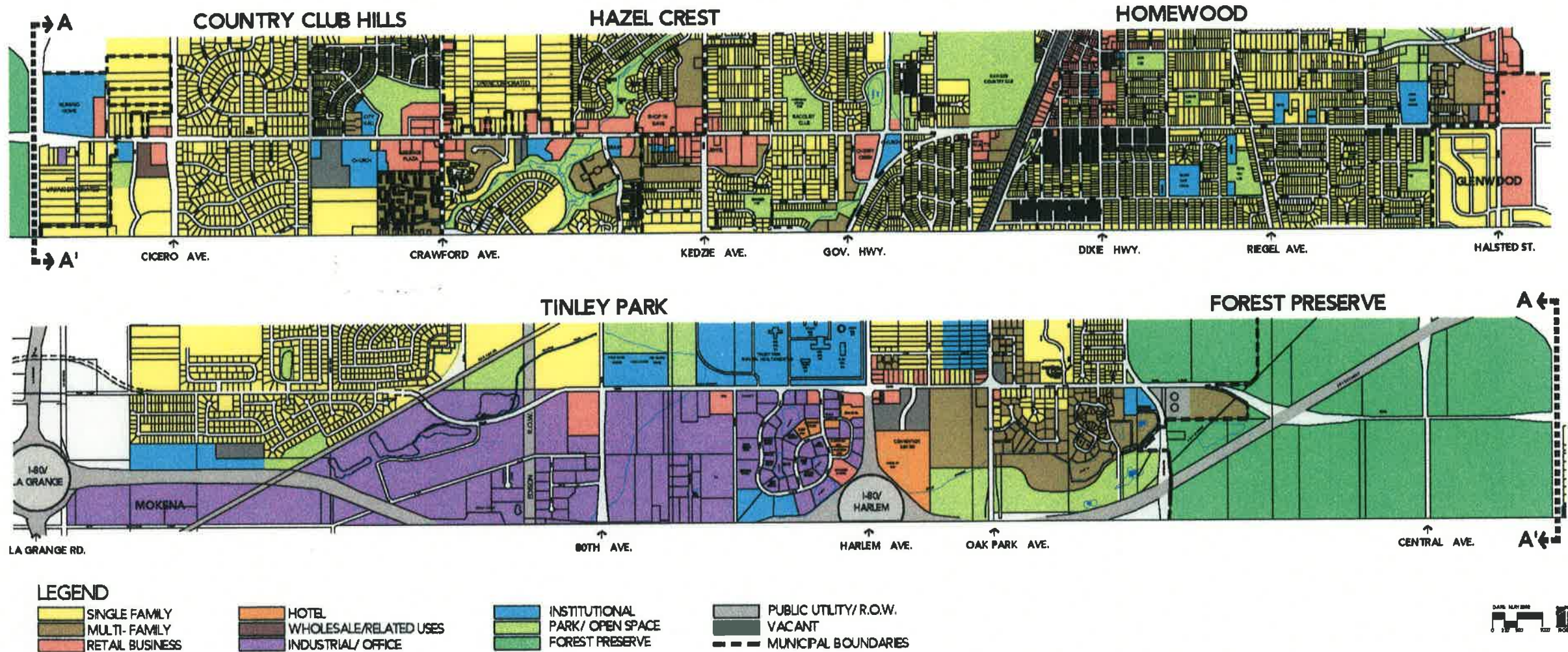
Figure 1, *Corridor Context*

Physical Assessment

Understanding the Corridor

Figure 2

Existing Land Use



The Village of Homewood

Physical Assessment Understanding the Corridor

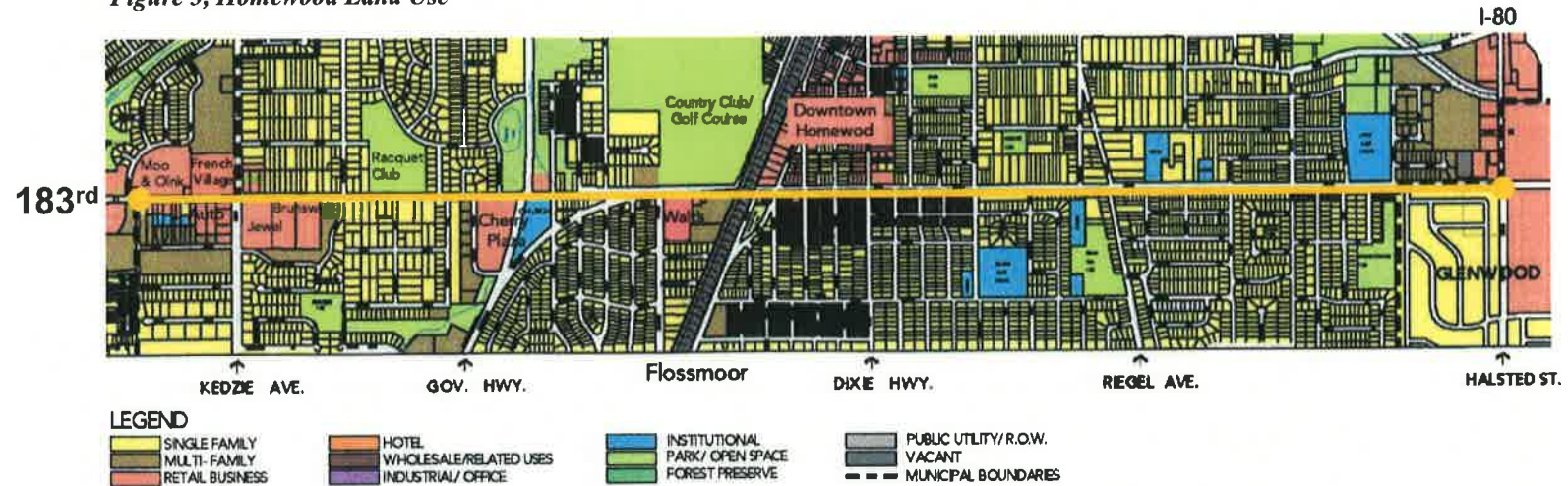
Homewood is a charming community of approximately 19,000 residents with a reputation for high-quality schools and parks. Homewood was established in the mid 19th century around a train station which still plays a significant role today, linking commuters to Downtown Chicago, approximately 25 miles away. Figure 3, *Homewood Land Use*, illustrates 183rd Street's relationship to key community features.

Homewood is widely recognized as having one of the finest suburban downtowns in Illinois. Its historic building stock is still intact, shops and entertainment destinations line the streets, and it has a beautiful visual character. 183rd Street serves as the southern boundary and gateway into Downtown Homewood, and is an anchor destination for residents of the south suburban communities.

Halsted Street, the primary north/south arterial within the Village, is home to concentrations of big box commercial development north of 183rd Street, and it interchanges with Interstate 80.

183rd Street is the primary east/west collector in the Village and is home to older, well established residential neighborhoods and housing, interspersed with recreational facilities and shopping centers. Homewood's portion of the corridor extends to Kedzie Avenue, and includes parcels on the southwest corner of the intersection. Commercial development consists of two grocery stores, small-scale shopping centers, stand-alone office, fast food establishments and family entertainment venue.

Figure 3, *Homewood Land Use*



Key Observations:

- Need to connect identity of Downtown Homewood physically to key intersections along the corridor.
- Kedzie node may be ideal for bookstore attraction that draws strength from the proximity of the hospital. Bookstore is key on the list of corridor economic development desires for area.
- Redevelopment at Kedzie node would strengthen the western portion of Homewood and serve to attract community residents to the 183rd Street area; build upon Brunswick success.
- Intersection improvements at 183rd and Halsted are needed to encourage motorists to turn onto the corridor.
- An image enhancement program would benefit commercial development on Halsted Street which, in turn, would benefit 183rd Street. If such a program is established, key recommendations should tie into the 183rd Street intersection to link shopping patrons.

Physical Assessment

Understanding the Corridor

The Village of Hazel Crest

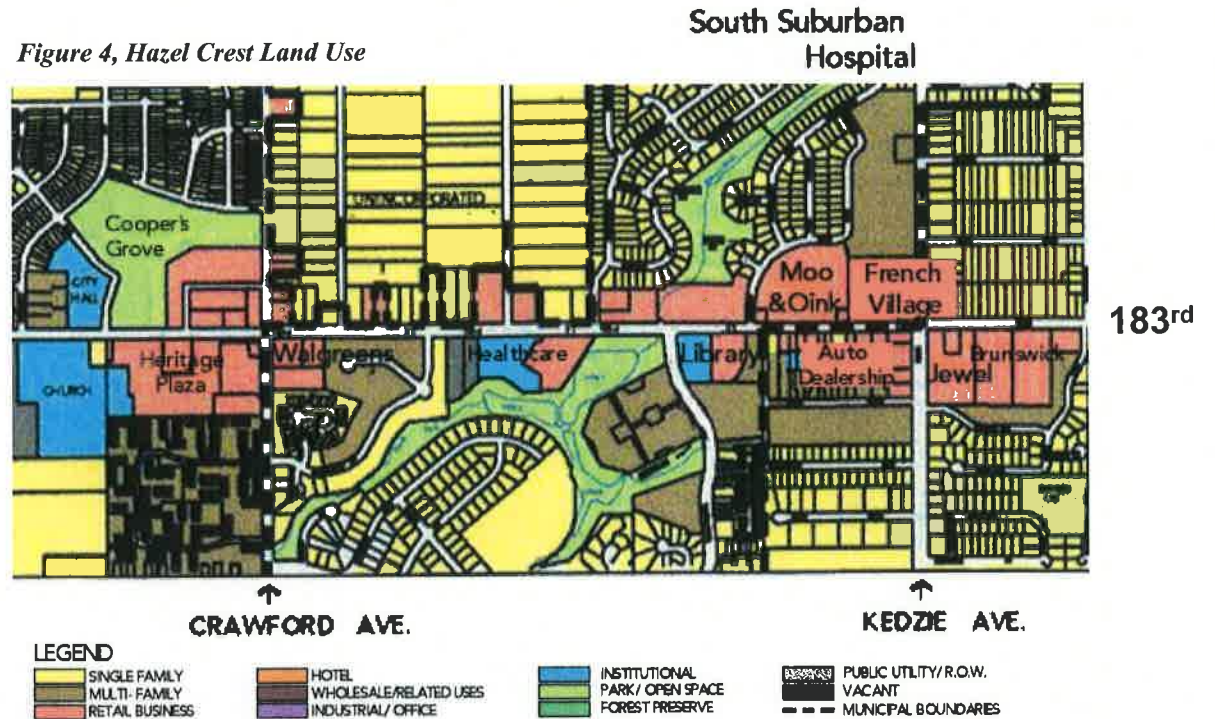
Hazel Crest is a stable community of approximately 15,000 residents. The community was settled in 1870 as a farming community and incorporated in 1912. The community's name reflects its history as an area rich with hazelnut plants.

The majority of the Village is located north of 183rd Street, with its primary business district centered at the intersection of Kedzie and 175th Street. However, its municipal boundaries do extend south of 183rd Street, just west of Kedzie over to Crawford (Pulaski), as depicted in Figure 4, *Hazel Crest Land Use*. This area of the Village is comprised of new development that occurred largely within the past ten years. It contains some of the finest housing stock in the entire corridor. Housing stock in this area is comprised of owner occupied, single-family and attached housing, and older multi-family rental structures.

Natural features are a tremendous asset in this portion of the corridor. Views of attractive water management features are framed by street trees along the corridor; and the Village has successfully regulated new development in terms of landscape amenities. A library and new healthcare facility are also located in this portion of the corridor.

Commercial development along this portion of the corridor is comprised of a popular grocery store, strip commercial centers, stand-alone retail, fast food establishments, office and healthcare. The newly remodeled French Village shopping center located at the intersection of 183rd and Kedzie provides attractive space for new commercial tenants needing exposure to high daily traffic counts.

Figure 4, Hazel Crest Land Use



Key Observations:

- Focus on high-quality infill and redevelopment as growth potential is limited by available land area.
- Hospital is a key asset for the Village and offers marketing potential for the entire corridor.
- Businesses may be attracted to provide hospital and physician related goods and services; and to serve patient family and hospital employee needs.
- Need to attract strong anchor for newly remodeled French Village shopping center at Kedzie.
- Very attractive natural features along this stretch of 183rd Street.
- Library is an area asset – enhance its visual connection to the corridor.

183rd Street

Physical Assessment Understanding the Corridor

The City of Country Club Hills

Country Club Hills is a community of approximately 16,000 residents located between Hazel Crest and the Cook County Forest Preserve. Land use and key features are depicted in Figure 5, *Country Club Hills Land Use*.

This area of the corridor is comprised of residential neighborhoods and a variety of community oriented functions, including a historic church, a school, and the City's Municipal Complex which houses government, utilities, and a community meeting space.

Commercial development is located at 183rd Street and Crawford Avenue (Pulaski) and at 183rd Street and Cicero Avenue. Shopping centers, strip commercial, stand-alone retail, restaurant and office uses, as well as fast food, storage and auto service providers fill this area. The anchor space of Cooper's Grove Shopping Center, located on the northwest corner of the Crawford intersection, has been vacant for some time and is the focus of attention for business recruitment efforts.

Unincorporated land abuts Country Club Hills northeast of Crawford, and west of its Public Works facilities between Cicero and the Forest Preserve.

Figure 6, *Country Club Hills Detail*, illustrates key development focus areas for the City. "Area A," depicted in red, is the 183rd Street/Crawford node. "Area B," depicted in purple, is a large parcel opportunity site located adjacent to Interstate 57 with access on 167th Street. "Area C," depicted in green, represents parcels located along Cicero Ave. Each of these areas present unique development opportunities which will be discussed later in this report.

Figure 5, *Country Club Hills Land Use*

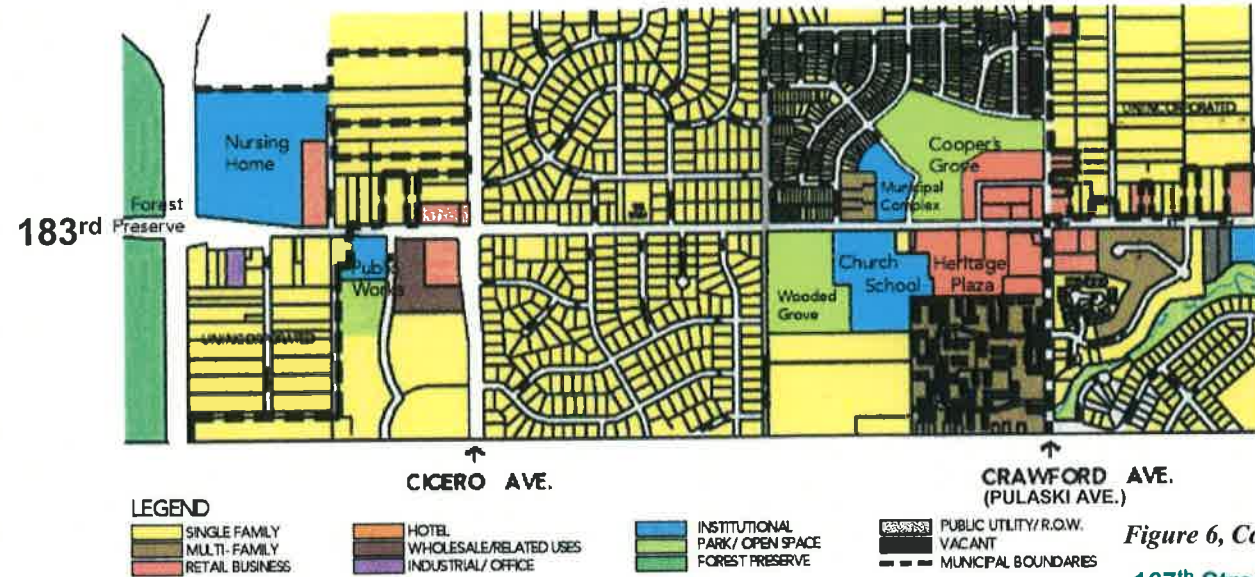
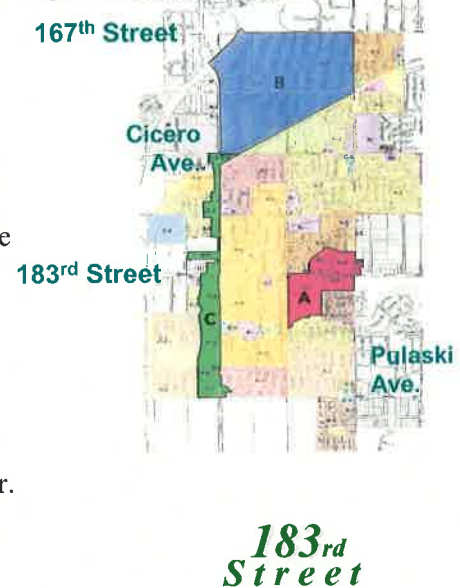


Figure 6, *Country Club Hills Detail*



Key Observations:

- Opportunity to build a central place of identity for the City.
- Need to link existing shopping centers and public facilities to make them more pedestrian friendly and accessible.
- Existing width of 183rd Street, deep building setbacks and large parking lots give the area an auto oriented character that could be made more pedestrian friendly.
- 167th Street development will be of a different scale and character than what is suitable for 183rd Street. Need to link these two areas to support one another.
- Cooper's Grove wooded area provides a unique opportunity to link new development into a park-like setting.
- Need to coordinate speed limit with Hazel Crest and Homewood. Continuity along the corridor is key to establishing its function as a key east/west connector.
- Need to promote the development of new housing in the community.

183rd Street

Physical Assessment
Understanding the Corridor

The Village of Tinley Park

Assessment

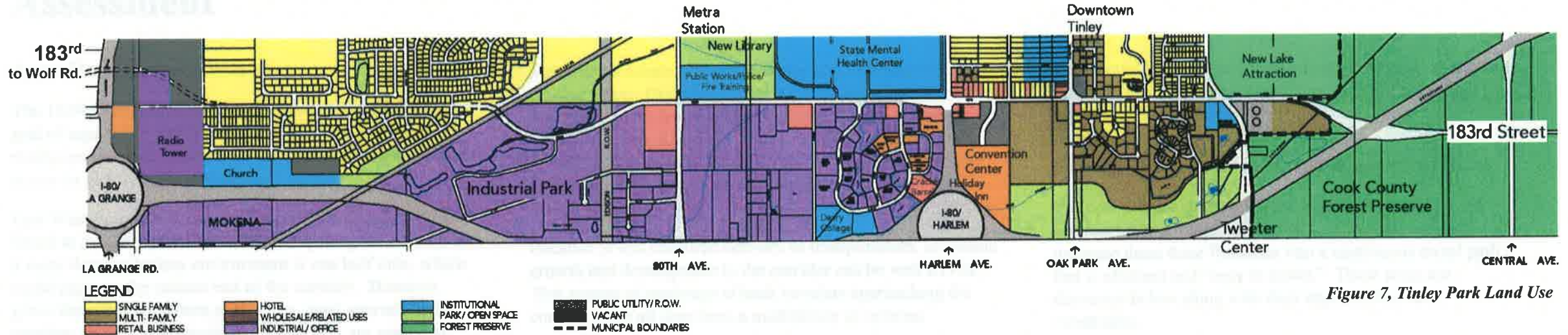


Figure 7, Tinley Park Land Use

Tinley Park is the largest of the Corridor communities with a population of approximately 55,000 residents. The older portion of the Village located north of 183rd Street is anchored by Old Town Tinley, which is experiencing unprecedented levels of reinvestment and is growing as a sub regional entertainment destination. Well established neighborhoods and commercial centers also comprise this area.

The high growth area of the Village is located south in the Village, and is focused around 183rd Street. Figure 7, *Tinley Park Land Use*, illustrates that land use in the corridor is comprised of a major industrial park, commercial and entertainment venues, institutional and recreational uses, as well as residential neighborhoods. Interstate 80 interchanges in Tinley Park at Harlem Avenue and LaGrange Road.

With the success of the industrial park, substantial numbers of hotels, restaurants and shopping centers have grown, as well as a regional convention center and outdoor concert performance venue.

The Village has recently opened a new library and is completing construction on a ball field complex. Meanwhile, Metra is expanding its 80th Ave station to better serve the area. This area is experiencing high levels of new residential development; unit types include single family, attached single family, and multi-family units.

Large parcel development opportunities exist on 183rd at Harlem and at LaGrange Road. Recommendations for these sites and related issues are a focus of this plan.

Key Observations:

- Potential to connect 183rd to LaGrange Road.
- Need to develop regional destination to take advantage of Interstate 80/LaGrange interchange; establish a new destination for the corridor.
- Draw upon Old Town and Tweeter Center attractions to bring people into the corridor.
- Mental Health Center site is a key redevelopment opportunity.
- Forest Preserve enhancement is underway with the establishment of a new lake feature.
- Integrate plan guidelines into Tinley’s established community image enhancement program.

183rd Street

Traffic Circulation Assessment

Understanding the Corridor

Commercial nodes with some well established uses are located in this section. They include the downtown areas and nodes at Dixie Hwy., Harwood Ave., and a shopping center at Governors Hwy. In between these major intersections are many other intersecting local streets. Most of these exist without dedicated turn lanes from 183rd Street.

Traffic volumes in this section are in the 13,000 per day range (ADT). Speed limits range from 30 mph to 35 mph. This is not unusual for a road with two travel lanes. The road widens at major intersection to provide left turn lanes. These include the signalized intersections of Halsted St., Aberdeen St., Riegel Rd., Dixie Hwy. Harwood Ave., and Governors Hwy.

Commercial redevelopment along this section, and at these nodes, should be accommodated by the existing roadway system without major capacity improvements.

Middle Section – Hazel Crest and Country Club Hills

Approaching Kedzie Ave. the roadway and surrounding land uses/densities clearly transition from a tight-scale, urban grid pattern to a large parcel suburban pattern. This section covers the areas from just east of Kedzie Ave. to the area west of Cicero Ave., as the roadway approaches the Forest Preserve and crosses over the two Interstates. Speed limits are generally higher as most are at 40mph. The main exception to this is the Country Club Hills commercial area, just west of Pulaski Rd. The predominant roadway cross sections within this section are two travel lanes in each direction. Turn lanes are generally provided at major intersections - similar to the Eastern Section. Four major signalized intersections exist in this area. They are Kedzie Ave., Pulaski Rd., and Cicero Ave.

Kedzie Ave. and Pulaski Rd. contain major shopping areas that could possibly serve regional customers. Accordingly, access control is essential at or near these intersections to accommodate larger volumes of traffic. Signal interconnects are also important in this area to accommodate through and local traffic.

Western Section – Cook County and Tinley Park

Traveling further west past Cicero Avenue the roadway changes again. Its personality is clearly identified as a higher speed, limited access road, as it passes over the two Interstates, I-57 and I-80, and through the Forest Preserve. The speed limit is 50 miles per hour to Ridgeland Ave., where it drops to 40 miles per hour. There is no access to the Interstates at this location. Future planning should include the possibility of a partial interchange providing access to and from the north on I-57 at this location.

This western section includes the intersecting major roadways of Central Ave., Ridgeland Ave., Oak Park Ave., Harlem Ave., and 80th Avenue. Currently, the roadway ends as a “stub” at the western end of an industrial park to the west of 80th Ave. It continues, once again, west of the Rock Island Metra District tracks, where it transitions through a newer subdivision and ends at approximately 94th Ave. The Village of Tinley Park has approved the connection and continuation of the roadway further west to an at-grade intersection with LaGrange Rd. (U.S. Rt. 45). This would entail a new rail crossing, which is currently being discussed with Metra and the Interstate Commerce Commission. This crossing would greatly enhance the connectivity of the corridor and provide critical access to a major regional roadway, US 45.

Major land uses in this section include downtown Tinley Park, which is north of 183rd St. on Oak Park Ave., the World Music Center to the south, institutional uses near 80th Ave., local retail at Harlem Ave., neighborhood commercial at 80th Ave., and an office/industrial park east of 80th Ave. The roadway is improved at most major intersections to accommodate these uses. Daily traffic in this section is typically 10,000 to 11,000 vehicles per day.

Traffic Circulation Assessment

Understanding the Corridor

Conclusion

Because of the length of the corridor, different land uses and roadway characteristics, a number of strategies will be needed to meet the objectives of the communities. These will be discussed further in the *Strategies* section of this report. The roadway, however, can easily support increased commercial activity. Certainly the daily traffic in any of the three sections is reasonable, and in most cases could accommodate more. This means that either new or redevelopment parcels will be accessible by neighboring residential areas or neighboring communities. Some adjustments and capacity improvements may be needed at intersections or drives entering shopping areas.

Overall, the very distinct personalities of the road and adjacent land uses make it an interesting corridor to travel. For the most part the road appears well maintained. It experiences the usual rush hour congestion especially on the east end. Other than the peak hours, it is not particularly hostile to the motorist. However, the discontinuity of 183rd Street on the west end in Tinley Park, is an impediment.

The connection of the two segments of 183rd Street along with a new rail crossing, will greatly enhance 183rd Street as an easily traveled corridor that links live, work and shop destinations.

The key ingredients to the improvement of traffic operations in the corridor lie within the ability of the communities and other roadway jurisdictions to work together. There are various areas along the roadway requiring different treatments. For instance, Country Club Hills may wish to employ traffic calming and pedestrian treatments in its core commercial area near Pulaski Rd. Tinley Park may wish to develop strict access guidelines in the area east of 80th Ave., which is one of their last remaining commercial growth areas.

Market Assessment Understanding the Corridor

Market Assessment

Corridor Context

The eleven-mile 183rd Street Corridor extends from Halsted Street west to LaGrange Road and knits together the four communities of Homewood, Hazel Crest, Country Club Hills and Tinley Park, as depicted in Figure 8, *Market Corridor Context*. These communities have many similarities, but other characteristics, such as demographics and “personality,” make each one unique.

One of the consistent characteristics of 183rd Street throughout these communities is its function as a collector street. 183rd Street functions as a community shopping street that collects cars from each community, provides local commercial activity for each community, and channels traffic into north/south arterial roadways that allow each community access to a broader market.

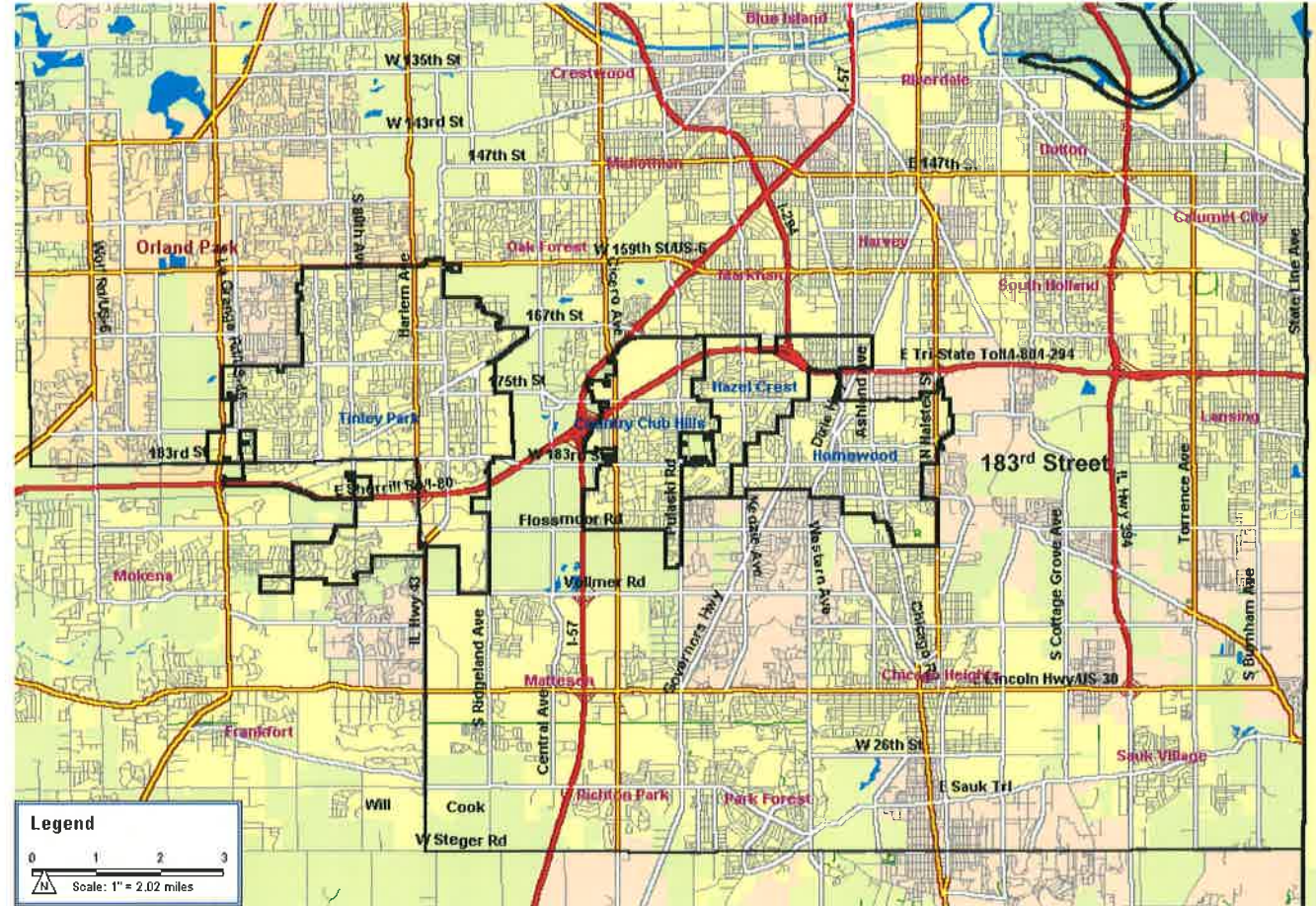


Figure 8, Market Corridor Context

Market Assessment

Understanding the Corridor

Adjacent Commercial Centers

What distinguishes the different intensities of the commercial development along 183rd Street in each community is the street's proximity to larger commercial centers. The centers that residents tend to gravitate toward provide larger, more efficient buying environments than what they find locally. Figure 9, *Shopping Centers*, shows that competing shopping areas are aligned primarily along the north/south streets.

Opportunities for retail development along 183rd Street are located at nodal points on key north/south intersections that both intercept customers and provide convenient access for corridor residents.

Site Selection Considerations

In retail site selection, many retailers want to know if there is a sufficient population base to serve. They are also interested in the income level of the residents to compare to their current customers and to the buying power of the area. Retailers also want to know if the population will increase to provide natural sales growth.

In addition to these demographic characteristics, there are site specific items such as site visibility. One key measure is the volume of traffic that can easily "see" a retailer.

Retailers also want to know if the site is accessible. This can be at the micro level (understanding how cars turn into their parking area) or on a larger scale (how easy it is for customers to get to their location).

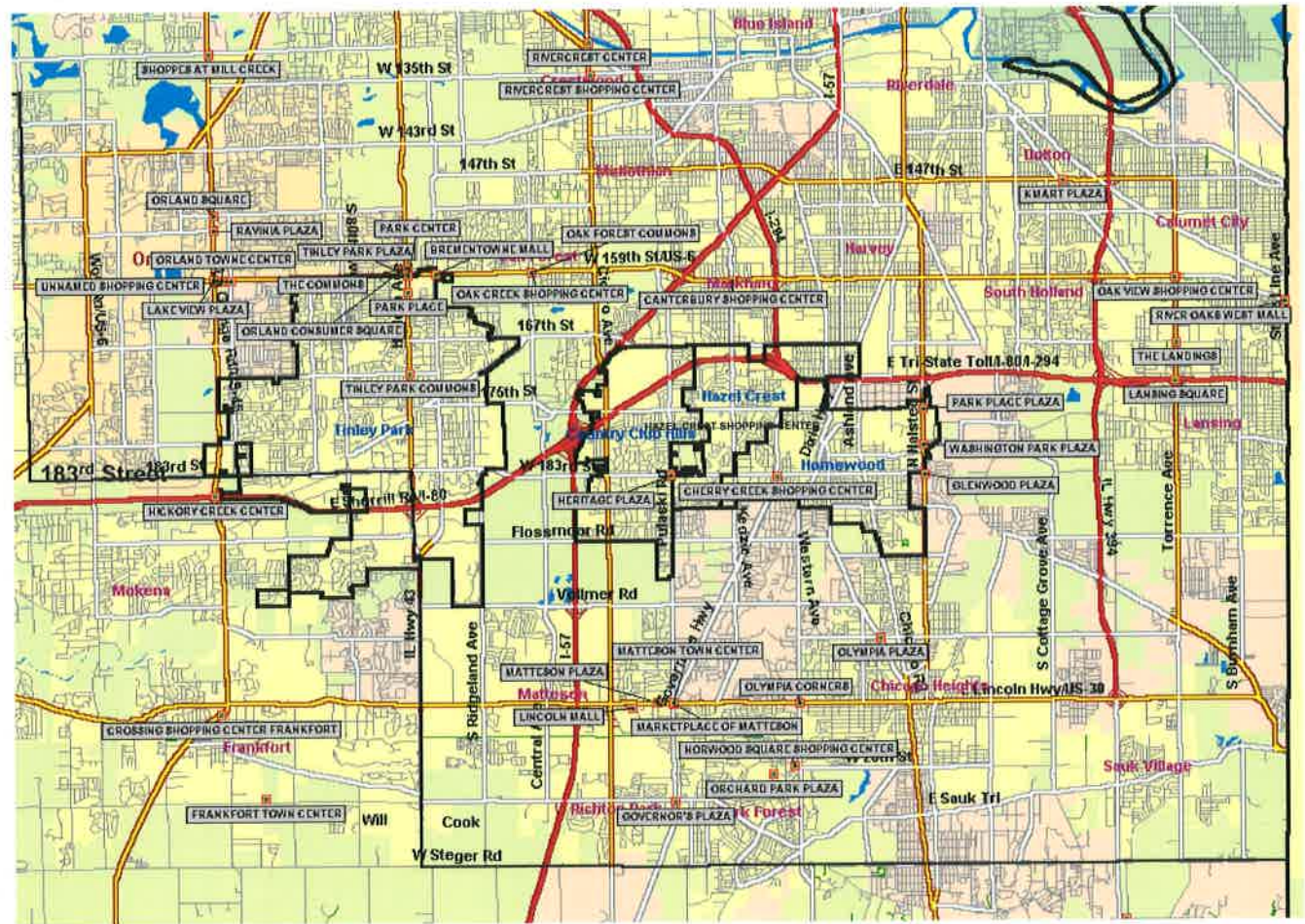


Figure 9, *Shopping Centers*

Market Assessment

Understanding the Corridor

Traffic Counts, Population & Household Income

Each community along the 183rd Street Corridor has a north/south arterial road that creates a node. Figure 10, *Average Daily Traffic Counts*, identifies these roads and provides traffic count information. Characteristics of the key nodes along the corridor are described as follows:

183rd & Halsted

The first key intersection is the node formed at 183rd and Halsted Street, located at the east end of the corridor. Within a three mile radius of this intersection 65,512 people reside, and 216,075 are within a five mile radius. Average household incomes are \$70,531 and \$60,884 respectively at the three and five mile radii. These are excellent demographics for many retailers, and they have responded by locating almost exclusively along Halsted Street in large part because 183rd Street is residential along this section of the corridor.

183rd & Dixie Highway

The intersection of Dixie Highway and 183rd Street is the gateway into downtown Homewood. Traffic counts are moderately high, with 19,700 vehicles per day on Dixie Highway. The gateway retailers include Hollywood Video, Charter One Bank, and Bogart's Restaurant.

183rd & Governor's Highway

In addition to the Halsted Street node, Homewood has a secondary commercial node at Governors Highway. This node is not as important a retailing center as the Halsted node, albeit a local shopping node is anchored by the small, well-patronized Cherry Plaza shopping center. Vehicular traffic counts along Governor's Highway are modest, as are the 183rd Street traffic counts in this area. Both of these streets have about 12,500 cars daily. This

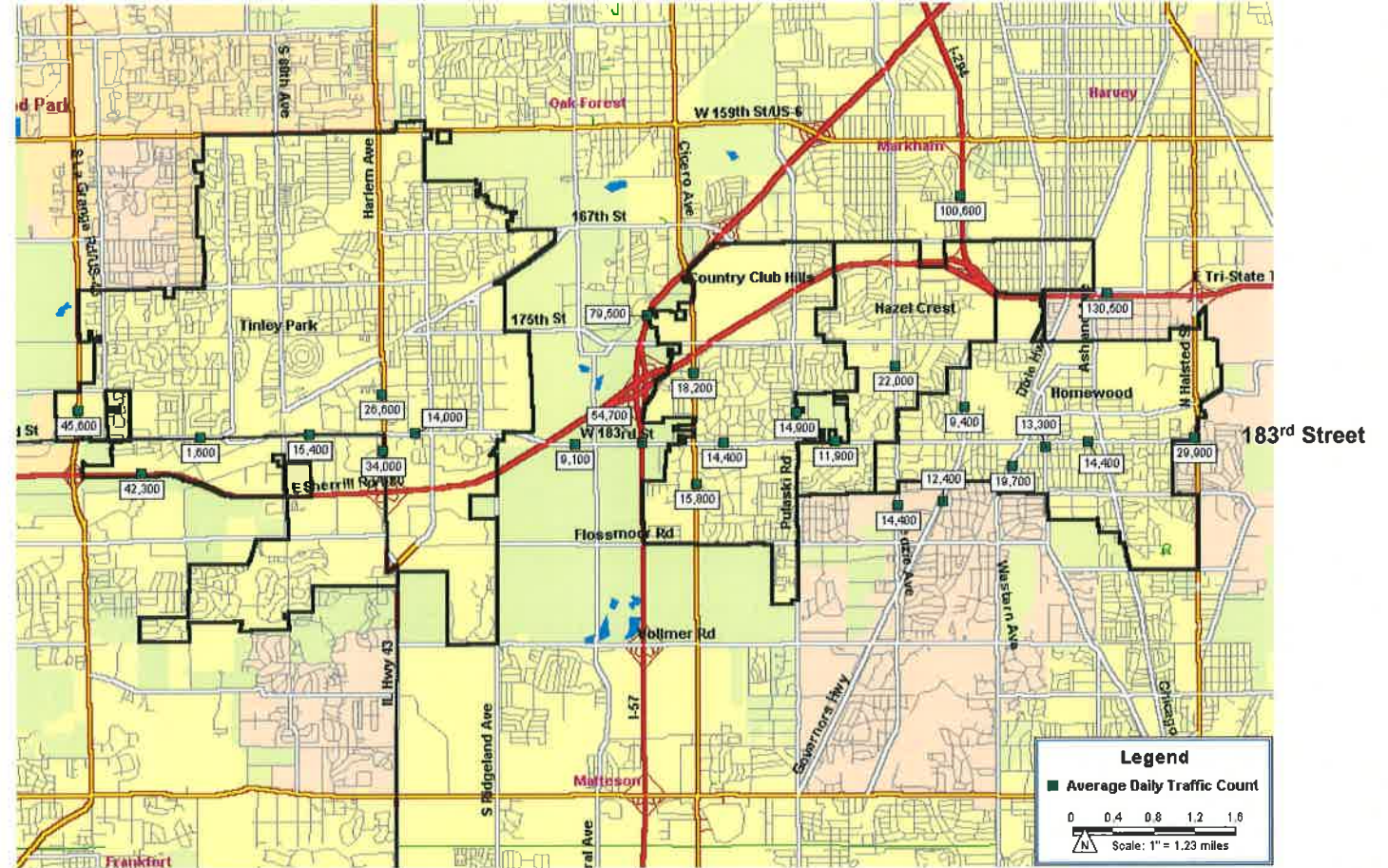


Figure 10, Average Daily Traffic Counts

is less than half the 29,900 cars that travel on Halsted Street each day. As a result, demand for additional retail may not be as strong here as it may be in other locations in the corridor. This intersection is integral to the approach into Downtown,

Market Assessment

Understanding the Corridor

therefore, improving the wayfinding signage at these points is important to the continued development of Downtown and the Corridor.

183rd & Kedzie

The next major nodal point along 183rd Street is located at Kedzie, three miles west of Halsted. This intersection is shared by Homewood and Hazel Crest. The population within a three mile ring of this intersection is 78,862 and the average household income is \$73,934. Within a five mile ring, the population is 206,345 and the average income is \$62,704. This is a strong intersection with more than 22,000 cars daily on Kedzie, and combined intersection traffic count of more than 36,000 vehicles daily. With the exception of Halsted Street and LaGrange Road that define the east and west boundaries of the corridor, Kedzie Avenue is probably the most important arterial because it provides access to Interstates 80 and 57.

183rd & Pulaski (Crawford)

The next node is located at Pulaski (Crawford) and 183rd Street, one mile west of Kedzie. Part of this node is in Hazel Crest, with a larger portion located in Country Club Hills. Because Pulaski does not provide direct connections with the interstates it is not as regionally significant as Kedzie and Cicero as a north/south route. Within three miles of this intersection, 63,578 people reside in households with average incomes of \$74,153. Within a five mile ring, 207,344 people reside with average household incomes of \$65,654. This intersection does play an important part in neighborhood and civic functions for residents surrounding the node. And, indeed, some of the most expensive new housing in the Corridor is being

constructed in Hazel Crest. Focus should be placed on attracting neighborhood scale small business, family oriented facilities, and new high end residential.

Regional scale development is more suited to the intersection of 167th Street and Crawford, as higher volumes of traffic and development density can be accommodated on the large parcel sites in view of and with access to Interstate 57. This strategy has been employed by other communities, such as Schaumburg as it managed its growth, to take advantage of regional traffic to expand the community tax base, while preserving the central part of the community for local businesses and community facilities that reinforce its role as the center of the community. Destinations such as parks, fitness and recreation facilities, and municipal buildings serve as focal points for such community center locations.

Crawford should be widened and improved between 167th and 183rd Streets, with complementary streetscape features such as lighting, signage and landscaping added to connect these two nodes. This would form a “spine” to unify the function of these important areas of the community.

183rd & Cicero

Cicero Avenue (Route 50) in Country Club Hills is another node along 183rd Street. Traffic volumes on both Cicero and 183rd Street are low in this area. Traffic on Cicero is at 16,000 vehicles daily south of 183rd Street; on 183rd Street east of Cicero traffic is only 6,900 vehicles daily; and combined traffic at the intersection itself has 30,000 vehicles daily. Traffic on Cicero is low at this point, because it parallels Interstate 57, which is just a half mile to the west. However, the demographics within the three mile radius of

this intersection are good with 61,264 people in households with average incomes of \$71,228; and within a five mile radius 203,592 people live with average household incomes of \$69,571.

Existing development at Cicero and 183rd Street consists of a small, older strip commercial center, a restaurant, a new convenience store/fuel center, and a storage facility. These uses are located on the west side of Cicero. Nice residential neighborhoods occupy the east side of the intersection.

Cicero Avenue is providing direct access to the Lincoln super regional mall in Matteson with its peripheral shopping on Route 30, just three and a half miles south of 183rd Street. Cicero Avenue does play an important role in bringing people off of Interstate 57, at 167th Street, south into Country Club Hills and the 183rd Street Corridor. The intersection with 167th Street should be a target for wayfinding signage to direct patrons onto the Corridor.

183rd & Harlem

Harlem Avenue is a very strong commercial intersection along 183rd Street. Traffic volumes along Harlem south of 183rd are very high at 34,000 vehicles daily, and the intersection with 183rd has a combined traffic count of 49,000 vehicles per day. There are 66,068 people with an average household income of \$71,286 living within a three mile ring. 174,449 people, with an average household income of \$73,034, live within a five mile ring. These demographics are very desirable, and the artery contains major anchors as a result, including: Tinley Park Convention Center and Tweeter Center, Baymont Motel, and Tinley Park Mental Health Center.

183rd
Street

Market Assessment

Understanding the Corridor

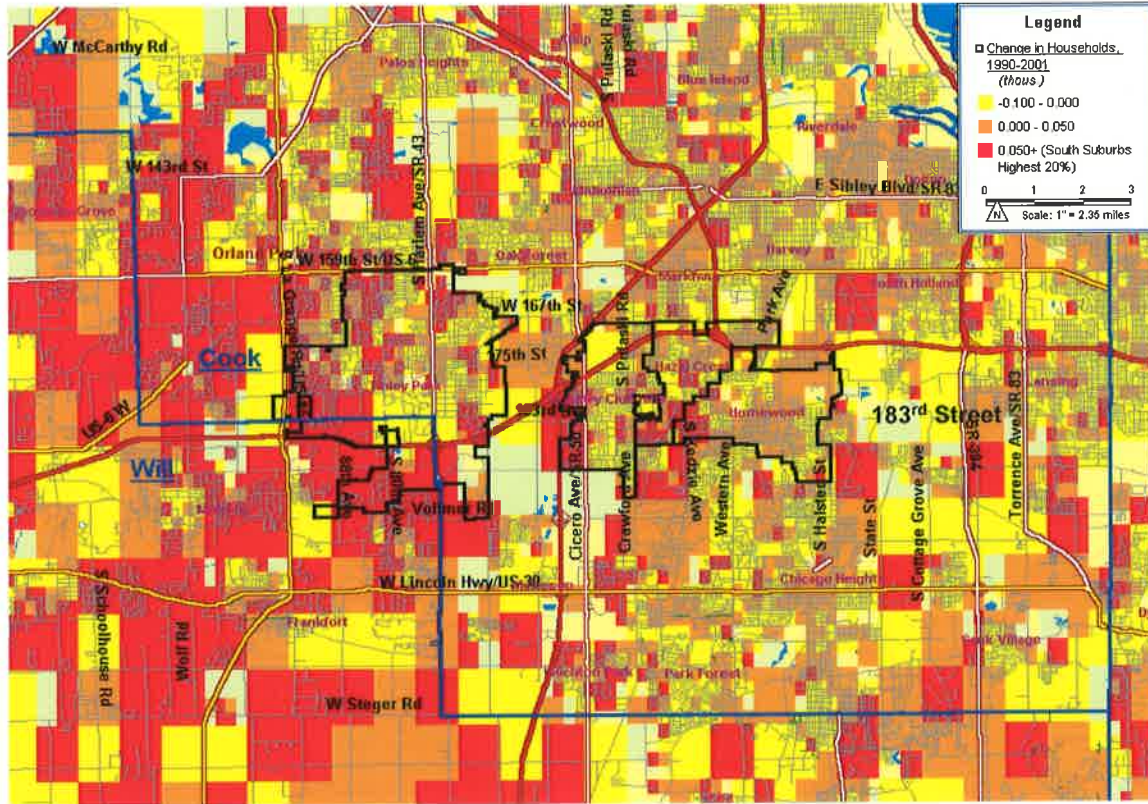


Figure 14, Change in Households

Change in Households

The population change between 1990 and 2000 shows that much of the area around 183rd Street suffered a population decline over the past decade. However, the areas west and south of Tinley Park have been growing rapidly, as has population immediately adjacent to 183rd Street in Hazel Crest, as depicted in red in Figure 14, *Change in Households*.

Conclusion

The analysis of the factors that influence retail location suggests the use of a nodal strategy to concentrate retail at the intersections of the key north/south arterials with the greatest traffic exposure. 183rd Street, without direct interstate access, will remain a collector street and the retail along this street will primarily be neighborhood retail and services. Some destination retailers may consider this location if they are interested in serving this community.

Overall, the demographics in the communities along the 183rd Street corridor are favorable. All the nodes meet two of the three key factors that many retailers address, which is the 50/50/50 rule, many retailers want 50,000 people within three miles and incomes in excess of \$50,000. What cannot be delivered are intersection traffic counts of 50,000 or more.

As a collector street, 183rd needs place making strategies that will improve its retail image within each community. Particular attention should be paid to the key intersections that create these specific nodes. These nodes should have as strong an identity as possible both to help existing retail and to attract new businesses to the area.

Vision & Goals for Corridor Developmen

Vision & Goals

Vision

Through a series of public meetings with community leaders, business owners and residents, the following Vision Statement was articulated for the 183rd Street Corridor. This statement reflects the desired outcomes from implementation of this plan.

“The design and improvement of the 183rd Street Corridor establishes a unified, pleasing image for the area that supports economic growth while emphasizing individual community identities.”

Goals

A goals evaluation process was conducted to facilitate discussions between the Corridor Communities regarding desired outcomes from preparation of this plan.

Figure 15, *Goals Evaluation Table*, documents key issues that were identified. Stakeholders ranked these issues to establish focus for the plan. Note that all of the goal statements listed on this table are important milestones that need to be reached in order to achieve the stated vision. A low ranking does not imply that that an issue is not important. Rather, the ranking brings focus to issues requiring primary actions.

The goals for the Corridor are threefold:

- ❖ **Enhance economic development opportunities in the Corridor**
- ❖ **Improve the physical image of the Corridor**
- ❖ **Enhance each community’s individual identity**

Goals Analysis by Community 183rd Street Corridor Plan

	TP	CCH	HC	HW	Result
Help enhance each community as a high quality attractive and imageable place to live, work and shop.					
▪ Increase productive use of underutilized corridor properties.	1	1	1	1	High
▪ Increase private investment in the corridor.	2	1	1	1	High
▪ Encourage development of high quality buildings with coordinated landscaping and signage.	1	1	1	2	High
▪ Establish land use patterns which create imageable and attractive destinations.	2	2	1	2	Medium
Provide the corridor communities with broader access to commercial and employment markets.					
▪ Increase trade area awareness of corridor community businesses and institutions.	1	1	1	1	High
▪ Increase the number of activities within the corridor that act as regional destinations.	2	2	2	1	Medium
▪ Establish safe and efficient roadway connections to major market centers of the region.	2	2	2	2	Medium
Assure that 183rd Street is developed and maintained as a beautiful and safe roadway.					
▪ Enhance the visual character of the road.	1	1	1	1	High
▪ Enhance the approach to 183 rd from major north south streets.	2	1	2	2	Medium
▪ Assure safe access to and between properties along 183 rd Street.	2	2	3	2	Medium
▪ Assure corridor improvements are scaled to the desired speed and function of the roadway.	2	2	2	3	Medium
Contribute to the development of viable communities that meet the needs of their citizens.					
▪ Encourage the location of revenue producing land uses within the corridor.	1	1	1	1	High
▪ Increase/reinforce existing community facilities and retail businesses located within the corridor.	3	1	1	1	High
▪ Assure that future development is compatible with the existing, desired pattern of land use.	2	2	2	2	Medium
▪ Assure a safe, crime free environment.	3	2	3	2	Medium
▪ Encourage housing choices which support the LU policies of each community’s comp. plan.	2	3	3	3	Low

Figure 15, *Goals Evaluation Table*



Framework Analysis

Vision & Goals

A Framework for Development

Achieving the vision and goals listed required an understanding of local conditions and development realities. A development framework analysis provides this understanding since it synthesizes the existing conditions summarized earlier into a series of conclusions regarding the susceptibility of land within the corridor to future development and change.

To this end, Figures 16-20, *Framework Analysis*, categorizes corridor site conditions in terms of the following:

- **Strong Fixed Development** – Development that is stable and not likely to change within a reasonable timeframe for planning purposes.
- **Redevelopment Sites** – Development sites that should receive primary attention for planning purposes.
- **Long Term Redevelopment Sites** – Development sites that could recycle in the future given changes in ownership or area marketability.
- **Vacant Buildings or Space for Lease**
- **Vacant Parcels**

This analysis suggests the following conclusions regarding the function and future of the corridor:

Opportunities

The overall corridor serves as a collector to bring traffic from the larger area to key corridor nodes. While the corridor connects four communities over 11 miles, it is probably viewed less as a connector between these communities, than it is as a link between, or access route to, the following destinations:

- **Downtown Homewood**
- **183rd & Kedzie**
- **183rd & Pulaski**
- **Cook County Forest Preserve**
- **Old Town Tinley Park**
- **183rd & LaGrange Road**
- **183rd & Harlem**
- **183rd & Halsted**

This plan should seek to establish 183rd Street as the recognized primary connector of the four communities. Key actions for each community are outlined as follows:

- 1) Homewood should link the function and identity of Downtown to the corridor. This will serve both in that new patrons may be attracted to Downtown via the corridor, which in turn brings motorist past corridor businesses. As the result of a recent downtown planning initiative, Homewood has identified a number of key redevelopment sites adjacent to its Metra station. Development of these sites would benefit the corridor.
- 2) Within Hazel Crest the improvements of the corridor should help to enhance the development potential of the node located at 183rd & Kedzie. Key actions here should build upon the presence of Advocate South Suburban Hospital as a regional anchor and potential market influence to help redevelop and/or fill key sites within this node.
- 3) Improvements of 183rd Street, especially in Country Club Hills, can help to enhance the potential to develop a “town center” in the area around the intersection of 183rd and Pulaski (Crawford). This activity can be further fostered through actions to seek neighborhood oriented businesses and increased housing investment within this node.
- 4) Tinley Park, as a high-growth community having good regional access, should look to improve the corridor as a way to enhance sub-regional development potentials at 183rd and LaGrange Road and 183rd & Harlem. Also, it should consider the corridor as a key tool to provide increased access to the community, and encourage investment interest to support future recycling of the mental health facilities at Harlem Avenue.

183rd
Street

Framework Analysis

Vision & Goals

Homewood

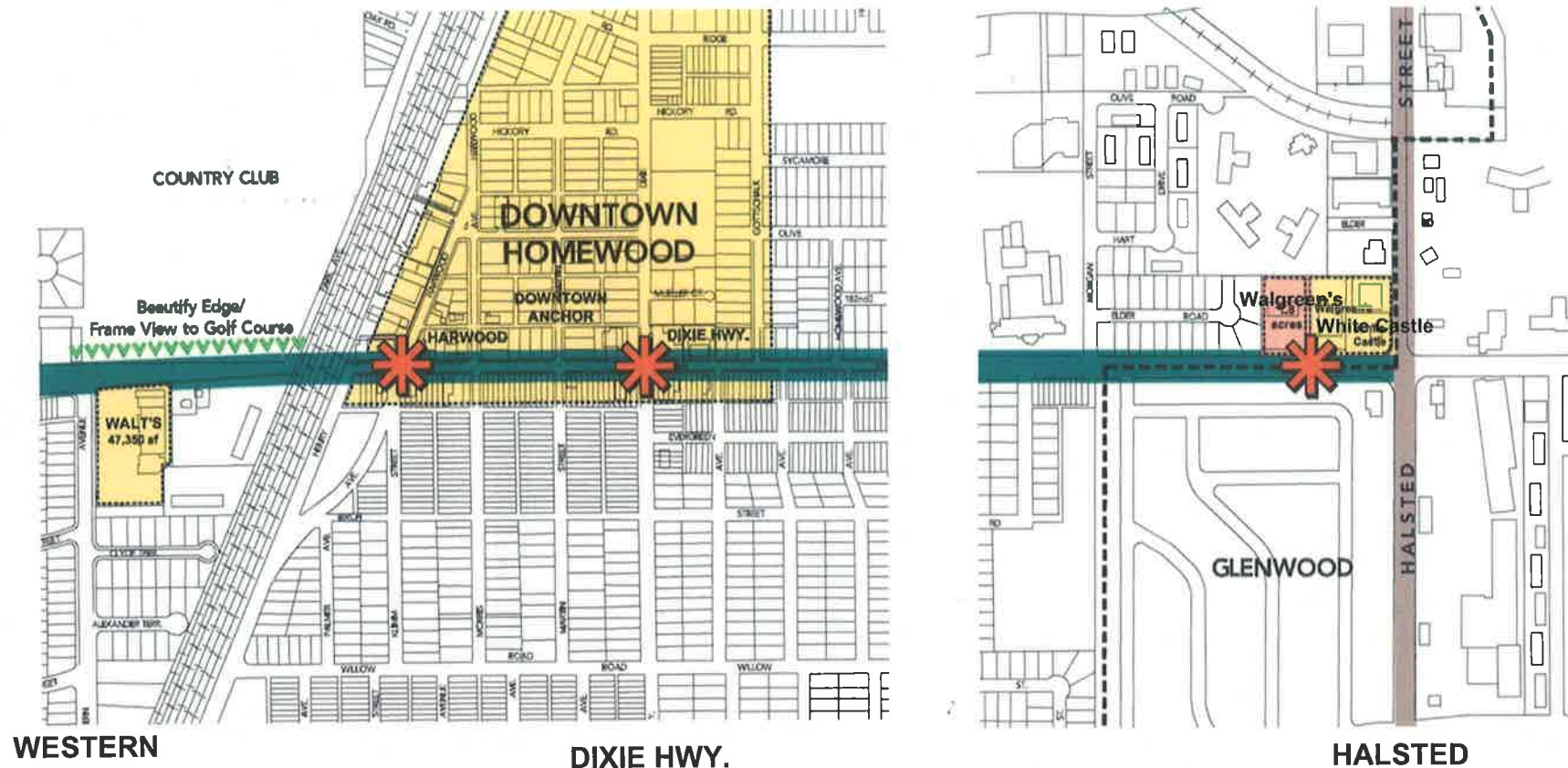


Figure 16, Homewood Framework Analysis

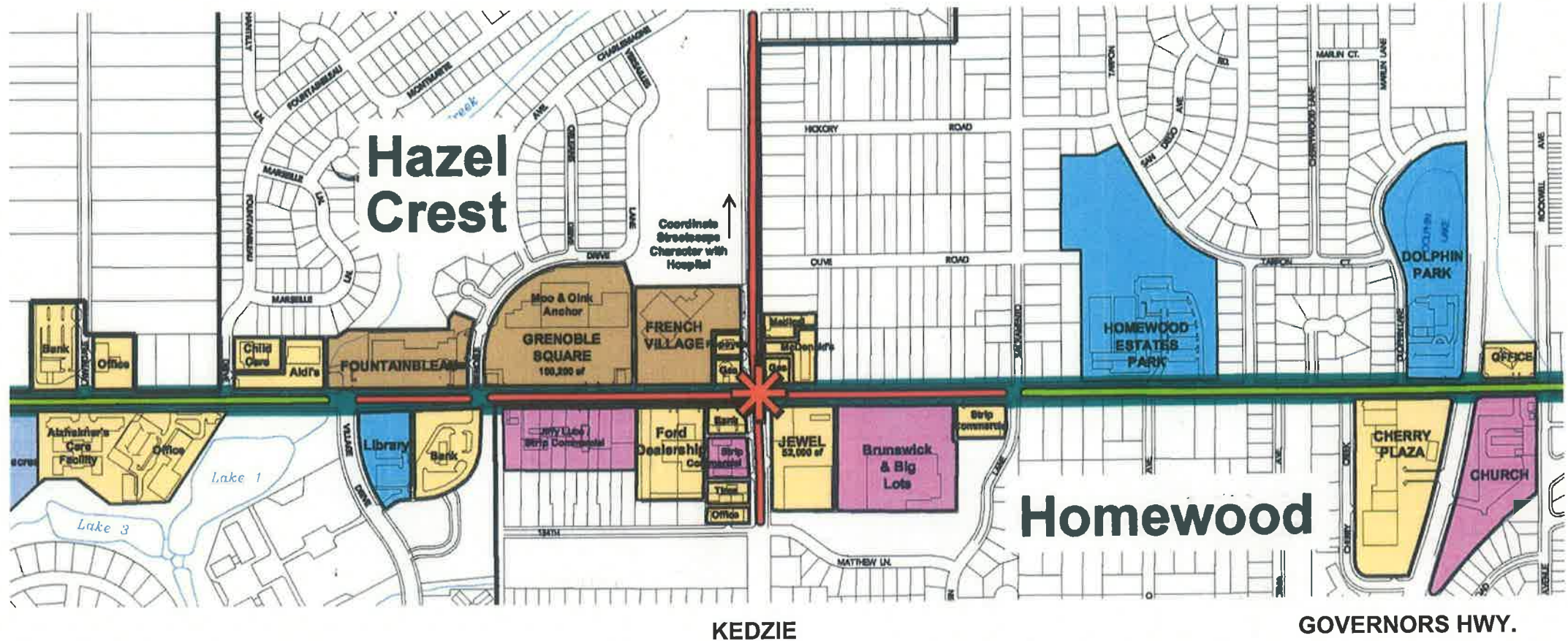
LEGEND

- | | | | |
|--|---|--|----------------------------------|
| | STRONG FIXED DEVELOPMENT | | BUFFERS |
| | FILL VACANT BUILDINGS and/or ENHANCE APPEARANCE | | MUNICIPAL BOUNDARIES |
| | REDEVELOPMENT SITES | | NATURAL AMENITY |
| | LONG-TERM REDEVELOPMENT SITES | | PRIMARY STREETSCAPE TREATMENTS |
| | VACANT PARCELS | | SECONDARY STREETSCAPE TREATMENTS |
| | MUNICIPAL/REGIONAL FACILITIES | | GATEWAY/SIGNAGE TREATMENT AREAS |
| | | | INCREASED LIGHTING |

Framework Analysis

Vision & Goals

Hazel Crest / Homewood



LEGEND

- | | | | |
|---|---|--|----------------------------------|
|  | STRONG FIXED DEVELOPMENT |  | BUFFERS |
|  | FILL VACANT BUILDINGS and/or ENHANCE APPEARANCE |  | MUNICIPAL BOUNDARIES |
|  | REDEVELOPMENT SITES |  | NATURAL AMENITY |
|  | LONG-TERM REDEVELOPMENT SITES |  | PRIMARY STREETSCAPE TREATMENTS |
|  | VACANT PARCELS |  | SECONDARY STREETSCAPE TREATMENTS |
|  | MUNICIPAL/REGIONAL FACILITIES |  | GATEWAY/SIGNAGE TREATMENT AREAS |
| | |  | INCREASED LIGHTING |

Figure 17, Hazel Crest / Homewood Framework Analysis

183rd Street

Framework Analysis

Vision & Goals

Country Club Hills / Hazel Crest

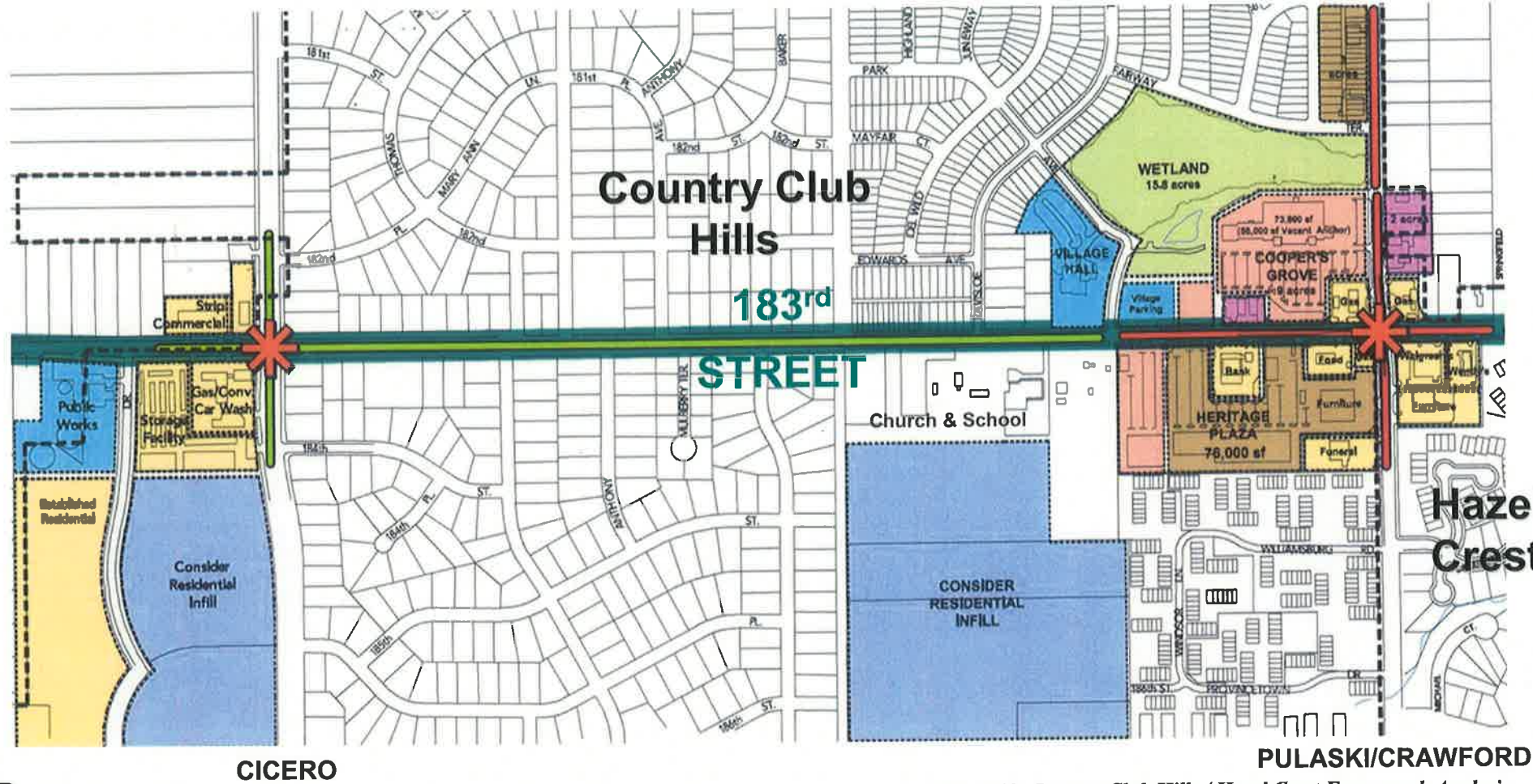


Figure 18, Country Club Hills / Hazel Crest Framework Analysis

- LEGEND**
- STRONG FIXED DEVELOPMENT
 - FILL VACANT BUILDINGS and/or ENHANCE APPEARANCE
 - REDEVELOPMENT SITES
 - LONG-TERM REDEVELOPMENT SITES
 - VACANT PARCELS
 - MUNICIPAL/REGIONAL FACILITIES
 - BUFFERS
 - MUNICIPAL BOUNDARIES
 - NATURAL AMENITY
 - PRIMARY STREETSCAPE TREATMENTS
 - SECONDARY STREETSCAPE TREATMENTS
 - GATEWAY/SIGNAGE TREATMENT AREAS
 - INCREASED LIGHTING

183rd Street

Framework Analysis

Vision & Goals

Tinley Park

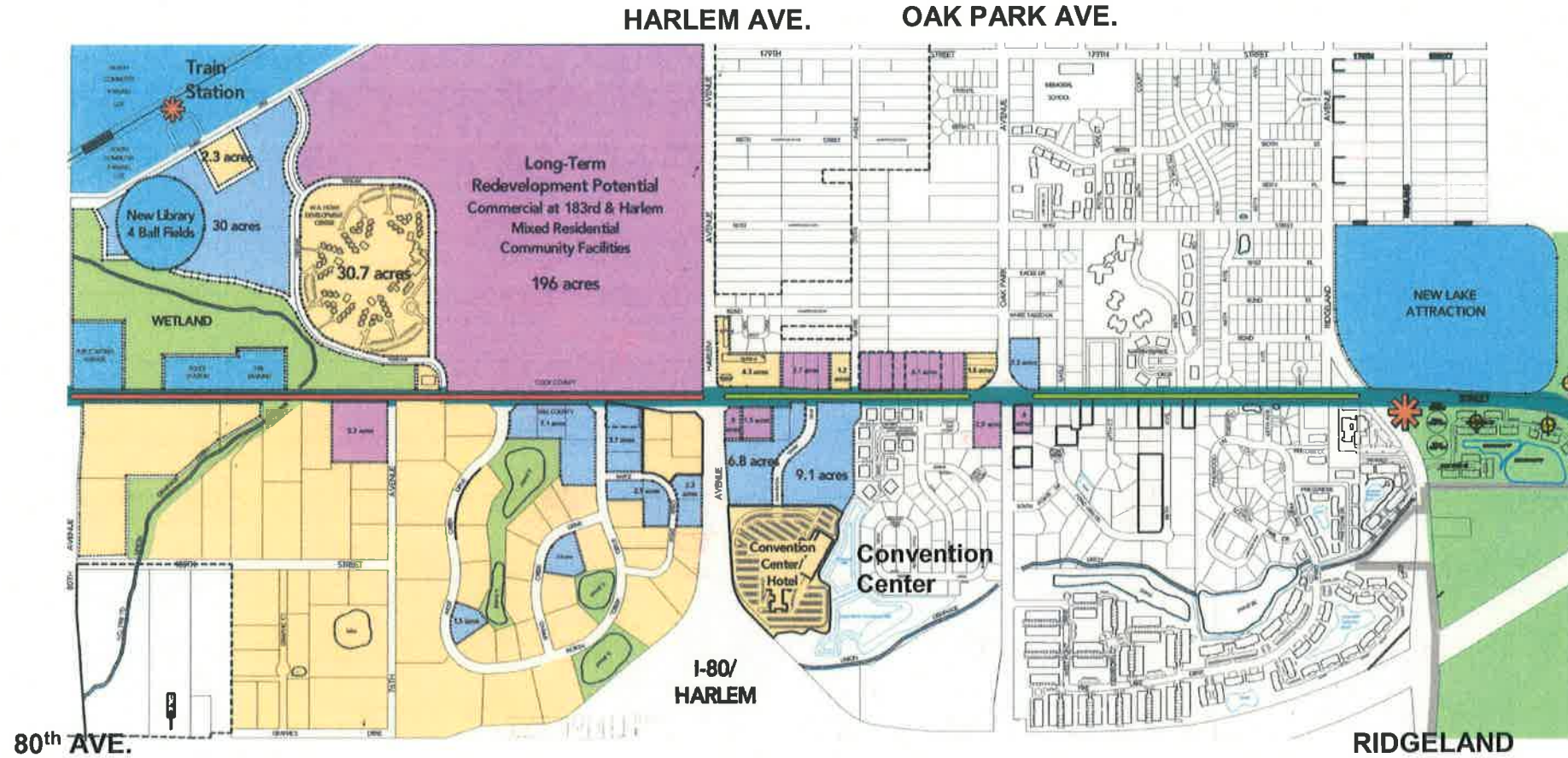


Figure 19, Tinley Park East Framework Analysis

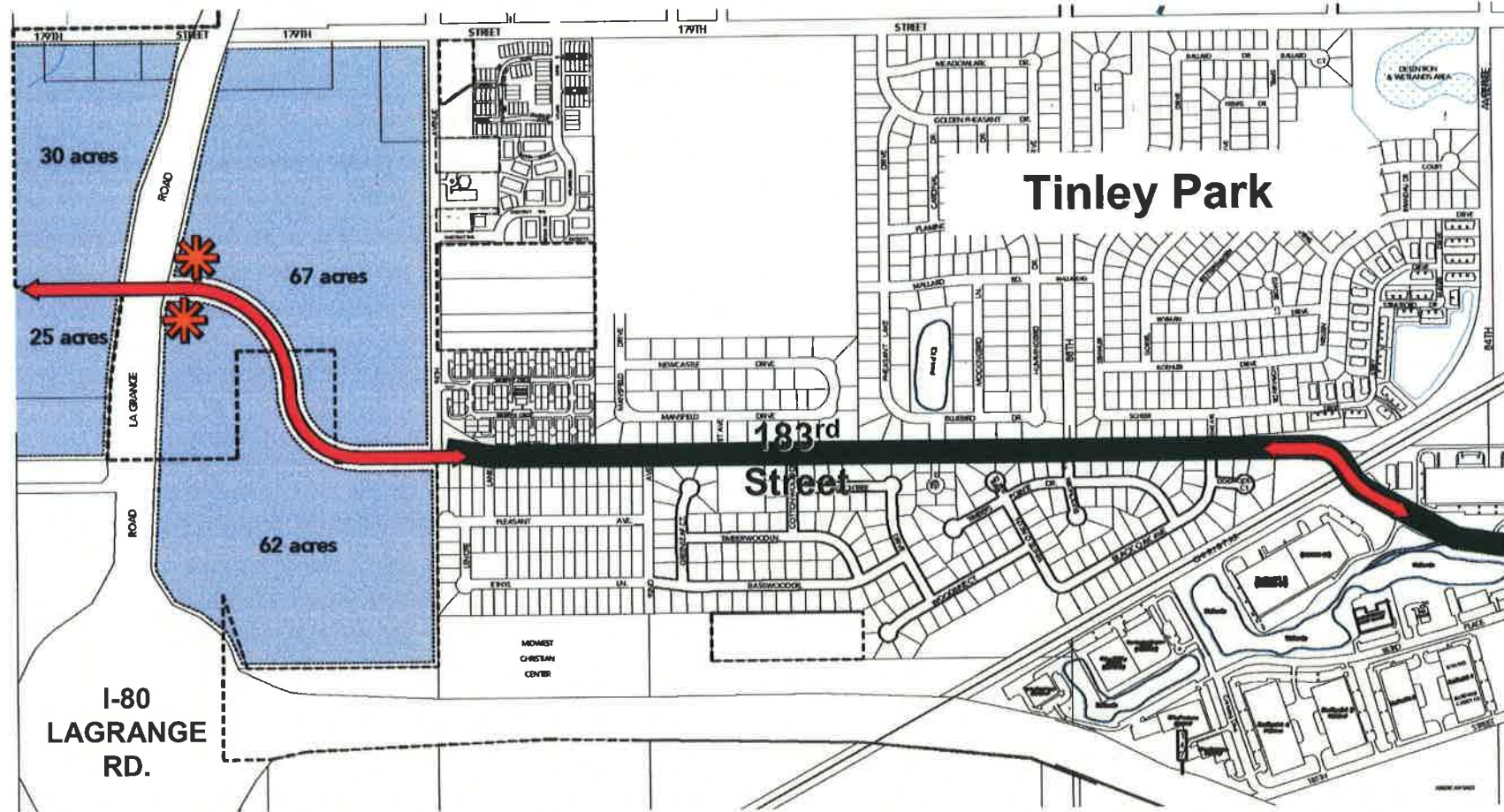
- LEGEND**
- STRONG FIXED DEVELOPMENT
 - FILL VACANT BUILDINGS and/or ENHANCE APPEARANCE
 - REDEVELOPMENT SITES
 - LONG-TERM REDEVELOPMENT SITES
 - VACANT PARCELS
 - MUNICIPAL/REGIONAL FACILITIES
 - BUFFERS
 - MUNICIPAL BOUNDARIES
 - NATURAL AMENITY
 - PRIMARY STREETScape TREATMENTS
 - SECONDARY STREETScape TREATMENTS
 - GATEWAY/SIGNAGE TREATMENT AREAS
 - INCREASED LIGHTING

183rd Street

Framework Analysis

Vision & Goals

Tinley Park



LEGEND

- | | | | |
|---|---|--|----------------------------------|
|  | STRONG FIXED DEVELOPMENT |  | BUFFERS |
|  | FILL VACANT BUILDINGS and/or ENHANCE APPEARANCE |  | MUNICIPAL BOUNDARIES |
|  | REDEVELOPMENT SITES |  | NATURAL AMENITY |
|  | LONG-TERM REDEVELOPMENT SITES |  | PRIMARY STREETSCAPE TREATMENTS |
|  | VACANT PARCELS |  | SECONDARY STREETSCAPE TREATMENTS |
|  | MUNICIPAL/REGIONAL FACILITIES |  | GATEWAY/SIGNAGE TREATMENT AREAS |
| | |  | INCREASED LIGHTING |

Figure 20, Tinley Park West Framework Analysis

183rd Street



4. Strategies for Corridor Development

*183rd
Street*

Homewood

Hazel Crest

Country Club Hills

Tinley Park

Four Main Strategies

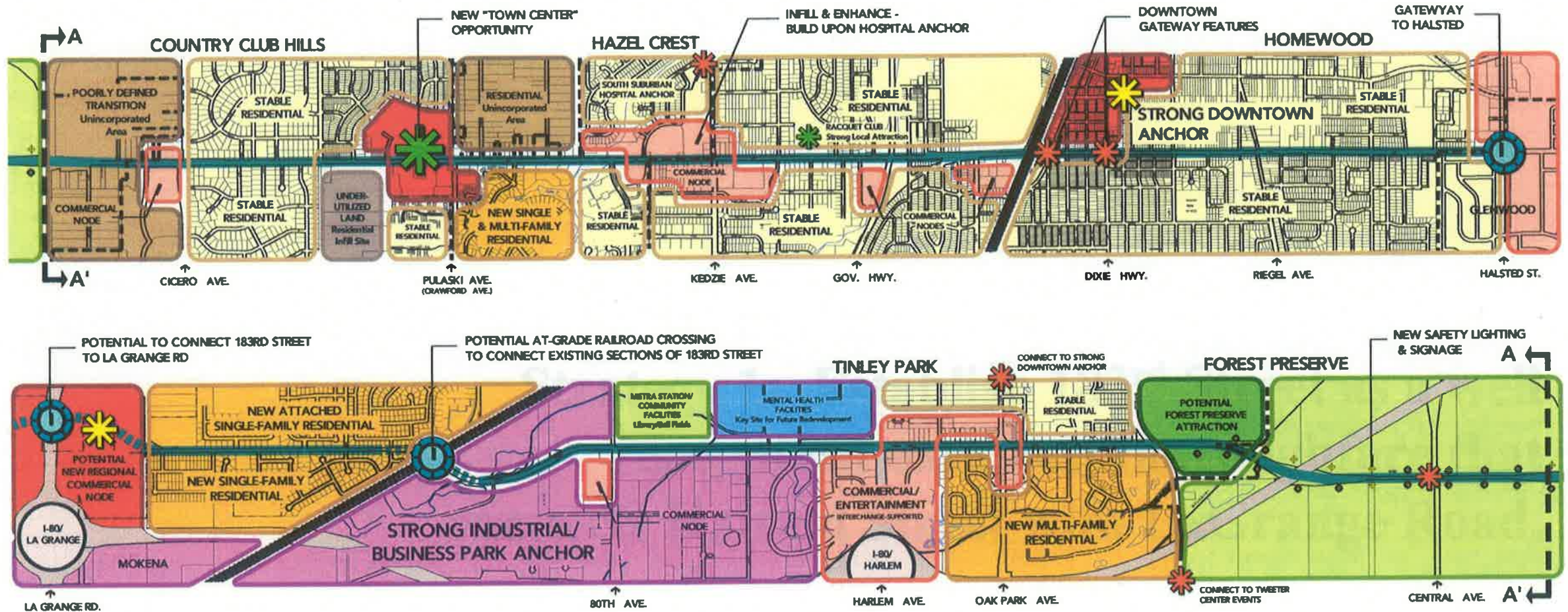
To achieve the overall directions defined by the vision statement, goals and framework analysis, four key strategies emerged to address future development and promotion of the Corridor. These are listed as follows:

- ❖ **Establish 183rd Street as a well recognized east/west thoroughfare that connects Halsted Street with LaGrange Road.**
- ❖ **Redevelop underutilized parcels along the Corridor.**
- ❖ **Craft a high quality physical character for the Corridor.**
- ❖ **Develop marketing, promotion and management programs to support Corridor development.**

Each of these strategies is described in the following sections, along with key project and program recommendations. Figure 21, *Development Strategies*, visually depicts opportunity areas for application of plan recommendations.

Strategies

Figure 21
Development Strategies



Homewood

Hazel Crest

Country Club Hills

Tinley Park

183rd Street

Strategy 1: Establish 183rd Street as a well recognized east/west thoroughfare that connects Halsted Street with LaGrange Road.

Strategies

Strategy #1: Establish 183rd Street as a well recognized east/west thoroughfare that connects Halsted Street with LaGrange Road.

❖ Connect bisected segments of 183rd Street.

The 183rd Street Corridor provides a unique opportunity for this region to create an east/west thoroughfare to connect Halsted Street with LaGrange Road. This is important because east/west vehicular movement is limited in the area due to railroad tracks which extend southwest from the City of Chicago. These tracks bisect all east/west streets in the area, and very few have crossings. This tends to focus commercial development in the area primarily along north/south streets. East/west streets gain viability in the commercial marketplace when crossings provide access to areas on both sides of the tracks.

In its current configuration, east and west portions of 183rd Street are bisected by the Rock Island Railroad line. This occurs in the industrial park area of Tinley Park, less than 1.5 miles east of LaGrange Road. If 183rd Street was connected with an at-grade railroad crossing, 183rd Street could provide good east/west access to serve the region. This would also strengthen opportunities for commercial development at the intersection of 183rd & LaGrange Road, located less than 0.4 miles from the Interstate 80 interchange. Improvements are underway to extend 183rd Street even further west from LaGrange to Wolf Road.

Connecting 183rd Street would also provide an alternative route for local trips between Halsted and LaGrange Road which often

now occur on I-80. This will result in higher traffic counts along 183rd to the benefit of corridor and adjacent area businesses. The connection would also facilitate movements into the corridor by local Tinley Park residents who wish to frequent new or redeveloped retail in the corridor areas to the east. At the same time, the connection would allow Metra station access to those living on the west end of Tinley Park.

❖ Elevate the hierarchy of 183rd Street within the regional network.

If State and regional transportation authorities work with the Corridor Communities to connect 183rd Street to provide east/west circulation, it has the potential to positively impact the viability of the Corridor overall. The role of 183rd Street could be strengthened as an access provider within the transportation network of the immediate region and provide broader access to commercial and employment markets. This would also provide more and easier travel paths. To this end, continued exploration of a future partial interchange from I-57 is recommended.

In addition to physical connections, other improvements will be required to reposition the image of 183rd Street as a key thoroughfare within the region. This is due to the fact that it has not served in this capacity within the regional network thus far, and that people will have to “learn” to view and use it as such. Design improvements and marketing strategies are required to elevate the hierarchy of 183rd Street within the regional network.

Roads very similar to 183rd Street in function, land use and appearance surround the corridor. Therefore, if 183rd Street

is to build prominence as a “Street of Choice” for area users, it must distinguish itself from similar roadways in the region. 183rd Street needs to “Turn the Lights On” with a series of coordinated public improvements, including:

- ❖ Enhancement of the visual character of the roadway with streetscape and landscape treatments. The illumination level of the commercial segments of the corridor should have distinct character within the area.
- ❖ Enhancement of the approach to 183rd Street from major north/south streets by extension of streetscape elements throughout the intersections.
- ❖ Coordination of new development through use of guidelines to create “places” instead of strip commercial centers.

❖ Coordinate the function of 183rd Street between communities.

In addition to connection and image improvements, functional improvements are required as well. These include coordination of speed limits along the corridor, cross alignment of access drives, establishment of cross access easements to link parking lots and signage to make the corridor more user friendly. There should also be continued multi-community coordination through a formalized process that develops inter-community standards and guidelines for the operation and maintenance of the roadway. To further enhance functionality, the communities should establish a clear definition of different land use areas within the corridor (by community) and apply previously defined access, pedestrian, traffic control and operation standards to each.

183rd Street

Strategy 2: Redevelop underutilized parcels along the Corridor.

Strategy #2: Redevelop underutilized parcels along the Corridor.

Land use within the corridor is comprised of both old and new development. As such, the function and marketability of some corridor sites have changed with time. Redevelopment of underutilized parcels and nodes along the corridor is key to elevating the role of 183rd Street within the area. Quality redevelopment that focuses on “place making” will not only build and strengthen municipal tax base revenues, but also will enhance the image of each community and elevate resident quality of life.

In the following pages, illustrative drawings are provided to illustrate redevelopment potential at these nodes. Key characteristics of these schemes are described along with recommendations for land use and potential commercial anchors.

It should be noted that other redevelopment sites scattered along the corridor, as shown in Figure 21, *Development Strategies*, are candidates for redevelopment too. In all cases, the ideas represented in the following sketches should provide guidance for the character and quality of redevelopment in other locations.

Four key nodes are identified as targets for major redevelopment and are described in following text.

❖ 183rd & Kedzie

An “**Infill and Enhancement**” concept is proposed for redevelopment at this node. It demonstrates siting strategies that locate new buildings closer to 183rd Street in order to enhance both pedestrian and vehicular orientations. Parking is located behind new buildings, and access drives are shared between development sites to reduce curb cuts. A high quality landscape setting is established to enhance the overall visual quality of the environment.

❖ 183rd & Crawford (Pulaski)

A “**New Town Center**” concept is proposed to guide future development at this key intersection. A mix of new buildings and uses is integrated with existing development, set around new open space amenities and pedestrian oriented features. This is an important opportunity for Country Club Hills to establish a defined image and “center.”

❖ 183rd & Harlem

A “**Large Site Reuse**” concept is proposed for the northwest corner of this important node. This is the location of the old Tinley Park Mental Health Center, a site of nearly 200 acres. Should the property be redeveloped, we envision commercial and residential uses set around a commuter train station, a new library, ball fields and open space features.

❖ 183rd & LaGrange

A “**Regional Commercial Node**” concept is proposed for development at the west end of the corridor. This concept proposes an extension of 183rd Street to LaGrange Road in order to create new development sites and link the corridor to a new anchor. This location would have regional access and serve a broad market area due to its close proximity to Interstate 80. Potentials for development density, land use configurations, and anchor tenants are provided.

183rd & Kedzie Hazel Crest & Homewood

“Infill & Enhance” Concept

The intersection of 183rd Street and Kedzie is a well established commercial node that draws strength from Kedzie’s Interstate access, and its proximal location to traffic generating regional destinations including South Suburban Hospital and Cook County Circuit Court.

The intersection is shared between the Villages of Hazel Crest and Homewood, and is home to shopping and strip commercial centers, two grocery stores, banks, stand-alone retail, fast food restaurants and an auto dealership; as well as family oriented destinations including a library, a racquet club and a commercial entertainment venue.

Despite the relative strength of this node, existing developments are old and reflect past development patterns that focus completely on vehicular orientation. Buildings are set back from the street approximately 300’ with large surface parking lots fronting the Corridor. This results in an environment that is visually unappealing and, from a pedestrian perspective, practically inaccessible. New development should begin to reverse this pattern in accord with national development trends that focus on “place making,” while refusing to accept more traditional strip centers.

Figure 22, *Kedzie Details*, illustrates architectural, landscape and cross-access improvements in this node. Figure A depicts French Village and Brunswick parcels with building façade and parking lot enhancements. A garden-like setting is proposed for all shopping center parking lots with coordinated street lighting and signage. Figure B illustrates the desired configuration for new development as it occurs. New buildings should be

constructed near the street and parking located to the rear or side of the parcel. New buildings should include showcase windows to display merchandise and to allow views of store activity from the street. This will help establish an orientation for development that is pleasing from both pedestrian and vehicular points of view.

Parking should be located behind or to the side of new buildings to allow the building to be the prominent feature on a site. Buildings can be successfully designed to include rear entrances from parking lots. Entry drives into parking lots should be shared between development sites to reduce curb cuts and turning movement along the corridor. A policy of cross access easements should be established to facilitate interconnection of adjacent parking area.

New buildings should be constructed of high quality materials with interesting details to enhance the character of the area overall. New buildings should also be articulated to appear as smaller, community-scale structures, as opposed to large rectangular boxes. Roof shapes, gables, dormers and arcade features are key elements to establish a new scale of development for the area.

Landscape details are important too. Landscape features should be provided at entrance drives into development sites, along frontage property lines, and in medians adjacent to turning lanes. Landscape should also be utilized to tie adjacent developments together visually, and to screen service areas such as trash receptacles and loading facilities.



New Facad & Landscap

A.

Figure 22, *Kedzie Details*



New Building

B.

LEGEND

- Existing Commercial
- New Commercial (or Renovations)
- Community Facilities
- Existing Residential

Potential Anchors:
Commercial: Bookstore; Restaurants; Home Furnishing Retailers; Sporting Goods Store; Medical Related Businesses

183rd Street

183rd & Pulaski (Crawford) Country Club Hills & Hazel Crest

“New Town Center” Concept

The intersection of 183rd Street and Pulaski (Crawford) Avenue presents a unique opportunity to create an imageable center for the City of Country Club Hills. Country Club Hills was developed as a bedroom community and, as such, never had a downtown core.

A “New Town Center” concept comprised of mixed commercial, residential and community facilities is proposed at 183rd Street and Crawford. Such development would not only benefit Country Club Hills residents but also Hazel Crest residents who share this intersection.

This node is already home to elements that contribute to town center type development. These include the Country Club Hills Municipal Complex, which houses City government, select utilities, and community meeting space, a school, shopping centers, and stand-alone retail. Other features include a historic church, a wooded area known as Cooper’s Grove, and a series of mixed density neighborhoods which surround the intersection and include some of the most luxurious housing in the corridor.

The challenge for this node is to recreate itself as a pedestrian friendly environment that encourages people to walk between destinations. This is challenging because existing development is solely auto oriented, as developments are isolated by wide roadways, unconnected drive lanes and individual parking lots. New buildings should be developed in accord with the guidelines provided as part of this plan in order to assure that new development is located closer to the streets and connected with high quality hardscape and landscape amenities.

New buildings should “tighten” the scale of development within the area to make it more walkable and interesting to pass through. Cooper’s Grove offers a unique opportunity to develop a beautiful open space amenity linked to the municipal complex and new development.

Existing development could be integrated into this vision for the intersection too. Relatively simple renovations could be implemented to enhance facades, align drive lanes across major roadways, reconfigure parking lots to connect one with another, and enhance landscape.

Figure 23, *Pulaski Detail*, provides one example of how this area could be redeveloped. Entrance drives are aligned into development sites, and the entire area is linked with a series of pedestrian friendly sidewalk connections. Cooper’s Grove is enhanced as a park setting with a series of trails, a water feature and focal point structure. Parking is provided around the south and west perimeter of the grove.

New mixed use development is envisioned for the area that backs into the grove. Imagine two floors of upper level, owner occupied housing with shops below, and outdoor dining on the terrace overlooking the pond.

Stand-alone structures are located close to 183rd Street with showcase windows oriented to the street. Facade enhancements and parking lot reconfigurations serve to integrate existing development with the new.



LEGEND

- Existing Commercial
- New Commercial (or Renovations)
- Community Facilities
- Existing Residential

Potential Anchors:

- Commercial:** Restaurants; Home Furnishing Retailers; Sporting Goods Store
- Residential:** Mixed Use Buildings with Owner Occupied, Upper Floor Residential Component
- Community:** Health & Fitness, Recreational & Performance Facilities

Figure 23, *Pulaski Detail*

183rd
Street

183rd & Harlem Tinley Park

“Large Site Reuse” Concept

The intersection of 183rd Street and Harlem Ave. presents a tremendous opportunity for large scale, infill development in Tinley Park. The northwest corner of this intersection is the location of a State of Illinois mental health complex, depicted in Figure 24, *Harlem Detail*, which is comprised of old buildings on nearly 200 acres of land. Given the state of the buildings and maintenance costs, this site may prove too costly for ongoing operations and, therefore, could become available for redevelopment.

The strategic importance of this large acre site to the future of Tinley Park cannot be overstated. It represents a unique opportunity to develop a core area location of a scale that many older, well-established municipalities never get.

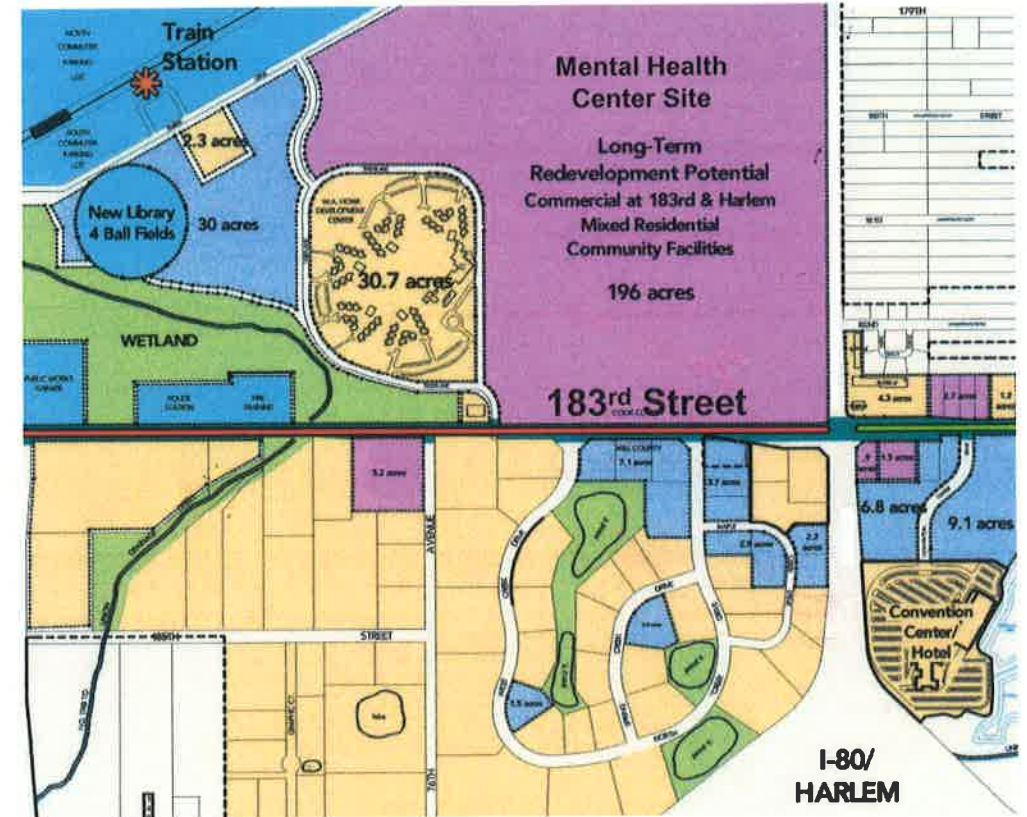
This site is unique in its size and location within the southern expansion area of the village. Development potential for this site is very strong. Its location, adjacent to recent and forthcoming public investments in recreational, educational and Metra amenities, makes it an ideal site for commercial or mixed use development.

In addition, this site provides opportunity to create an environment that is unique within the Village, and to develop alternative housing types to complement existing housing which is already available in Tinley Park. A range of high end housing types should be explored as part of any planning activity undertaken for this site.

With respect to natural features and site design, this site presents certain challenges. It is important that consideration of storm water drainage and storage, and roadway configurations, be integrated early on in a conceptual design process.

In particular, strategies must be identified to deal with the drainage configuration around the street perimeter of the site at 183rd Street and Harlem Avenue. In addition, layout should seek to integrate old-growth trees and vegetation into the design for the site, particularly where screening is required to buffer conflicting uses such as the public utilities abutting the northern area of the site, and the railroad corridor.

Perhaps most important for design of this site is that it have a high degree of vehicular and pedestrian connectivity. Where feasible, roadways should align to provide safe, cross-access linkages between development sites. A high-quality, walkable environment should be established for pedestrian activity throughout the site, and linkage to adjoining recreational facilities should be a top priority.



80th Ave.

Figure 24, Harlem Detail

LEGEND

- STRONG FIXED DEVELOPMENT
- FILL VACANT BUILDINGS and/or ENHANCE APPEARANCE
- REDEVELOPMENT SITES
- VACANT PARCELS
- MUNICIPAL/REGIONAL FACILITIES

183rd
Street

183rd & LaGrange Tinley Park

“Regional Commercial Node” Concept

The intersection of Interstate 80 and LaGrange Road presents a major opportunity for development of a new, regional scale commercial area in the Village of Tinley Park. Extension of 183rd Street to LaGrange Road, and further west to Wolf Road, is proposed to link the Corridor and its communities to this anchor destination.

As Figure 25, *LaGrange Detail*, illustrates, Tinley Park’s municipal boundaries encompass portions of both sides of LaGrange Road. Orland Park has designated its area for residential development. Cook County Forest Preserve defines the northern boundary of Tinley’s LaGrange frontage on the west side of the road at 179th Street, and the Cook/Will county line bisects the area. There are approximately 185 acres of land depicted in dashed areas of the diagram.

A portion of this node is unincorporated on the east side of LaGrange between the proposed alignment for the 183rd Street extension and Interstate 80. This site contains a radio station broadcast tower that could be integrated into new development if this use cannot be immediately relocated.

Figure 26, *LaGrange Layout*, illustrates layout considerations and land use for key parcels located east of LaGrange. A frontage road is proposed to define the area into big box and outlot development parcels. Approximately 800,000 sf of commercial development could be accommodated on the big box parcels. This diagram provides opportunity sites for 7 outlot developments in addition to a green space amenity to provide a gateway for the entire development.

Smaller scale stand-alone and strip commercial centers have developed in the northeastern corner of the 179th Street and LaGrange intersection, and strong neighborhoods are located due east of this area. The lower diagram proposes utilization of a portion of the frontage parcels on the south side of 179th for neighborhood scale commercial to maintain the scale of this important neighborhood collector street.

Potential anchors for big box development in this node include Costco, Meijer’s and Woodman’s.



Figure 25, *LaGrange Detail*

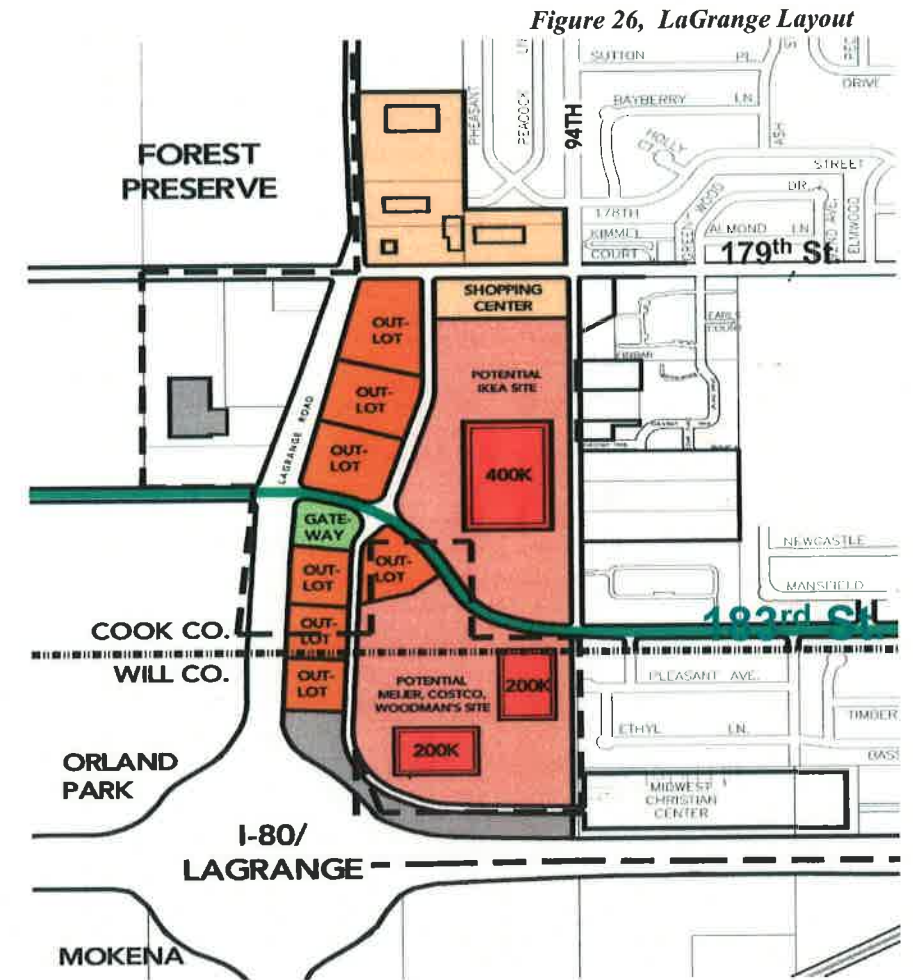


Figure 26, *LaGrange Layout*

183rd Street

Strategy 3: Establish a high quality physical character for the Corridor

Strategy #3: Establish a high quality physical character for 183rd Street.

Well designed public streets are powerful tools that can be utilized to increase patronage in corridors and business districts. People choose to spend time in areas that are visually attractive and highly imageable. The creation of this type of environment is envisioned for the 183rd Street Corridor.

Streets are defined not only by paved surfaces, but also by the buildings, streetscape elements and landscape features that frame them. As such, coordination of these elements among the four municipalities can be used to create an environment that people consider a destination, rather than a pass through.

❖ **Implement a program of coordinated streetscape and site development.**

Nothing better serves to unify a corridor and establish a high quality image than coordinated design. It is not essential that every element “match” from community to community, which is important because certain elements have been in place for some time and vary by municipality. Rather, new elements should be “coordinated” in size, configuration and placement along the corridor, and key regulating lines and site plan configurations should be observed.

As such, the Corridor Communities should work together to:

- 1) **Implement coordinated streetscape enhancement programs that include street lighting, landscape, and banner components.**
- 2) **Install informational signage to make the corridor more user friendly and easier to navigate, as well as to link surrounding community functions to the corridor.**
- 3) **Establish coordinated design guidelines to transform 183rd Street development pattern from a vehicular oriented commercial strip to a pedestrian oriented commercial environment.**

Development guidelines that serve to coordinate these projects are provided on the following pages. Guidelines are provided for public sector improvements related to streetscape, landscape and signage programs, and to guide private sector development and redevelopment of parcels and buildings within the Corridor.

Guidelines are organized as follows:

- ❖ **Streetscape Treatments**
- ❖ **Building Placement**
- ❖ **Building Character**
- ❖ **Landscape Details**
- ❖ **Coordinated Signage**

Figure 27, Urban Design Actions

Commercial Area Layout Plan

“Establish Broad, Unifying Urban Design Actions.”

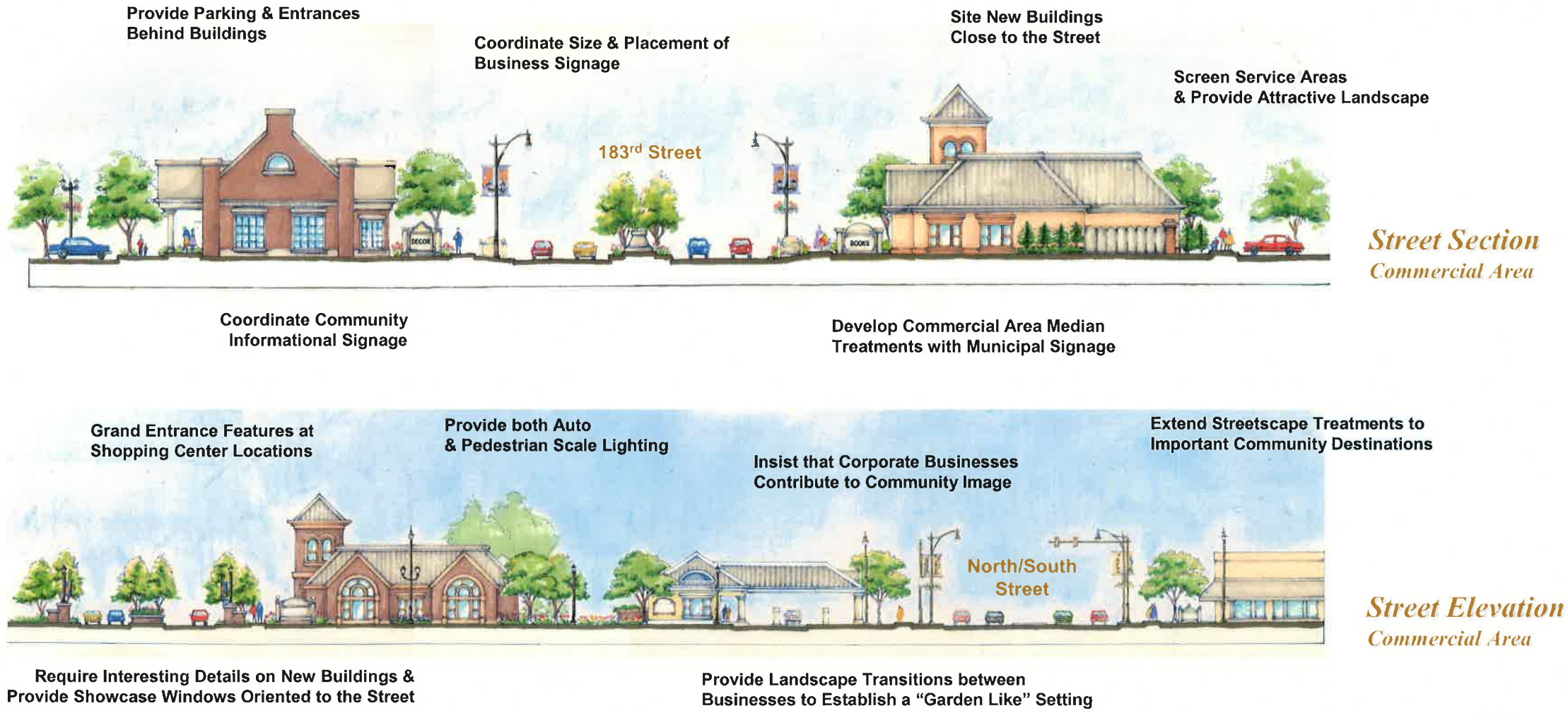
Development that can be Used Throughout the Corridor.



Figure 28, Site Development Principles

Commercial Area Character

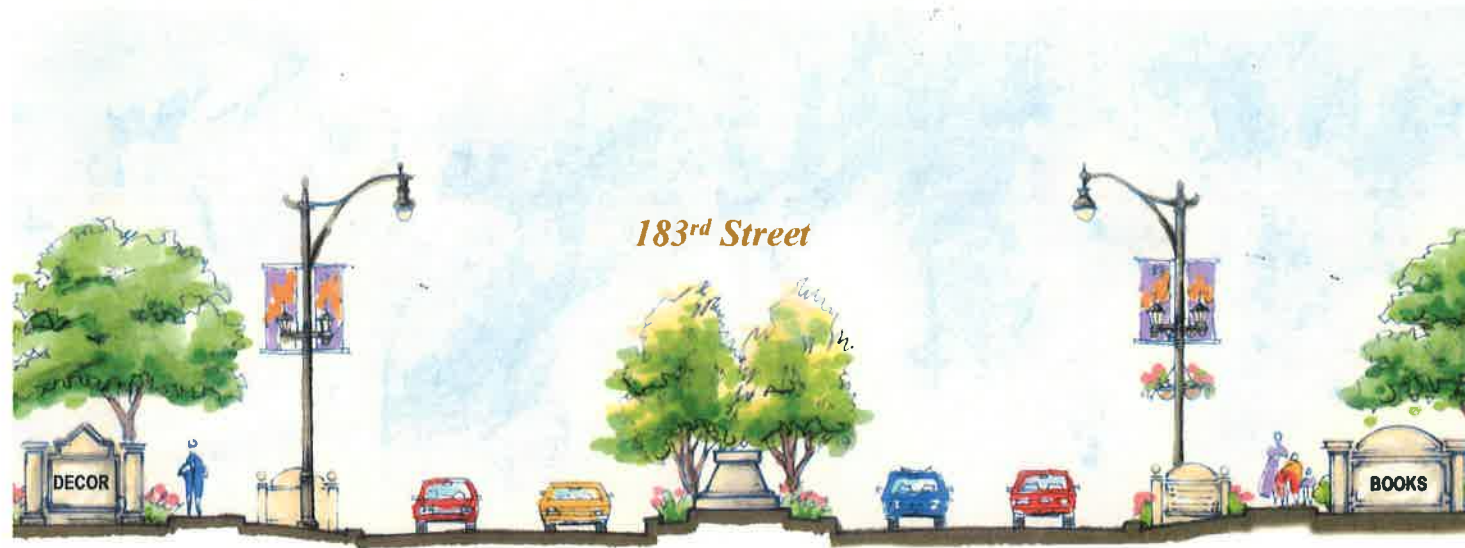
“Establish a Set of Site Development Principles for Commercial Development that can be Used Throughout the Corridor.”



183rd Street

Figure 29, Streetscape Guidelines

“Establish a Boulevard Character along 183rd Street.”



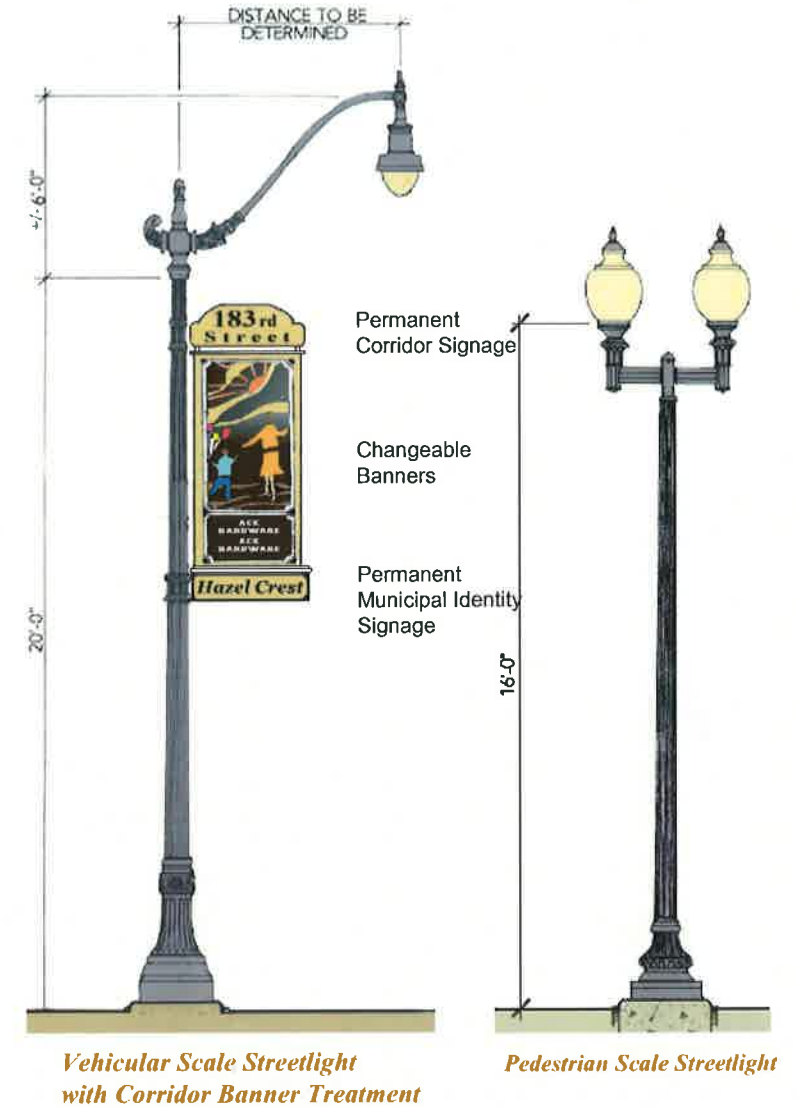
Section through 183rd Street

- Coordinate Size & Placement of Street Lighting
- Provide both Auto & Pedestrian Scale Lighting & Signage at Commercial Nodes
- Develop Commercial Area Median Treatments with Municipal Signage at Key Commercial Nodes
- Extend Streetscape Elements to Important Community Destinations to Link Them to the Corridor
- Develop Signature Banner Arm Treatment to Unify Design Along the Corridor – Incorporate 183rd Street logo & individual community names into permanent fixtures as illustrated.
- Coordinate Banner & Flower Planting Programs



Banner Example

Streetscape Treatments



183rd Street

Figure 30, Building Placement Guidelines

“Emphasize Placemaking thru Building Siting.”



- Site New Buildings Close to the Street
- Provide Showcase Windows Oriented to the Street
- Provide Parking & Entrances Behind Buildings
- Align Drives and Share Access Easements between Development Sites

Building Placement



A. Parking in rear of building with entrance from parking lot.



B. New buildings are close to the street with landscaped front yards.

Figure 31, Building Character Guidelines

“Assure that Details Enhance Building Character.”



Gas Station Example

- **Require High Quality Finish Materials for Primary Facades**
- **Require Interesting Details on New Buildings**
- **Utilize Roof Shapes & Varied Massing to Produce Human Scale Infill Development**
- **Insist that Corporate Businesses Contribute to High Quality Community Image. Brand Logos and Color Schemes can be Integrated into Community Preferred Designs**

Figure 32, Landscape Guidelines

“Establish a Garden Like Setting.”

Landscape Details



Shopping Center Entrance Features



Landscape Transitions

- Require Landscape Transitions between Businesses to Establish a “Garden Like” Setting
- Develop Landscaped Entrance Features at Shopping Center Locations & Extend Character into Parking Lots
- Develop Parking Lot Landscape and Screening Standards
- Screen Service Areas & Provide Attractive Landscape
- Coordinate Seasonal Planting Palettes



Screen Service Areas

Figure 33, Signage Guidelines

Coordinated Signage

“Provide Coordinated User Friendly Signage along the Corridor.”

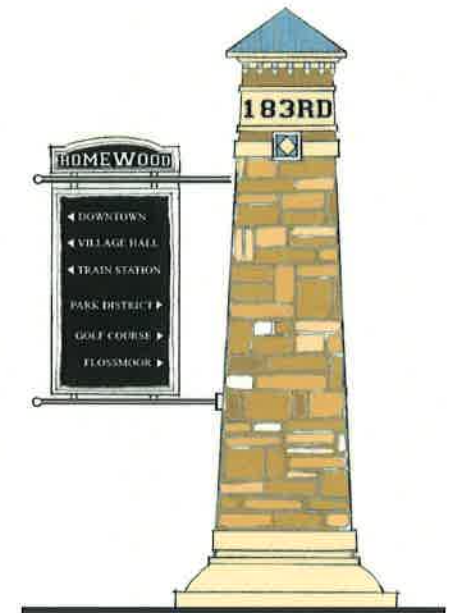


**Business Signage
Type & Location**

**Community Informational
Signage Location**

Signage Placement

- Coordinate Size & Placement of Business Signage
- Coordinate Size & Placement of Community Informational Signage to Provide Motorists with Directions to Important Community Destinations
- Incorporate 183rd Street Logo and Community Names into all Signage Designs



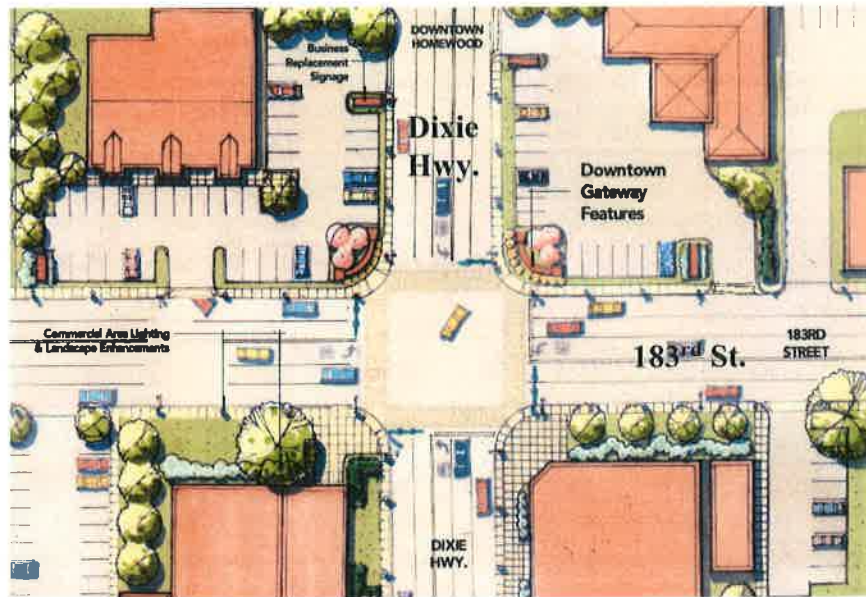
*Informational
Signage Concept*

*183rd
Street*

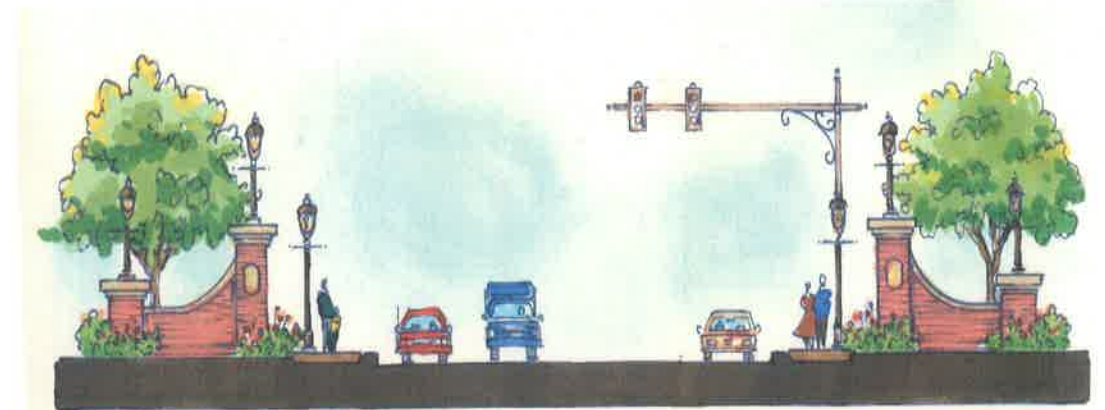
Figure 34, Downtown Signage Details

“Connect Downtown Homewood and Tinley Park to the Corridor.”

*Coordinated Signage
Downtown Gateway Detail*



*Homewood
Gateway
Concept*



Homewood Concept Sketch A



Homewood Concept Sketch B

- Downtown Homewood and Downtown Tinley Park are both strong anchors that can be utilized to draw people into the 183rd Street Corridor. Gateway features and/or signage should be installed at Dixie Hwy., Harwood Ave. and Oak Park Ave. to direct Corridor patrons to these key destinations. Signage should also be located in both downtowns to invite patrons to visit corridor destinations.
- These sketches illustrate site placement and visual character recommendations for Homewood’s primary signage location at Dixie Hwy. Smaller scale improvements are sufficient for the other intersections.
- Streetscape elements common to the downtowns should be integrated into the gateway designs. Here, Homewood’s gaslight lanterns are integrated with red brick columns that match structures found downtown.

*183rd
Street*

Strategy 4: Develop marketing, promotion and management programs to support Corridor development.

Strategies

Strategy #4: Develop marketing, promotion and management programs to support Corridor development.

It is important for the Corridor Communities to work together to market, promote and manage corridor initiatives. Following are program recommendations to accomplish this.

❖ Produce cooperative marketing materials for the Corridor.

Marketing the 183rd Street Corridor to recruit business, industry and institutions is an important undertaking if 183rd Street is to elevate its standing in the regional marketplace. Communities everywhere are competing for investment interests and those who aggressively market their location often win.

The Corridor must be presented in a way that makes site location decision makers take notice. Some characteristics of a community profile may not match selection criteria exactly, but other factors may be presented that compensate. The challenge is to garner enough attention to get a second look.

Finally, marketing materials demonstrate that an area is well organized and ready for business, which bolsters investor confidence.

Utilize a 183rd Street Corridor Communities Brochure

- Prepare a color brochure that summarized the contents of this plan.
- Reach out to area chambers of commerce, site locating businesses, industrial park management entities, and others to increase the scope of distribution of this material. Access funding from these entities to assist printing and distribution.
- Provide the brochure in hard copy and in PDF electronic format.

Develop and maintain a 183rd Street website.

- Provide access to the vision, goals, key projects and guidelines for development in the Corridor.
- Maintain an up-to-date inventory of sites and structures available for redevelopment.
- Establish a link to the 183rd Street website from each community's Homepage.
- Identify a website manager, and an update schedule and procedure.

❖ Coordinate community and business advertising initiatives.

Establish a slogan or "tag line" for all Corridor advertisement and signage.

- Work with area businesses to identify and adopt a "tag line" slogan for Corridor advertising. This is a cost

effective way for every corridor stakeholder to participate in establishing a new identity for 183rd Street.

Examples: Walt's "on 183rd" / Heritage Plaza "on 183rd" / Holiday Lights "on 183" / Convention Center "on 183rd" etc.

- Incorporate tag line into print, radio and television advertisements.
- Incorporate tag line into municipal and business signage.

Assure cross market coverage of advertising initiatives.

- Inform stakeholders that advertising market coverage for 183rd Street splits at the Forest Preserve.
- Implement cross market advertising to increase Corridor patronage, and to improve perceptions about the Corridor.

Initiate an inter community pole banner program.

- Initiate a banner program as part of a coordinated streetscape program.
- Provide opportunities for businesses and institutions to sponsor a banner in the Corridor. Logos and contact information may be printed on the banner to increase business visibility.

Strategies

❖ Coordinate community festivals and special events.

Community events are important opportunities to draw people into the corridor to entice them to stay longer than they would normally do. The longer patrons are in a business district, the more likely they are to spend money.

Community events include activities such as coordinated sales, seasonal festivals, winter lighting programs, “cows on parade” type public art installations, etc. Such events build relationships between community stakeholders, and grow and strengthen perceptions of an area.

Coordinate a series of inter community events.

- Cosponsor events throughout the year.
- Coordinate seasonal and holiday events and decorations.

Support neighboring community events.

- Support events with complementary advertising and promotions.

❖ Coordinate Corridor management and maintenance.

Establish a management structure for implementation of Corridor Plan proposals.

- Identify management structure to implement physical improvement projects and the programs identified in this section.
- Establish a joint review process of all Corridor related development proposals.
- Consider establishment of a Business Improvement District (BID) to manage Corridor development.

As cited by Lawrence O. Houstoun, Jr., AICP in his article “Business Improvement Districts,”

BIDs typically serve 10 functions:

- ✓ **Maintenance.** Collecting rubbish, removing litter and graffiti, washing sidewalks, shoveling snow, cutting grass, trimming trees, planting flowers in public places.
- ✓ **Security and hospitality.** Hiring uniformed security and street “guides” or “ambassadors”; buying and installing electronic security equipment or special police equipment, staffing sidewalk tourism kiosks.
- ✓ **Consumer marketing.** Producing festivals and events; coordinating sales promotions, producing maps and newsletters; launching image enhancement and advertising campaigns; erecting directional signage.
- ✓ **Business recruitment and retention.** Conducting market research; producing data-oriented reports; offering financial incentives for new and expanding businesses; marketing to investors.
- ✓ **Public space regulation.** Managing sidewalk vending, street performances, street furniture, code compliance.
- ✓ **Parking and transportation management.** Managing the public parking system; maintaining transit shelters; operating ridesharing programs.
- ✓ **Urban design.** Developing urban design guidelines; managing facade improvement programs.
- ✓ **Social services.** Creating or aiding help-the-homeless, job training, and youth services programs.
- ✓ **Visioning.** Developing a vision or strategic plan.
- ✓ **Capital improvements.** Installing pedestrian-scale lighting and street furniture; planting and maintaining trees and flowers.

5. Implementation

Implementation

Work Program

The corridor communities need to form a joint work program to manage the implementation of the strategies and projects. In order to develop such a program each community must review all the elements of this plan and identify those on which there is agreement, and then take the following actions.

- 1) **Establish proper zoning to reflect plan recommendations.**
- 2) **Integrate guidelines of this report into each community's program and ordinances of site plan review and development approval.**
- 3) **Integrate proposed capital improvements of the plan, including street extension, streetscape and gateway improvements, etc., into each community's CIP. Representative costs are provide in Figure 35, *Project Costs*.**
- 4) **Establish a coordinated streetscape and signage palette based upon recommended elements of this plan. Consider joint preparation of streetscape improvement schematics for entire corridor at one time. Improvements can be implemented in phases as funding is available; this approach guarantees a coordinated end product.**
- 5) **Establish coordinated traffic and roadway guidelines to include signal interconnects, access control, and street improvements. Apply for associated Congestion Mitigation Air Quality (CMAQ) grants and corridor development grants.**
- 6) **Develop more specific street design standards in higher pedestrian areas such as pavement stampings and pedestrian signal phases.**
- 7) **Work as a unified entity to secure RR crossing and design extension of 183rd Street to connect to LaGrange Road, as well as Forest Preserve signage and lighting improvements.**
- 8) **Jointly consider redevelopment financing approaches such as TIF, a Special Service District, or others, to foster redevelopment and coordinated maintenance.**
- 9) **Coordinate actions to secure private redevelopment of underutilized properties located within the corridor. Work with property owners to identify desired redevelopment. Consider public/private partnerships in an RFP process.**
- 10) **Consider establishment of a corridor wide Business Improvement District, BID, to facilitate the corridor program.**

Implementation

Figure 35

Project Costs

Streetscape Improvement locations are provided in the Framework Analysis diagrams of Section 3 of this report.

Project/Action	Implementation Responsibility	Estimated Cost	Phase Priority
HOMEWOOD			
Develop gateway features to link downtown to 183 rd at Dixie Hwy. & Harwood Ave.	Village; Property Owners	\$150,000	1
Install primary streetscape treatments at Kedzie.	Village	\$1,170,000	2
Install secondary streetscape treatments.	Village	\$921,500	2
Install median landscape treatments on 183 rd at Kedzie.	Village	\$190,000	3
Install gateway signage at 183 rd & Halsted.	Village	\$25,000	
Install informational signage treatments.	Village	\$65,000	1
Enhance golf course perimeter Western Ave. (Partial Grant)	Country Club; Village	\$20,000	2
Establish siting & architectural design guidelines for new buildings on 183 rd .	Village	N/A	1
Participate in banner & seasonal landscape program with other communities.	Village; Business Owners	\$30,000	1
Participate in cooperative marketing campaign for corridor.	Village; Southland Chamber of Commerce	\$25,000	1
Maintain development site inventory & market demographics on Village website.	Village	\$3,500	1
		Subtotal = \$2,600,000	
HAZEL CREST			
Install primary streetscape treatments at Kedzie.	Village	\$390,500	2
Install primary streetscape treatments at Crawford.	Village	\$175,500	2
Install secondary streetscape treatments.	Village	\$825,000	2
Install median landscape treatments on 183 rd at Kedzie.	Village	\$147,500	3
Install median landscape treatments on 183 rd at Crawford.	Village	\$48,000	3
Install gateway signage at I-80 & Kedzie.	Village	\$25,000	2
Install informational signage treatments on 183 rd & at 175 th & Kedzie.	Village	\$55,000	1
Participate in banner & seasonal landscape program with other communities.	Village; Business Owners	\$30,000	1
Establish siting & architectural design guidelines for new buildings on 183 rd .	Village	N/A	1
Participate in cooperative marketing campaign for corridor.	Village; Southland Chamber of Commerce	\$25,000	1
Maintain development site inventory & market demographics on Village website.	Village	\$3,500	1
		Subtotal = \$1,700,000	

Implementation

Figure 36

Project Costs

Streetscape Improvement locations are provided in the Framework Analysis diagrams of Section 3 of this report.

COUNTRY CLUB HILLS			
Partner in development of “New Town Center” concept with pedestrian orientation. At Crawford intersection	City; Property Owners; Development Community	\$2,000,000	1
Develop Cooper’s Grove with walking trails, seating areas & focal point features (pond, pavilion, etc.) to serve as an open space amenity linked to redevelopment	City; Park District; DNR	\$200,000	1
Establish siting & architectural design guidelines for new buildings fronting 183 rd .	City	N/A	1
Install primary streetscape treatments at Crawford.	City	\$820,500	2
Install secondary streetscape treatments.	City	\$225,000	2
Install median landscape treatments on 183 rd at Crawford.	City	\$116,000	3
Install gateway signage at 167 th & Cicero; 167 th & Crawford.	City	\$50,000	2
Install informational signage treatments.	City	\$30,000	1
Participate in banner & seasonal landscape program with other communities.	City; Business Owners	\$30,000	1
Participate in cooperative marketing campaign for corridor.	City; Southland Chamber	\$25,000	1
Maintain development site inventory & market demographics on Village website.	City	\$3,500	1
		Subtotal = \$3,500,000	
TINLEY PARK			
Petition for at-grade railroad crossing to provide east/west continuity of 183 rd .	All four municipalities lead by Tinley Park		1
Promote redevelopment of state medical site. Develop comp. Plan supplement.	Village; Southland Chamber of Commerce	\$50,000	1
Establish siting and architectural design guidelines for new buildings on 183 rd .	Village	N/A	1
Continue implementation of Village streetscape program on 183 rd .	Village	Other Sources	1
Develop gateway focal point feature at 183 rd & LaGrange.	Village	\$150,000	
Develop gateway signage at 183 rd & Ridgeland (municipal boundary); & at 183 rd & Oak Park Ave. (downtown linkage).	Village; Downtown Merchants Association; Commerce Commission	\$65,000	2
Install/augment existing informational signage treatments to reflect 183 rd theme.	Village	\$26,500	1
Participate in banner & seasonal landscape program with other communities.	Village; Business Owners	\$30,000	1
Participate in cooperative marketing campaign for corridor.	Village; Southland Chamber of Commerce	\$25,000	1
Maintain development site inventory & market demographics on Village website.	Village	\$3,500	1
		Subtotal = \$350,000	
	GRAND TOTAL =	\$8,150,000	

Implementation

Figure 36

Streetscape Unit Costs

Streetscape Improvement locations are provided in the Framework Analysis diagrams of Section 3 of this report.

- ❖ **Primary Streetscape Treatment** \$250/l.f.
- ❖ **Secondary Streetscape Treatment** \$125/l.f.
- ❖ **Median Treatment** \$135/l.f.
- ❖ **Gateway Features** \$150,000 ea.
- ❖ **Gateway Signage** \$25,000 ea.
- ❖ **Community Informational Signage** \$8,000 ea.
- ❖ **Banner Arm Treatment** \$800 ea.