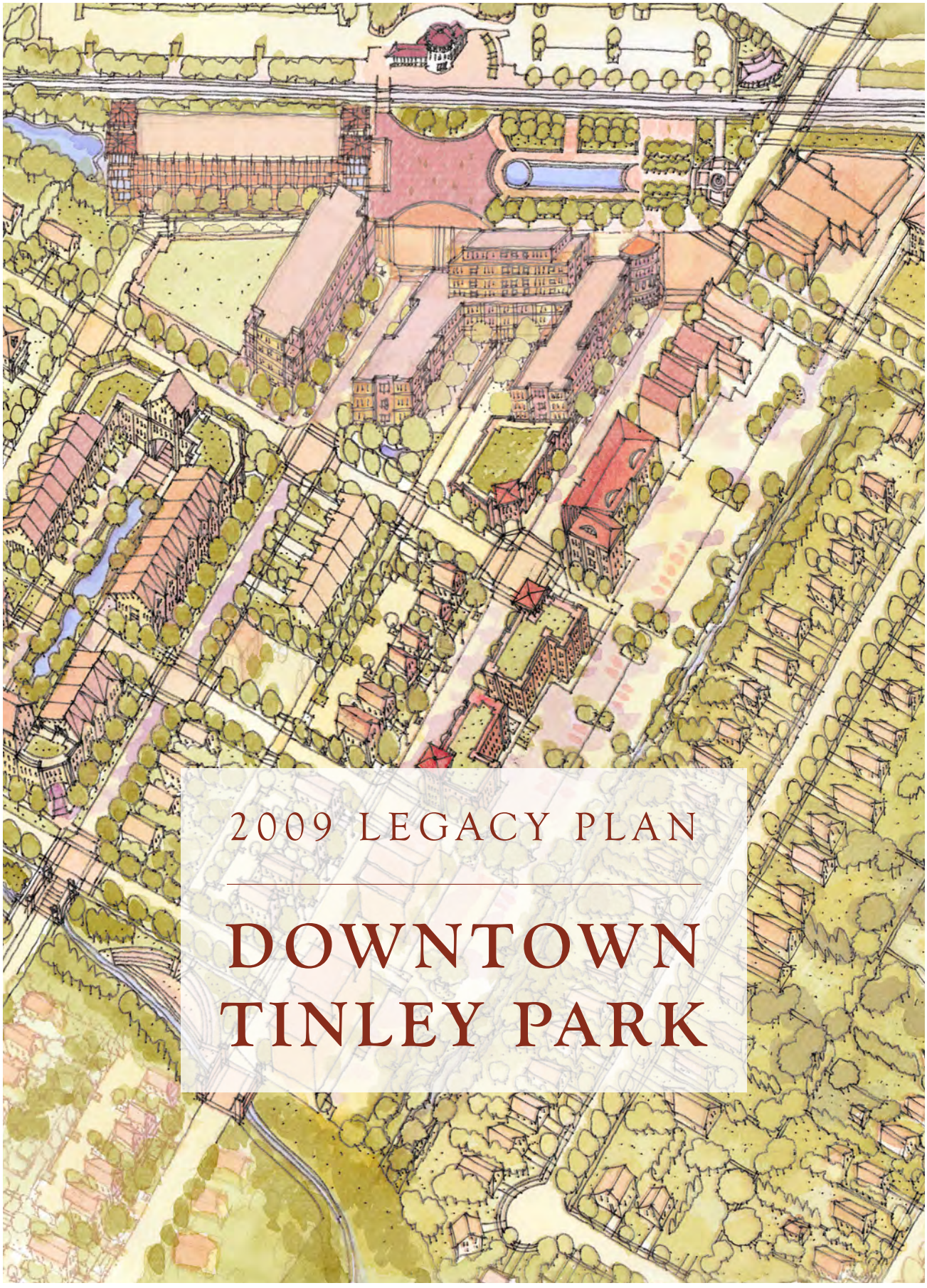

2009 LEGACY PLAN

DOWNTOWN TINLEY PARK

ACKNOWLEDGEMENTS

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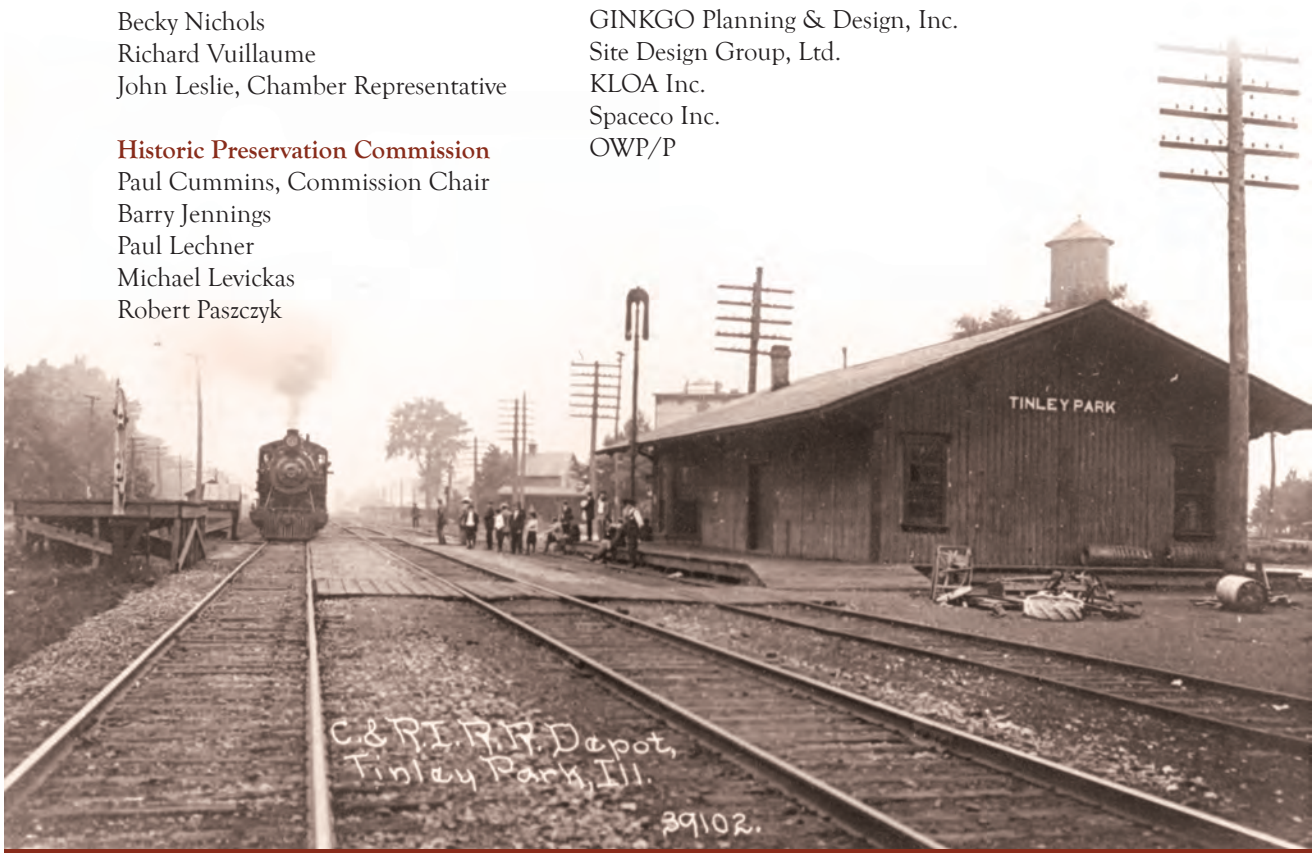
KLOA Inc.
Spaceco Inc.
OWP/P



A UNIQUE HISTORIC DOWNTOWN AROUND A TRAIN STATION

2009 LEGACY PLAN

DOWNTOWN TINLEY PARK

BOOK ONE

2009 IS THE CENTENNIAL OF THE 1909 BURNHAM PLAN OF CHICAGO

A LEGACY PLAN THAT CONTINUES TO SHAPE OUR REGION

A Message from Mayor Edward J. Zabrocki

Create an enduring legacy for future generations of Tinley Park

A legacy is something that is handed down or remains from a previous generation or time. Tinley Park is fortunate to have the historic legacy of a charming downtown grown from the roots of a train station, handed down from the early 19th Century settlers to today's community. Now, at the beginning of the 21st Century, it is time to ask, "What legacy will the leaders of today leave behind for the future generations of Tinley Park?"

Our 2009 Legacy Plan for downtown Tinley Park has strived to respond to this question. The plan started as an "Integrated Downtown Master Plan for Tinley Park" – an effort that was primarily focused on providing a consistent guide for near term development. As the plan evolved, so did the scope and the vision of our community. Instead of just creating a guide for the immediate future, our community understood the need for a larger vision - a long term plan that would preserve and enhance all the things that our community holds dear as a gift for future generations.

This Legacy Plan hopes to be such a gift. The plan will tell our future generations how the community worked together to preserve its great assets – a walkable and charming main street, the creek that runs through Downtown, parks and plazas that are easy to walk to, shaded sidewalks along local shops, and a variety of places to live within close walking distance of the station.

The year 2009 is also the centennial anniversary of the 1909 Burnham Plan of Chicago, a Legacy Plan that continues to shape our region today. Following the principles of the Burnham plan, our plan lays out a long term framework for open spaces, streets, sidewalks and trails around which great development can occur.

While the long list of opportunities identified here include many near term projects, we hope that the plan will continue to guide public investment for many generations — creating the future we want for ourselves, our children and our grandchildren.

A Message from Trustee Gregory J. Hannon
on behalf of the 2009 Legacy Plan Steering Committee

Welcome to the Village of Tinley Park's Downtown Legacy Plan.

Over the past year, we have been working together as a community to develop a plan for downtown Tinley Park that will honor our small-town history while anticipating the future needs of the next generation of families.

In looking at this plan, I hope that you will share in my enthusiasm for the innovative thinking, grand ideas and beautiful images found on every page. Taken together, the principles of the plan will guarantee the long-term viability of the Downtown – the heart of our village – by enhancing the experience of residents and visitors alike with attractive architecture, a rich variety of shopping, dining, socializing and living opportunities, and outstanding green public spaces, both large and small. As the plan illuminates, all of this can be realized by following the values our founding fathers lived by: live close to work (or transit), recreate in public areas and grand civic spaces, create a walkable community with a dense central core, and develop a grid of streets to disperse traffic and connect the community.

I am also very proud that the breadth and scope of this Legacy Plan follows in the spirit of the 1909 Burnham Plan of Chicago, now celebrating its 100th anniversary. During the process of developing our Plan, the numerous individuals involved – to whom I am grateful for their time and dedication – strove to create a legacy of beautiful public places and sensible development, just as Daniel Burnham and Edward Bennett, along with other Chicago civic leaders, sought to do a century ago.

And as result of the Burnham Plan, today we have Chicago's lakefront and regional park system, both unequaled in terms of scale and beauty. We believe that in 100 years, the Legacy Plan for Tinley Park will result in similar legacy projects that will be admired for their forward thinking objectives and beautiful execution.

So to the next generation who will be the stewards of this plan, I remind you of the bold challenge set forth by Daniel Burnham over a century ago: "make no little plans; they have no magic to stir men's blood."

Part One

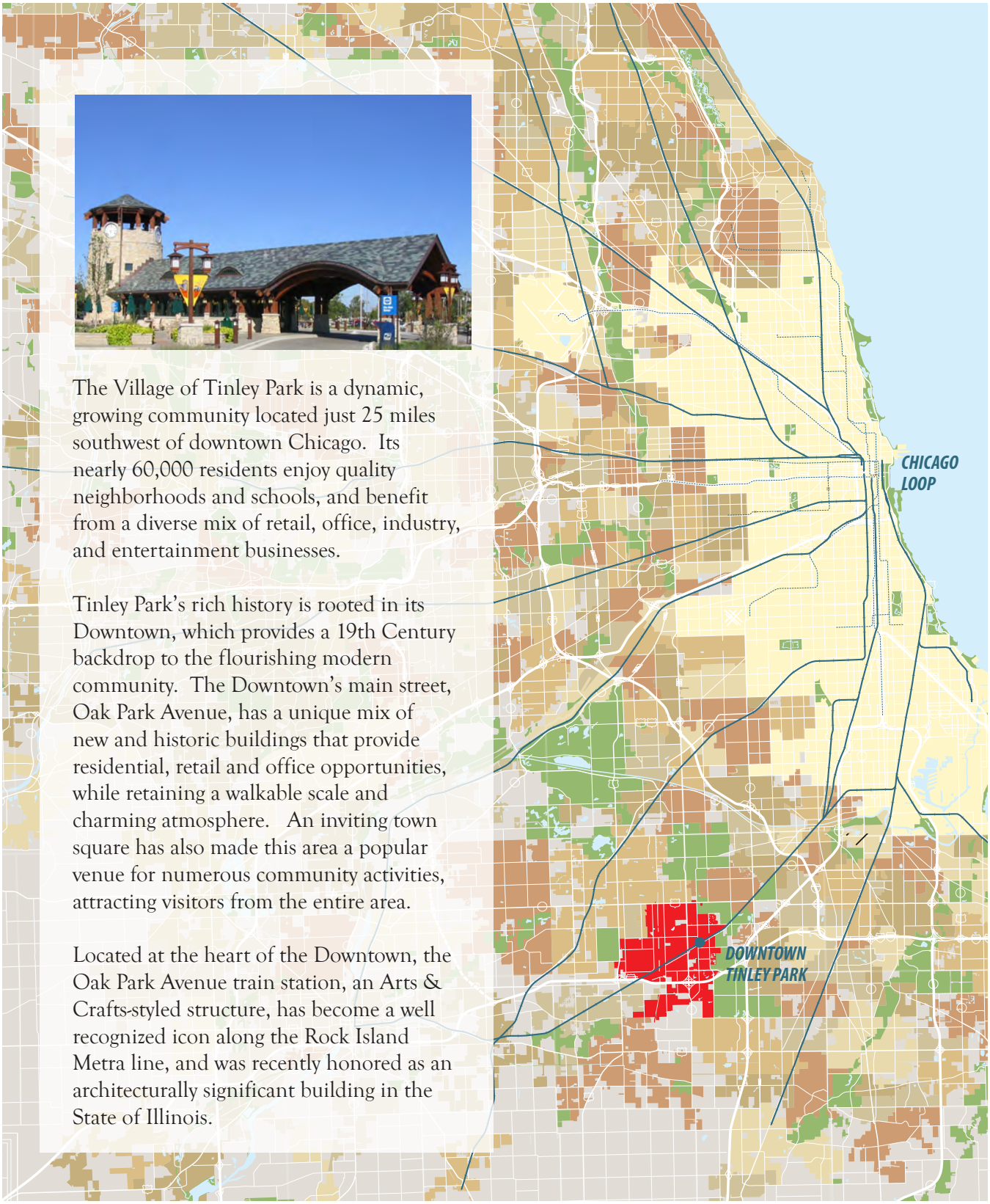
The Vision

Introduction

The Village of Tinley Park is a dynamic, growing community located just 25 miles southwest of downtown Chicago. Its nearly 60,000 residents enjoy quality neighborhoods and schools, and benefit from a diverse mix of retail, office, industry, and entertainment businesses.

Tinley Park's rich history is rooted in its Downtown, which provides a 19th Century backdrop to the flourishing modern community. The Downtown's main street, Oak Park Avenue, has a unique mix of new and historic buildings that provide residential, retail and office opportunities, while retaining a walkable scale and charming atmosphere. An inviting town square has also made this area a popular venue for numerous community activities, attracting visitors from the entire area.

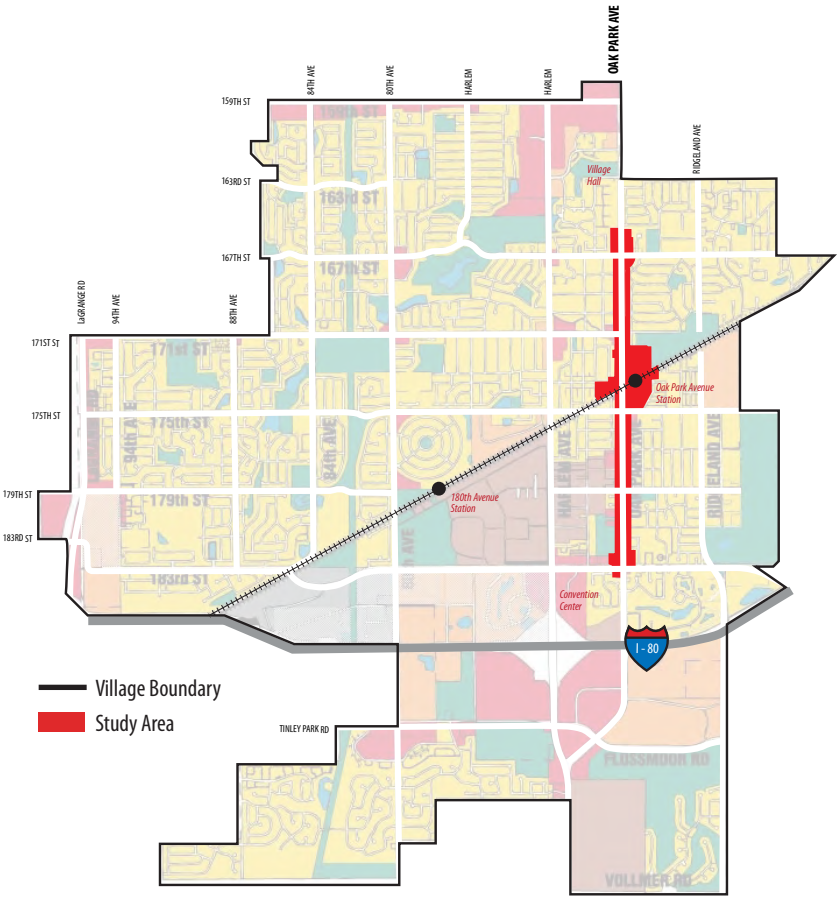
Located at the heart of the Downtown, the Oak Park Avenue train station, an Arts & Crafts-styled structure, has become a well recognized icon along the Rock Island Metra line, and was recently honored as an architecturally significant building in the State of Illinois.

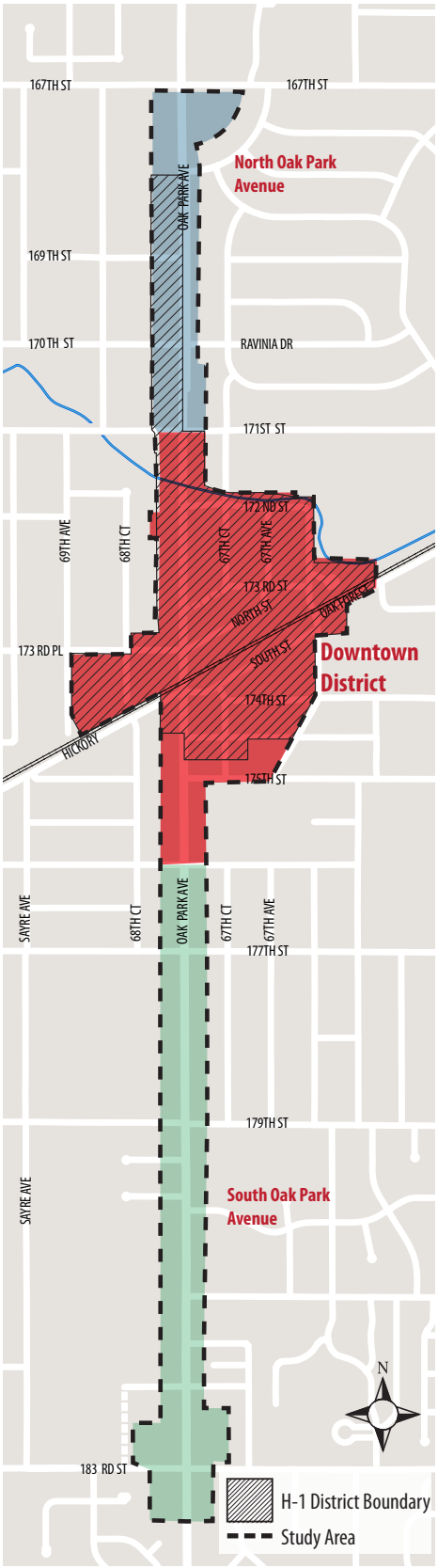


Study Area & District Boundaries

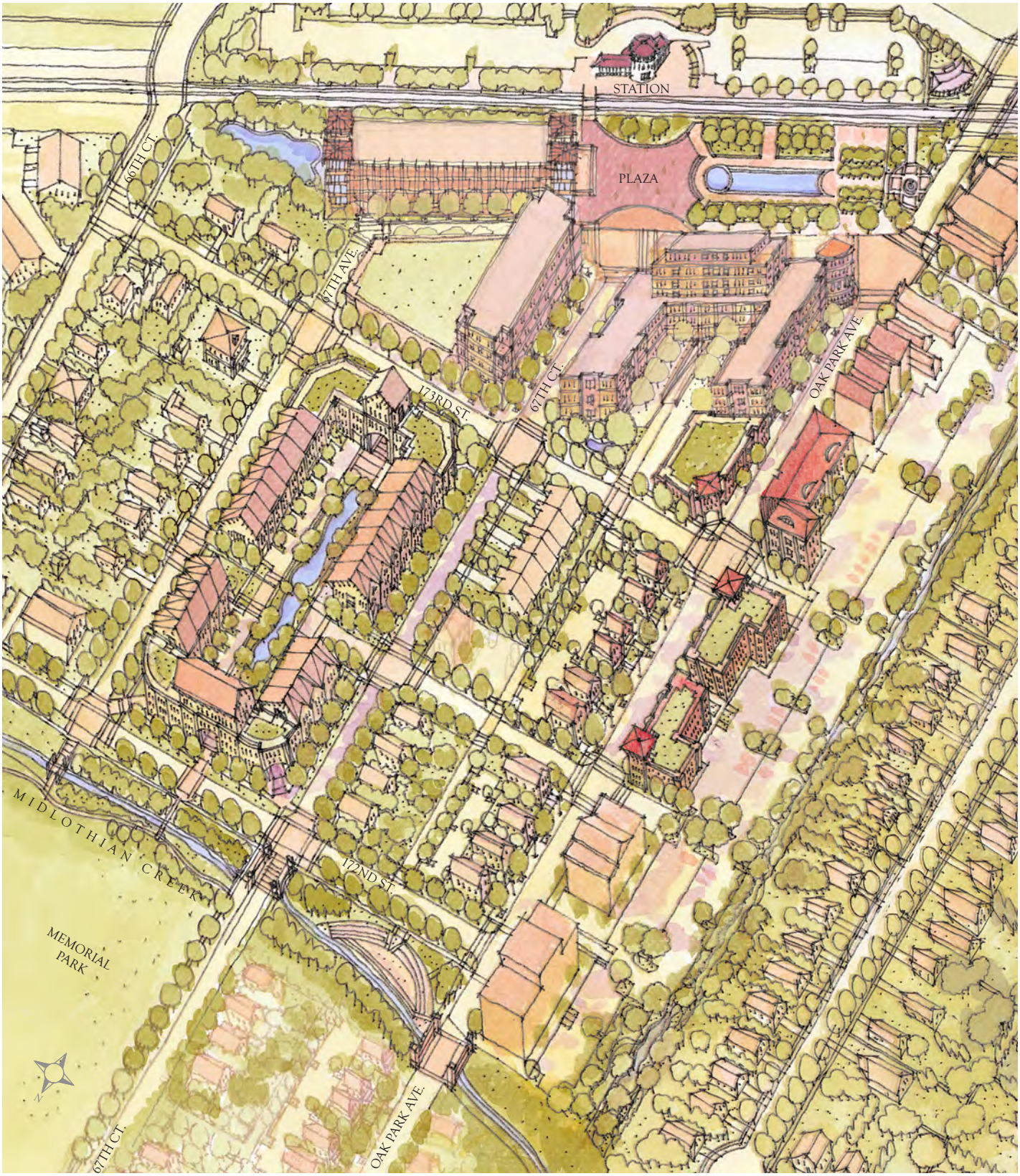
Through the vision of the community leaders and the support of dedicated residents, the Village has completed long-term planning projects for Downtown, including the 1998 Camiros Old Town Plan and its 2005 Downtown Plan Update, the 2004 Downtown Parking and Traffic Study, and the 2008 Market Study. To encourage the implementation of many of the recommendations in these plans, the village developed a variety of incentive programs, including the creation of two Tax Increment Finance (TIF) districts, to encourage such things as new construction and façade improvements throughout the Downtown.

Plans are underway today for a new major public plaza and garage at the heart of Downtown. Major new private developments are also in progress that will add significant street level retail and residential units within walking distance of the Oak Park Avenue train station.

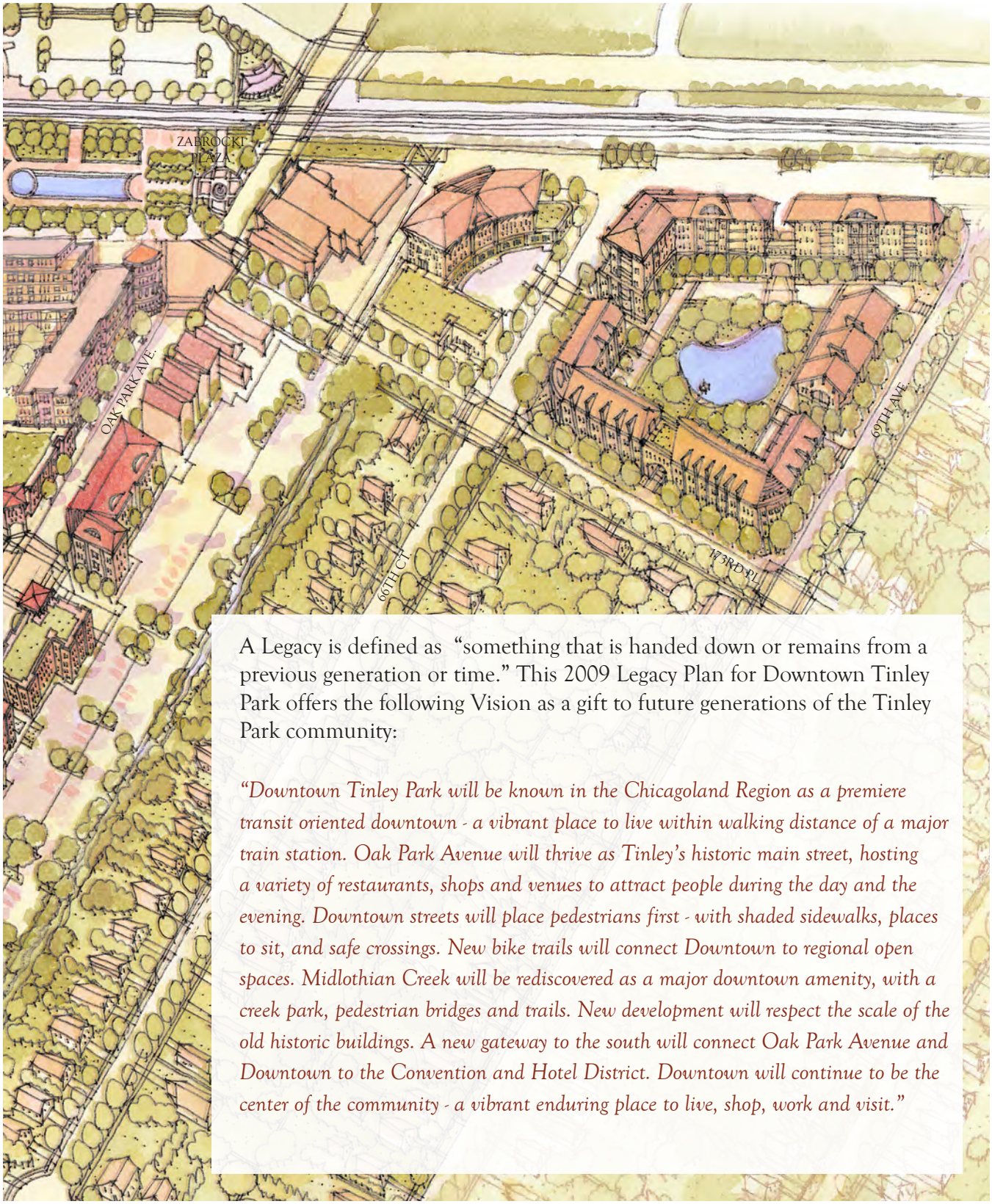




The Vision


STATION
PLAZA
67TH CT.
67TH AVE.
173RD ST.
67TH CT.
OAK PARK AVE.
MIDLOTHIAN CREEK
172ND ST.
MEMORIAL PARK
67TH CT.
OAK PARK AVE.
N

Birds eye view of downtown Tinley Park as envisioned looking south towards the station



A Legacy is defined as "something that is handed down or remains from a previous generation or time." This 2009 Legacy Plan for Downtown Tinley Park offers the following Vision as a gift to future generations of the Tinley Park community:

"Downtown Tinley Park will be known in the Chicagoland Region as a premiere transit oriented downtown - a vibrant place to live within walking distance of a major train station. Oak Park Avenue will thrive as Tinley's historic main street, hosting a variety of restaurants, shops and venues to attract people during the day and the evening. Downtown streets will place pedestrians first - with shaded sidewalks, places to sit, and safe crossings. New bike trails will connect Downtown to regional open spaces. Midlothian Creek will be rediscovered as a major downtown amenity, with a creek park, pedestrian bridges and trails. New development will respect the scale of the old historic buildings. A new gateway to the south will connect Oak Park Avenue and Downtown to the Convention and Hotel District. Downtown will continue to be the center of the community - a vibrant enduring place to live, shop, work and visit."

Principles of the Plan

The 2009 Legacy Plan is based on the following Ten Principles that together can guide efforts related to preservation, economic development, infrastructure and urban design in Downtown Tinley Park.

1. **Preserve Tinley Park's unique historic heritage**
2. **Ensure that new development respects the historic scale and character of Downtown**
3. **Build a strong economic future for Downtown Tinley Park**
4. **Maximize the number of people living within walking distance of the train station**
5. **Encourage building mass to peak at the downtown core**
6. **Transition from commercial uses to residential uses outside the downtown core**
7. **Create a walkable downtown where pedestrians come first**
8. **Create a connected roadway framework with small walkable blocks**
9. **Promote a green downtown showcasing leadership in preservation of natural resources and sustainable practices**
10. **Position Downtown as a focal point of the regional bike path system**

1. Preserve Tinley Park's unique historic heritage

Tinley Park has long recognized the importance of the history and character of its evolving downtown. This plan recognizes that there are special historic buildings and certain development patterns that provide a physical connection to our past as a small, agricultural community. Without inhibiting the development of commercial and residential opportunities, the plan clearly identifies buildings that deserve protection, and also recognizes a mass, scale and typology that is appropriate and historic to our downtown. Protecting particular historic character in certain areas of the downtown will build on the framework laid out by our forefathers. We envision having multiple opportunities for redevelopment in the downtown, including opportunities for preservation and rehabilitation of historic structures.

2. Ensure that new development respects the historic scale and character of Downtown

Downtown Tinley Park has a unique and authentic charm, with a variety of two to three storey buildings including homes, restaurants, offices and a variety of local shops. Traditional homes and shops are of simple architecture, with colorful facades of brick and siding, and historic roof forms. Typical blocks are narrow, with front doors and porches along the street which creates a charming streetscape. New infill and redevelopment efforts should respect this pedestrian scale and character of Downtown. Even when blocks are assembled for larger buildings, the building mass should be articulated to create the rhythm of small storefronts at the street level, and blend with the street wall.

The small group of buildings on the west side of Oak Park Avenue between the railroad tracks and 173rd Place are a great example of Downtown Tinley Park's historic heritage and charm.

While these historic buildings have undergone significant alterations through the years, the pedestrian appeal of the simple store facades has remained strong. New infill development can look to these buildings for inspiration for creating a rhythm of small storefronts at the street level.

3. Build a strong economic future for Downtown Tinley Park

The Legacy Plan aspires to position and market downtown Tinley Park in the Chicagoland region as a premiere livable downtown around a train station. The plan highlights and builds on Downtown's unique assets that other transit oriented downtowns in Chicago may not offer: a classic main street, unique local restaurants and shops, community events, and a long term commitment from community leaders to the economic health of Downtown. The detailed plan and code recommendations are intended to create a more predictable review and approval process that can encourage economic development in the area.

4. Maximize the number of people living within walking distance of the train station

Downtown Tinley Park has a significant number of single family homes on small walkable blocks, all within a ten minute walk of the train station. Recent mixed use buildings on Oak Park Avenue have added condominiums over retail, and approved projects are planned to add significant number of multifamily units to the downtown core. The Legacy Plan continues these efforts to create more residential opportunities at the heart of the core area, while ensuring that new development respects the historic scale and character of Downtown.

Create a well defined and distinct downtown core within walking distance of the station

5. Encourage building mass to peak at the downtown core

The Legacy Plan recommends concentrating taller buildings at the downtown core, primarily around the station and the plaza. Taller buildings should be restricted to the blocks around the station. For the rest of the downtown area, the height of new development should be primarily limited to 3-4 storeys. In areas adjacent to existing single family homes, a more compatible and complimentary height is preferred. This approach will allow significant residential density in the core area without negatively impacting the existing scale and character of downtown.

6. Transition from commercial to residential uses outside the downtown core

The Legacy Plan recommends concentrating commercial uses within the walkable core around the station. Over time, areas outside the core are intended to transition from commercial to multi-family residential development. This transition will create a larger population of residents to support downtown shops and restaurants, while ensuring that former commercial properties have viable development alternatives.

Potential long term transformation of Oak Park Avenue to a quality residential street

7. Create a walkable Downtown where pedestrians come first

Downtown streets should be safe, comfortable and interesting to pedestrians and bicyclists. To achieve this, the Legacy Plan promotes continuous sidewalks with landscaping and safe pedestrian crossings at all intersections. The arrangement and placement of buildings and the location of parking areas recommended by the Plan aims to enhance the pedestrian experience while also accommodating vehicular traffic.

8. Create a connected roadway framework with small walkable blocks

A downtown that has train tracks running through it poses a unique set of challenges and opportunities. The Legacy Plan aims to maintain and build upon the existing framework of streets by ensuring that we continue to reinforce the importance of connecting current and future roads. A fully functioning grid ensures that there are many streets to disperse traffic, which reduces vehicle congestion and provides for better emergency access. Wherever practical, the new blocks envisioned in the plan will be framed by streets and be made small enough to encourage walking.

Rendering looking south on Oak Park Avenue at 172nd Street showing new development along a pedestrian friendly street

9. Promote a "green downtown" that showcases leadership in preservation of natural resources and sustainable practices

The Legacy Plan calls for many best practices that address preservation and enhancement of natural resources. A new conservation area to the south will protect some of the last remaining tree groves and floodplain near Downtown. The improvements envisioned for Midlothian Creek will result in better water quality through a reduction in soil erosion and sedimentation. Consolidated storm water detention areas and bioswales, where appropriate, are planned to clean storm water before it enters the local creeks and streams. The focus on walking and bicycling, as a viable alternate to driving, aims to reduce harmful emissions and lead to long term air quality improvements.

10. Position Downtown as a focal point of the regional bike path system

Easy access to the regional bike trails for all Downtown residents is a key component of the Legacy Plan. The plan calls for trails along Midlothian Creek and along Oak Park Avenue to connect to the surrounding Cook County Forest Preserves. A bike path is also proposed along the tracks to connect Tinley Park's two train stations. Once completed, this trail system will help position the area as one of Chicagoland's most pedestrian and bike friendly downtowns around a train station.

Rendering of proposed Central Plaza across the station at the heart of a "green downtown"

Historic Legacy

"Main Street" circa 1924

"Saenger Hall Saloon" circa 1896

The origins of the Village of Tinley Park date to 1853 following the construction of the Chicago, Rock Island, and Pacific Railroad in 1852. As in many small communities surrounding Chicago, the railroad spurred and supported commerce in the center of the town, and soon "New Bremen," as the community was then known, became a regional agricultural service center with tradesmen, merchants, farmers, hotels and a wind-driven mill and grain elevator.

New Bremen's citizens recognized the significant role the railroad had played in the development of their town. In 1890 the decision was made to rename the town after its first railroad station agent, Samuel Tinley, Sr. Two years later, at the downtown train station, citizens voted to incorporate the Village of Tinley Park. Today, the Centennial Monument, Engine #1892, sits at the Oak Park Avenue station as a tribute to the railroad's key role in the development of the Village. Tinley Park has seen a great amount of growth and change

A small town around a train station: 1940s era Tinley Park looking north along Oak Park Avenue

since its early days as a rail stop and agricultural center. After World War II, the Village experienced a boom in population as young families were attracted to the area for its affordable housing. Despite the rapid pace of growth and change all around, the community has been able to preserve the historic small town character of the old part of town. The area of the original 1853 Village was designated as the core area of the Historic District in 1988, thereby protecting historically significant buildings, encouraging preservation and restoration efforts, and guiding new development to be consistent with the historic character of downtown.

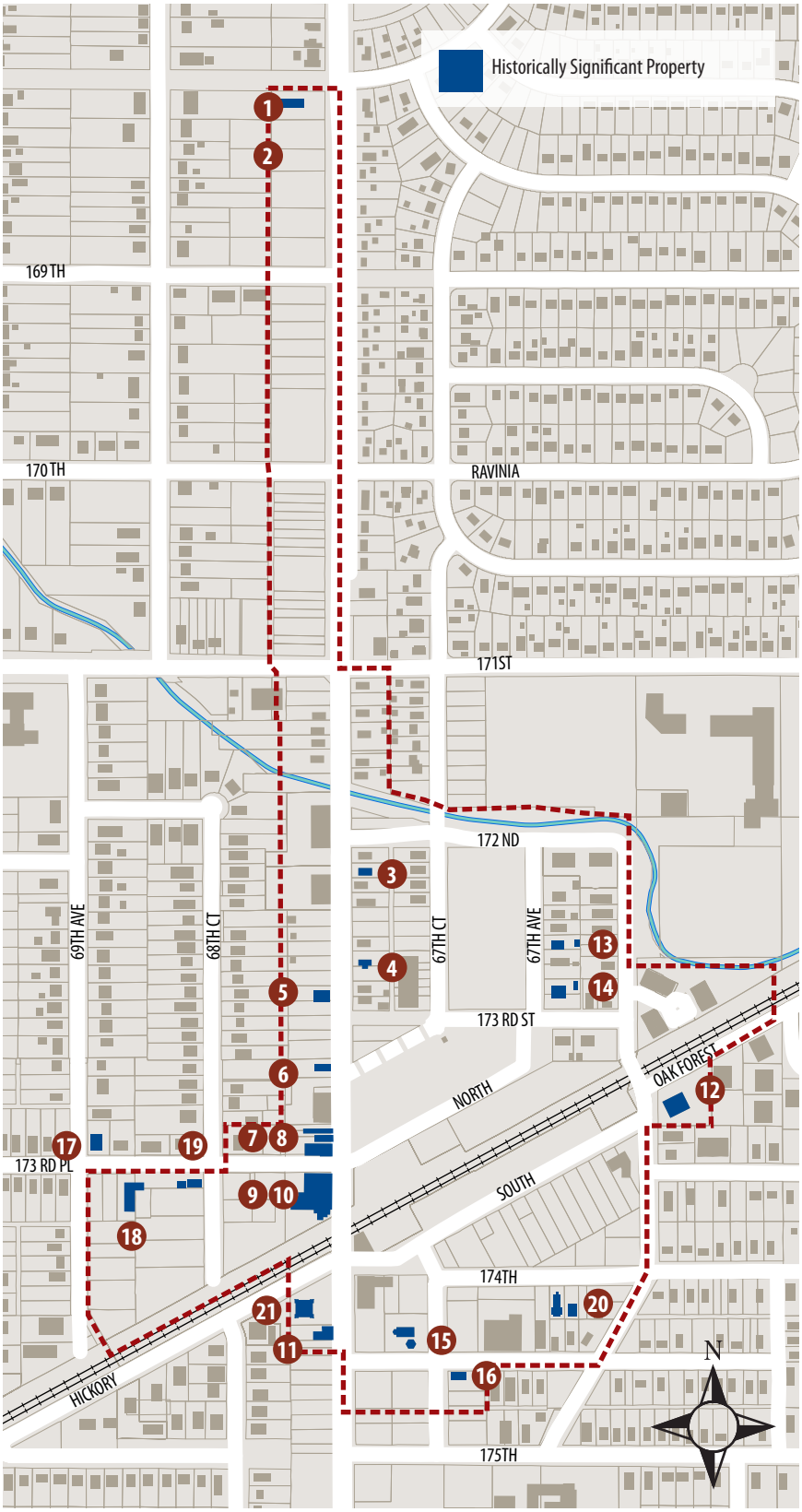
The Carl Vogt Building, located across the tracks from the train station, is listed on the National Register of Historic Places. The Tinley Park Historical Society has renovated the Old Zion Landmark Church for use as its museum and headquarters.

Vogt's Bremen Cash Store and Saenger Hall circa 1914

Vogt's Bremen Cash Store circa 1896

Oak Park Avenue: Tinley Park's historic main street in 1907

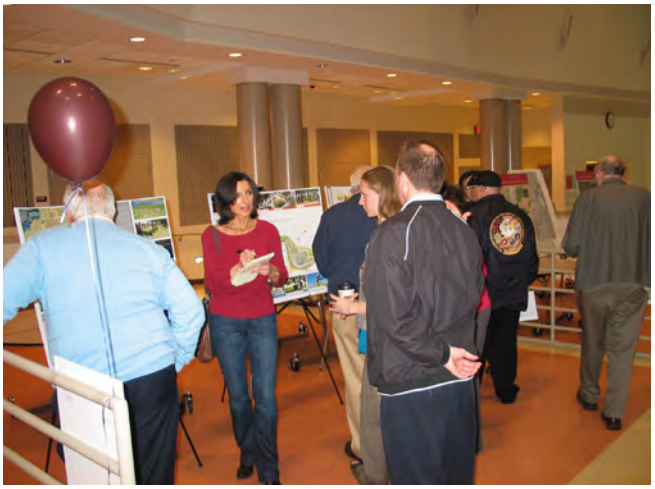
Historic Legacy

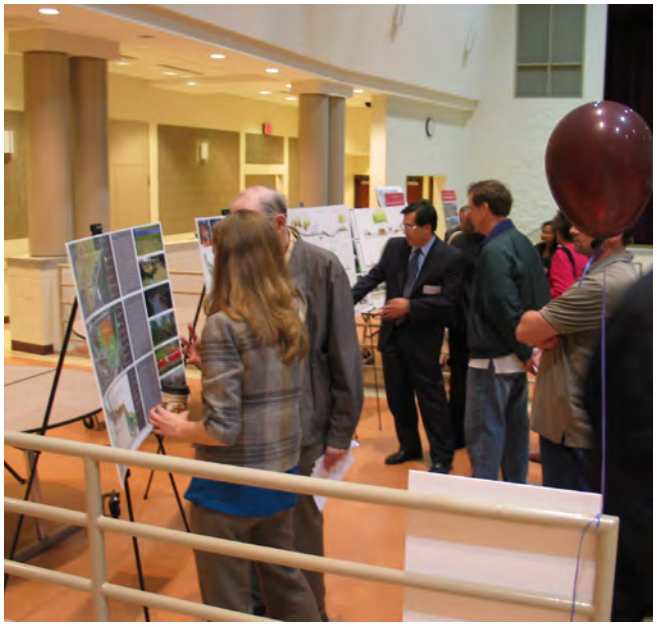


Historically Significant Buildings

#	Name	Address	Date	Historical Significance
1	Fulton Home	16800 Oak Park Ave.	ca. 1859/1912	Cultural significance; home of John and Jane Fulton, early settlers to Tinley Park; home of Bertrand H. Fulton, served on school board of CCSD 146, Fulton school named after
2	Rose Brown House	16820 Oak Park Ave.	ca. 1920s	Cultural significance; home of Rose Brown, Village President from 1949-53
3	Henry Hopman House	17207 Oak Park Ave.	ca. 1890s	Cultural significance, architectural character; Home of Henry Hopman, Village President from 1902-1911. Listed in the 1972 IL Historic Structures Survey
4	Stoeckmann Home	17237 Oak Park Ave.	ca. 1890s	Architectural character and scale; home of Herman Stoeckman, Village Trustee and businessman
5	Funk/Hirsch Funeral Parlor	17250 Oak Park Ave.	ca. 1920s	Architectural character and scale
6	Hick & Messenbrink's Meat Market	17302 Oak Park Ave.	1913	Architectural character and scale
7	Schreiber's Cobbler	17342 Oak Park Ave.	ca. 1920s	Architectural character and scale
8	Columbia Hotel	17332 Oak Park Ave.	ca. 1892	Architectural character and scale; example of turn-of-the-century wood framing technique
9	Andres Block	17344 Oak Park Ave.	ca. 1868/1906	Architectural character and scale
10	JW Hollstein	17358 Oak Park Ave.	ca. 1868/1890	Architectural character and scale
11	Dini Home	17424 Oak Park Ave.	ca. 1893	Architectural character; Victorian style
12	Poorman Residence	17301 66th Ct.	1941	Cultural significance; John Poorman, local businessman, invented a chicken brooder
13	Fred Henke Home	17231 67th Ave.	ca. 1890's	Architectural character and scale
14	Brueggemann Home	17247 67th Ct.	1913	Architectural character and scale; Four square style
15	Henry Vogt Home	17420 67th Ct.	1882	Architectural character and cultural significance; Victorian Style; home of Henry Vogt, Sr., local businessman, Postmaster, Trustee, Treasurer, and first Village President in 1892
16	Alfred Swan Home	17437 67th Ct.	ca 1865, (possibly 1942)	Cultural significance, considered the oldest building in Tinley Park
17	Christian Andres Home	6832 173rd Pl.	1896	Architectural character and scale, Victorian style; in the 1972 IL Historic Structures Survey
18	Methodist Church	6875 173rd Pl.	ca. 1900/1940	Cultural significance; original 1900 frame church became chancel of new (1940) structure; listed in the 1972 IL Historic Structures Survey
19	Methodist Church Parsonage	17342 68th Ct.	1905	Cultural significance, built as parsonage for the Tinley Park Union Church
20	Old Zion Landmark	6724 174th Pl.	1884	Architectural character and cultural significance; Prairie Gothic style; listed in the 1972 and 1975 IL Historic Structures Surveys
21	Carl Vogt Building	Oak Park Ave. and Hickory St.	ca. 1865	Architectural character and significance; Italianate style; listed on the National Register of Historic Places in 1988

A Legacy Shaped by the Community





A Collaborative Planning Process

The Legacy Plan for Downtown Tinley Park was developed in a ten month process of regular working meetings with a Steering Committee comprised of community leaders, business owners, and Village commissions, including the Chamber of Commerce, the Plan Commission, the Main Street Commission, the Historic Preservation Commission and the Oak Park Avenue Main Street Association.

The Plan has also exemplified great collaboration between the different Village government agencies, such as Community Consolidated School District 146 and the Tinley Park Park District.

Engaging the Community

Along with the great enthusiasm from community leaders and stakeholders, the residents of Tinley Park provided invaluable feedback and support for the Plan at various stages of the process.

An open forum for the community was held in May of 2009 at the Central Middle School to provide an update on the preliminary principles and concepts of the plan and to gather feedback from the community. Over 100 attendees responded and participated in the three hour forum, and gave valuable feedback that helped shape the Plan.

A questionnaire was distributed to the community for feedback on key issues. These thoughtful comments have been integrated throughout the document and are a testament to the community's passion for its downtown.

A Different Approach to Visualization

Three dimensional massing models of the whole study area were used throughout the process to give the community a real sense of what the plan concepts might look like when built. Residents, especially the young, enjoyed playing with the "Lego Blocks" of their downtown. The large massing model served as a critical tool to communicate and shape the Plan, and assisted in reaching consensus on issues like height, scale and building mass.

As a legacy to future generations, what features of downtown Tinley Park would you like to preserve?

"All parts of Tinley linked to the downtown area by bicycle trails. Zabrocki Plaza, the Fountain and area around the Train Station. Historic buildings and art center. Some of the "Turn of the Century Buildings. Some of the older buildings and their proximity to the street. Mature trees and landscaping. Architectural integrity, preserve some of the original buildings. Small town feel. "Vintage" store front look. Nostalgic look. The pubs and the restaurants. Street lights. Preserve quaint store front atmosphere. Green space and green buildings. Cultural amenities. The old office building at Oak Park Avenue and Hickory Street. Better integration of old buildings with new rather than demolishing them. Preserve the trees near the creek and the old flower shop near the creek. You MUST preserve a memorial to the Bettenhausen racing legends from Tinley Park, no matter what happens to the Bettenhausen auto dealership. Very simply the legacy of a viable community where people are willing to invest. It is our history from Vogt and Fulton to Bettenhausen and Bechstein. We can not cater to people who are afraid of progress. Leadership requires making decisions that support the long term future even though it may make some people uncomfortable in the near term."

Community Feedback . Summer 2009

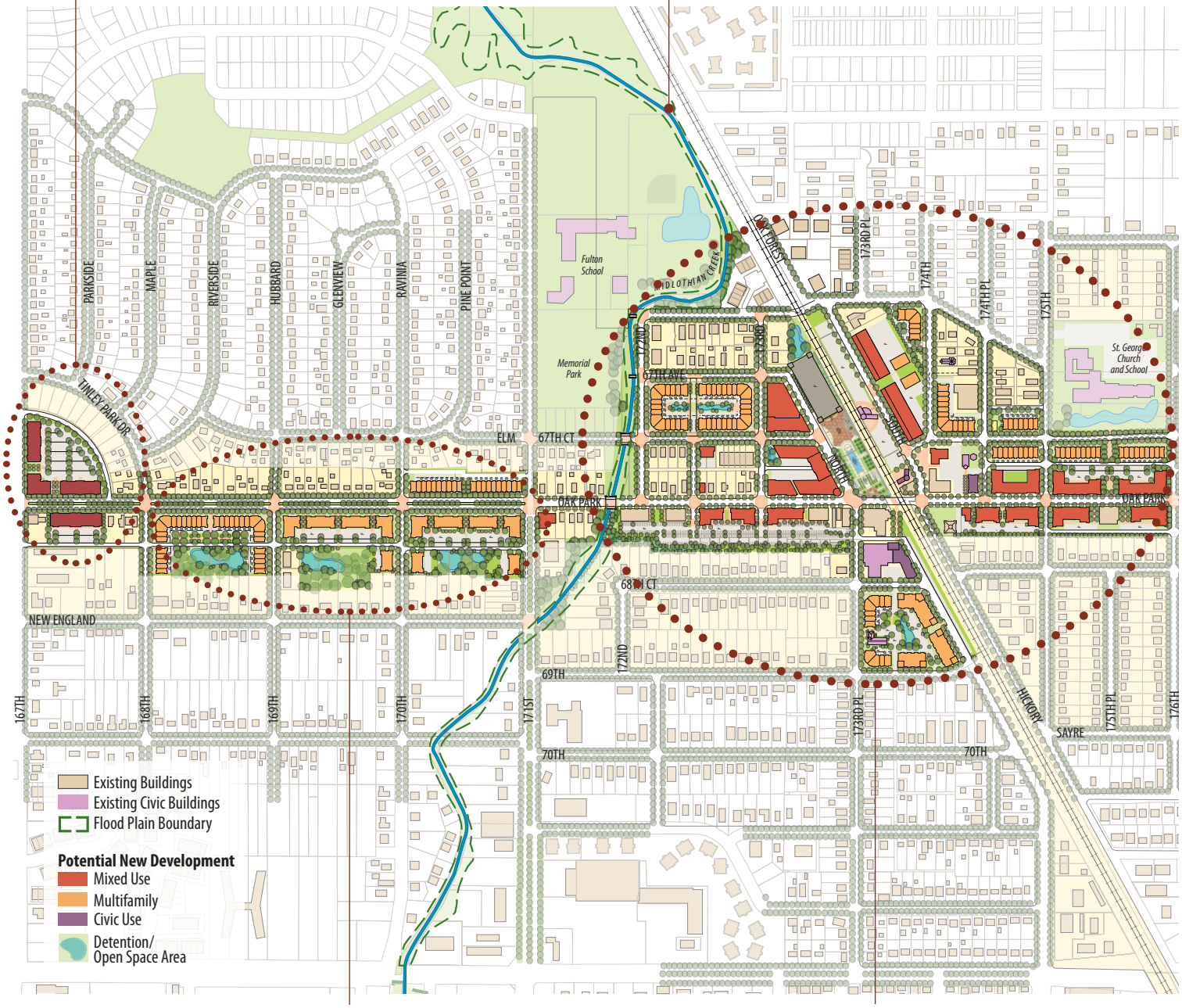
Part Two

The Plan

Illustrative Master Plan

North Gateway
to downtown Tinley Park with attractive neighborhood retail

Midlothian Creek
as a major Downtown open space amenity



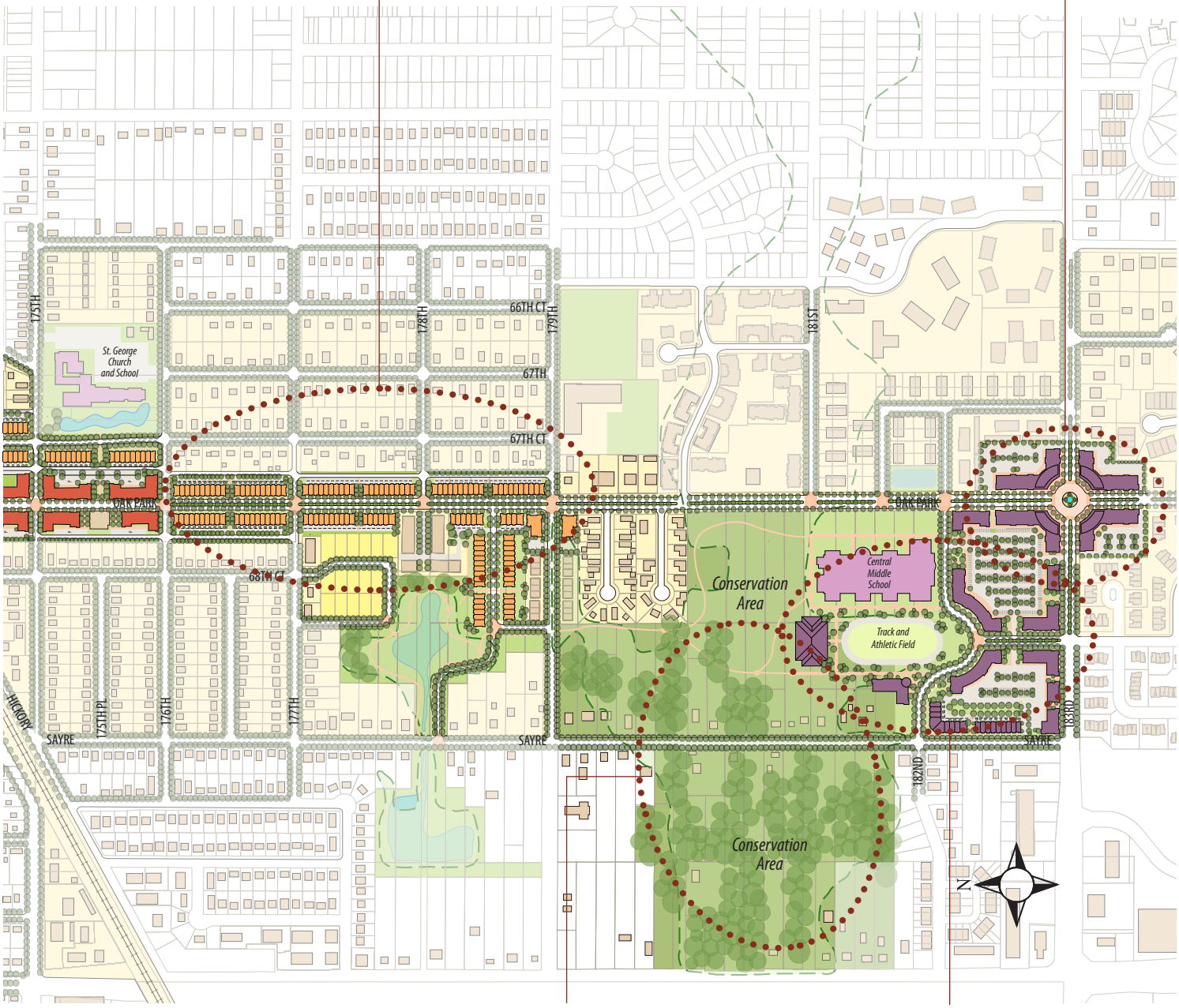
North Oak Park Avenue
showcasing long term transition from commercial to residential uses along a landscaped boulevard

A well defined and distinct Downtown Core
with retail and taller mixed-use buildings concentrated around the train station

A Corridor of Special Places

South Oak Park Avenue
showcasing long term transition from commercial to residential uses along a landscaped boulevard

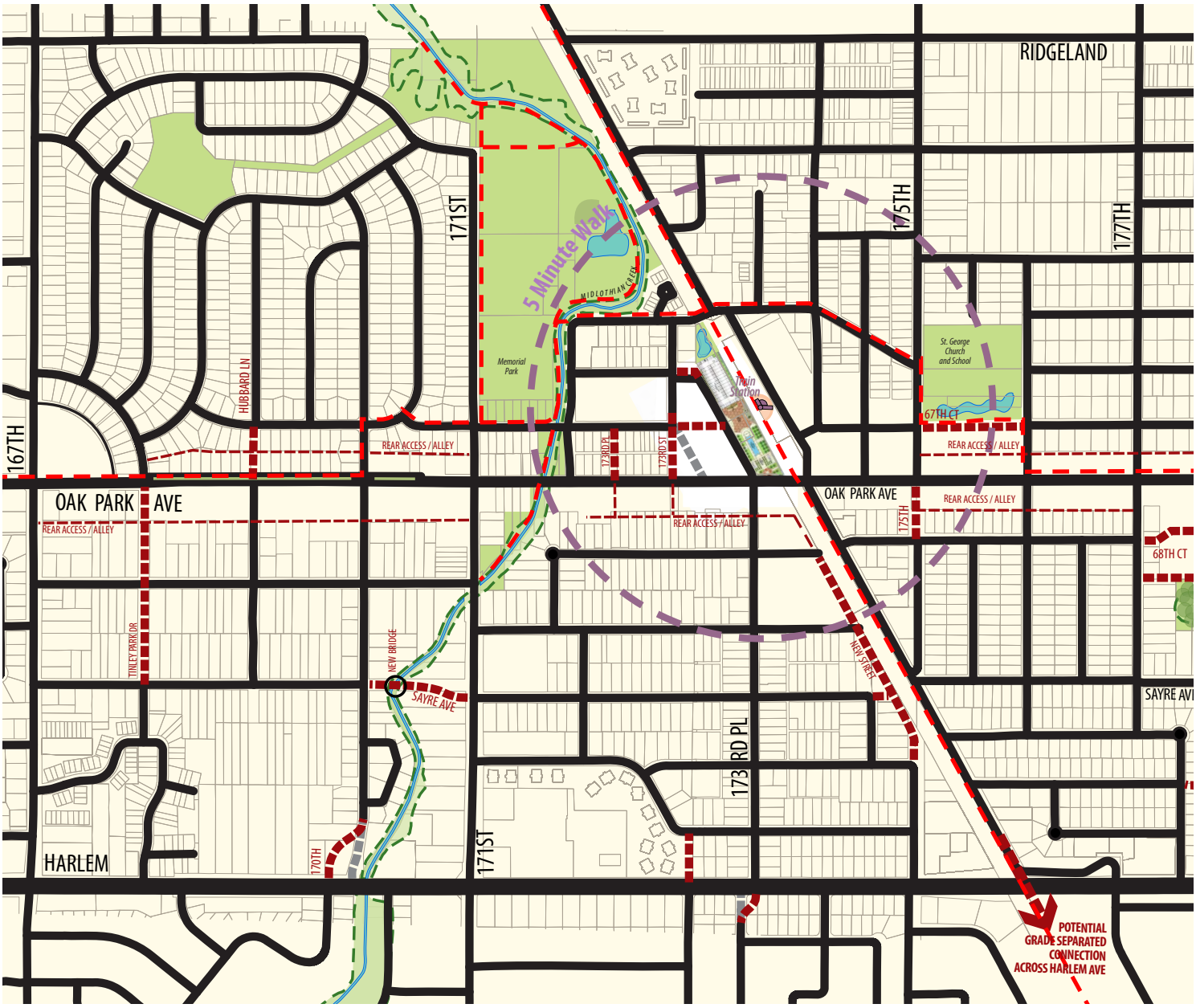
South Gateway
with a landscaped roundabout and distinctive architecture



Conservation Area
to preserve the existing floodplain and tree groves

South Campus
showcasing civic, institutional and other compatible uses around shared open areas

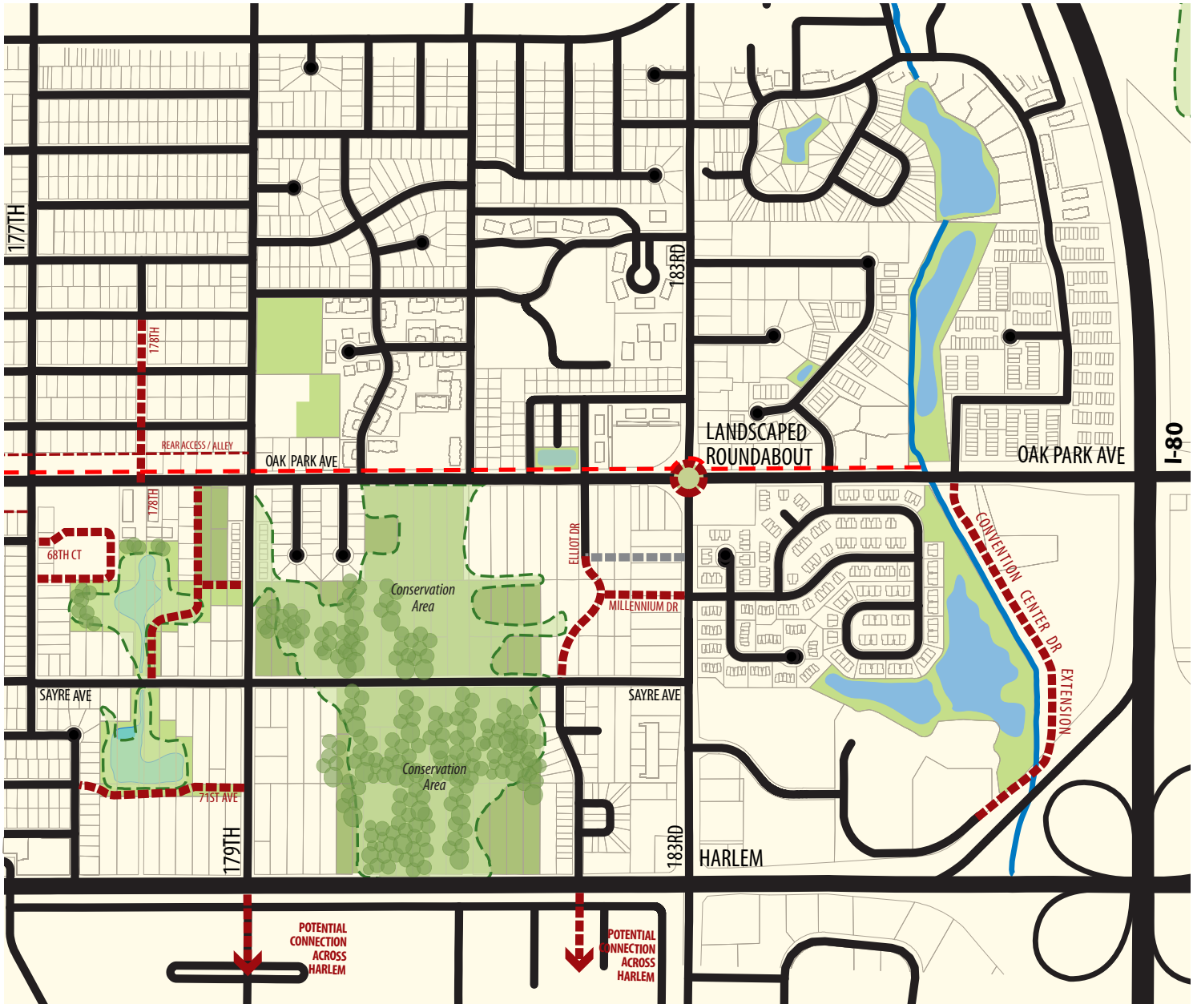
Roadway Framework Plan



Existing Roads
Roads to be removed
Proposed Roads
Proposed Rear Access Drives and Alleys

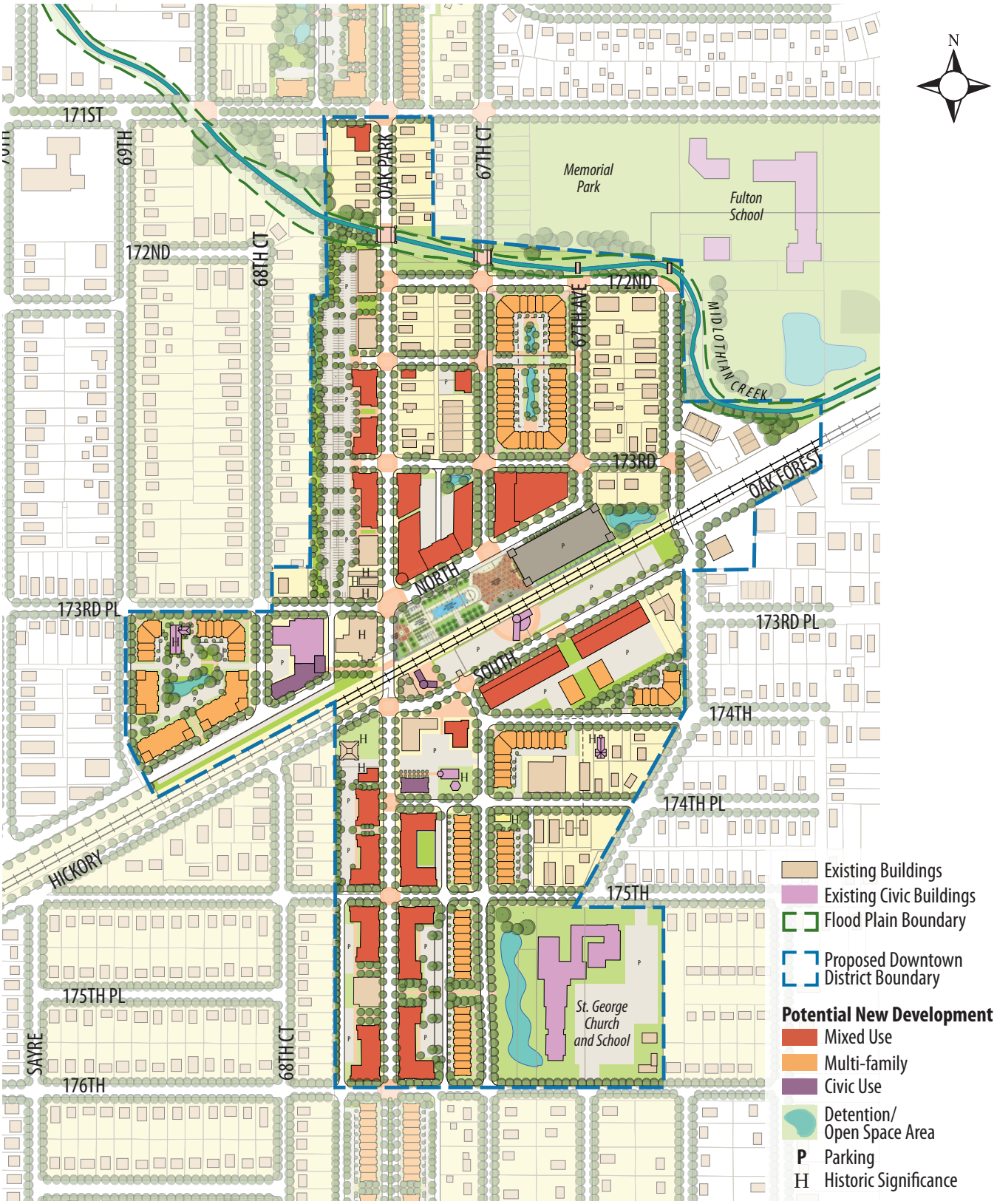
The historic Downtown area already showcases the classic ingredients of a walkable downtown: a system of connected streets, small pedestrian scaled blocks, and buildings along the street with parking to the rear.

A connected roadway framework with small walkable blocks



The Legacy Plan extends these qualities to the rest of the larger study area. Major recommendations include new street connections to complete the existing street grid, alleys that provide shared access from the rear, and realigned street segments to create clean perpendicular intersections.

Downtown Core Illustrative Master Plan



The Downtown Core is the hub and catalyst of this plan. The vision for the Core includes a concentrated central retail area featuring dense residential development, access to regional transit, recreational and entertainment amenities, and civic buildings and uses, all arranged in a coordinated grid that, while accommodating to the automobile, is designed primarily for the comfort and safety of the pedestrian.

The Core will accommodate greater residential densities, much of which will be housed in multi-storey mixed-use buildings with retail, restaurant, and service businesses anchoring the lower floors. Such buildings will be the tallest found along the corridor and will be located at the front of parcels with parking and service amenities at the rear.

Due to the diagonal orientation of the train facilities that bisect the downtown, there exist numerous irregular block shapes. The previously approved North Street block makes the most of an unusually shaped block to create traditional storefronts on the ground floor with higher density residential condos in upper floors.

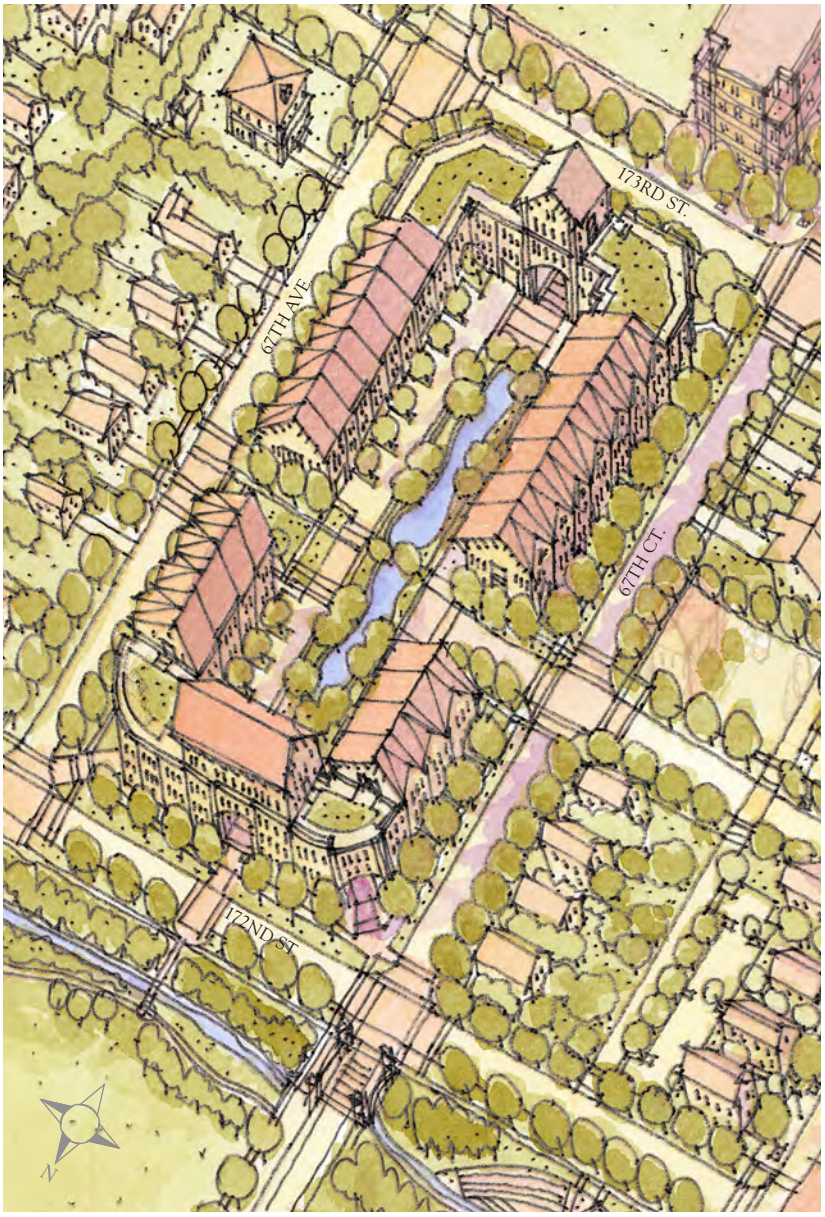
The central plaza, with its unique water feature, significant landscaping, and large event and concert space, will serve as Tinley Park's grand civic open space in the spirit of Central Park in New York and Millennium Park in Chicago.

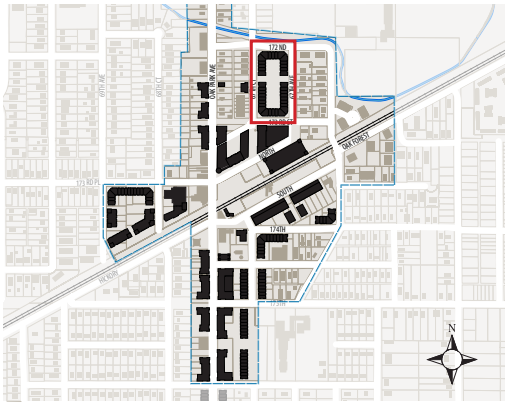
The Plan also envisions the preservation of several existing historic buildings, such as the Andres Block and the Vogt Building, to be enjoyed by future generations in their current state or as adaptive reuses. Other areas would be open to new, modern redevelopment, which should respect the historic context while providing the needed residential densities and business opportunities that will create a vibrant downtown setting.

Examples of approved projects that will bring a mix of retail, restaurants and residences to the Core

A grand civic open space near the train station

Major Redevelopment Sites

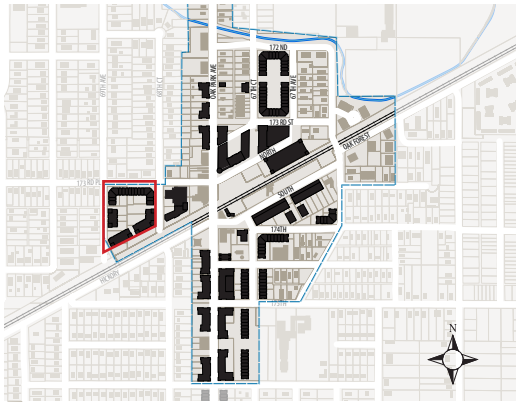


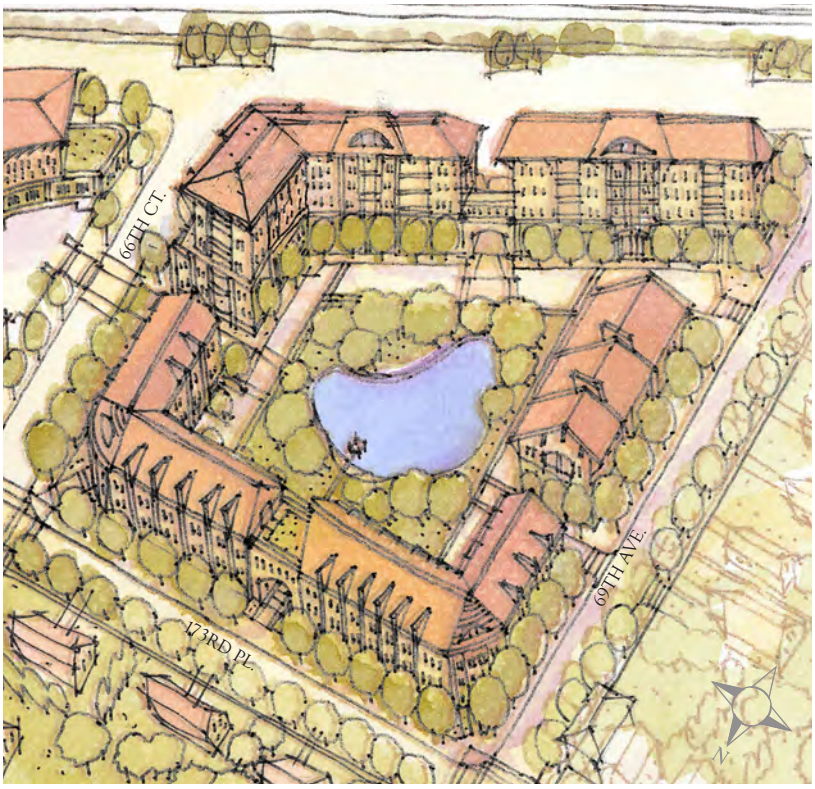


This Village owned 3.3 acre parcel, formerly the site of Central Middle School, is a prime development opportunity due to its size and proximity to the train station. The Plan recognizes the most appropriate use for this location to be medium density, single-family attached housing of a scale and aesthetic that will assist in the transition from the high density core to the neighboring single-family homes.

As the illustration at the top left shows, the ideal project would include row houses along the streets with parking and garages located at the rear and accessed via a private drive or public alleyway. The interior of the block will provide open space for the residents, as well as the opportunity for storm water detention. It is also envisioned that openings in the building massing will provide vistas and pedestrian pathways through the middle of the block, which will serve to strengthen the connection between the Downtown Core to the south and the recreational amenities to the north.

Rowhouses along the street with pedestrian connections to interior green spaces - The Glen, Glenview, IL





Urban rowhouses creating an attractive street wall, Chicago

This 3.7 acre site, currently occupied by a light industrial use, some single-family housing and a church, should be redeveloped to provide needed residential units in the Downtown Core and around the train station. The Plan looks to create a unique development that makes the most of the block's irregular shape and existing civic use, while remaining sensitive to the neighboring single-family houses and capitalizing on the adjacent railroad tracks.

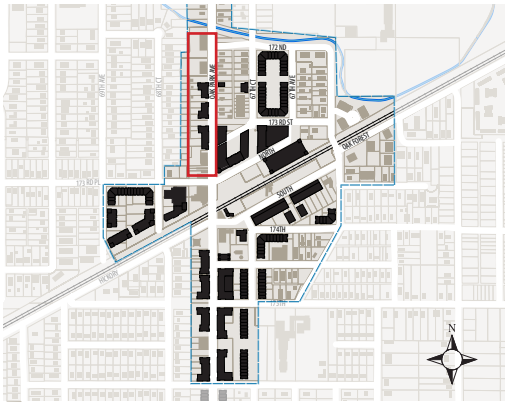
As the illustration to the right shows, the preferred development pattern would situate row houses along those streets abutting single-family houses, and place higher density multifamily buildings along the railroad tracks, both with parking and garages located at the rear and accessed via a private drive or public alleyway. A new road between the railroad tracks and the multifamily buildings will improve the network of street connections in the area and provide additional access to the development. More public parking, similar to that on the south side of the tracks, can also be incorporated along this stretch of road.

The interior of the block will provide open space for the residents, as well as opportunities for storm water detention facilities. Through educational signage and community outreach programs, the site can also serve as a model for best practices in storm water management and landscape design.

Wherever practical, this Plan seeks to retain those special places – be it a physical structure or nostalgic landmark – in and around the Downtown Core. In this block exists the opportunity to celebrate the existing church. Thus, the Plan strongly encourages the continued operation of the existing church, or its adaptive reuse and incorporation as a key element of any redevelopment scenario.

Major Redevelopment Sites (continued)

In recent years, the section of Oak Park Avenue between Midlothian Creek and the railroad tracks has undergone significant changes, including the replacement of some of the original building stock with higher density, mixed-use structures and the conversion of residential housing into commercial businesses. This Plan looks to encourage the continuation of such redevelopment and adaptive reuse scenarios, and sets forth a vision that will unify the anticipated piecemeal redevelopment over time of the existing building stock along this corridor.

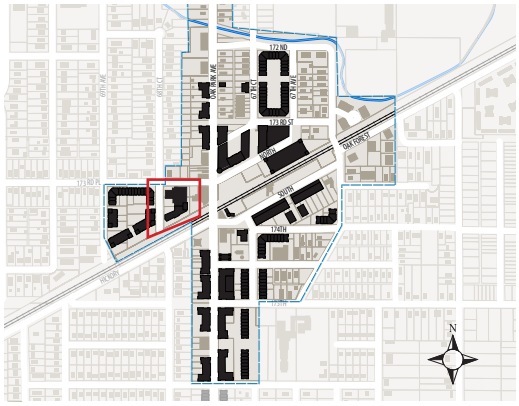


As the illustration to the right reveals, the Plan encourages the continuation of 3 to 4 storey, zero lot line, mixed-use buildings with street level retail along the west side of Oak Park Avenue. An important component in the success of this pattern of building typology will be the creation of a shared parking field at the rear of the properties. At full build-out, there is sufficient space to provide over 200 parking spaces, which will be accessed via a group of consolidated and strategically placed curb cuts along Oak Park Avenue. An overall reduction of curb cuts along the street will result in continuous sidewalks and greater opportunity for streetscape improvements, such as landscaping and street furniture.

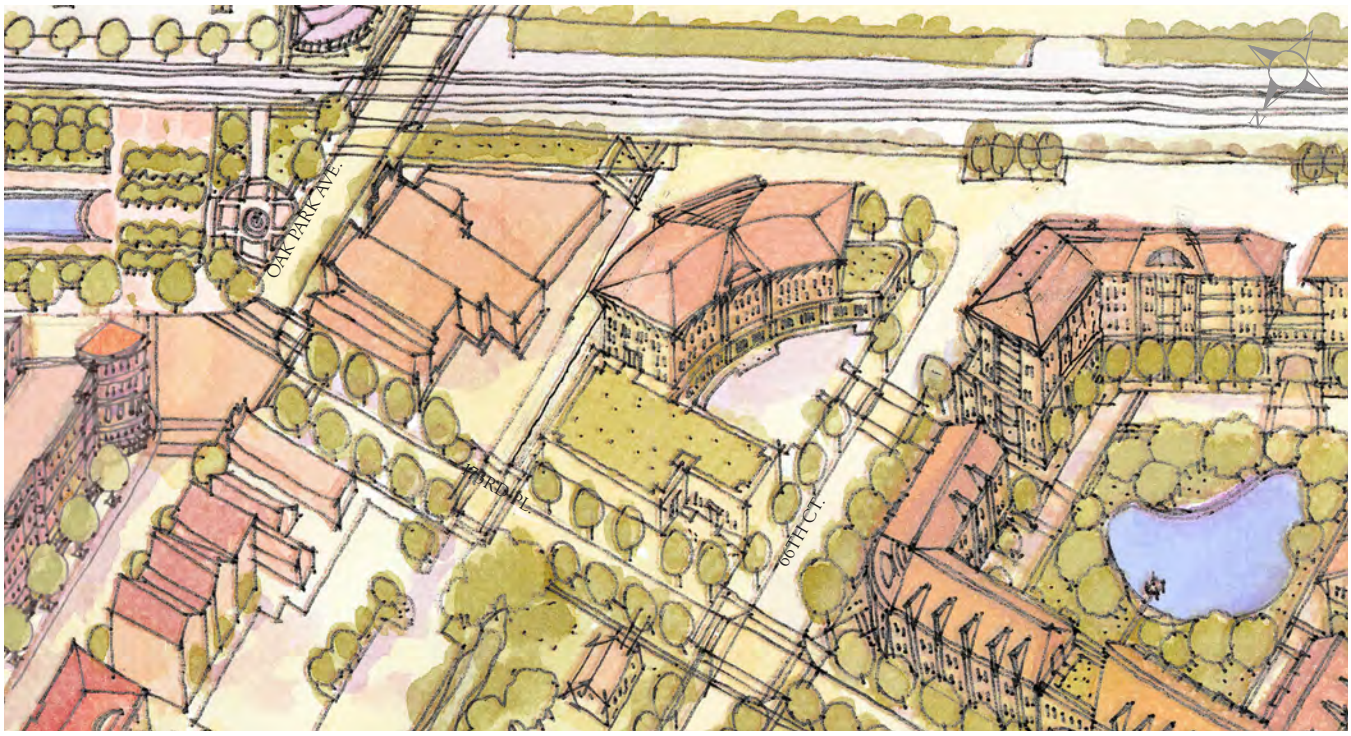
The Plan promotes the continuation of the style and scale of the 1 to 2-storey buildings that currently define the east side of Oak Park Avenue. These parcels should also share parking fields and consolidate curb cuts wherever possible in order to mirror the streetscape envisioned for the west side of the street.

The realignment of 173rd Street will create a new, traditional intersection and allow for a new building with an articulated corner that will assist in the transition of the low density block into the high density building anticipated for North Street. This section of Oak Park Avenue will also showcase many of the sustainable practices that the Plan recommends, including green roofs, rain barrels, porous paving and bio swales.

Regional examples of mixed-use buildings with retail at the ground floor and residences above



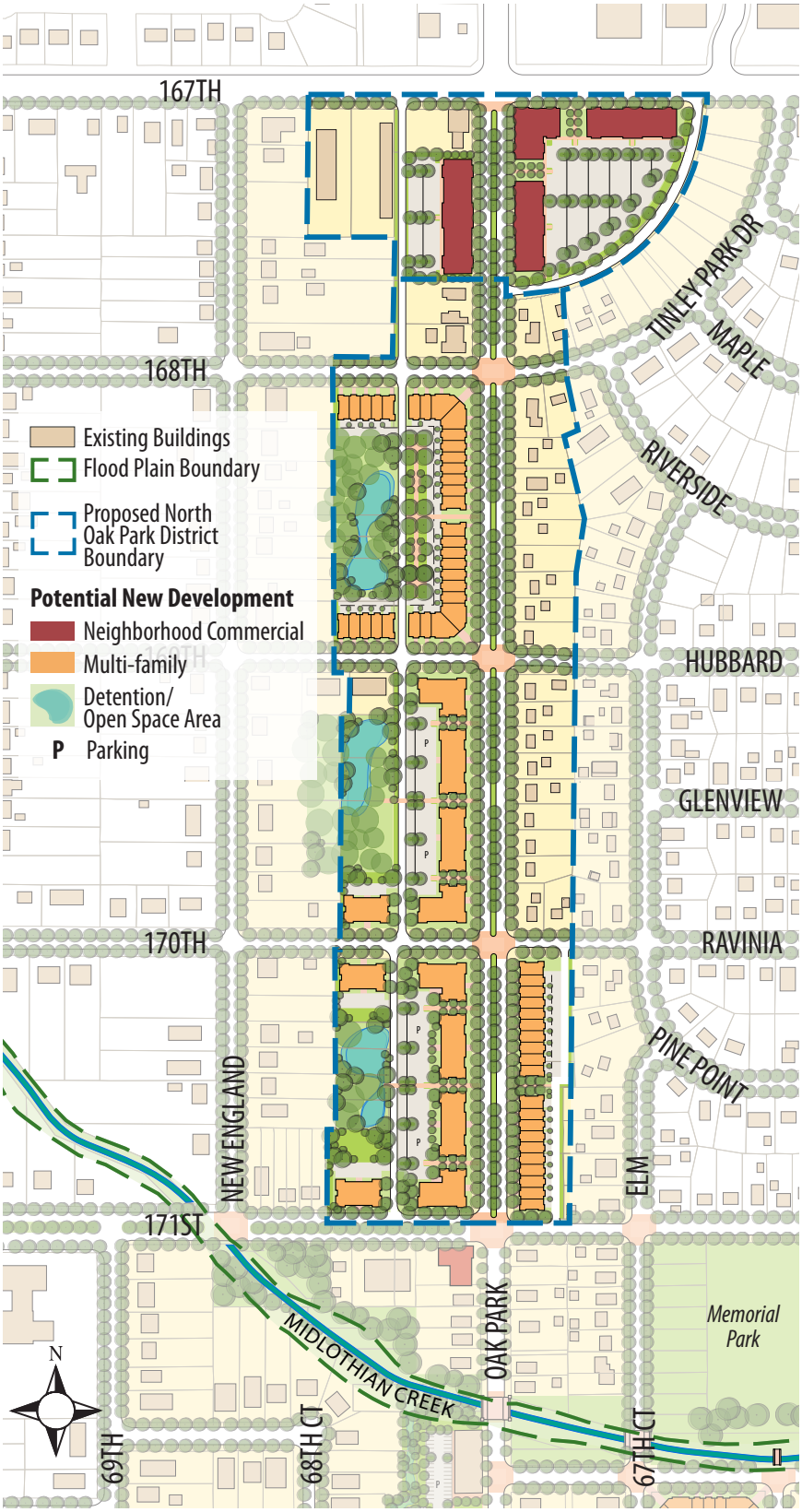
The Plan strongly recommends the placement of a civic use in or around the Downtown Core. This site, the previous location of the Village Hall and current home of the Public Safety Department, can be expanded or redeveloped to accommodate a civic use that can become a destination and anchor for the Downtown Core. In addition, this is an opportunity to create a signature building to the west of Oak Park Avenue that complements the iconic train station to the east.



A civic building anchors the Village of Flossmoor's downtown

The Tinley Park train station is an architectural icon for the Downtown

North Oak Park Avenue Illustrative Master Plan



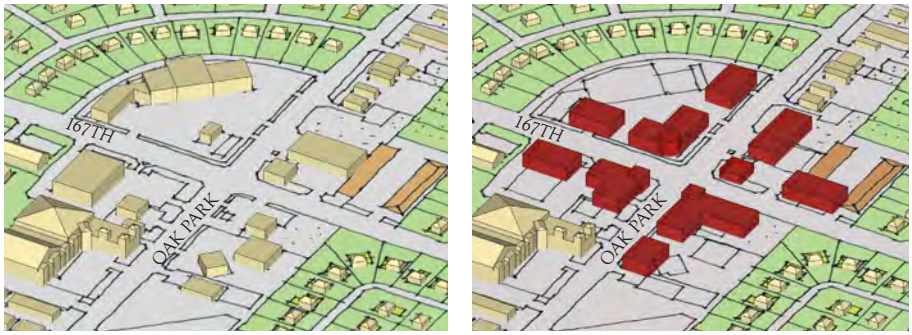
The North Oak Park Avenue District is a transitional district intended to function as a beautiful tree-lined, residential gateway into the Downtown Core. In a significant change from existing development patterns, the plan will encourage multi-family residential development in areas that are currently single-site commercial development.

A tree-lined boulevard is planned for the corridor, which will require the abandonment of the frontage road on the east side of Oak Park Avenue and the creation of an alleyway to serve the needs of the existing residential development on the east side, which will be encouraged to remain.

At the 167th Street and Oak Park Avenue intersection, we envision neighborhood commercial development that is rearranged to address the street and places the parking in the rear. Of particular importance is the proposed future redevelopment of the southeast corner of the intersection to include a building that holds the corner and buildings that create a street-wall and pedestrian entrances along a continuous sidewalk.

The multi-family residential buildings along the west side of Oak Park Avenue are envisioned to be placed at the front of the lot with vehicular accessibility provided to the rear through alleyways.

Shared detention is planned for the blocks to satisfy storm water management requirements as well as provide attractive open space areas for the neighborhood. Townhomes and condominium buildings are encouraged to be developed along this corridor to provide needed residential density to support the central downtown core district.

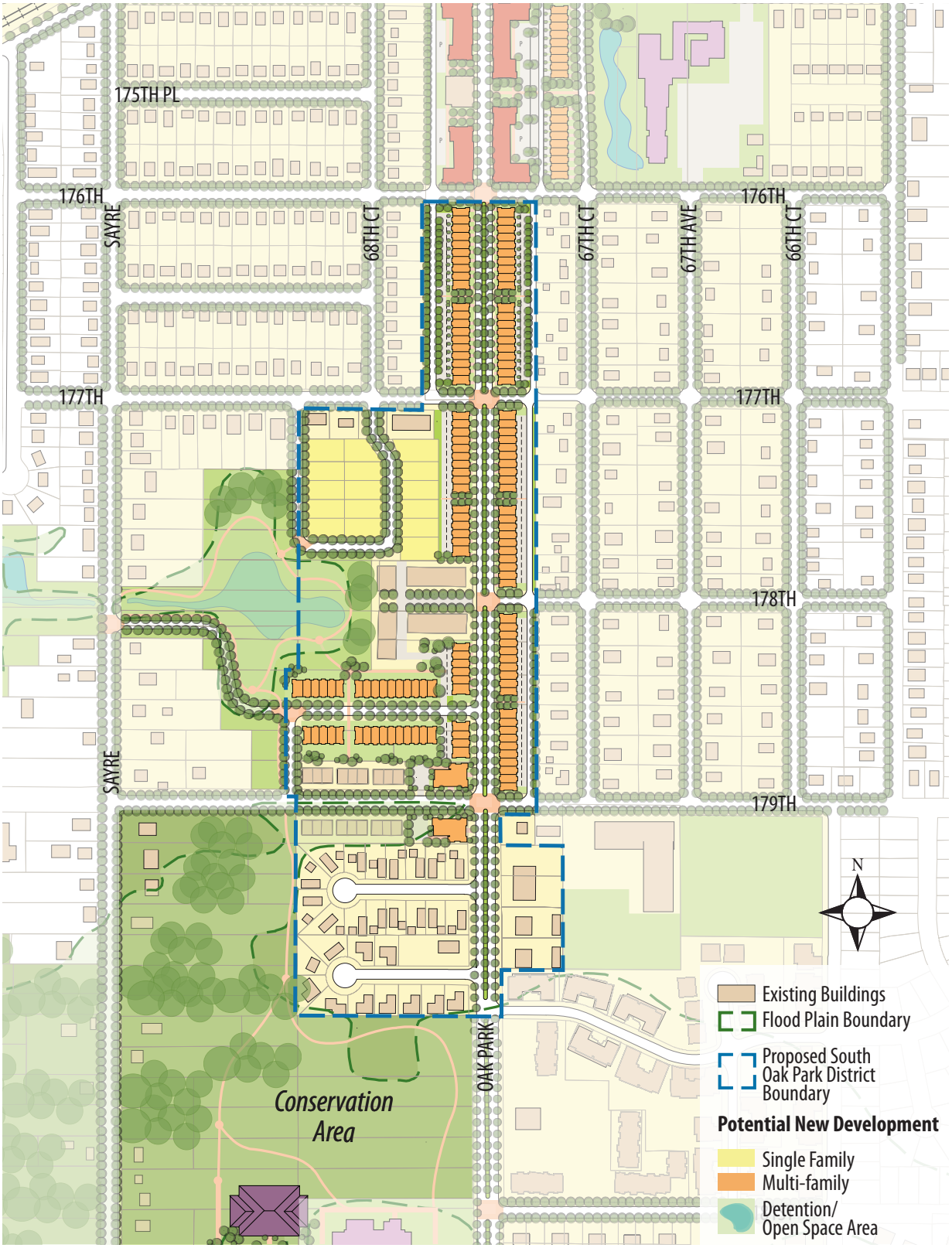


Transformation to a neighborhood retail center to anchor the north end

North Oak Park Avenue today, looking south at 169th Street

Potential long term transformation to a quality residential street, looking south at 169th Street

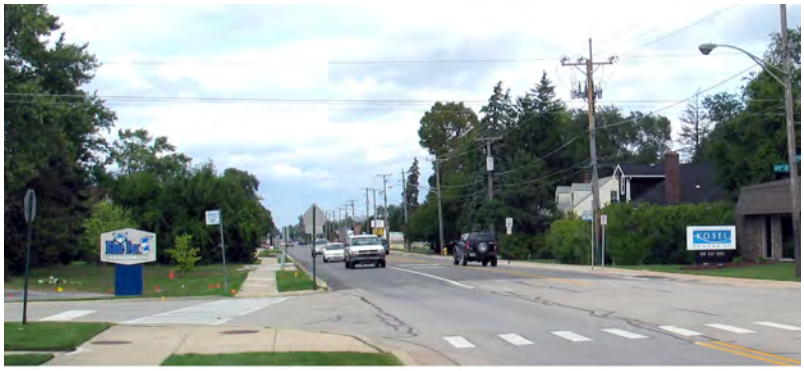
South Oak Park Avenue Illustrative Master Plan



South Oak Park Avenue District is envisioned as a transitional corridor, remaking the commercial corridor into a multi-family residential corridor with rowhouses, townhomes and condominiums overlooking a tree-lined boulevard. Alleys would be created to provide needed vehicular access to the townhomes and condominium buildings that would front the street. The existing residential developments would be interwoven into the new fabric of this neighborhood.

A network of streets is planned for this area to create linkages to form a more complete grid and to facilitate opportunities for more residential development. The Settler's Pond area would be redeveloped as a recreational open space connecting to conservation areas to the south.

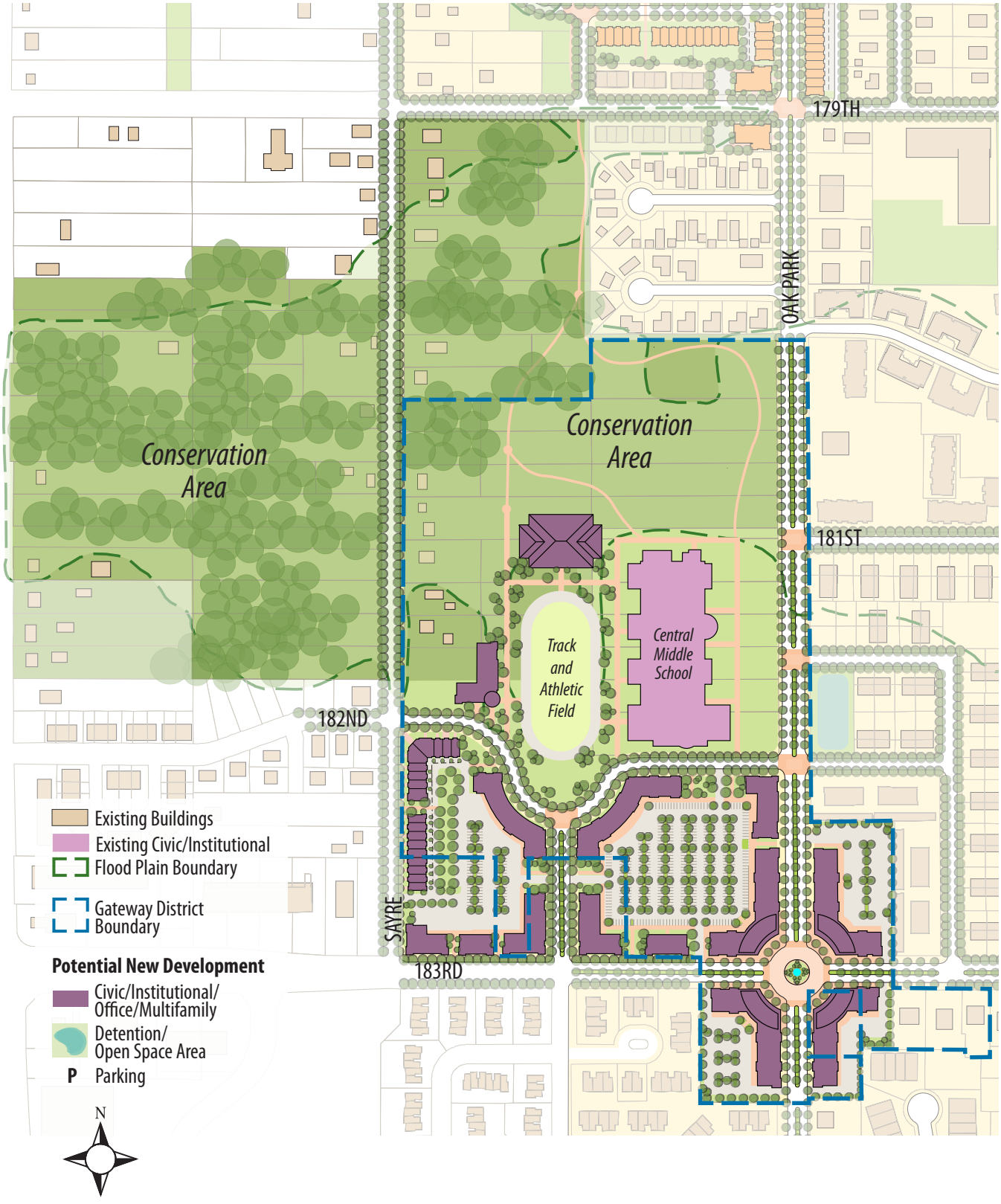
Historic McCormick Rowhouses in Chicago



South Oak Park Avenue today, looking north at 179th Street

A potential long term transition to a quality residential boulevard looking north at 179th Street

Gateway District Illustrative Master Plan

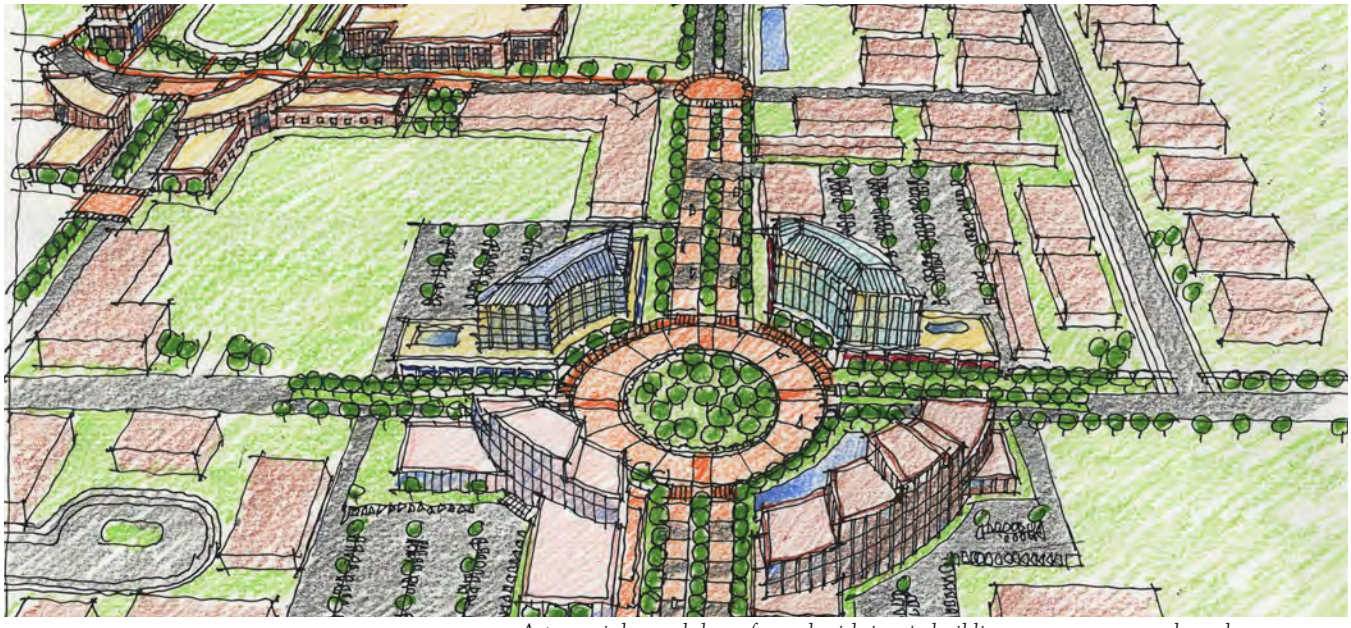


The Gateway District is intended to create a dramatic southern gateway at 183rd Street and Oak Park Avenue. A roundabout framed with rounded iconic buildings will be the focus of the area, surrounded by a more complete campus setting at the Central Middle School and a new street grid and building development pattern on the north side of 183rd Street.

A significant part of this district is the establishment of a conservation area along Sayre Avenue that will preserve unbuildable areas constrained by the floodplain to be used for future recreation and open space. This conservation area could serve the needs of the Convention Center users, the school campus, the residents of the Downtown Core, and most of Tinley Park. The park could be connected by bike path to Oak Park Avenue and other regional bike trails.

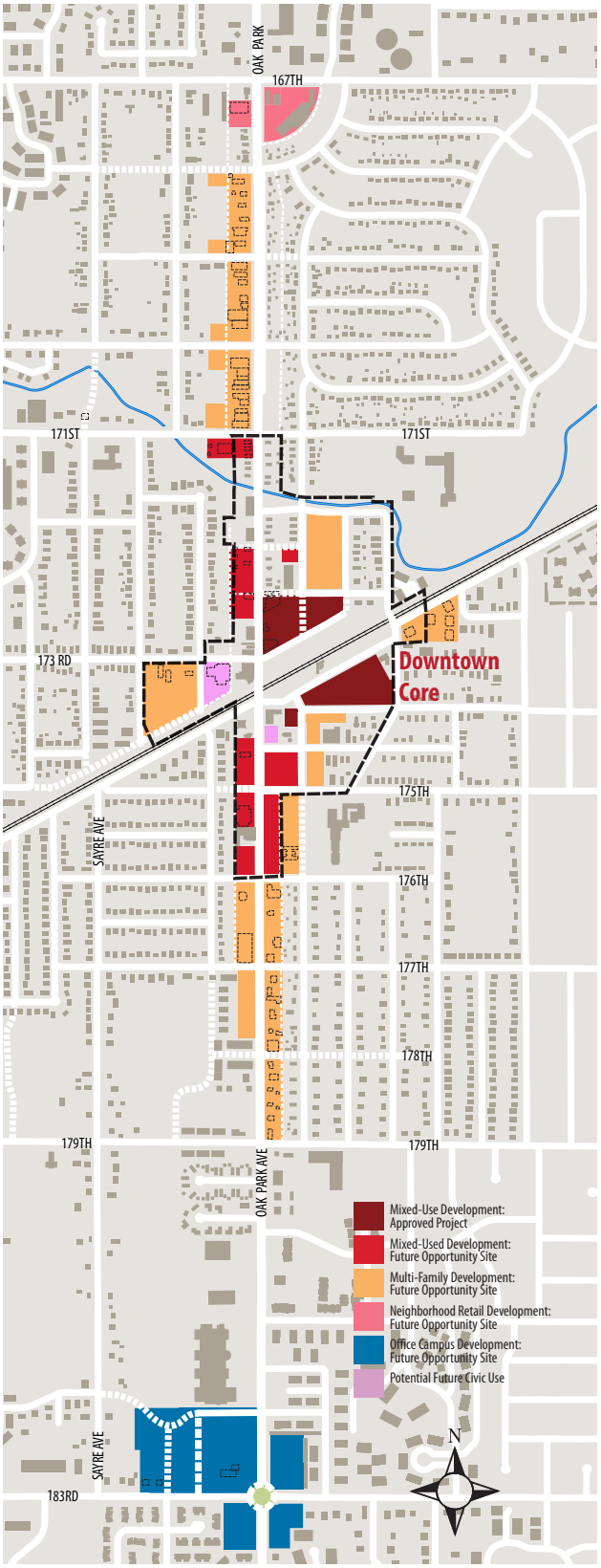
Existing tree groves in the proposed Conservation Area

Iconic buildings framing a roundabout in Pulman, Chicago



A potential roundabout framed with iconic buildings to create a grand southern gateway

Economic Impact

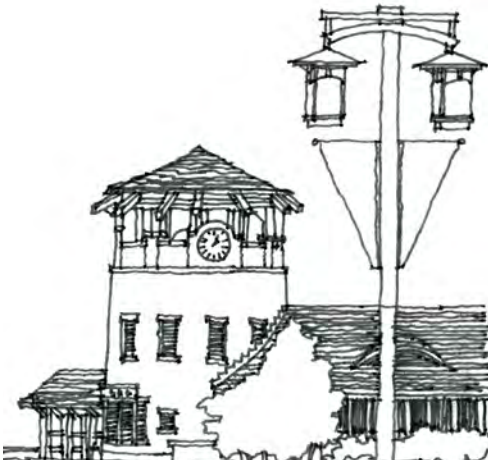


Marketability and economic realities were an important consideration in the development of the Plan. This Plan must strive to meet the immediate market needs of the community, as well as make future projections about commercial and residential needs that will accommodate several generations of citizens.

Within the last year, Tinley Park studied the redevelopment potential for the Downtown and identified market thresholds. The 2008 Downtown Market Analysis by Economic Research Associates suggests that over the next several years Downtown can support at least 200,000 square feet of additional commercial space in the near term.

The latest ESRI Retail Marketplace Profile for downtown Tinley Park demonstrates that downtown Tinley Park has 187 businesses, including 111 retail and food/drink establishments. The Marketplace profile also found a supply-demand gap in furniture, electronics, jewelry, clothing, specialty groceries, and general merchandise stores. Projections from ESRI demonstrate that the downtown market can support at least 10 more retail stores, which can be accommodated in 200,000 new square feet of space.

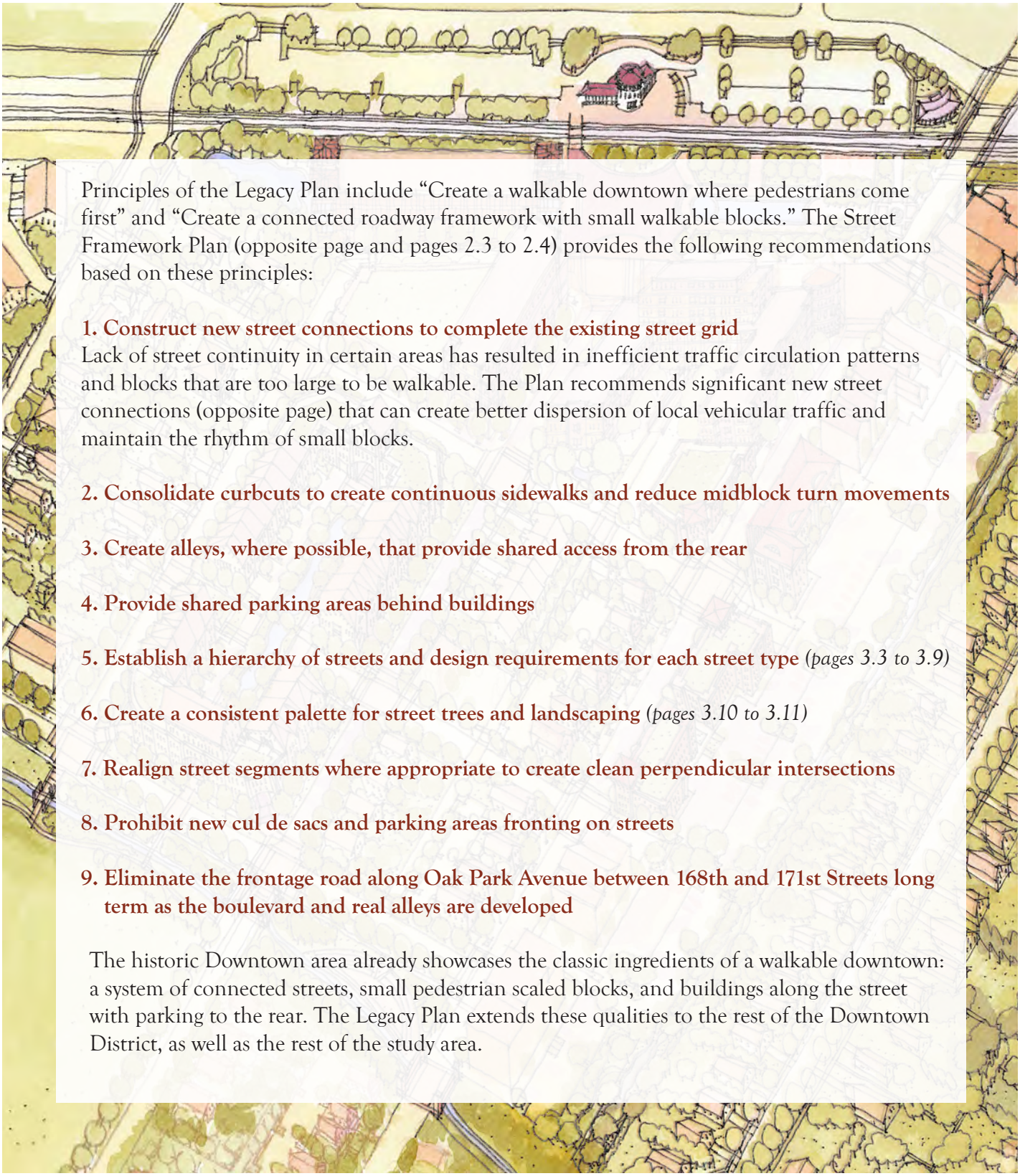
While Tinley Park's Downtown faces several economic challenges, such as uncompetitive property tax rates and significant commercial competition within a five mile radius, the guiding principles set forth in this Plan will result in a unique downtown environment that will ultimately provide greater and more varied economic opportunities. The Plan's focus on residential growth to support new downtown commercial, which is envisioned to be concentrated within the Core, combined with continued pro-business government policies and development friendly codes, will promote the implementation of the bold vision celebrated in this Legacy Plan.



Part Three

THE STREET FRAMEWORK

A Connected Framework of Walkable Streets



Principles of the Legacy Plan include "Create a walkable downtown where pedestrians come first" and "Create a connected roadway framework with small walkable blocks." The Street Framework Plan (opposite page and pages 2.3 to 2.4) provides the following recommendations based on these principles:

1. Construct new street connections to complete the existing street grid
Lack of street continuity in certain areas has resulted in inefficient traffic circulation patterns and blocks that are too large to be walkable. The Plan recommends significant new street connections (opposite page) that can create better dispersion of local vehicular traffic and maintain the rhythm of small blocks.

2. Consolidate curbcuts to create continuous sidewalks and reduce midblock turn movements

3. Create alleys, where possible, that provide shared access from the rear

4. Provide shared parking areas behind buildings

5. Establish a hierarchy of streets and design requirements for each street type *(pages 3.3 to 3.9)*

6. Create a consistent palette for street trees and landscaping *(pages 3.10 to 3.11)*

7. Realign street segments where appropriate to create clean perpendicular intersections

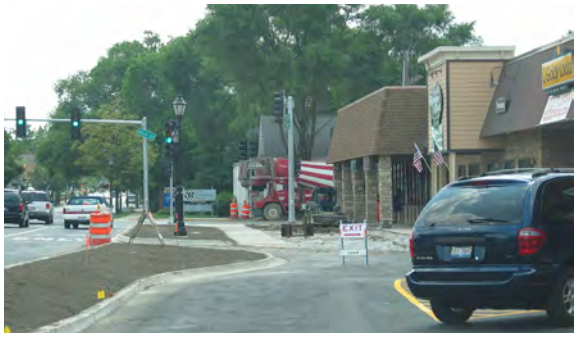
8. Prohibit new cul de sacs and parking areas fronting on streets

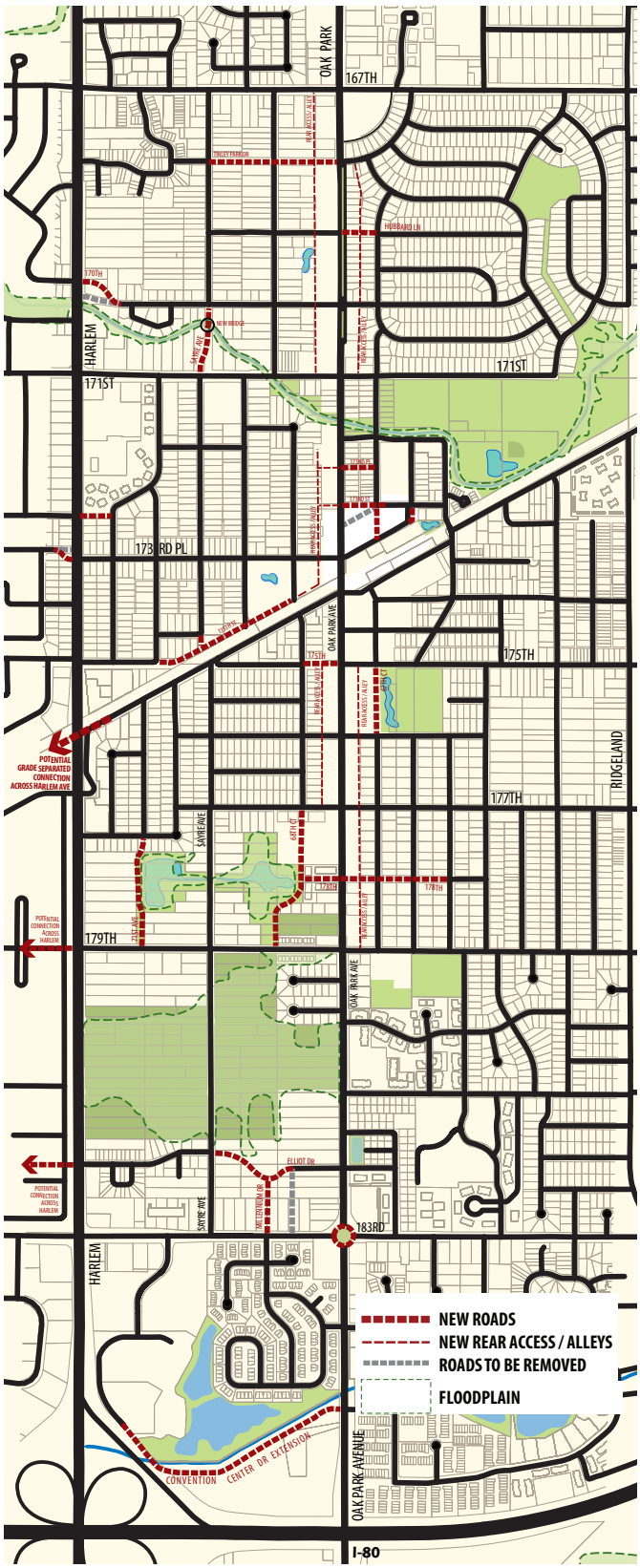
9. Eliminate the frontage road along Oak Park Avenue between 168th and 171st Streets long term as the boulevard and real alleys are developed

The historic Downtown area already showcases the classic ingredients of a walkable downtown: a system of connected streets, small pedestrian scaled blocks, and buildings along the street with parking to the rear. The Legacy Plan extends these qualities to the rest of the Downtown District, as well as the rest of the study area.

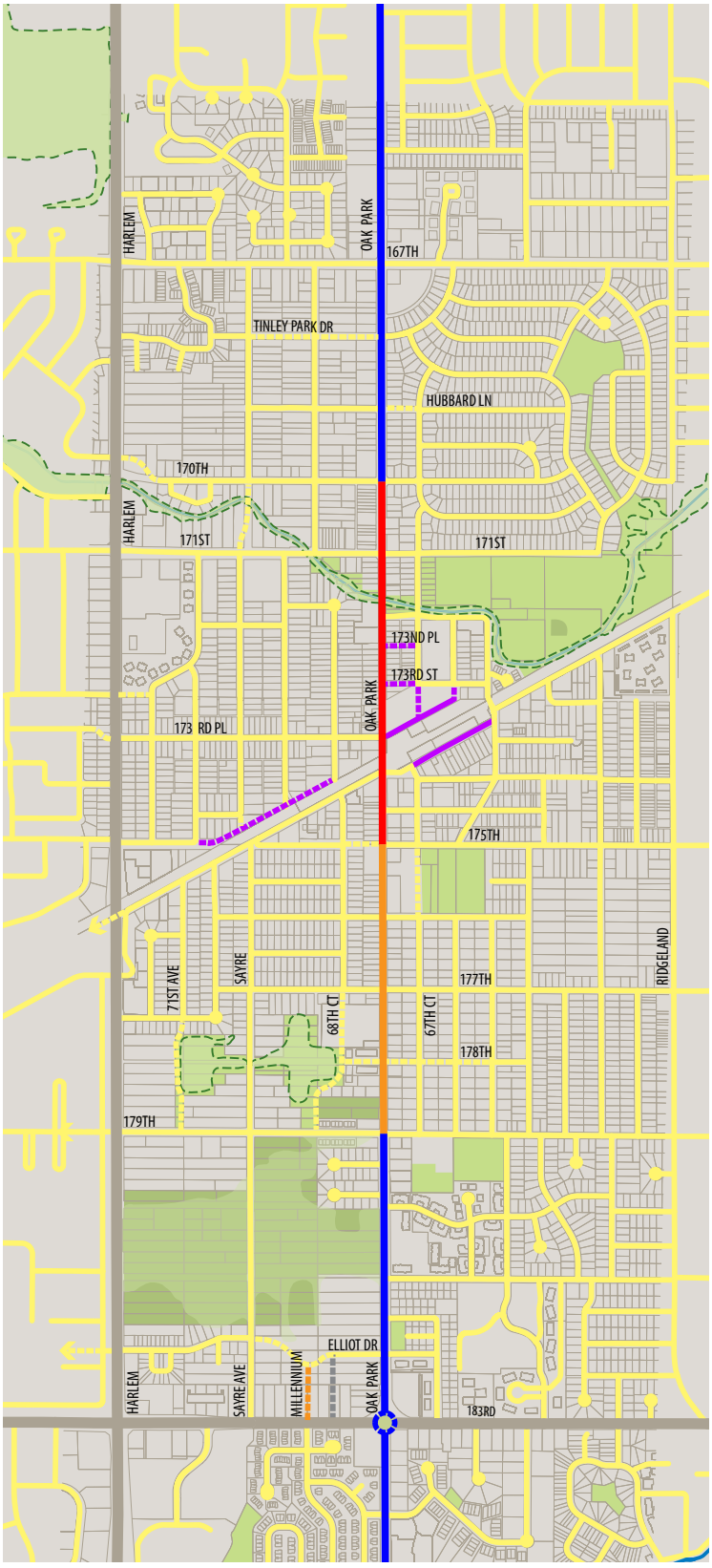
Proposed Street Framework Plan

The Plan aims to address some of the existing roadway issues as shown in the images below: multiple curbcuts in each block, lack of continuous sidewalks and safe pedestrian zones, and parking areas and a frontage road along the street.





Street Hierarchy



The Plan's street hierarchy includes three typical street cross sections along Oak Park Avenue, a typical cross section for neighboring residential streets, as well as a small number of roads with special cross sections. The location of each of these road section types is indicated on the diagram to the left.

The distinct character of the Downtown Core is emphasized by a 66 foot right of way, extending from Ravinia Drive / 170th Street at the north end, south to 175th Street.

Districts north and south of the Downtown Core are characterized by wider right of ways, allowing for the incorporation of a dedicated bike path, as well as landscaped medians and parkways.

The North Oak Park and North Gateway District, which begin at Ravinia Drive/170th Street and extend north to 167th Street, are characterized by a 100 foot right of way.

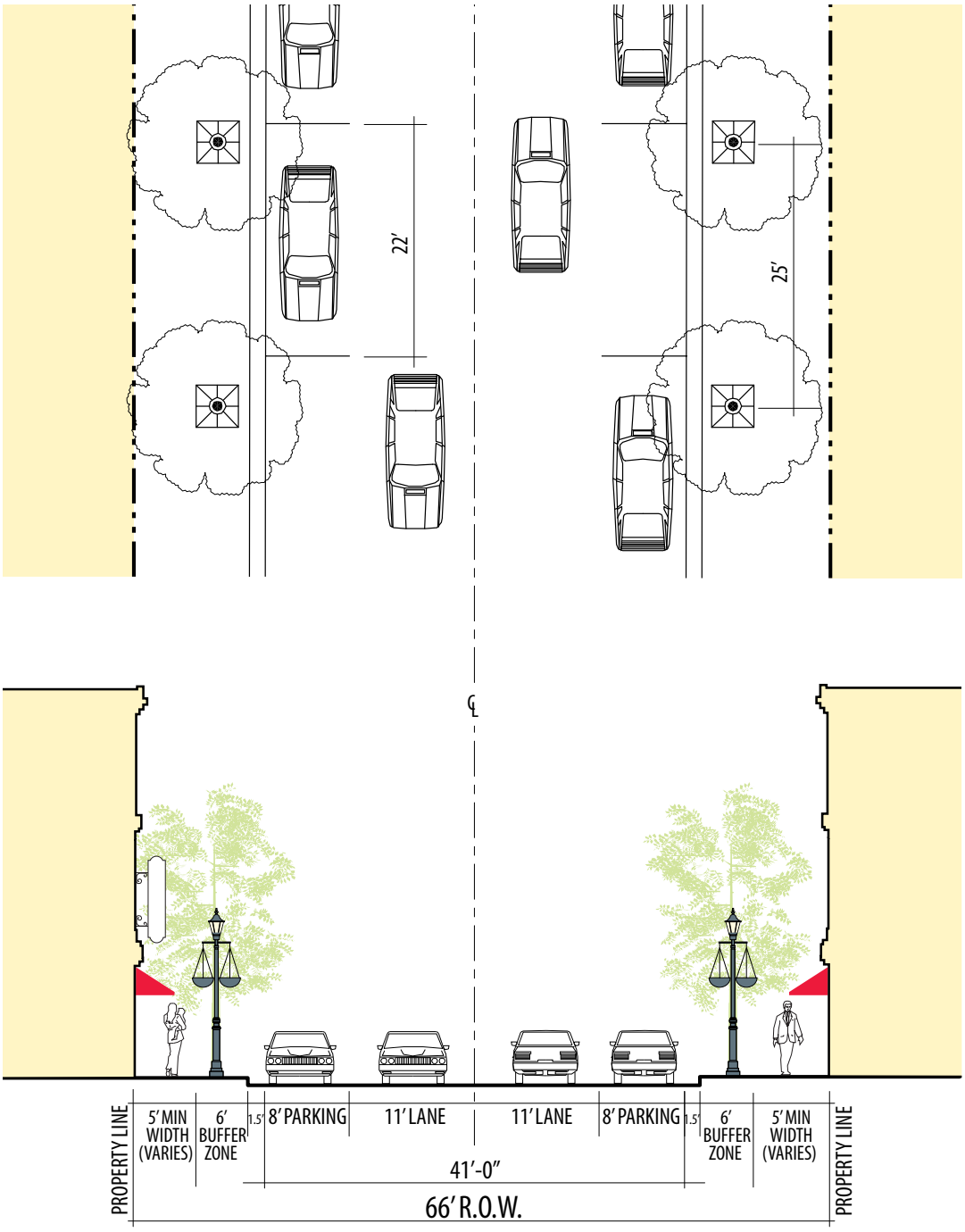
Immediately south of the Downtown Core, between 175th Street and 179th Street, the right of way widens to 80 feet. Extending south of 179th Street to 183rd Street the right of way widens to 100 feet.

Each right of way type has an associated typical cross section incorporating streetscape elements, environmental practices, and pedestrian amenities that align with the principles of the Plan.

- 100' R.O.W. OAK PARK AVE
- 66' R.O.W. OAK PARK AVE
- 80' R.O.W. OAK PARK AVE
- 66' R.O.W - RESIDENTIAL
- SPECIAL ROAD SECTIONS
- PROPSOSED SPECIAL ROAD SECTIONS

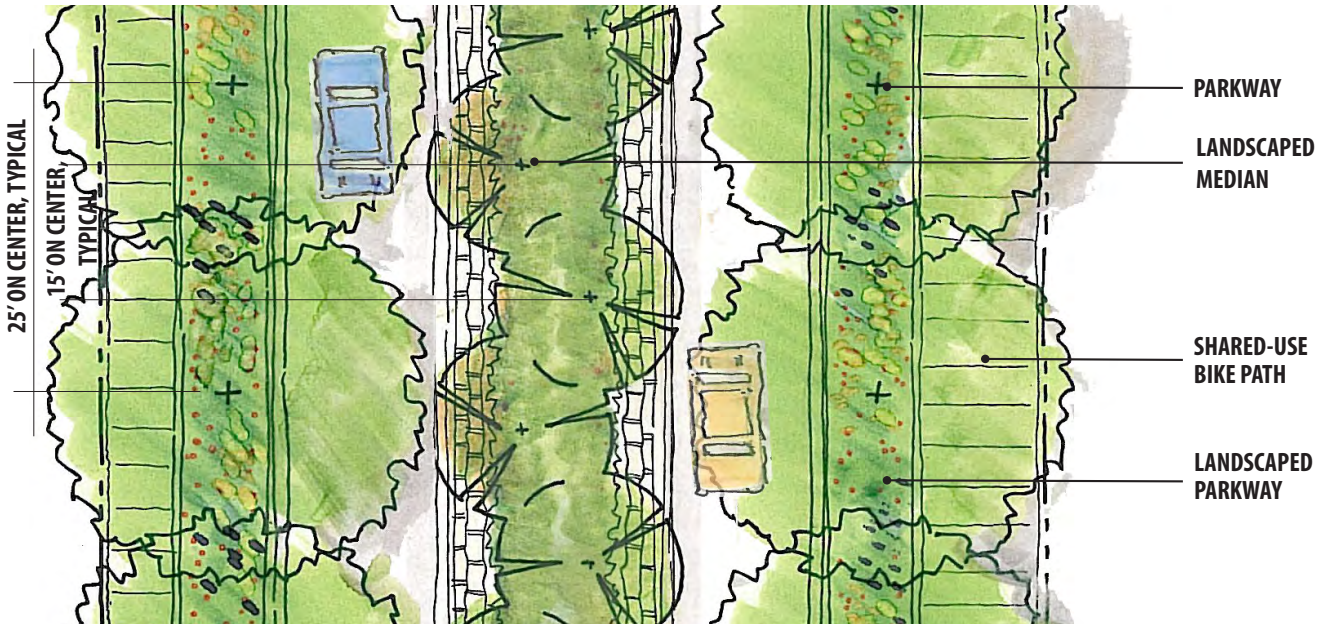
Downtown Oak Park Avenue: 66’ Right of Way

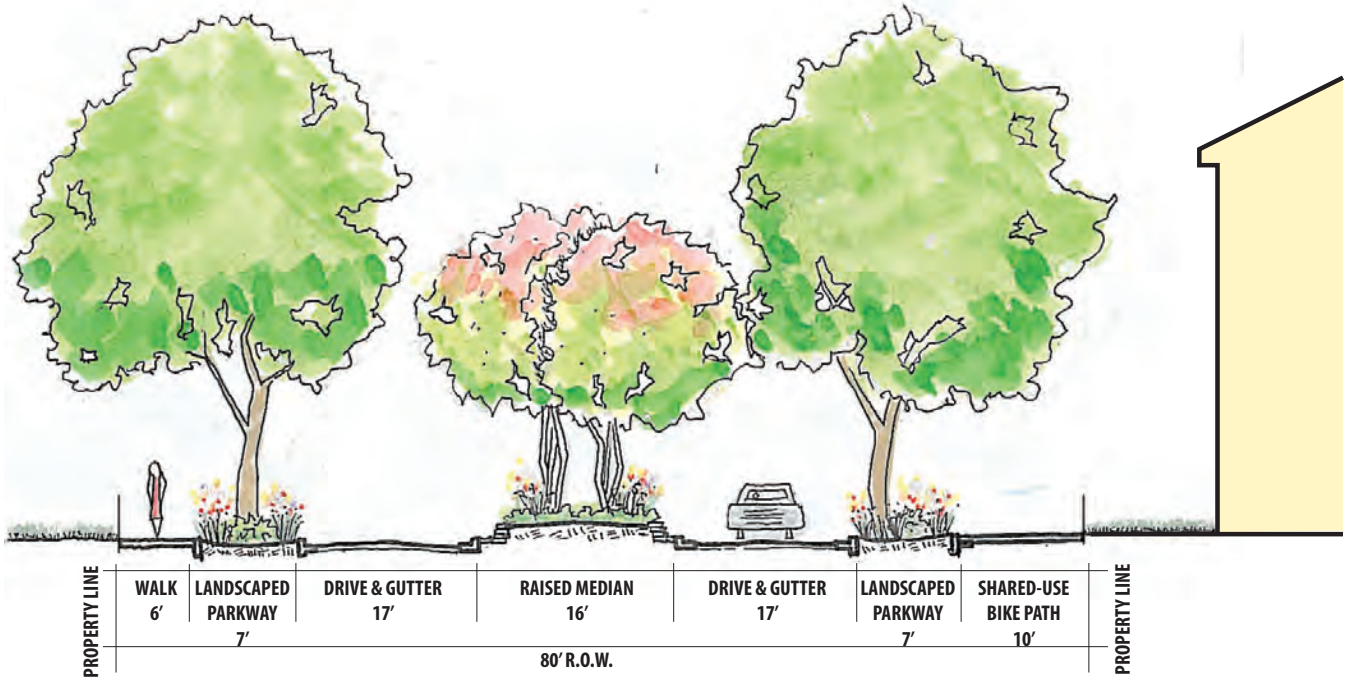
This 66’ R.O.W. section of Oak Park Avenue is at the heart of Downtown Tinley Park. This pedestrian scaled section makes Oak Park Avenue a classic main street with old and new buildings along the street and a variety of retail and restaurants at the ground floor. The typical plan and section recommend continuous sidewalks along both sides, minimal curbcuts, street trees and landscaping, and street parking where feasible. No additional right of way is required for this section of Oak Park Avenue.



Oak Park Avenue: 80' Right of Way

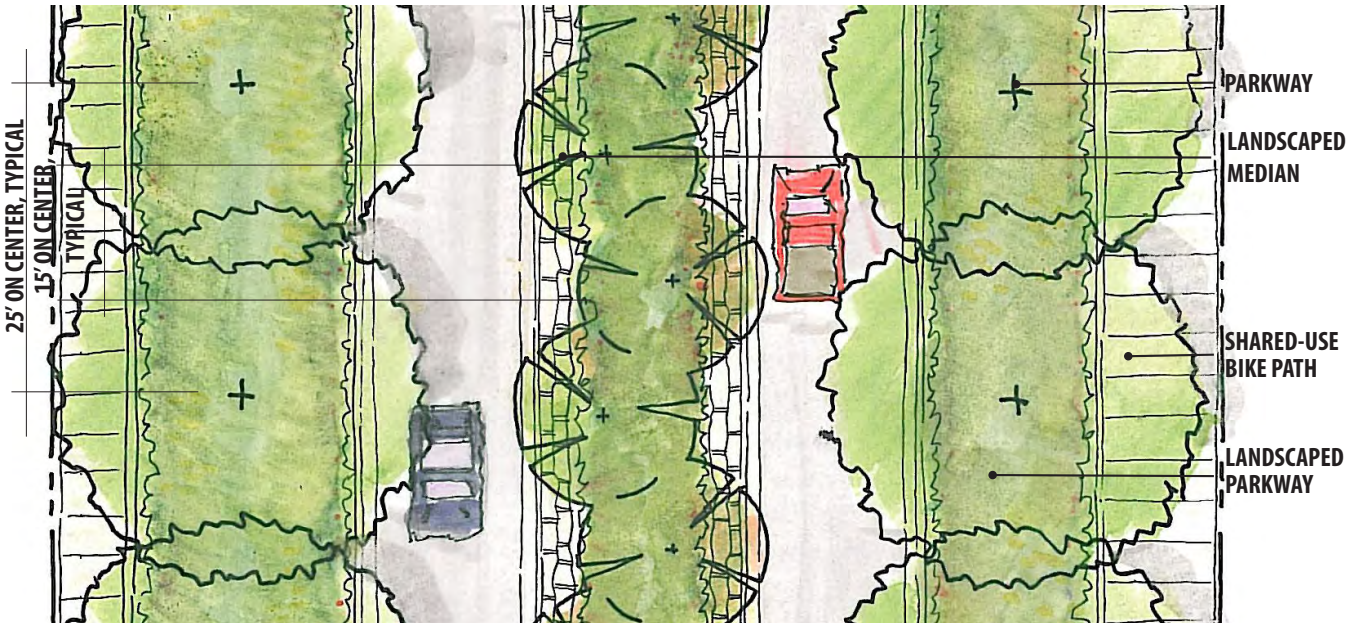
Sections of Oak Park Avenue with an 80 foot wide right of way, south of the Downtown Core (as illustrated on the Street Hierarchy diagram) will be reconstructed as a boulevard with a tree-lined, landscaped median and a tree-lined parkway. It is recommended that the parkway areas function as bioswales, allowing infiltration of stormwater runoff and alleviating pressure on the Village's stormwater system. These street sections will also include a continuous 6' sidewalk on the west side and an off-street 10' shared-use bike path on the east side.

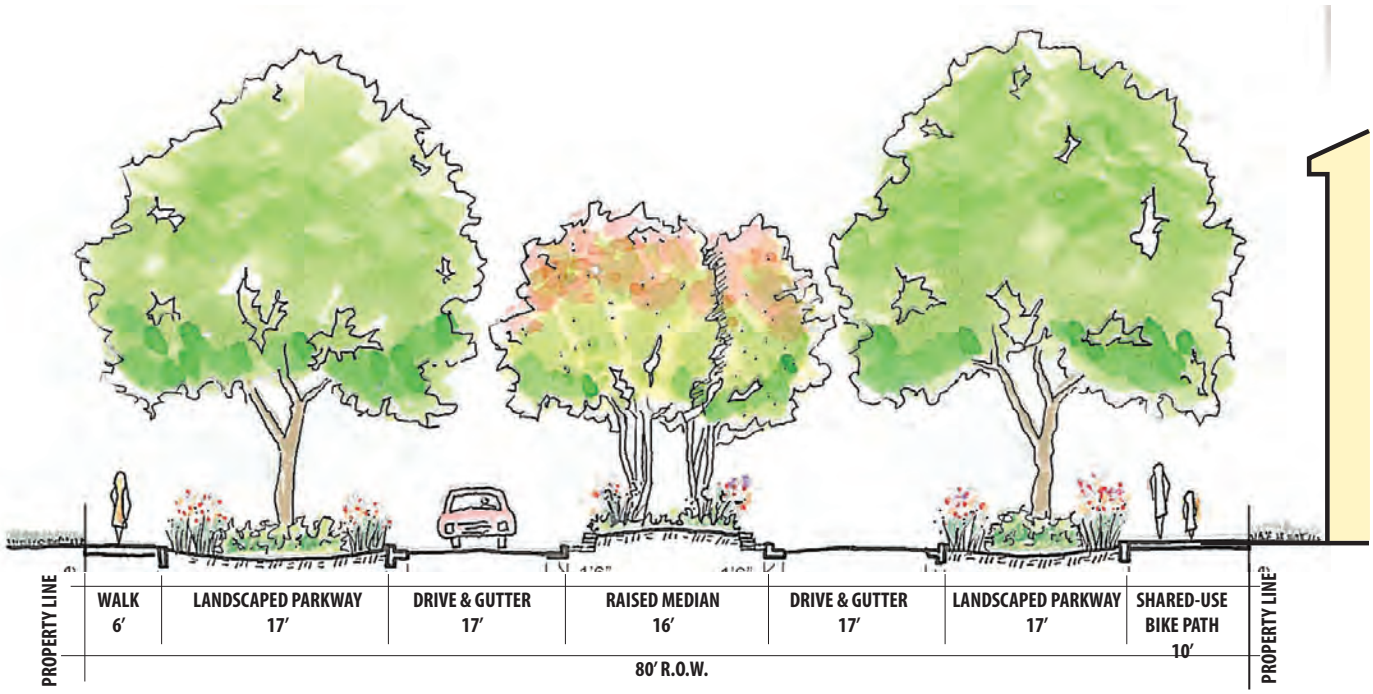




Oak Park Avenue: 100' Right of Way

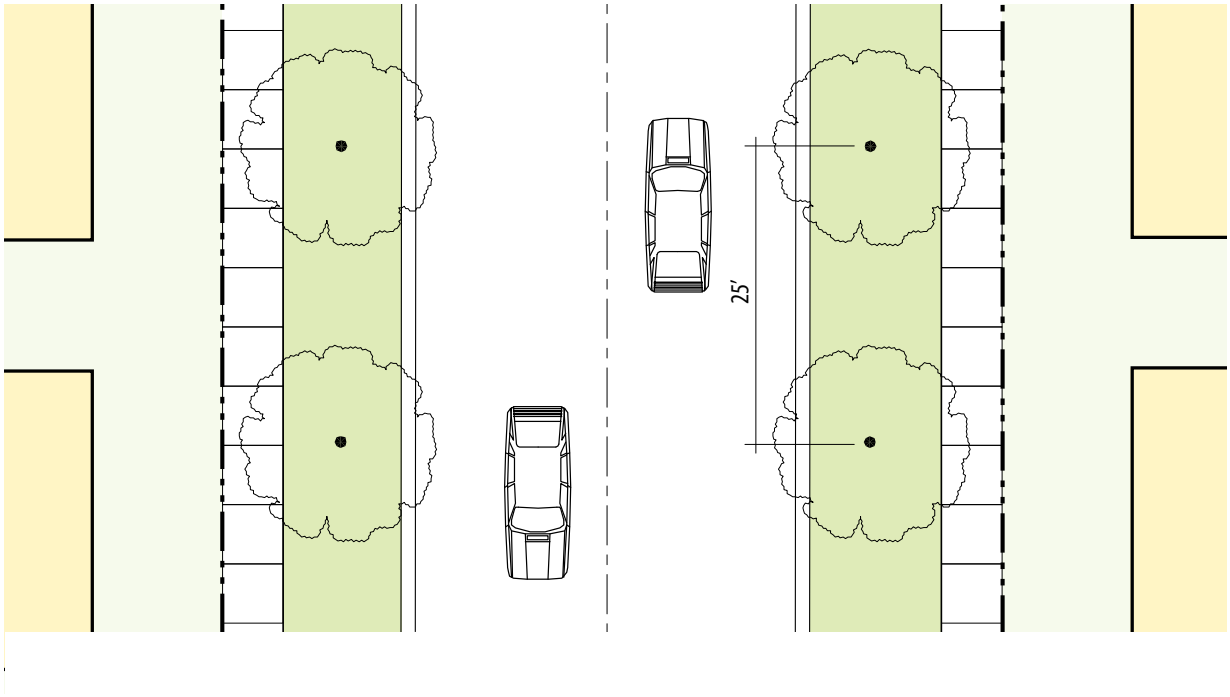
Sections of Oak Park Avenue with a 100 foot wide right of way will be reconstructed as a boulevard with a tree-lined landscaped median and a tree-lined parkway, a continuous 6' sidewalk on the west side, and a 10' shared-use bike path on the east side. It is recommended that the parkway areas function as bioswales, allowing infiltration of stormwater runoff and alleviating pressure on the Village's stormwater system.

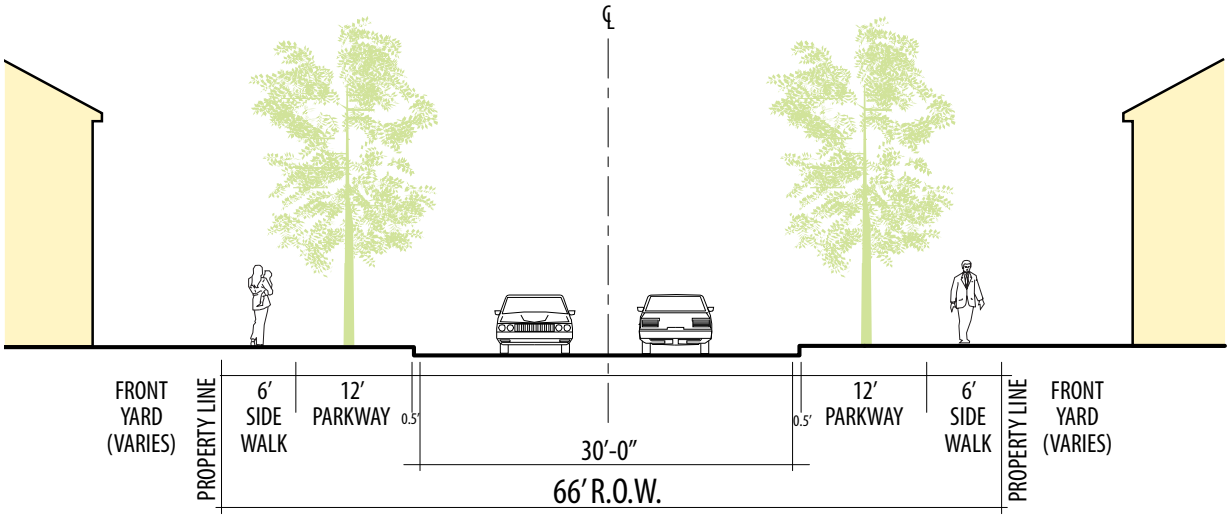




Residential Street: 66' Right of Way

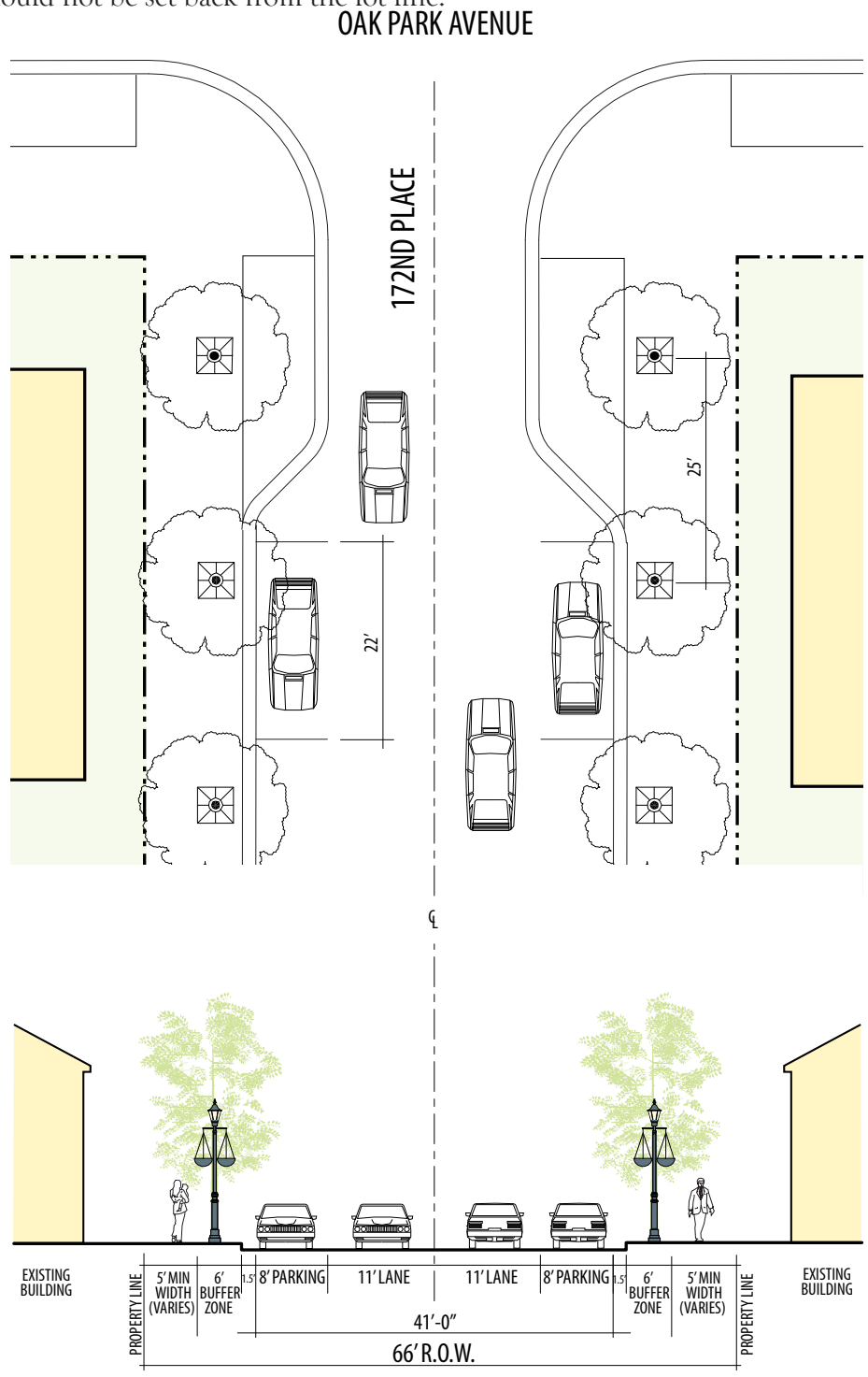
Typical residential streets, whether built by the Village of Tinley Park or by a developer must conform to the Village's standards for residential streets, curb and gutter, parkways and sidewalks. Street landscaping will include parkway trees at 25' spacing. For blocks that are multi-family, row houses or townhomes the structures can be set back between 10 and 15 feet. On street parking is encouraged on one or both sides of the street.





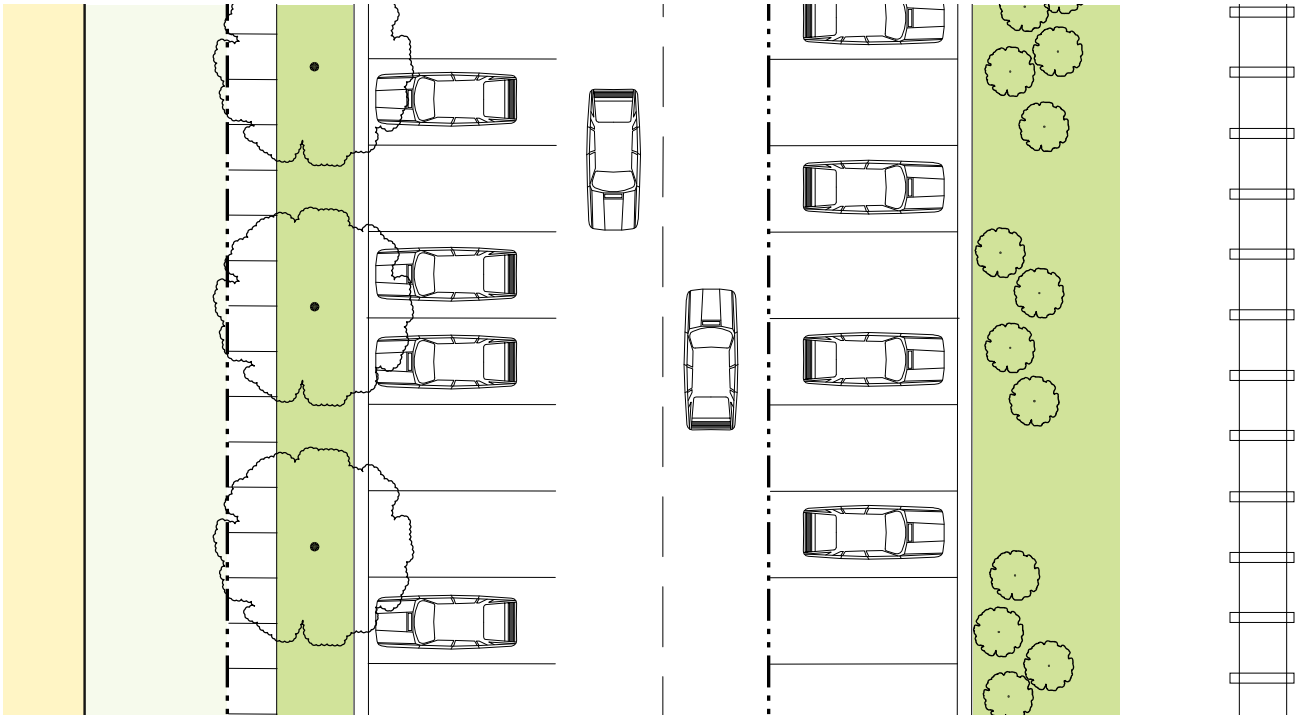
New 172nd Place: 66' Right of Way

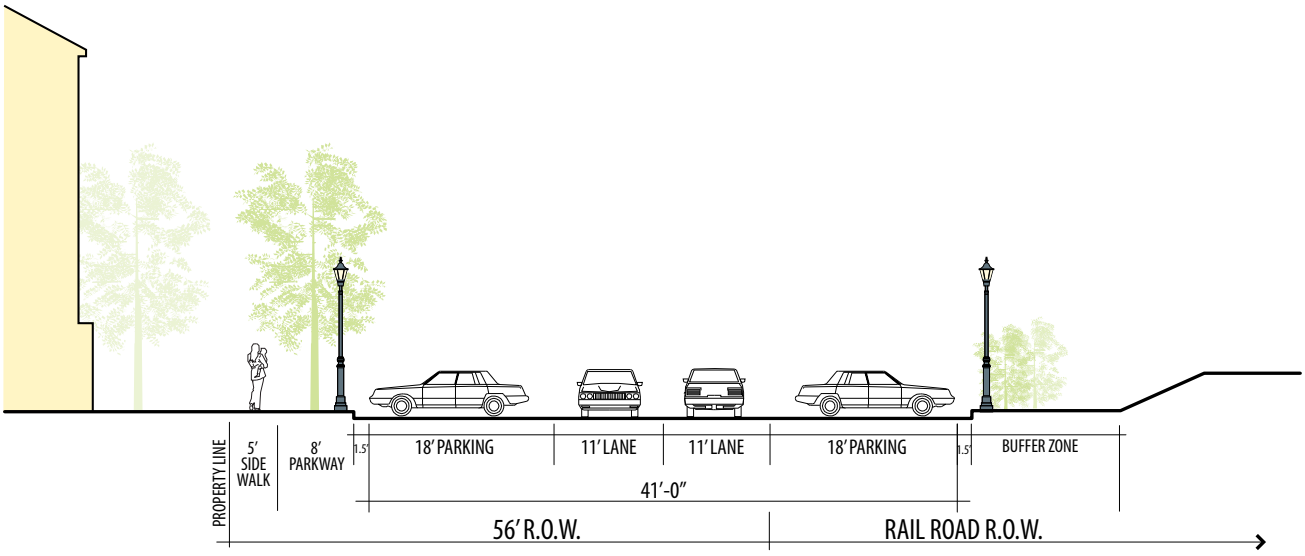
The Plan suggests the creation of 172nd Place which will have a 66 foot right of way. 172nd Place must conform to the Village's standards for streets, curb and gutter, parkways and sidewalks and is intended to have parking on both sides. It is anticipated that street landscaping will include parkway trees at 25' spacing. Existing buildings fronting Oak Park Avenue and abutting this new street will remain. Future developments should not be set back from the lot line.



New Street: 56’ Right of Way

The Plan recognizes the need for a new road along the north side of the railroad tracks, beginning at the intersection of 175th Street and 71st Avenue and extending to 68th Court. To add parking to the downtown this street may have perpendicular parking on both sides where feasible. With the permission of the railroad, the parking area on the south side can be located within the railroad right of way and can also serve as additional Metra Parking. Street landscaping will include parkway trees at 25’ spacing for the north side with shrubs and other planting along the tracks as approved by the railroad.





Street Tree Planting Palette

A well selected plant palette of native and non-native adapted plant species develops an urban landscape that is both tolerant of often stressful urban planting conditions and one that is aesthetically pleasing. The following palette of parkway trees, ornamental trees, and bio-swale trees, and their recommended size and spacing has been developed to thrive in the urban conditions present in Downtown and greater Tinley Park, as well as provide year round aesthetic interest.

Street Trees

Street trees that are recommended are selected to grow in limited growing conditions and are more salt and drought tolerant than other species. These trees can also tolerate the additional airborne pollutant conditions along this narrow high traffic area. The health of the street tree is highly dependent on the soil, volumes, irrigation, and subsurface drainage. In the urban core, engineered soil can ensure good growing conditions, while outside the urban core, the additional soil volume areas in the planting areas can provide reasonable growing conditions.

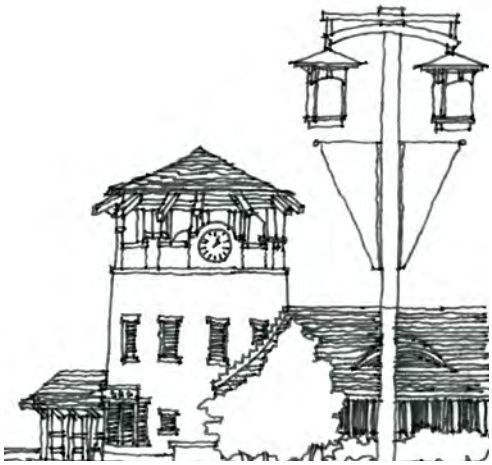
The tree pallete in the urban zone is a smaller pallete of trees to promote visual unity of the space. Suggested tree spacing is at no closer than 20' and max of 35'. In the urban area, the rhythmic spacing of light poles, trees, street signs and furnishings is critical to creating a unified streetscape. Outside the urban core, tree diversity is increased and spacing is 25'.

Median Trees & Plantings

Median trees have been selected for seasonal interest, such as spring bloom, fall color, interesting winter bark or form. Certain trees have been selected for the habitat they provide for native bird species, allowing nesting, resting, and feeding from the fruits. These shade and ornamental trees should be planted in the center of the median and at distances to allow for line-of-sight considerations. Ornamental trees are spaced from 15' to 20' with shade trees spaced at 25'. The plant list should be updated periodically to continue to include native plants and reflect additional planting and growing opportunities.

Street Tree Planting Palette

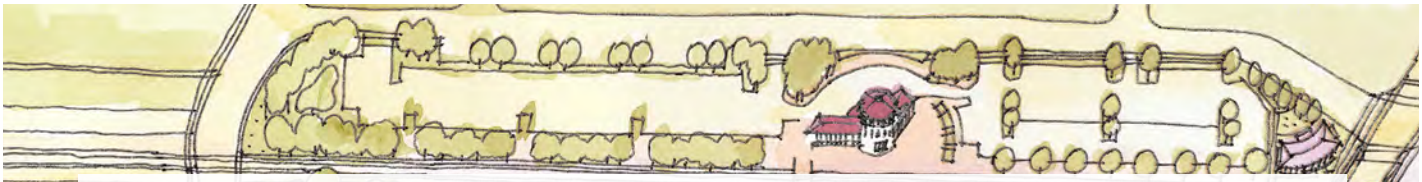
	Latin Name	Common Name	Spacing	Size
Parkway Trees	*Acer* x *freemanii* 'Autumn Blaze'	Autumn Blaze Freeman Maple	25' O.C.	3" caliper
	Ginkgo biloba 'Magyar'	Magyar Ginkgo	25' O.C.	3" caliper
	Gleditsia triancanthos var. inermis 'Skyline'	Skyline Honeylocust	25' O.C.	3" caliper
	Quercus alba	White Oak	25' O.C.	3" caliper
	Quercus imbricaria	Shingle Oak	25' O.C.	3" caliper
	Quercus macrocarpa	Bur Oak	25' O.C.	3" caliper
	Ulmus x 'Morton'	Accolade Elm	25' O.C.	3" caliper
	Ulmus americana 'Princeton'	Princeton American Elm	25' O.C.	3" caliper
Ornamental Trees	*Amelanchier grandiflora*	Apple Serviceberry	15' O.C.	2.5" caliper
	Betula nigra	River Birch	15' O.C.	2.5" caliper
	Carpinus carolinana	Hornbeam	15' O.C.	2.5" caliper
	Crataegus crusgalli var. inermis	Thornless Cockspur Hawthorn	15' O.C.	2.5" caliper
	Crataegus spp.	Hawthorn	15' O.C.	2.5" caliper
	Magnolia spp.	Magnolia	15' O.C.	2.5" caliper
	Malus spp.	Crabapple	15' O.C.	2.5" caliper
	Pyrus calleryana	Callery Pear	15' O.C.	2.5" caliper
Bioswale Trees	*Alnus glutinosa*	Black Alder	25' O.C.	3" caliper
	Betula nigra 'Little King'	Little King River Birch	25' O.C.	3" caliper
	Carya cordiformis	Bitternut Hickory	25' O.C.	3" caliper
	Platanus occidentalis	Sycamore	25' O.C.	3" caliper
	Quercus bicolor	Swamp White Oak	25' O.C.	3" caliper
	Taxodium distichum	Bald Cypress	25' O.C.	3" caliper
	Ulmus x 'Morton Glossy'	Triumph Elm	25' O.C.	3" caliper



Part Four

BIKE TRAILS, OPEN SPACE & STORMWATER MANAGEMENT

A Connected Framework of Open Spaces



Principles of the Legacy Plan include "Promote a green downtown that showcases leadership in preservation of natural resources and sustainable practices" and "Position Downtown as a focal point of the regional bike path system." This section provides the following recommendations based on these principles:

1. Create a conservation area to preserve the floodplain and the tree groves *(page 2.16)*
Most of the natural floodplain in the study area has been built over with the exception of a large unincorporated area along both sides of Sayre Avenue south of 179th Street. This area also has some of last remaining groves of trees that need to be protected. The Plan recommends establishing a conservation area to protect the floodplain and the tree groves from future development. Long term, this large natural area could serve as a great setting for a civic and institutional campus around the existing school.

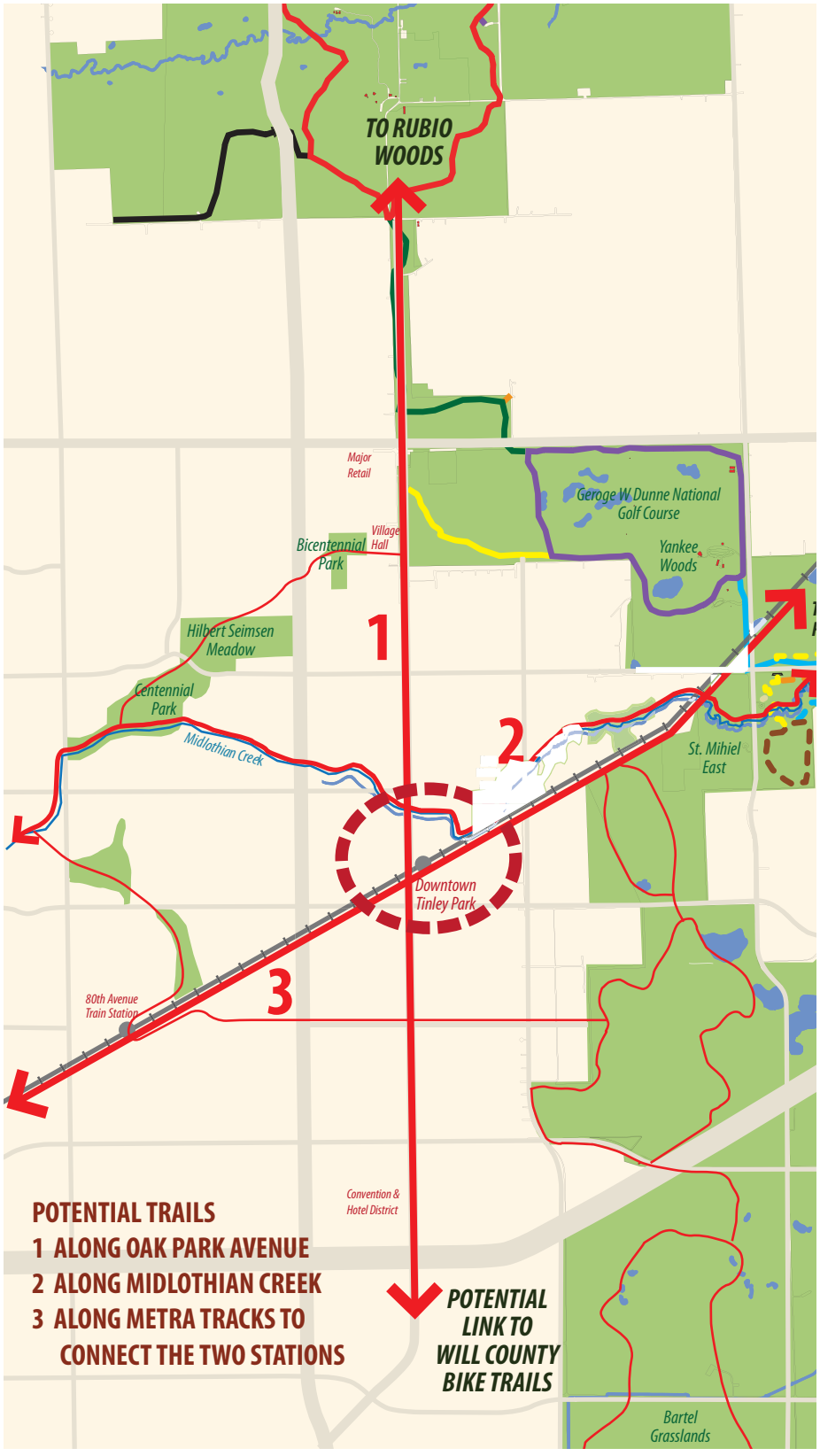
2. Connect Downtown to the regional trails and to the 80th Avenue Station *(opposite page)*
Just a mile to the north and east of Downtown lies the Tinley Creek Bicycle Trail system connecting major regional open spaces like Yankee Woods, Midlothian Reservoir, George W. Dunne National Golf Course and Bartel Grasslands. This 13.37 mile long Class I Bicycle Trail is part of a proposed bicycle trail system which will ultimately extend over 33 miles, linking northern and southern trail sections of the region. Connecting to the Tinley Creek Bicycle Trail is a major opportunity for downtown Tinley Park. Easy access to miles of forests, prairies, wetlands and picnic groves can be a great amenity for downtown residents and visitors.

- Connect Downtown to the surrounding regional trails so that all downtown residents can have easy access to the regional open spaces and forest preserves.
- Connect Downtown to the 80th Avenue train station with a trail along the tracks.
- Connect Downtown to the Convention Center and Music Amphitheater with a trail along Oak Park Avenue so that visitors have the option of biking between these destinations.
- Create a bike trail system that gives all Tinley Park residents the option to bike to Downtown and not have to drive and park.

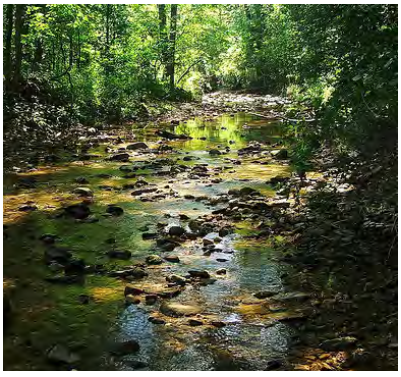
3. Develop Midlothian Creek park and trail as a major downtown amenity *(pages 4.3 to 4.8)*

4. Establish a stormwater management system that promotes best practices *(pages 4.9 to 4.12)*

Bike Path Framework Plan



Downtown Trail Map



Rubio Woods

Existing Yankee Woods trail

Existing Tinley Creek trail

Midlothian Creek

The Hidden Creek

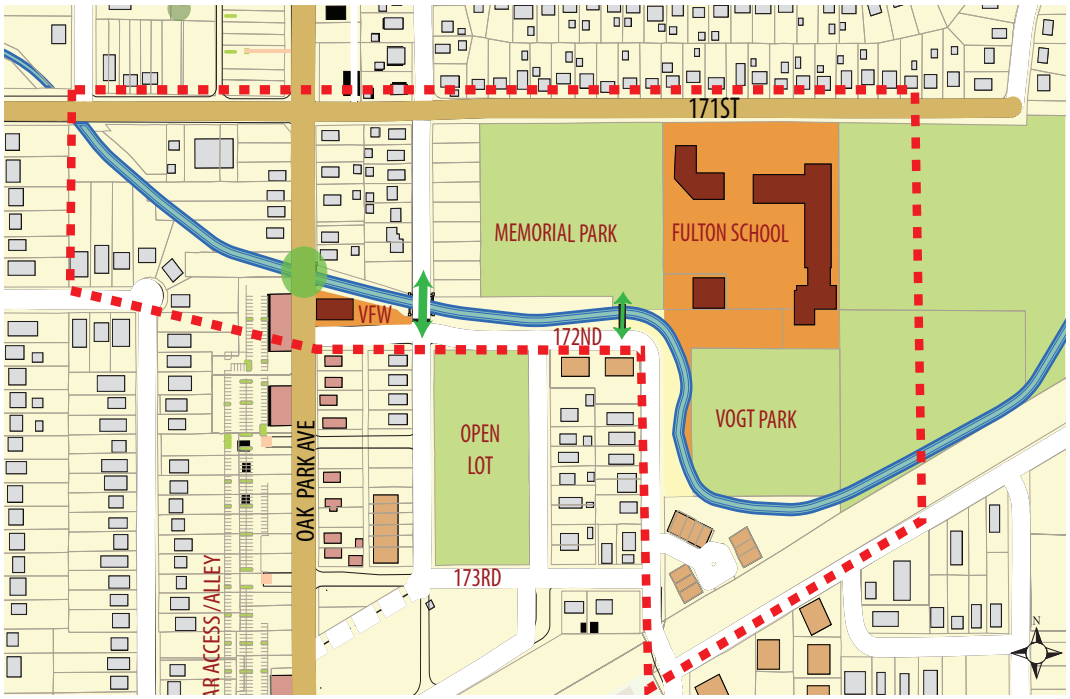
Midlothian Creek is a hidden natural resource that meanders through the backyard of Downtown. The creek is waiting to be rediscovered as a valuable public outdoor recreational corridor. While the creek provides a natural waterway for stormwater runoff, it presents a unique opportunity to preserve the natural resource, filter stormwater, restore native plant communities and create new wildlife habitat.

The creek enhancement and restoration project can serve as a catalyst for developing a broader sustainable stormwater management system and recreational trails. Long term restoration of the creek corridor ecosystems will require collaboration with adjacent communities and consideration of how past, current, and future events will influence the regional watershed. An improved multi-use trail system along the creek and connection to downtown Tinley Park will provide greater access through walking and bicycle paths, foot bridges, and public outdoor spaces for residents and visitors.

Reclaiming downtown green space

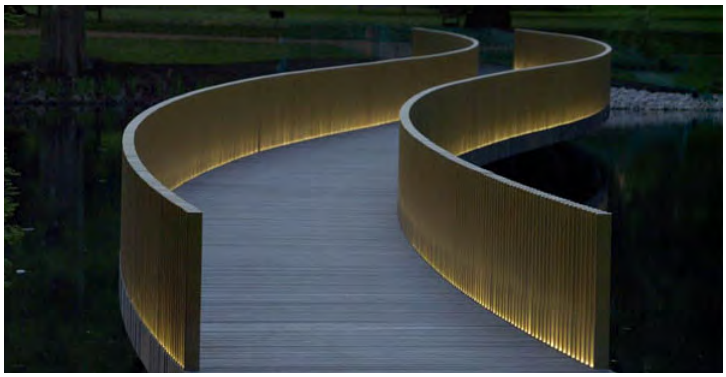
Restoring native wildlife habitats

Site Analysis



Analysis

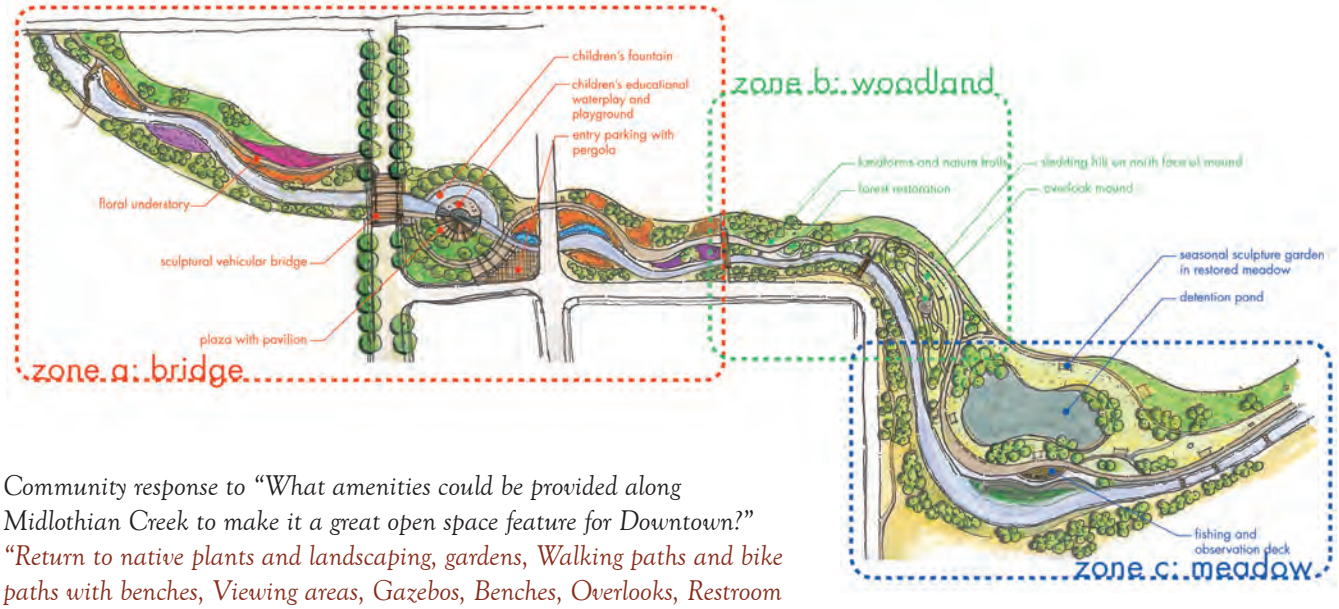
The creek project is defined by Oak Park Avenue on the west and Vogt Woods on the east. The Oak Park Avenue bridge crossing the creek is the north entry to Downtown and provides a gateway opportunity at the beginning of the creek walk. This east-west green corridor will link pedestrian and bike paths to a network of regional systems. New pedestrian bridges over the creek will connect the Downtown to residential neighborhoods, Memorial Park, and Fulton School to the north. The sharp turn of the creek and mature existing trees provide an opportunity to preserve the woodland and maintain the character of the area. The open space adjacent to the Vogt Park ball fields and new detention pond can be naturalized to provide an environmental educational opportunity for the community and school aged children.



Iconic pedestrian bridge with lighting

Pedestrian bridge over creek

Midlothian Creek Concept Plan



Community response to "What amenities could be provided along Midlothian Creek to make it a great open space feature for Downtown?" "Return to native plants and landscaping, gardens, Walking paths and bike paths with benches, Viewing areas, Gazebos, Benches, Overlooks, Restroom facilities, Drinking fountains, Recreation, Parks and play space for children, All features that are shown in the proposed plan, Stop the erosion of the creek banks, Non-paved crushed limestone, Well lighted, Environmental learning center, Picnic areas and band shell with stage, Bridge over Oak Park Avenue."

VISION

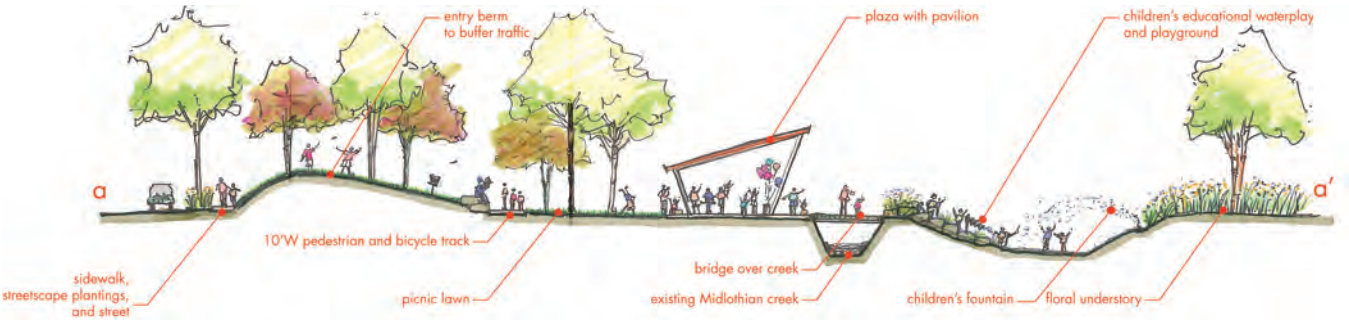
The vision of this project is to bring new life to the creek and establish a community outdoor recreational resource. The green corridor is highlighted by three zones: The Garden, Woodland, and Meadow.

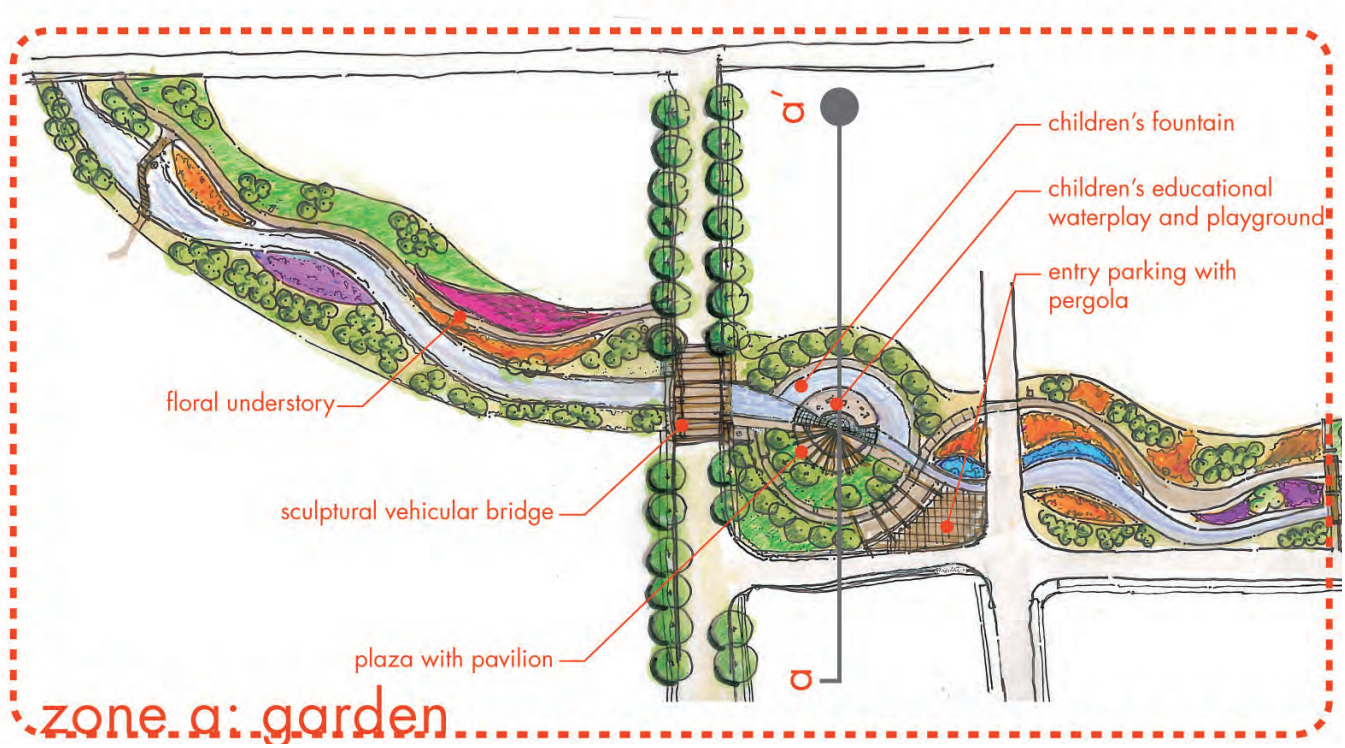
The Oak Park Avenue entrance is a natural location for a pavilion and water playground that leads people through a series of native plantings in a natural garden setting. A path system will bring people east along the creek through a woodland zone which includes a more passive recreation area densely planted with trees and a raised outlook to view the creek and open space. A meadow surrounding the detention pond provides a more flexible zone that can accommodate a sculpture park and natural areas adjacent to the creek corridor.

Scenic frisbee golf course

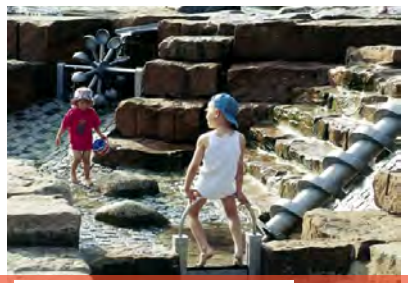
Connecting linear element

A Creekside Garden as a Gateway to Downtown



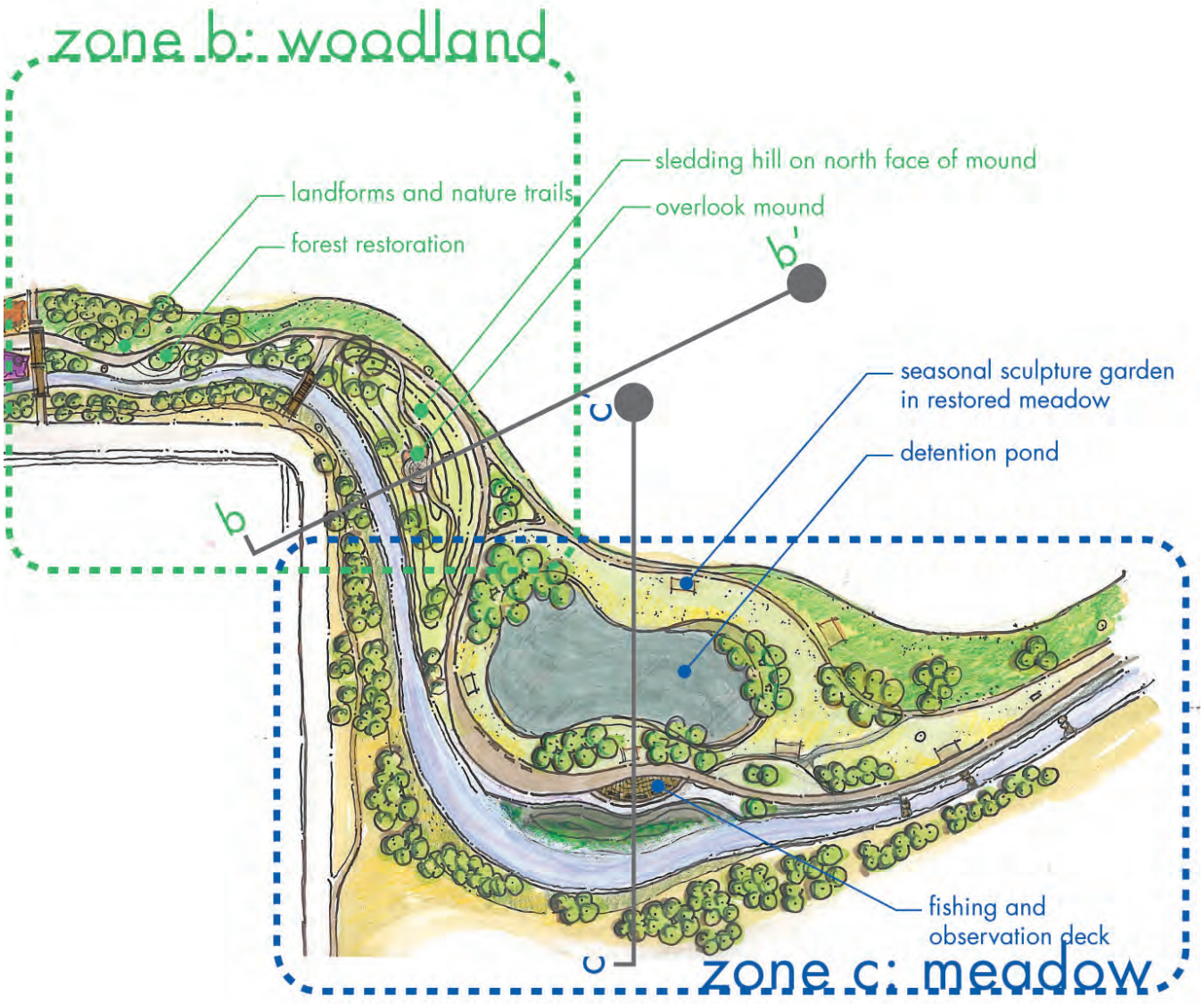



children's fountain


children's educational waterplay


children's playground

A Woodland and a Meadow along the Creek

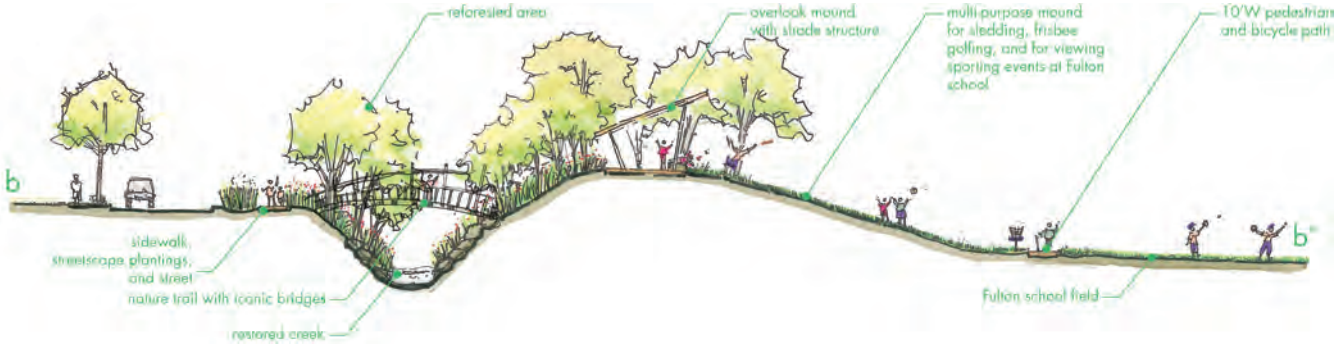


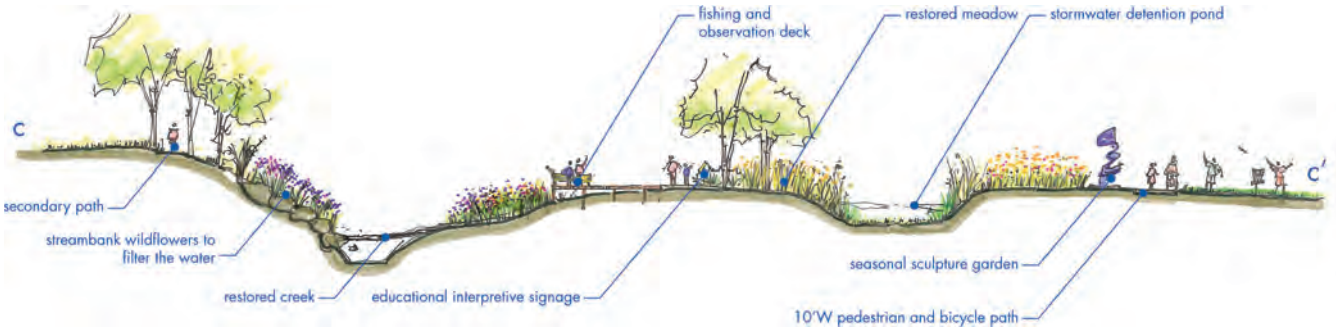
seasonal sculpture garden in restored meadow

seasonal sculpture garden in restored meadow

landforms and nature trails

sledding hill on north face of mound

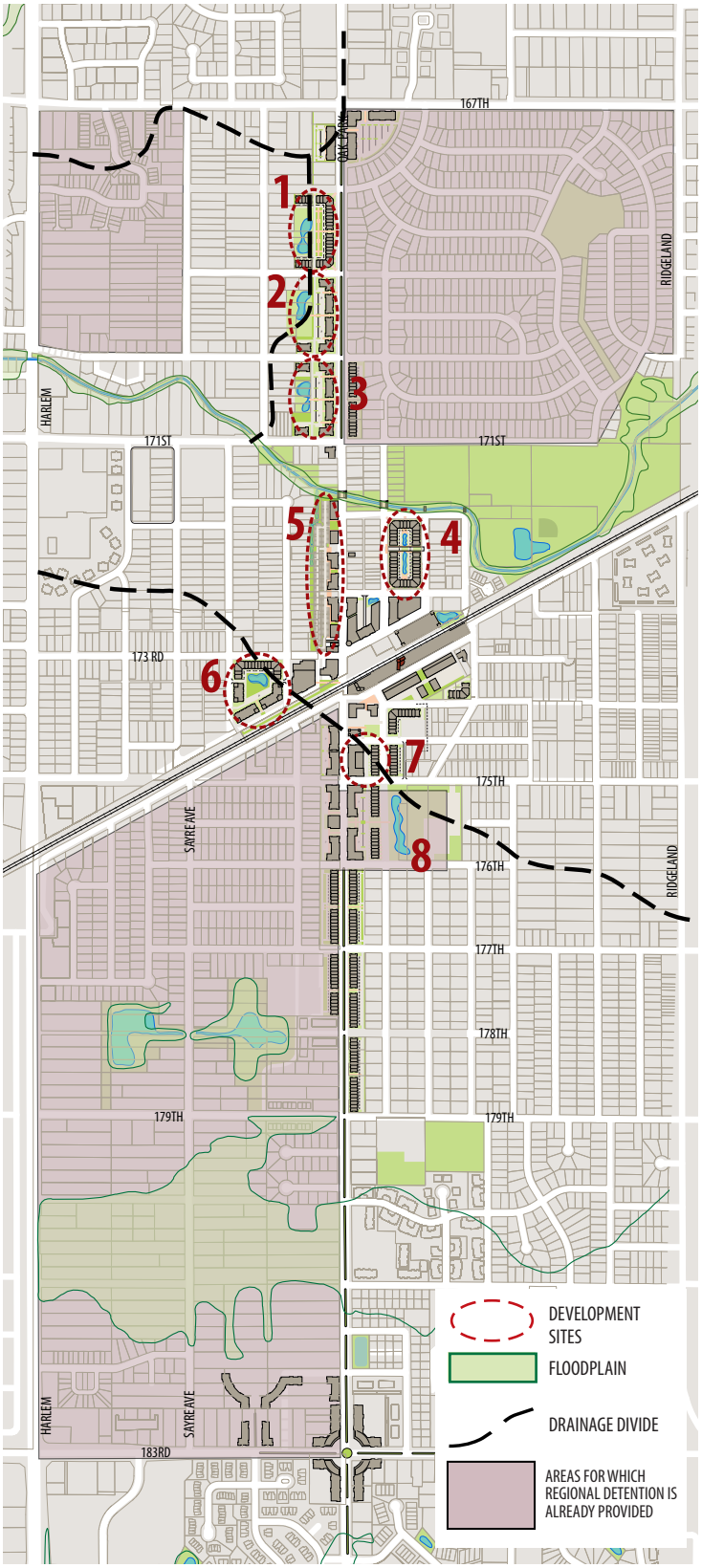




detention pond

fishing and observation deck

Stormwater Management



Issues

- There are limited areas within downtown Tinley Park available for on-site or regional detention
- Due to the relatively flat nature of the area, there may be issues conveying stormwater from each redeveloped site to a regional detention facility

Opportunities

- There are unique opportunities to improve the stormwater management within downtown as sites are redeveloped. Currently there are several areas of downtown with no existing detention provided and the stormwater is conveyed directly to Midlothian Creek. For the redevelopment sites, detention can be provided on-site, in a detention basin or under permeable pavers, or in a regional detention facility. This will help avoid future flooding issues that may arise as development continues within the downtown area.

- Additionally, using Best Management Practices (BMP's) such as permeable pavers and bioswales, the stormwater will be filtered and treated above and beyond anything that is currently in place in the downtown area. This will create a higher water quality for the water draining to the creek.

Recommended Strategies

- Regional detention facilities
- Best Management Practices, including bioswales, permeable pavers, rain barrels and green roofs

Underground detention is not recommended for the Downtown area. Poor water quality, potential issues with maintenance of the vault and pump, and constraints on what can be built over the vaults are grave concerns. This can be an undesirable option due to the high cost associated with the materials and installation. Also, the bottom of the vault is often below the elevation of the outfall, so stormwater must be pumped from the vault to the outfall location.

Detention for Development Opportunity Areas

All detention volumes are approximation and based on the following criteria:

1. All required detention volumes are based on Bulletin 70 rainfall data
2. Detention required assumes 0.00 CFS release rate for worst case scenario
3. Detention volumes provided are based on a 5' deep basin with 4:1 slopes
4. Permeable paver base is assumed to be of 14" overall thickness which provides 0.47 ac-ft of detention per acre of surface. Assumes zero run-off on permeable pavers.
5. C-Values are approximated based on current redevelopment plan.

BLOCK 1
AREA = 4.46 AC. C-Value = 0.68
DETENTION REQD. = 2.06 AC-FT
DETENTION AVAILABLE = 4.30 AC-FT (MAX)

BLOCK 2
AREA = 4.61 AC. C-Value = 0.67
DETENTION REQD. = 2.10 AC-FT
DETENTION AVAILABLE = 6.00 AC-FT (MAX)

BLOCK 3
AREA = 4.34 AC. C-Value = 0.71
DETENTION REQD. = 2.06 AC-FT
DETENTION AVAILABLE = 2.16 AC-FT (MAX)

BLOCK 4
AREA = 3.30 AC. C-Value = 0.73
DETENTION. REQD. = 1.63 AC-FT
DETENTION AVAILABLE = 1.10 AC-FT
DETENTION TO BE PROVIDED OFF SITE = 0.53 AC-FT

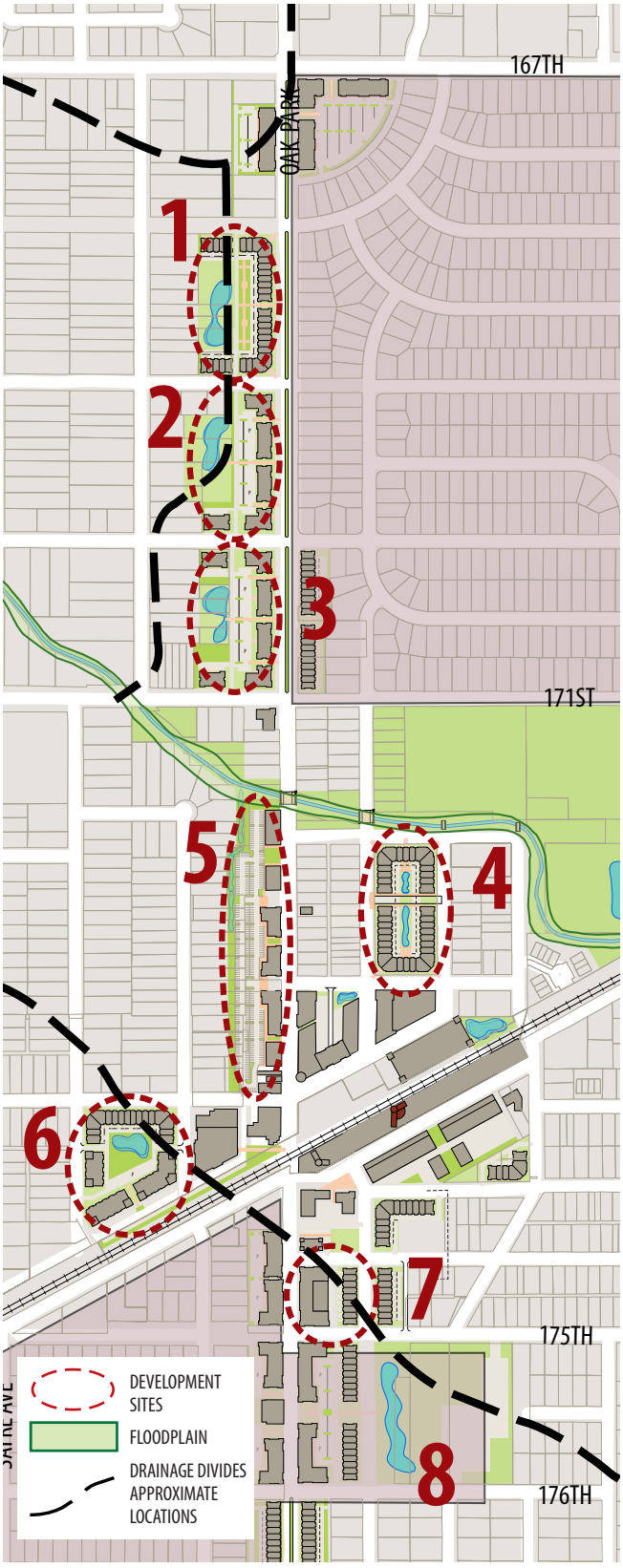
BLOCK 5 (USING PERMEABLE PAVEMENT)
AREA = 6.48 AC. C-Value = 0.37
DETENTION REQD. = 1.63 AC-FT
DETENTION PROVIDED IN PAVER BASE = 1.29 AC-FT
DETENTION TO BE PROVIDED OFF SITE = 0.34 AC-FT

BLOCK 6
AREA = 3.75 AC. C-Value = 0.70
DETENTION REQD. = 1.79 AC-FT
DETENTION PROVIDED = 2.40 AC-FT

BLOCK 6
AREA = 3.75 AC. C-Value = 0.70
DETENTION REQD. = 1.79 AC-FT
DETENTION PROVIDED = 2.40 AC-FT

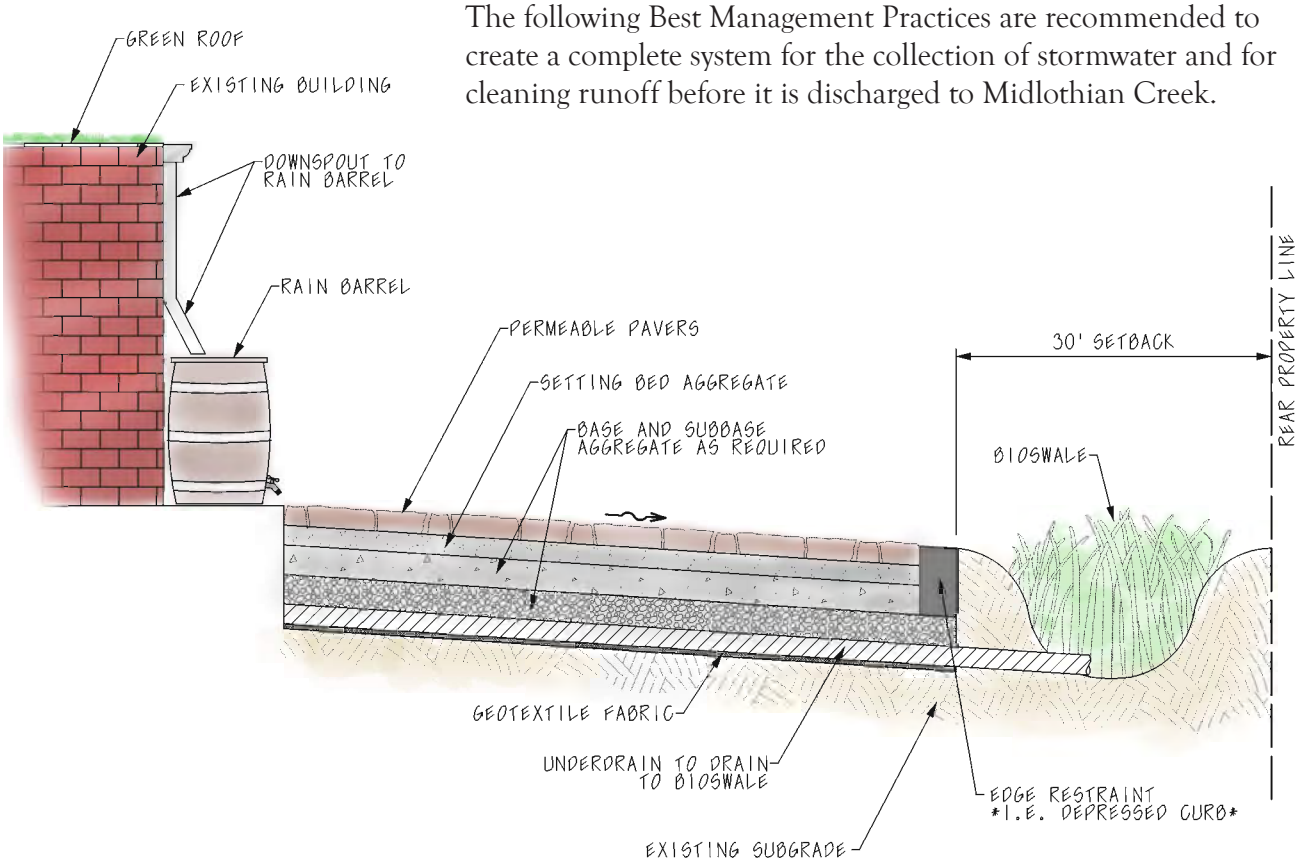
BLOCK 7
AREA = 1.42 AC. C-Value = 0.71
DETENTION REQD. = 0.71 AC-FT
DETENTION TO BE PROVIDED OFF SITE

BLOCK 8
AREA = 1.42 AC. C-Value = 0.75
DETENTION REQD. = 2.78 AC-FT
DETENTION AVAILABLE = 6.80 AC-FT



Green Design & Best Practices

The following Best Management Practices are recommended to create a complete system for the collection of stormwater and for cleaning runoff before it is discharged to Midlothian Creek.



Bioswales

Bioswales are low maintenance shallow channels with gentle slopes that can capture rain water and remove silt and pollution with native vegetation. Bioswales could be used as a unique element of the streetscape, used to manage a portion of the stormwater runoff from the street and sidewalk, by allowing it to infiltrate through the soil or transpire through plant material. Bioswales are an engineered approach to mimic the natural system of rain infiltrating into the land, recharging the water table as well as making its way into the creeks, rivers and the larger hydrologic system.

Best Practice Measures

Plant materials in bioswales are primarily native with a mixture of perennials and small low growing shrubs. These plants promote water infiltration and transpiration. Bioswales can also contain trees. Certain species of trees, which tolerate the short bursts of water inundation and periods of less moisture, are ideally suited for bioswales.

Porous Pavement

Porous pavement is a permeable pavement surface with an underlying stone reservoir that can store surface runoff before infiltrating into the subsoil. There are several pavement options, including porous asphalt, pervious concrete, and paver blocks.

Rain Water Collection

A rain water collection system is a water tank which is used to collect and store rain water runoff, typically from rooftops via rain gutters. Stored water may be used for watering gardens, agriculture, flushing toilets, in washing machines and for washing cars, thereby saving potable water.

Green Roofs

A green roof is a roof of a building that is partially or completely covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane. Green roofs serve several purposes for a building, such as absorbing rainwater, providing insulation and reducing utility costs, creating a habitat for wildlife, and helping to lower urban air temperatures and combat the heat island effect.

Native Landscaping

Native landscaping is the use of plants, including trees, shrubs, groundcover which are indigenous to the geographical area in which the garden is located. Native landscaping is adapted to the climate, geography and hydrology. Once established, they can flourish without irrigation or fertilization, and are resistant to most pests and diseases.

What makes downtown Tinley Park different from other suburban downtowns in Chicago?

"The small town feeling and the events. Proximity to the railroad – a vital avenue. Activities for families. Quieter, less congestion. It has a definite downtown area. Other local suburbs have a lack of a defined area. It has promise – keep developing. We live here and we like it. The friendly, considerate, and helpful people . Tinley Park's younger families live too far west to support downtown's expansion. Let the businesses that thrive expand. Community spirit. Its antiquity. Its old town charm . The idea that we have a plan for the future. The modern and the old . Has more retail and is more pedestrian friendly than a lot of towns. I can park my car on Friday and not come back to it until Monday. It is unique. Local art projects. Mayor Zabrocki and staff care about community and are doing a great job continually improving Tinley Park. Its potential for quality development, but there needs to be more of an economic development effort to attract specialty stores to the downtown area. Empty and unattractive storefronts limit desirability for further development. No old movie theaters."

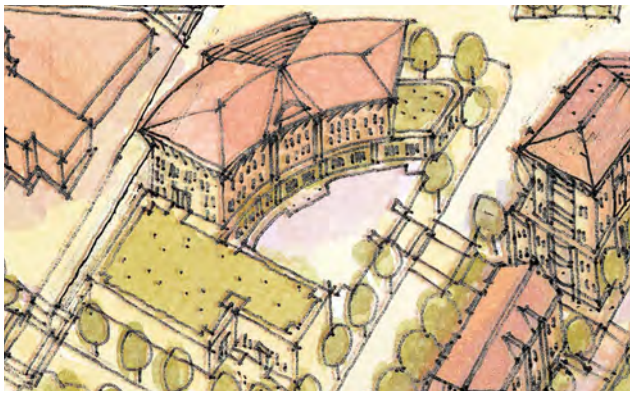
Community Feedback . Summer 2009

Part Five

Building The Legacy

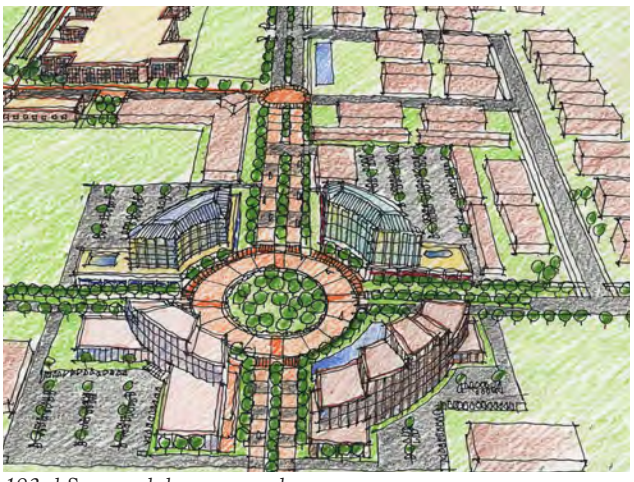
Legacy Projects

Station plaza and parking garage



Civic anchor in Downtown

Oak Park Avenue streetscape in Downtown



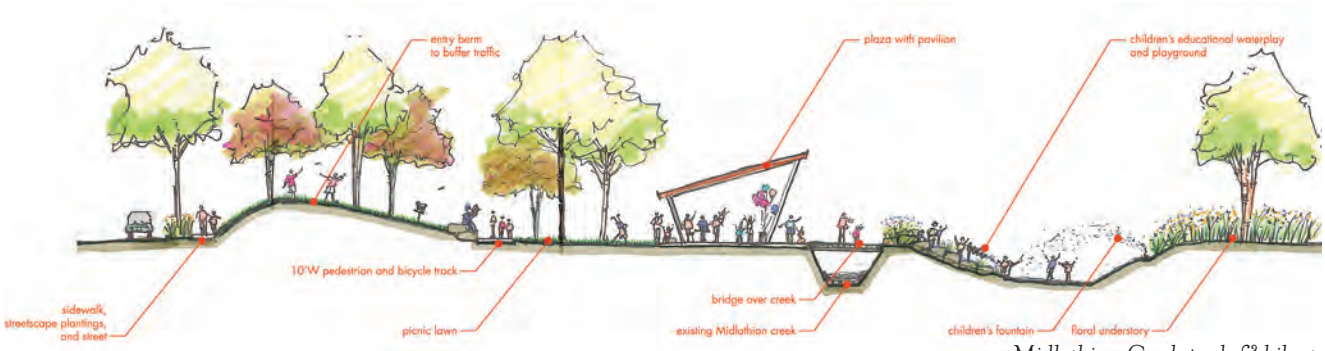
183rd St. roundabout as southern gateway

The 2009 Legacy Plan identifies over one hundred projects that need to be implemented to achieve the long term vision of the plan. These projects are listed in the Overall Project List *(pages 5.3 and 5.4)*.

Special projects from the overall list have been identified as "Legacy Projects." These are projects that can bring the most significant long term benefits to the quality of life, the environment, and the economic future of downtown Tinley Park.

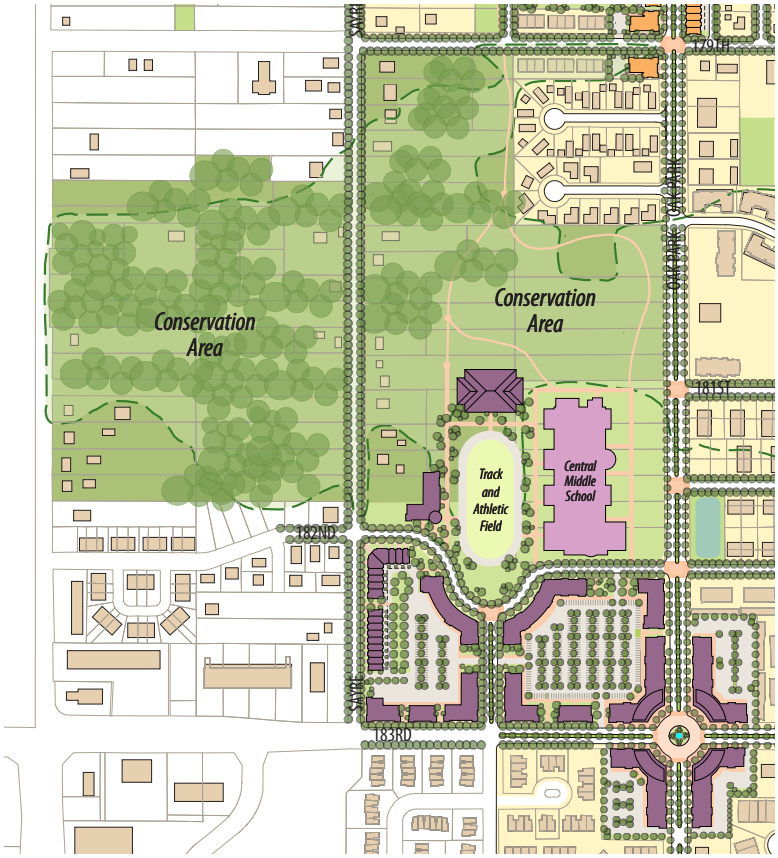
These Legacy Projects include the following:

- STATION PLAZA & PARKING GARAGE
- CIVIC ANCHOR IN DOWNTOWN
- OAK PARK AVENUE STREETSCAPE
- 183RD ST. ROUNDABOUT AS SOUTHERN GATEWAY
- MIDLOTHIAN CREEK PARK & BIKE TRAIL
- NORTH AND SOUTH OAK PARK AVENUE BOULEVARD & BIKE TRAIL
- CONSERVATION OF TREE GROVES
- SOUTHERN GATEWAY CAMPUS DEVELOPMENT
- OFF SITE DETENTION FOR DOWNTOWN
- GREEN DESIGN AND ENVIRONMENTAL BEST MANAGEMENT PRACTICES
- CONSERVATION OF TREE GROVES
- SOUTHERN GATEWAY CAMPUS
- REDEVELOPMENT OF FORMER CENTRAL MIDDLE SCHOOL SITE
- REDEVELOPMENT OF BECHSTEIN PROPERTY



Midlothian Creek park & bike trail

North and south Oak Park Avenue boulevard & bike trail



Conservation of tree groves and southern gateway campus

Redevelopment of former Central Middle School site

Redevelopment of the Bechstein property

Overall Project List

Street Network

- Extend 168th Street east to Oak Park Avenue and align with Tinley Park Drive
- Eliminate frontage road between 168th and 171st Street
- Provide alley access for properties along Oak Park Avenue from 168th Street to 171st Street
- Extend Hubbard Lane to Oak Park Avenue and align with 169th Street
- Reconfigure 170th Street at Harlem to line up with Sandy Lane on west side of Harlem Avenue
- Bridge enhancement for Oak Park Avenue bridge over Midlothian Creek
- Straighten 173rd Street from 67th Street to meet Oak Park Avenue at right angle
- Connect 173rd Street west to Harlem Avenue
- Traffic light at Harlem Avenue and 173rd Place (strengthen 173 Place as an entry to Downtown)
- Create new road from intersection of 175th Street and 71st Avenue to 68th Court along the railroad
- Extend 70th and 69th Avenues to New Street
- Extend 175th Street from 68th Court east to Oak Park Avenue
- Create rear alley access for blocks along Oak Park Avenue from South Street to 179th Street on the east side of Oak Park Avenue
- Create rear alley access for blocks along Oak Park Avenue from Hickory Street to 177th Street on the west side of Oak Park Avenue
- Extend 67th Court to connect between 175th and 176th Streets
- Extend road from intersection of 68th Court and 177th Street south, curve west and back north to 177th Street creating new single
- family lots and public access to open space near existing detention pond
- Extend 178th Street from 66th Court west to Oak Park Avenue, cross and continue west to link to new road extending south from
- 177th Street
- Create 180th Street from Sayer Avenue going west to Harlem Avenue
- Extend 71st Street from 177th Place south around existing pond, to 179th Street
- Create road beginning at Oak Park Avenue, aligned with White Tailed Lane, and continuing west and curving around to meet
- 182nd Street
- Continue Millennium Drive north of 183rd Street to connect with new road
- Roundabout intersection for Oak Park Avenue and 183rd Street
- Extend Convention Center Drive to wrap around potential development sites along I-80 and connect back to Oak Park Avenue
- Provide consistent signage, lighting and amenities for the Oak Park Avenue corridor
- Provide wayfinding signage for Downtown Parking and places of interest

Pedestrian and Bicycle Connections

- Create a trail connection from the 170th Street gateway open space around the wetland and extending to the 169th Street and
- Sayre Avenue intersection.
- Create a creek walk along Midlothian Creek from Harlem Aveneu to the Forest Preserve east of the Central Middle School
- New pedestrian bridges to link Downtown to creekwalk at 67th and 68th Streets
- Creekwalk access point at Midlothian Creek and Oak Park Avenue (relocate VFW Hall)
- North-South bike trail through the Oak Park Avenue corridor
- East-West bike trail along railroad linking park trails in western end of Tinley Park, the 80th Ave Station, the Downtown Train Station and the Forest Preserve trails to the east
- Provide sidewalks for older established neighborhoods
- Provide consistent pedestrian zone along Oak Park Avenue from 167th to 183rd Streets

Parking

- Create parking area in extra deep lots behind retail on west side of Oak Park Avenue between creek and 173rd Street
- Convert parking lot between Oak Park Avenue and 67th Court to public road with angle parking on each side
- Access point of new parking area behind retail should align with new road created in item above
- Align access second point of new parking area behind retail with straightened 173rd Street
- Provide Metra parking along on track side of new road created from 175th Street & 71st Avenue to 68th Court

Redevelopment

- Redevelop shopping center at Oak Park Avenue and 167th Street
- Redevelop block along west side of Oak Park Avenue between newly extended 168th and 169th Streets with single family detached homes
- Redevelop two blocks along west side of Oak Park Avenue between 169th and 171st Streets with rear-loaded rowhouses
- Redevelop the corner of Oak Park Avenue and 171st Street
- New comer buildings at Harlem Avenue and 171st Street
- Redevelop former Central Middle School site with rowhouses, include interior green space
- Redevelop public safety building site or add addition to public safety building
- Redevelop Bechstein site for multifamily, provide central open space
- Redevelop triangle corner at Hickory Street and 175th Street, west of Oak Park Avenue
- Redevelop block bordered by Oak Park Avenue, 174th Place, 175th Street and 67th Court
- Redevelop block bordered by Oak Park, 175th Place, 176th Street and newly extended 67th Court with multi family along
- Oak Park Avenue and rear loaded row houses along 67 Court
- Redevelop east and west side of Oak Park Avenue between 176th and 177th Streets with rear loaded rowhouses
- Possible new school, community center, park or nature center buildings around new quad at South Gateway Area
- Create campus buildings that properly frame Roundabout Gateway

Streetscape

- Provide landscaped medians on Oak Park Avenue from 168th to 170 Street (Ravinia Drive)
- Landscaped median for 171st Street from Harlem to the creek
- Parkway trees and landscape enhancements to strengthen 173 Place as an entry to Downtown
- Provide landscaped medians on Oak Park Avenue from 177th to 183rd Streets

Green Space

- Mid-block connected greenway and detention areas for blocks west of Oak Park Avenue between 168th and 171st Street
- Create a creek side park along the Midlothian Creek near Oak Park Avenue and 171st Street
- Acquire lots along 67th Street between the creek and 171st (east side adjacent to park) and incorporate into Memorial Park
- Create open space along newly extended 67th Court on east side between new street and school building
- Create new running track and quad west of Central Middle School

Which downtown building is your favorite and why?

"Ed & Joes – always has been an important part of downtown Tinley Park

Southwest corner of Oak Park Avenue and South Street – representative of Old Tinley

Train Station – architecture is awesome

Teehan's – architecture and old style charm

Isabella Restaurant – excellent use of an original building

Fulton House – it is historical

Luby's – the best food in Tinley Park

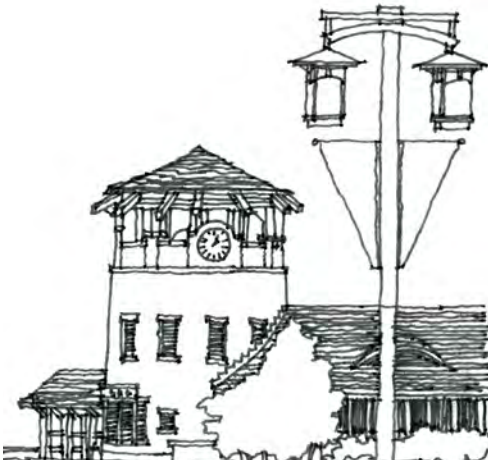
Fountain – aesthetic

Andres Block Building – one of the originals

The Old Vogt building – the most striking when we moved here in 1969

Springfort Hall – shows progress while respecting the past

The now vacant bungalow and Queen-Anne homes between the Clark station and Whitey's Hot Dog – reminds me that Tinley Park has just as much charm as La Grange, Illinois"



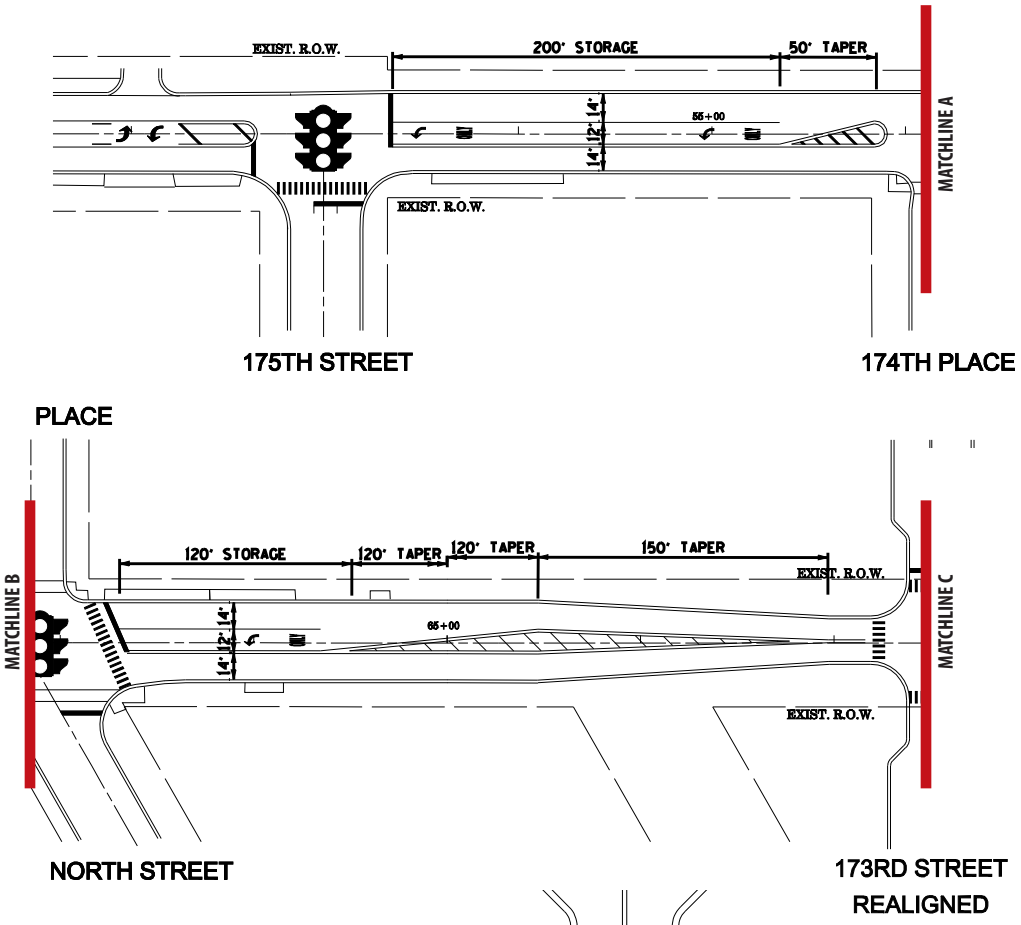
Part Six

APPENDIX

Optional Roadway Configuration for Oak Park Avenue (between 172nd Street and realigned 173rd Street)

The Legacy Plan recommends the following improvements to this section of Oak Park Avenue:

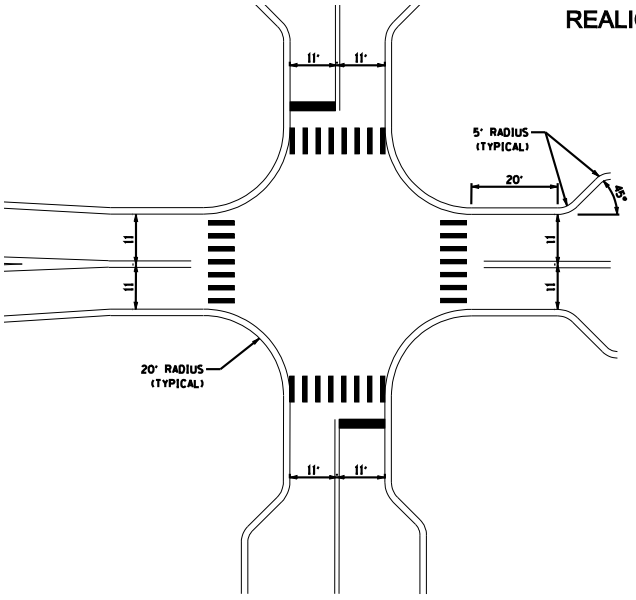
- Realignment of 173rd Street
- Construction of a new street between 172nd Street and 173rd Street (currently named 172nd Place)
- Consolidated access driveways to rear parking lot opposite 172nd Place and 173rd Street
- Closure of multiple curb cuts on Oak Park Avenue between 172nd Place and 173rd Street



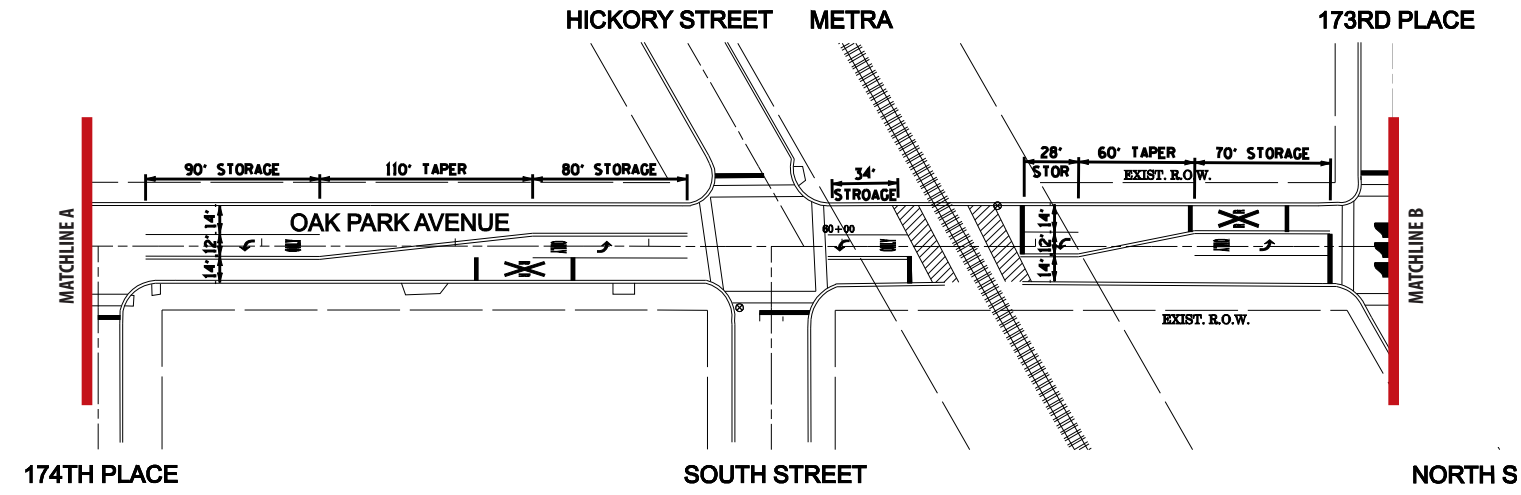
These detailed drawings illustrate the additional options that could be considered to enhance the pedestrian appeal of this section:

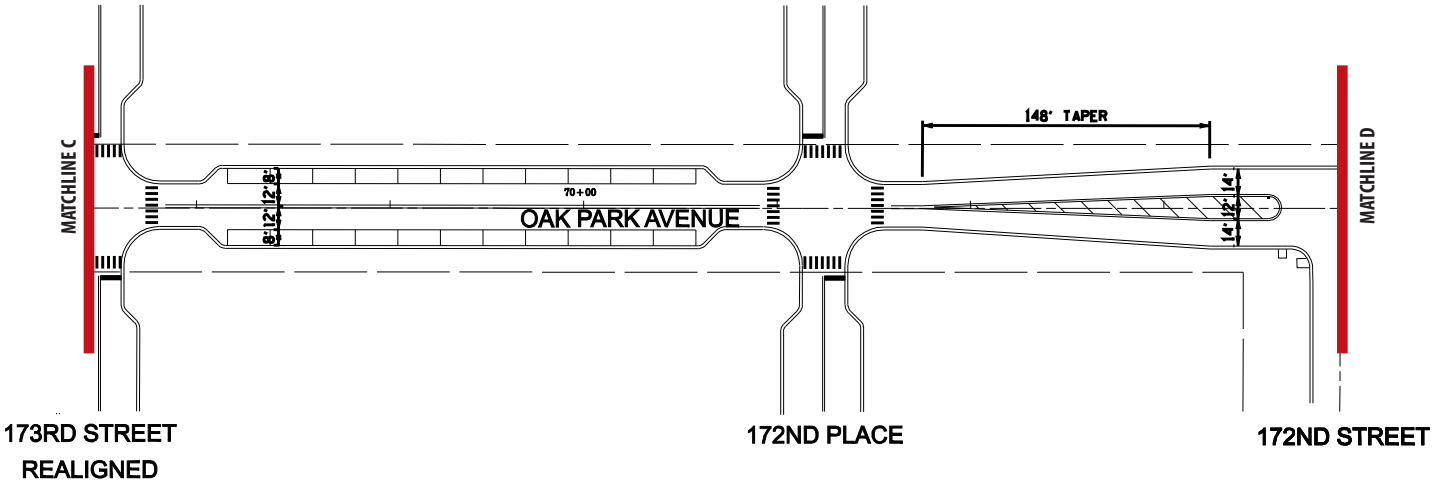
- On street parking lane to help street level retail
- Installation of curb extensions and enhanced crosswalks

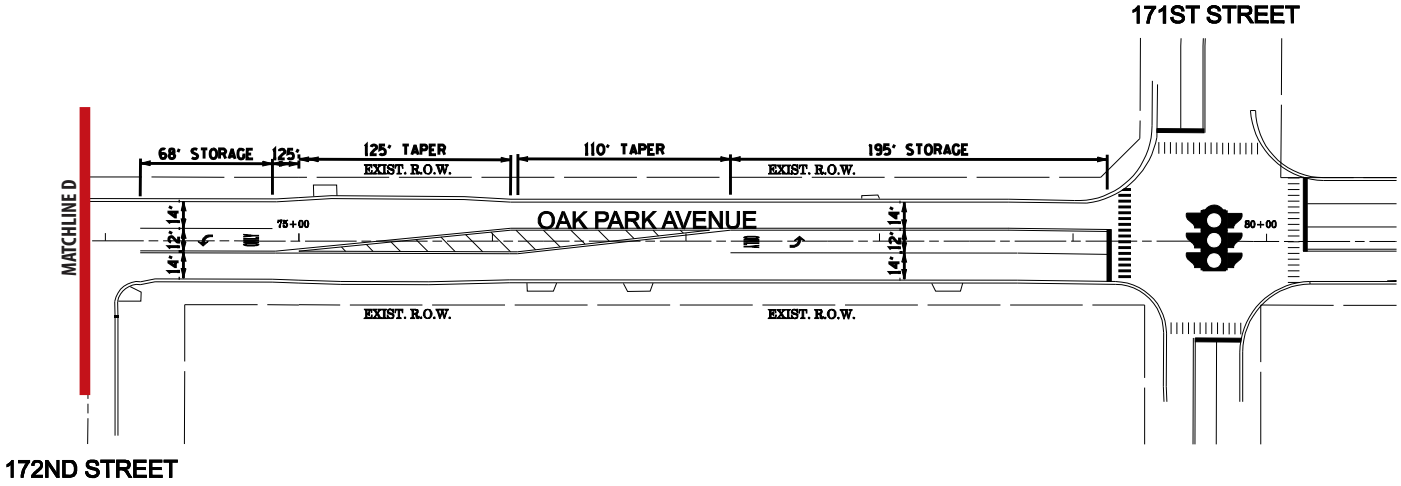
These improvements are designed to calm traffic along Oak Park Avenue, increase opportunities for streetscaping and urban design features, reduce pedestrian crossing distances, and maintain parking spaces on Oak Park Avenue. Detailed landscaping opportunities are shown on the following pages.



BUMPOUT DETAILS (N.T.S.)

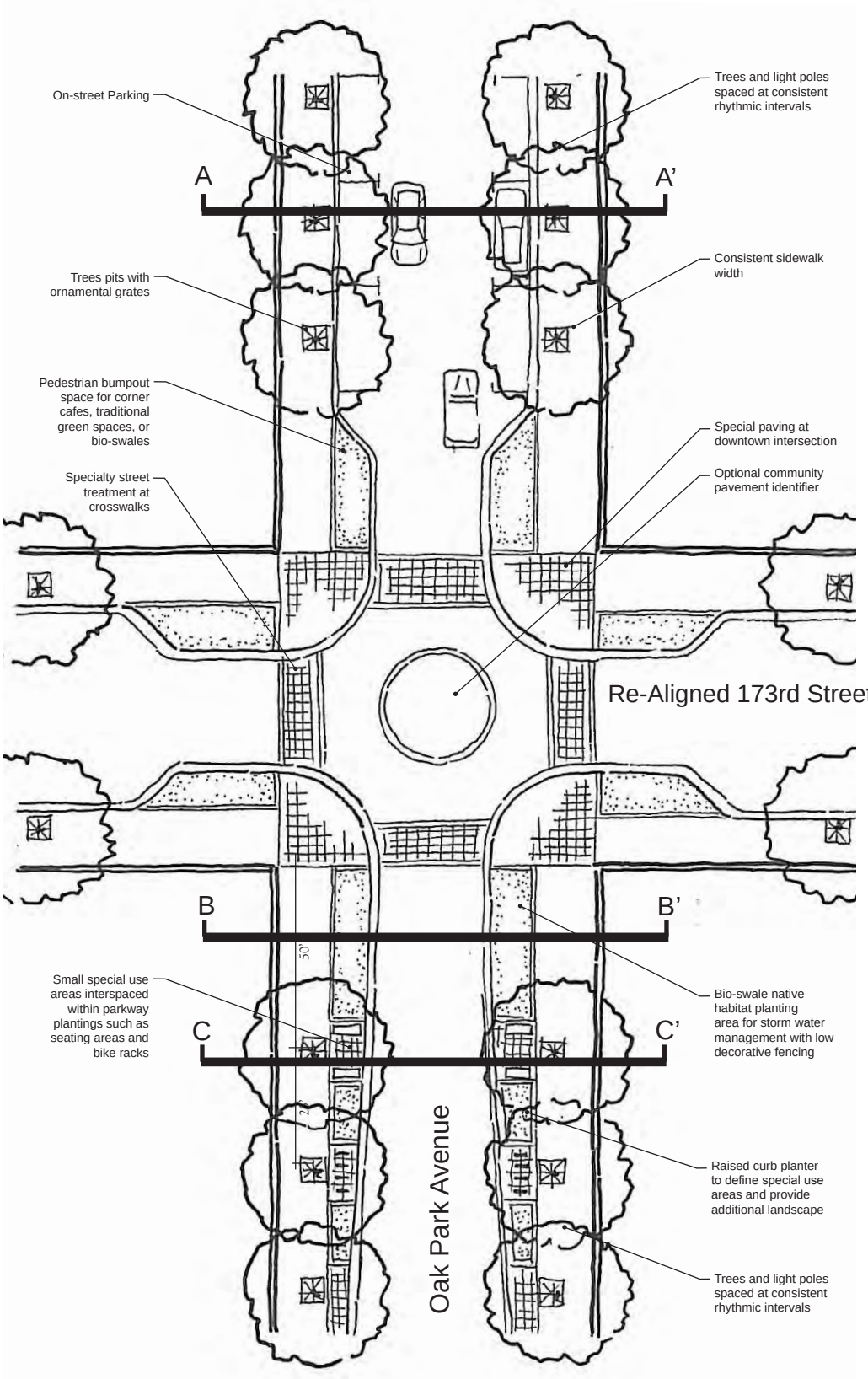

HICKORY STREET
METRA
173RD PLACE
90' STORAGE
110' TAPER
80' STORAGE
34'
STROAGE
28'
STOR
60' TAPER
70' STORAGE
EXIST. R.O.W.
OAK PARK AVENUE
60+00
MATCHLINE A
MATCHLINE B
EXIST. R.O.W.
174TH PLACE
SOUTH STREET
NORTH S


148' TAPER
MATCHLINE C
MATCHLINE D
70+00
OAK PARK AVENUE
173RD STREET
REALIGNED
172ND PLACE
172ND STREET

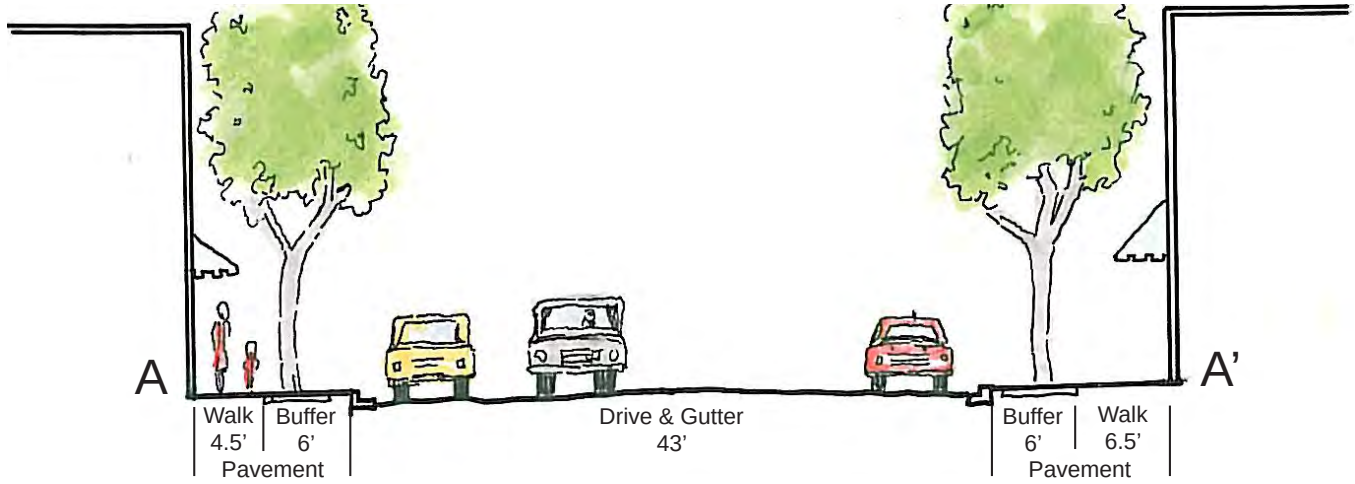

171ST STREET
68' STORAGE
125'
125' TAPER
EXIST. R.O.W.
110' TAPER
195' STORAGE
EXIST. R.O.W.
MATCHLINE D
75+00
OAK PARK AVENUE
80+00
EXIST. R.O.W.
EXIST. R.O.W.
172ND STREET

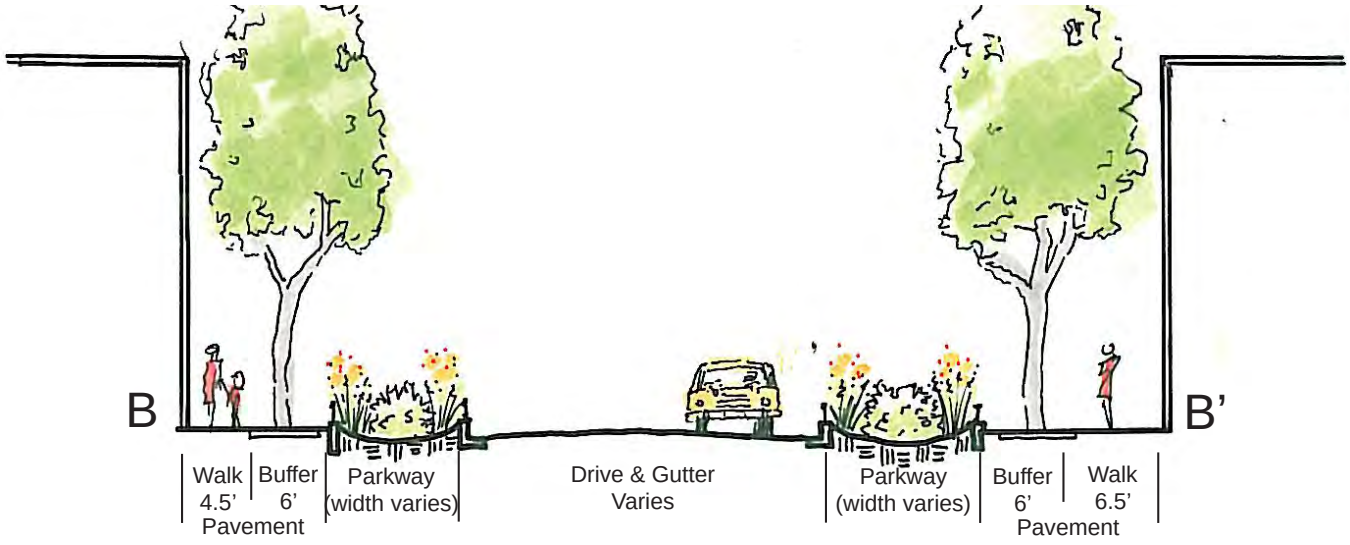
Optional Streetscape Concepts for Oak Park Avenue

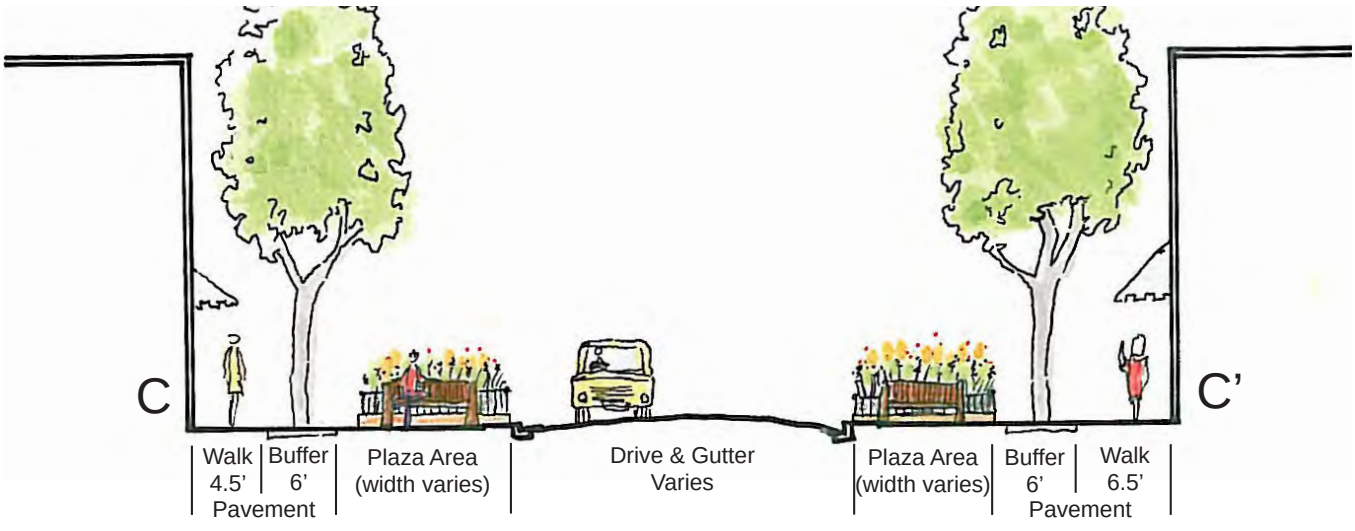
(between 172nd Street and realigned 173rd Street)



Optional Street Sections
(between 172nd Street and realigned 173rd Street)







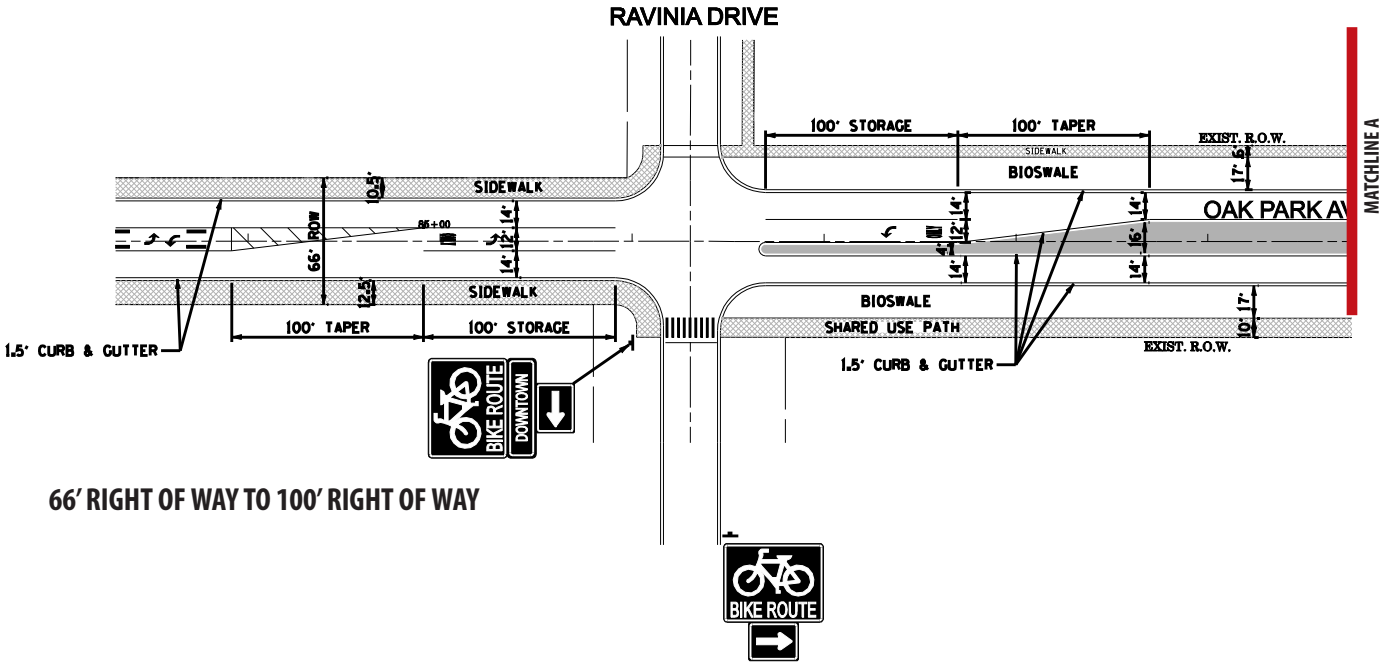
Potential Right of Way Transition Diagrams

Oak Park Avenue consists of three different right of way dimensions:

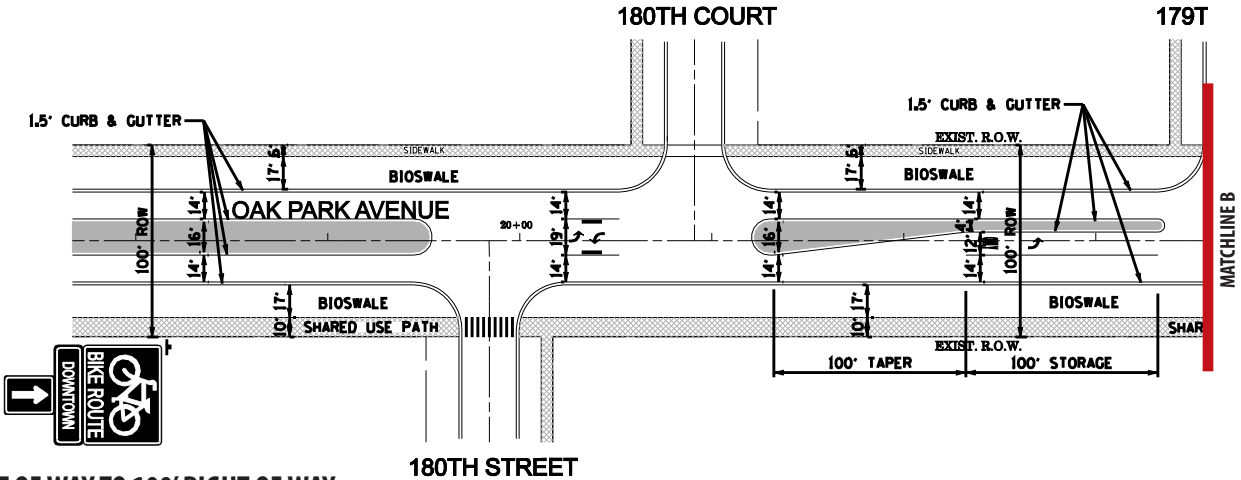
1. Northern portion, from 159th Street to Ravinia Drive/170th Street.: 100' R.O.W.

2. Center and predominantly downtown section, from RaviniaDrive/170th Street to 175th Street.: 66' R.O.W.

3. Southern portion: from 175th Street to 179th Street. : 80' R.O.W.
   179th Street and continuing south: 100' R.O.W.

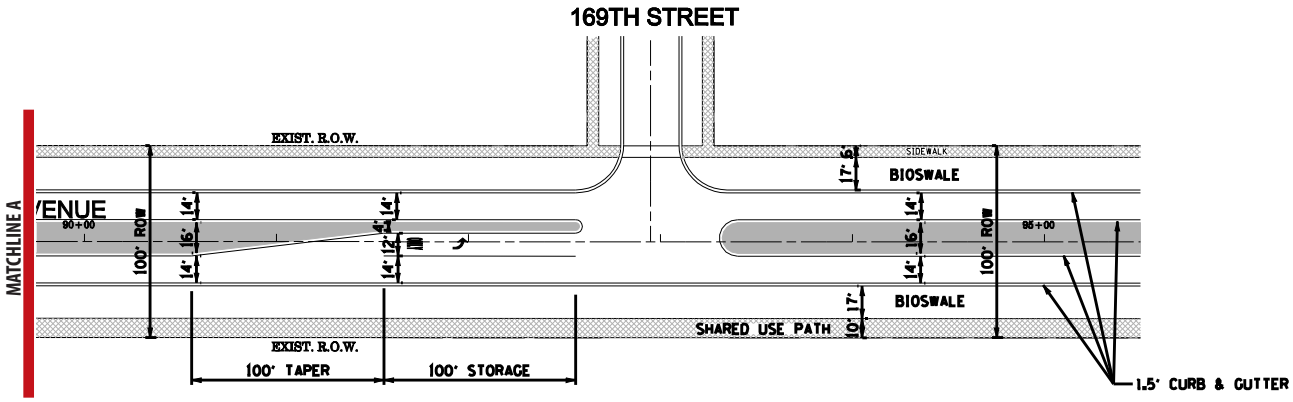


66' RIGHT OF WAY TO 100' RIGHT OF WAY



80' RIGHT OF WAY TO 100' RIGHT OF WAY

The Legacy Plan recommends that the 80 foot and 100 foot sections of Oak Park Avenue be transitioned in the long term to a boulevard with a landscaped median at the center. The diagrams below show options for how sidewalks, medians, bike lanes and traffic lanes can transition between the narrower Downtown section and the future boulevard sections.



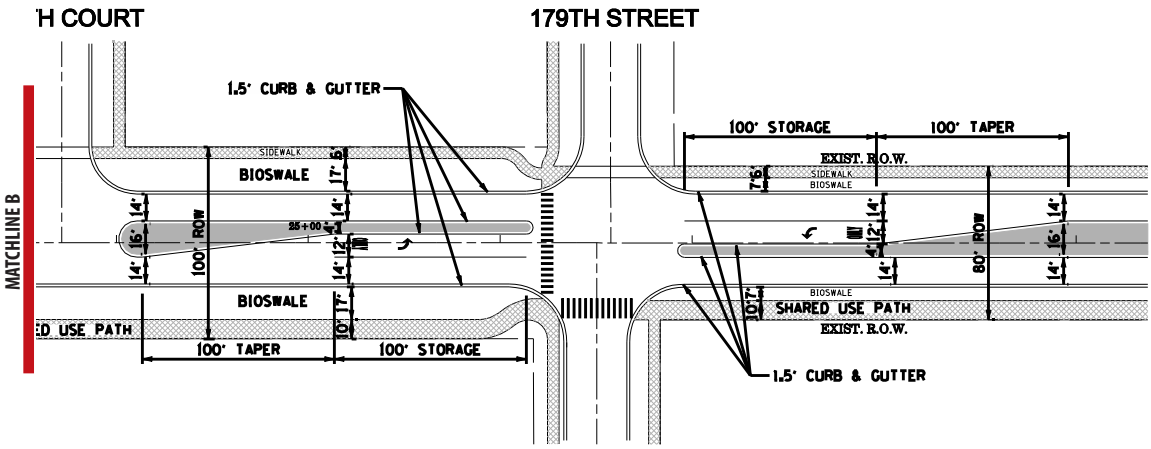
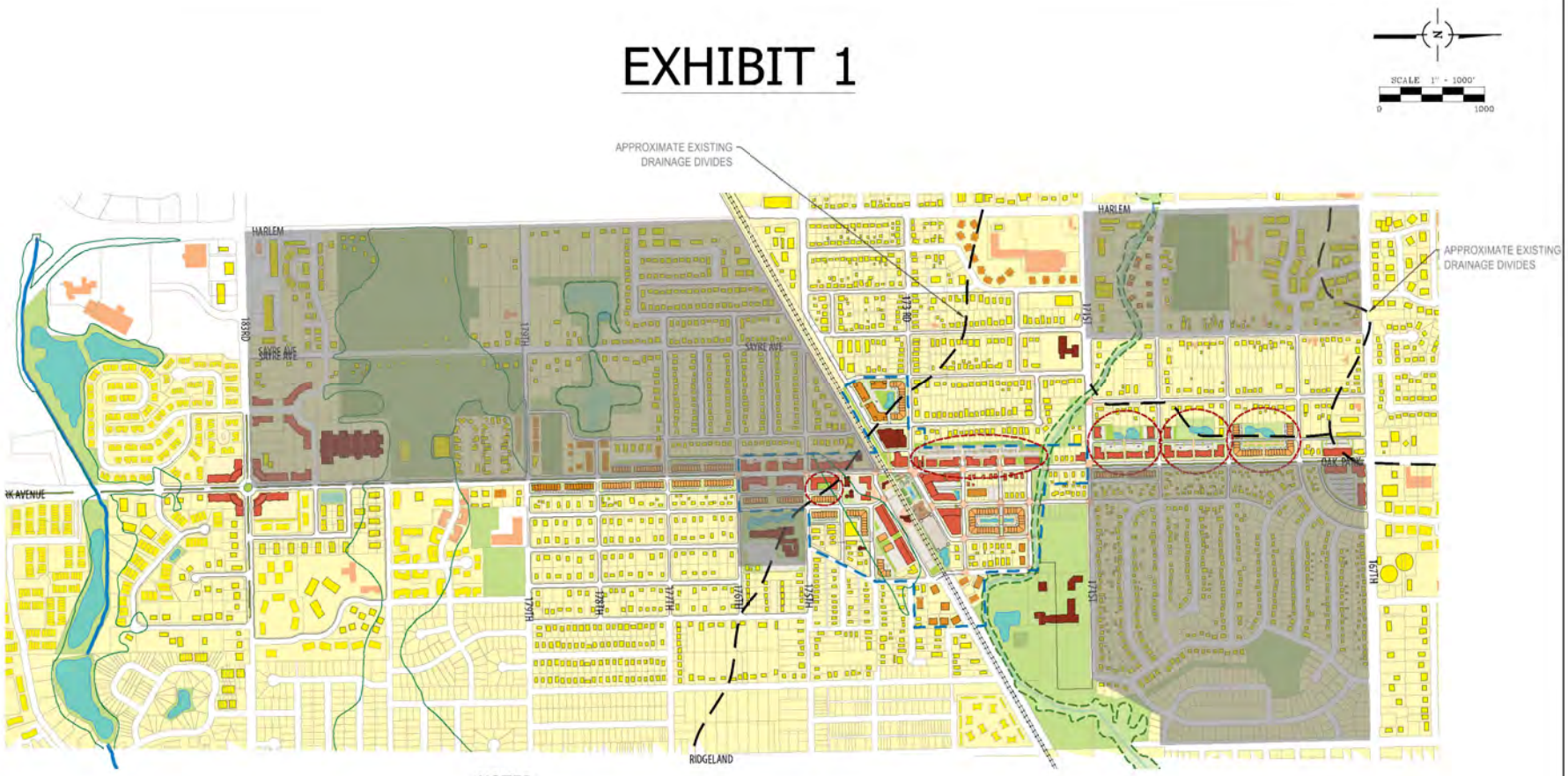


EXHIBIT 1



AREAS WHERE DETENTION IS ALREADY PROVIDED (PER INFORMATION RECEIVED FROM ROBINSON ENGINEERING)

NOTES:

1. FOR AREAS WITH EXISTING DETENTION PROVIDED, NO ADDITIONAL DETENTION WILL BE REQUIRED OR PROVIDED IF THERE IS NO CHANGE IN USE.
2. DETENTION REQUIRED FOR REDEVELOPED COMMERCIAL & MULTIFAMILY AREAS:
   - AREAS 0-5 ACRES TO FOLLOW CURRENT VILLAGE ORDINANCE
   - AREAS GREATER THAN 5 ACRES TO FOLLOW CURRENT MWRD ORDINANCE
   - NEW MWRD ORDINANCE MAY GO INTO EFFECT IN LATE 2010. AT THAT TIME, AREAS GREATER THAN 3 ACRES WILL FOLLOW MWRD DETENTION REQUIREMENTS.

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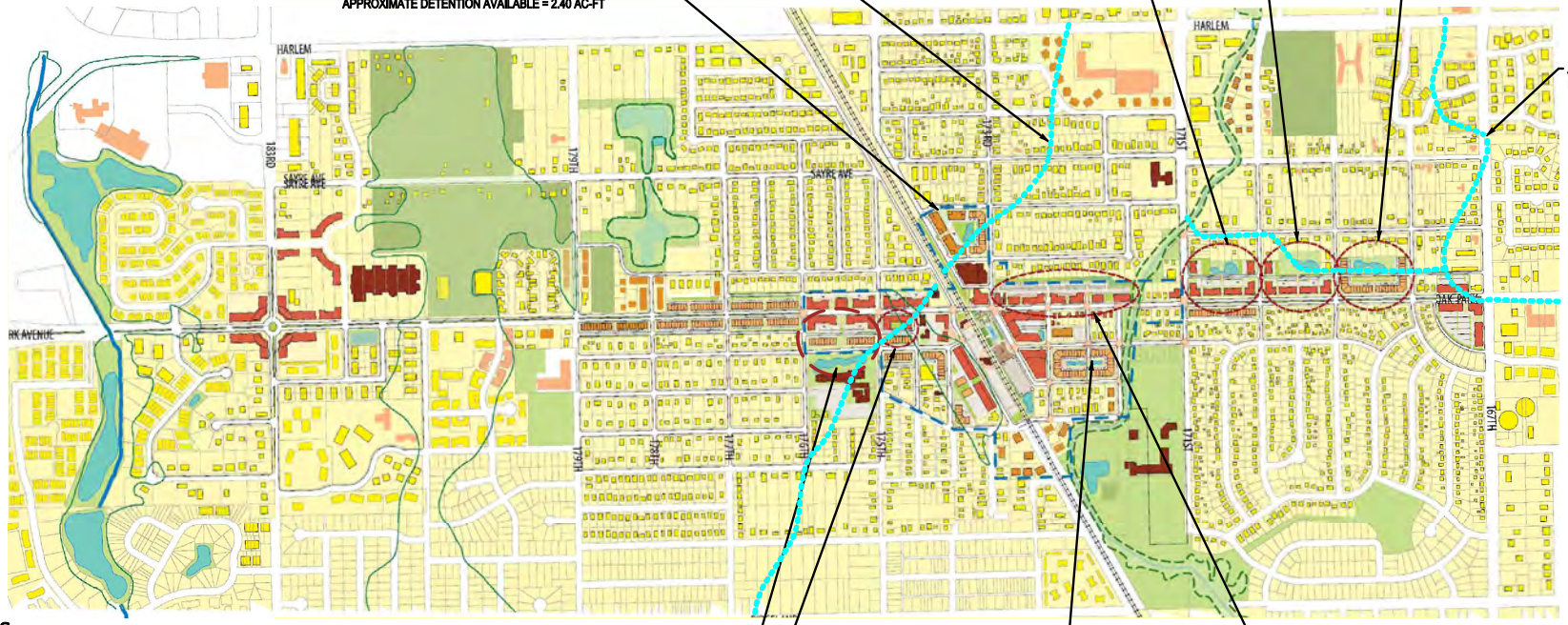
EXHIBIT 2



BLOCK 2
TOTAL BLOCK AREA = 4.61 AC
C-VALUE = 0.67
APPROXIMATE DETENTION REQUIRED = 2.10 AC-FT
APPROXIMATE DETENTION AVAILABLE = 6.00 AC-FT

BLOCK 3
TOTAL BLOCK AREA = 4.34 AC
C-VALUE = 0.71
APPROXIMATE DETENTION REQUIRED = 2.06 AC-FT
APPROXIMATE DETENTION AVAILABLE = 2.16 AC-FT

BLOCK 1
TOTAL BLOCK AREA = 4.46 AC
C-VALUE = 0.68
APPROXIMATE DETENTION REQUIRED = 2.06 AC-FT
APPROXIMATE DETENTION AVAILABLE = 4.30 AC-FT

BLOCK 6
TOTAL BLOCK AREA = 3.75 AC
C-VALUE = 0.70
APPROXIMATE DETENTION REQUIRED = 1.79 AC-FT
APPROXIMATE DETENTION AVAILABLE = 2.40 AC-FT

APPROXIMATE EXISTING DRAINAGE DIVIDES

APPROXIMATE EXISTING DRAINAGE DIVIDES

BLOCK 8
TOTAL BLOCK AREA = 5.51 AC
C-VALUE = 0.75
APPROXIMATE DETENTION REQUIRED = 2.78 AC-FT
APPROXIMATE DETENTION AVAILABLE = 6.80 AC-FT

BLOCK 7
TOTAL BLOCK AREA = 1.42 AC
C-VALUE = 0.71
APPROXIMATE DETENTION REQUIRED = 0.71 AC-FT
ALL DETENTION TO BE PROVIDED IN REGIONAL DETENTION FACILITY

BLOCK 4
TOTAL BLOCK AREA = 3.30 AC
C-VALUE = 0.73
APPROXIMATE DETENTION REQUIRED = 1.63 AC-FT
APPROXIMATE DETENTION AVAILABLE = 1.10 AC-FT
DETENTION TO BE PROVIDED IN REGIONAL DETENTION FACILITY = 0.53 AC-FT

BLOCK 5
C-VALUE = 0.37
APPROXIMATE DETENTION REQUIRED = 1.63 AC-FT
APPROXIMATE DETENTION PROVIDED IN PERMEABLE PAVER BASE = 1.29 AC-FT
DETENTION TO BE PROVIDED IN REGIONAL DETENTION FACILITY = 0.34 AC-FT

SCALE 1" - 1000'
0 1000

NOTES:

1. ALL REQUIRED DETENTION VOLUMES ARE BASED ON THE CURRENT BULLETIN 70 RAINFALL DATA
2. DETENTION REQUIRED ASSUMES 0.00 CFS RELEASE RATE FOR WORST CASE SCENARIO.
3. DETENTION VOLUMES PROVIDED ARE BASED ON A 5' DEEP BASIN WITH 4:1 SIDE SLOPES.
4. PERMEABLE PAVER BASE IS ASSUMED TO BE 14" OVERALL THICKNESS WHICH PROVIDES 0.47 AC-FT OF DETENTION PER ACRE OF SURFACE. ASSUME ZERO RUN-OFF ON PERMEABLE PAVERS.
5. C-VALUES ARE APPROXIMATED BASED ON CURRENT REDEVELOPMENT PLAN BY GINGKO PLANNING AND DESIGN.

REVISED 10/20/09
REVISED 10/26/09

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DETENTION STORAGE CALCULATIONS - BLOCK 1

(Bulletin 70 Rainfall Intensities)

PROJECT: Tinley Park Downtown Redevelopment
JOB NO.: 5875
DATE : 19-Oct-09

TRIBUTARY AREA = 4.46 acres
COMPOSITE RUNOFF COEFFICIENT = 0.68
ALLOWABLE RELEASE RATE = 0.00 cfs

COMPUTED DETENTION STORAGE = **2.063 acre-ft**

DURATION (hours)	TIME (min.)	RAINFALL INTENSITY (in/hr)	INFLOW RATE (cfs)	STORED RATE (cfs)	RESERVOIR SIZE (ac-ft)
0.08	5	10.90	33.06	33.06	0.228
0.17	10	10.02	30.39	30.39	0.419
0.25	15	8.20	24.87	24.87	0.514
0.33	20	7.30	22.14	22.14	0.610
0.50	30	5.60	16.98	16.98	0.702
0.67	40	4.58	13.89	13.89	0.765
0.83	50	3.97	12.04	12.04	0.829
1	60	3.56	10.80	10.80	0.893
1.5	90	2.68	8.13	8.13	1.008
2	120	2.24	6.79	6.79	1.122
3	180	1.62	4.91	4.91	1.217
4	240	1.40	4.25	4.25	1.405
5	300	1.17	3.55	3.55	1.467
6	360	0.95	2.88	2.88	1.428
7	420	0.83	2.52	2.52	1.458
8	480	0.75	2.27	2.27	1.501
9	540	0.68	2.06	2.06	1.532
10	600	0.63	1.91	1.91	1.579
11	660	0.59	1.79	1.79	1.627
12	720	0.55	1.67	1.67	1.656
18	1080	0.39	1.18	1.18	1.755
24	1440	0.32	0.97	0.97	1.924
36	2160	0.22	0.67	0.67	1.993
48	2880	0.17	0.52	0.52	***2.063*** ←

DETENTION STORAGE CALCULATIONS - BLOCK 2

(Bulletin 70 Rainfall Intensities)

PROJECT: Tinley Park Downtown Redevelopment
JOB NO.: 5875
DATE : 19-Oct-09

TRIBUTARY AREA = 4.61 acres
COMPOSITE RUNOFF COEFFICIENT = 0.67
ALLOWABLE RELEASE RATE = 0.00 cfs

COMPUTED DETENTION STORAGE = **2.102 acre-ft**

DURATION (hours)	TIME (min.)	RAINFALL INTENSITY (in/hr)	INFLOW RATE (cfs)	STORED RATE (cfs)	RESERVOIR SIZE (ac-ft)
0.08	5	10.90	33.67	33.67	0.232
0.17	10	10.02	30.95	30.95	0.426
0.25	15	8.20	25.33	25.33	0.523
0.33	20	7.30	22.55	22.55	0.621
0.50	30	5.60	17.30	17.30	0.715
0.67	40	4.58	14.15	14.15	0.780
0.83	50	3.97	12.26	12.26	0.844
1	60	3.56	11.00	11.00	0.909
1.5	90	2.68	8.28	8.28	1.026
2	120	2.24	6.92	6.92	1.144
3	180	1.62	5.00	5.00	1.240
4	240	1.40	4.32	4.32	1.428
5	300	1.17	3.61	3.61	1.492
6	360	0.95	2.93	2.93	1.453
7	420	0.83	2.56	2.56	1.481
8	480	0.75	2.32	2.32	1.534
9	540	0.68	2.10	2.10	1.562
10	600	0.63	1.95	1.95	1.612
11	660	0.59	1.82	1.82	1.655
12	720	0.55	1.70	1.70	1.686
18	1080	0.39	1.20	1.20	1.785
24	1440	0.32	0.99	0.99	1.964
36	2160	0.22	0.68	0.68	2.023
48	2880	0.17	0.53	0.53	***2.102*** ←

DETENTION STORAGE CALCULATIONS - BLOCK 3

(Bulletin 70 Rainfall Intensities)

PROJECT: Tinley Park Downtown Redevelopment
JOB NO.: 5875
DATE : 19-Oct-09

TRIBUTARY AREA = 4.34 acres
COMPOSITE RUNOFF COEFFICIENT = 0.71
ALLOWABLE RELEASE RATE = 0.00 cfs

COMPUTED DETENTION STORAGE = **2.063 acre-ft**

DURATION (hours)	TIME (min.)	RAINFALL INTENSITY (in/hr)	INFLOW RATE (cfs)	STORED RATE (cfs)	RESERVOIR SIZE (ac-ft)
0.08	5	10.90	33.59	33.59	0.231
0.17	10	10.02	30.88	30.88	0.425
0.25	15	8.20	25.27	25.27	0.522
0.33	20	7.30	22.49	22.49	0.620
0.50	30	5.60	17.26	17.26	0.713
0.67	40	4.58	14.11	14.11	0.777
0.83	50	3.97	12.23	12.23	0.842
1	60	3.56	10.97	10.97	0.907
1.5	90	2.68	8.26	8.26	1.024
2	120	2.24	6.90	6.90	1.140
3	180	1.62	4.99	4.99	1.237
4	240	1.40	4.31	4.31	1.425
5	300	1.17	3.61	3.61	1.492
6	360	0.95	2.93	2.93	1.453
7	420	0.83	2.56	2.56	1.481
8	480	0.75	2.31	2.31	1.527
9	540	0.68	2.10	2.10	1.562
10	600	0.63	1.94	1.94	1.603
11	660	0.59	1.82	1.82	1.655
12	720	0.55	1.69	1.69	1.676
18	1080	0.39	1.20	1.20	1.785
24	1440	0.32	0.99	0.99	1.964
36	2160	0.22	0.68	0.68	2.023
48	2880	0.17	0.52	0.52	***2.063*** ←

DETENTION STORAGE CALCULATIONS - BLOCK 4

(Bulletin 70 Rainfall Intensities)

PROJECT: Tinley Park Downtown Redevelopment
JOB NO.: 5875
DATE : 19-Oct-09

TRIBUTARY AREA = 3.30 acres
COMPOSITE RUNOFF COEFFICIENT = 0.73
ALLOWABLE RELEASE RATE = 0.00 cfs

COMPUTED DETENTION STORAGE = **1.626 acre-ft**

DURATION (hours)	TIME (min.)	RAINFALL INTENSITY (in/hr)	INFLOW RATE (cfs)	STORED RATE (cfs)	RESERVOIR SIZE (ac-ft)
0.08	5	10.90	26.26	26.26	0.181
0.17	10	10.02	24.14	24.14	0.333
0.25	15	8.20	19.75	19.75	0.408
0.33	20	7.30	17.59	17.59	0.485
0.50	30	5.60	13.49	13.49	0.557
0.67	40	4.58	11.03	11.03	0.608
0.83	50	3.97	9.56	9.56	0.658
1	60	3.56	8.58	8.58	0.709
1.5	90	2.68	6.46	6.46	0.801
2	120	2.24	5.40	5.40	0.893
3	180	1.62	3.90	3.90	0.967
4	240	1.40	3.37	3.37	1.114
5	300	1.17	2.82	2.82	1.165
6	360	0.95	2.29	2.29	1.136
7	420	0.83	2.00	2.00	1.157
8	480	0.75	1.81	1.81	1.197
9	540	0.68	1.64	1.64	1.220
10	600	0.63	1.52	1.52	1.256
11	660	0.59	1.42	1.42	1.291
12	720	0.55	1.32	1.32	1.309
18	1080	0.39	0.94	0.94	1.398
24	1440	0.32	0.77	0.77	1.527
36	2160	0.22	0.53	0.53	1.577
48	2880	0.17	0.41	0.41	***1.626*** ←

DETENTION STORAGE CALCULATIONS - BLOCK 5

(Bulletin 70 Rainfall Intensities)

PROJECT: Tinley Park Downtown Redevelopment
JOB NO.: 5875
DATE : 19-Oct-09

TRIBUTARY AREA = 6.48 acres
COMPOSITE RUNOFF COEFFICIENT = 0.37
ALLOWABLE RELEASE RATE = 0.00 cfs

COMPUTED DETENTION STORAGE = **1.626 acre-ft**

DURATION (hours)	TIME (min.)	RAINFALL INTENSITY (in/hr)	INFLOW RATE (cfs)	STORED RATE (cfs)	RESERVOIR SIZE (ac-ft)
0.08	5	10.90	26.13	26.13	0.180
0.17	10	10.02	24.02	24.02	0.331
0.25	15	8.20	19.66	19.66	0.406
0.33	20	7.30	17.50	17.50	0.482
0.50	30	5.60	13.43	13.43	0.555
0.67	40	4.58	10.98	10.98	0.605
0.83	50	3.97	9.52	9.52	0.656
1	60	3.56	8.54	8.54	0.706
1.5	90	2.68	6.43	6.43	0.797
2	120	2.24	5.37	5.37	0.888
3	180	1.62	3.88	3.88	0.962
4	240	1.40	3.36	3.36	1.111
5	300	1.17	2.81	2.81	1.161
6	360	0.95	2.28	2.28	1.131
7	420	0.83	1.99	1.99	1.151
8	480	0.75	1.80	1.80	1.190
9	540	0.68	1.63	1.63	1.212
10	600	0.63	1.51	1.51	1.248
11	660	0.59	1.41	1.41	1.282
12	720	0.55	1.32	1.32	1.309
18	1080	0.39	0.94	0.94	1.398
24	1440	0.32	0.77	0.77	1.527
36	2160	0.22	0.53	0.53	1.577
48	2880	0.17	0.41	0.41	***1.626*** ←

DETENTION STORAGE CALCULATIONS - BLOCK 6

(Bulletin 70 Rainfall Intensities)

PROJECT: Tinley Park Downtown Redevelopment
JOB NO.: 5875
DATE : 19-Oct-09

TRIBUTARY AREA = 3.75 acres
COMPOSITE RUNOFF COEFFICIENT = 0.70
ALLOWABLE RELEASE RATE = 0.00 cfs

COMPUTED DETENTION STORAGE = **1.785 acre-ft**

DURATION (hours)	TIME (min.)	RAINFALL INTENSITY (in/hr)	INFLOW RATE (cfs)	STORED RATE (cfs)	RESERVOIR SIZE (ac-ft)
0.08	5	10.90	28.61	28.61	0.197
0.17	10	10.02	26.30	26.30	0.362
0.25	15	8.20	21.53	21.53	0.445
0.33	20	7.30	19.16	19.16	0.528
0.50	30	5.60	14.70	14.70	0.607
0.67	40	4.58	12.02	12.02	0.662
0.83	50	3.97	10.42	10.42	0.718
1	60	3.56	9.35	9.35	0.773
1.5	90	2.68	7.04	7.04	0.873
2	120	2.24	5.88	5.88	0.972
3	180	1.62	4.25	4.25	1.054
4	240	1.40	3.68	3.68	1.217
5	300	1.17	3.07	3.07	1.269
6	360	0.95	2.49	2.49	1.235
7	420	0.83	2.18	2.18	1.261
8	480	0.75	1.97	1.97	1.302
9	540	0.68	1.79	1.79	1.331
10	600	0.63	1.65	1.65	1.364
11	660	0.59	1.55	1.55	1.409
12	720	0.55	1.44	1.44	1.428
18	1080	0.39	1.02	1.02	1.517
24	1440	0.32	0.84	0.84	1.666
36	2160	0.22	0.58	0.58	1.726
48	2880	0.17	0.45	0.45	***1.785*** ←

DETENTION STORAGE CALCULATIONS - BLOCK 7

(Bulletin 70 Rainfall Intensities)

PROJECT: Tinley Park Downtown Redevelopment
JOB NO.: 5875
DATE : 19-Oct-09

TRIBUTARY AREA = 1.42 acres
COMPOSITE RUNOFF COEFFICIENT = 0.74
ALLOWABLE RELEASE RATE = 0.00 cfs

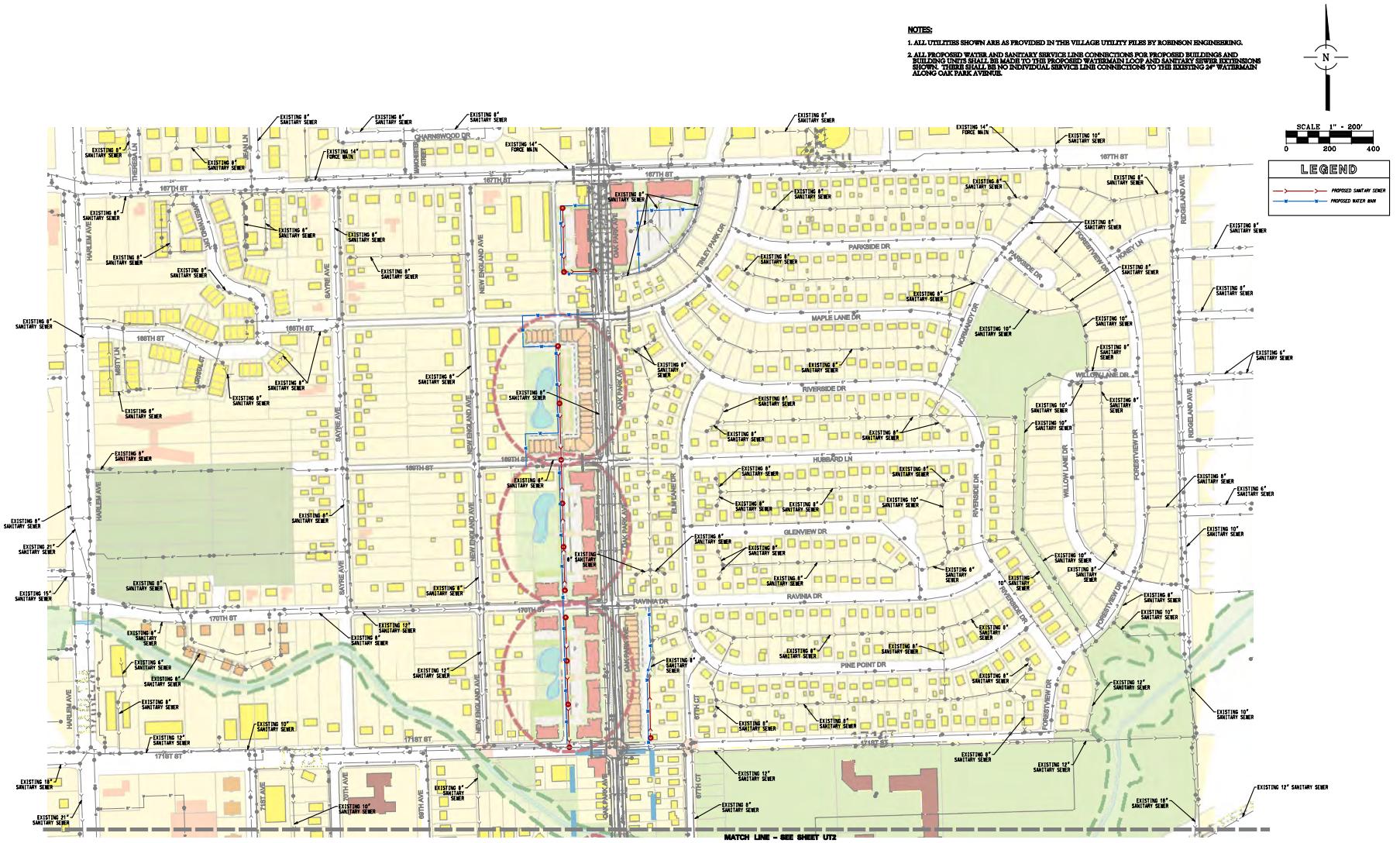
COMPUTED DETENTION STORAGE = **0.714 acre-ft**

DURATION (hours)	TIME (min.)	RAINFALL INTENSITY (in/hr)	INFLOW RATE (cfs)	STORED RATE (cfs)	RESERVOIR SIZE (ac-ft)
0.08	5	10.90	11.45	11.45	0.079
0.17	10	10.02	10.53	10.53	0.145
0.25	15	8.20	8.62	8.62	0.178
0.33	20	7.30	7.67	7.67	0.211
0.50	30	5.60	5.88	5.88	0.243
0.67	40	4.58	4.81	4.81	0.265
0.83	50	3.97	4.17	4.17	0.287
1	60	3.56	3.74	3.74	0.309
1.5	90	2.68	2.82	2.82	0.350
2	120	2.24	2.35	2.35	0.388
3	180	1.62	1.70	1.70	0.421
4	240	1.40	1.47	1.47	0.486
5	300	1.17	1.23	1.23	0.508
6	360	0.95	1.00	1.00	0.496
7	420	0.83	0.87	0.87	0.503
8	480	0.75	0.79	0.79	0.522
9	540	0.68	0.71	0.71	0.528
10	600	0.63	0.66	0.66	0.545
11	660	0.59	0.62	0.62	0.564
12	720	0.55	0.58	0.58	0.575
18	1080	0.39	0.41	0.41	0.610
24	1440	0.32	0.34	0.34	0.674
36	2160	0.22	0.23	0.23	0.684
48	2880	0.17	0.18	0.18	***0.714*** ←

NOTES:

1. ALL UTILITIES SHOWN ARE AS PROVIDED IN THE VILLAGE UTILITY FILES BY ROBINSON ENGINEERING.

2. ALL PROPOSED WATER AND SANITARY SERVICE LINE CONNECTIONS FOR PROPOSED BUILDINGS AND BUILDING UNITS SHALL BE MADE TO THE PROPOSED WATERMAIN LOOP AND SANITARY SEWER EXTENSIONS SHOWN. THERE SHALL BE NO INDIVIDUAL SERVICE LINE CONNECTIONS TO THE EXISTING 24" WATERMAIN ALONG OAK PARK AVENUE.



NO.	DATE	REMARKS

NO.	DATE	REMARKS

CONCEPT UTILITY PLAN - 169th ST. TO 171st ST.

DOWNTOWN REDEVELOPMENT
TINLEY PARK, IL

CONSULTING ENGINEERS
SITE DEVELOPMENT PLANNERS
LAND SURVEYORS
13477 N. Division Street,
Morris, Illinois 60450
Phone: (815) 941-0280 Fax: (815) 941-0282

FILENAME:
5875UTILITY_EXB01.DGN

DATE:
9/21/09

JOB NO.
5875

SHEET
UT1
1 OF 3

N

SCALE 1" = 200'

0 200 400

NOTES:

1. ALL UTILITIES SHOWN ARE AS PROVIDED IN THE VILLAGE UTILITY FILES BY ROBINSON ENGINEERING.
2. ALL PROPOSED WATER AND SANITARY SERVICE LINE CONNECTIONS FOR PROPOSED BUILDINGS AND BUILDING UNITS SHALL BE MADE TO THE PROPOSED WATERMAIN LOOP AND SANITARY SEWER EXTENSIONS SHOWN. THERE SHALL BE NO INDIVIDUAL SERVICE LINE CONNECTIONS TO THE EXISTING 24" WATERMAIN ALONG OAK PARK AVENUE.

LEGEND

- PROPOSED SANITARY SEWER
- PROPOSED WATER MAIN

NO.	DATE	REMARKS

NO.	DATE	REMARKS

CONCEPT UTILITY PLAN - 171st ST. TO 177th ST.

DOWNTOWN REDEVELOPMENT

TINLEY PARK, IL

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
1367 N. Division Street,
Morris, Illinois 60450
Phone: (815) 941-0260 Fax: (815) 941-0263
SPACECO INC.

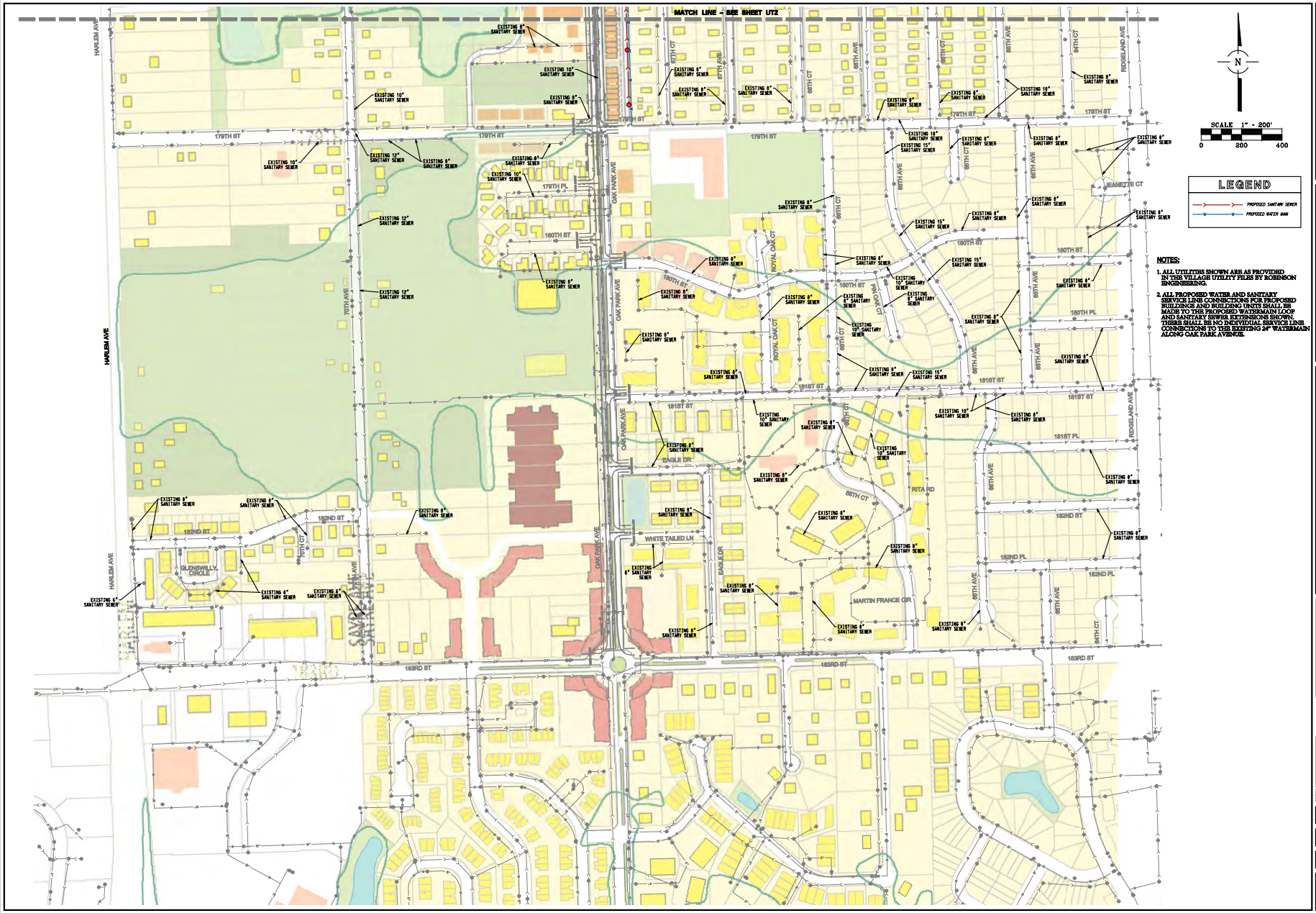
FILENAME: 5875UTILITY_EXB02.DGN

DATE: 9/21/09

JOB NO. 5875

SHEET UT2

2 OF 3



NO.	DATE	REMARKS

NO.	DATE	REMARKS

CONCEPT UTILITY PLAN - 177th ST. TO 183rd ST.

DOWNTOWN REDEVELOPMENT
TINLEY PARK, IL

ENGINEERING ENTERPRISE, INC.
CIVIL ENVIRONMENTAL STRUCTURAL TRANSPORTATION
1567 N. Division Street, Morris, Illinois 60450
Phones: (815) 941-0280 Fax: (815) 941-0283

SPACECO INC.

FILENAME: 5875UTILITY_EXB03.DGN

DATE: 9/21/09

JOB NO. 5875

SHEET UT3 3 OF 3

SPACECO INC.
1367 Division Street, Morris, Illinois 60450
Phone: (815) 941-0260 Fax (815) 941-0263

JOB 5875
SHEET NO. _____ OF _____
CALCULATED BY SM DATE 10/20/09
CHECKED BY _____ DATE _____
SCALE _____

OFF-SITE DETENTION FACILITY

VOLUME OF DETENTION TO BE STORED OFF SITE (TOTAL SHORTAGE OF ON-SITE DETENTION) = 1.58 AC-FT

TOTAL REQUIRED VOLUME = 12.15 ac-ft

$$\frac{1.58 \text{ ac-ft}}{12.15 \text{ ac-ft}} = 13\% \text{ Shortage}$$

TOTAL AREA OF 7 BLOCKS WITH REQ. DETENTION = ±28.36 AC

APPROXIMATE AREA SHORT ON DETENTION = 28.36 (13%)
= 3.69 acres

AVERAGE C-VALUE FOR ALL 7 BLOCKS = 0.62
(BASED ON CURRENT GINKGO PLAN)

ASSUME, TO BE CONSERVATIVE, A T_c = 10 min.

Storm Sewer Tabulation

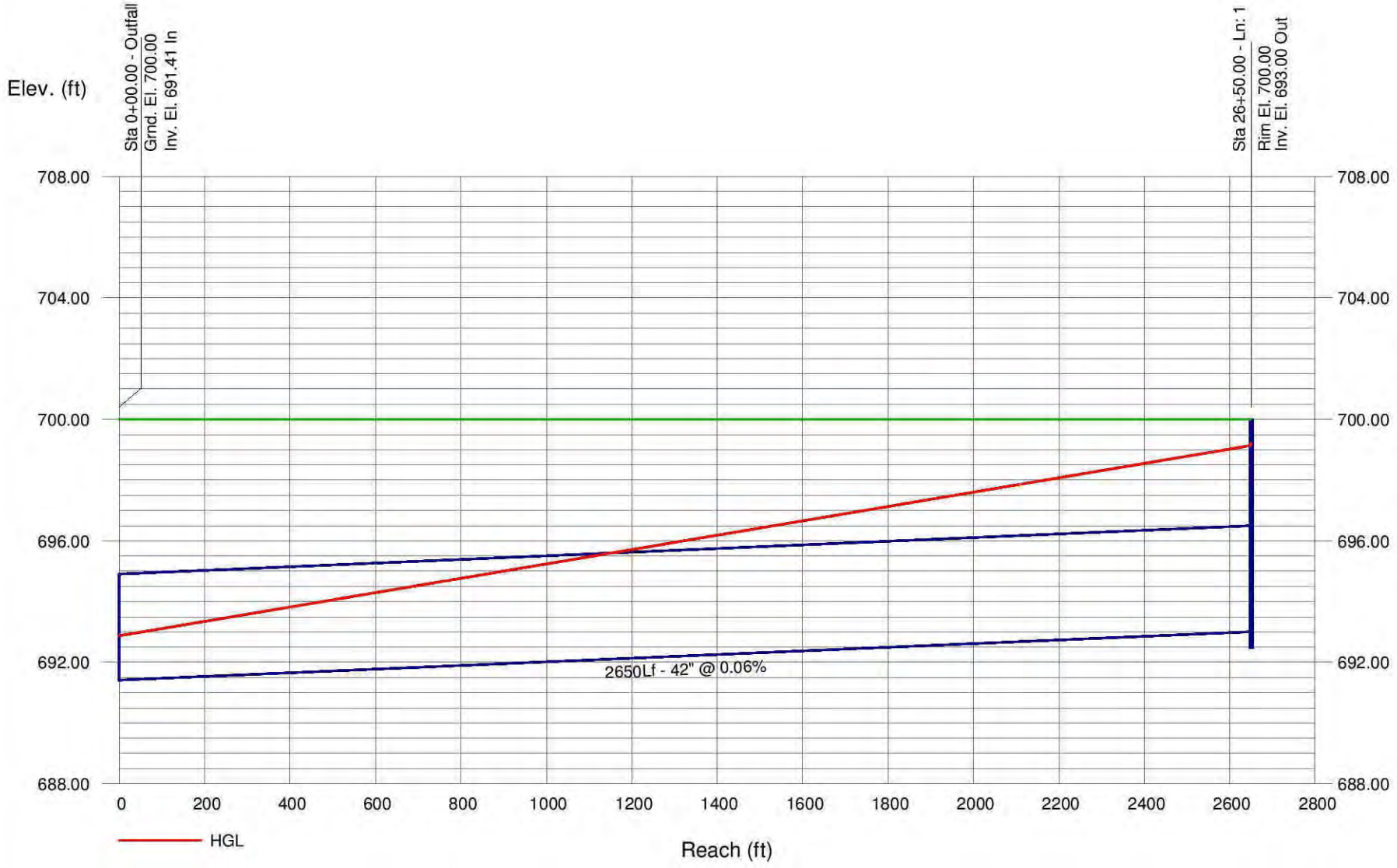
Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
1	End	2650	3.69	3.69	0.62	2.29	2.29	10.0	10.0	10.0	22.77	24.64	4.18	42	0.06	691.41	693.00	692.87	699.13	700.00	700.00	OUTFALL - M1

Project File: Regional Detention Conveyance Pipe_102009.stm | Number of lines: 1 | Run Date: 10-20-2009

NOTES: Intensity = 311.52 / (Inlet time + 25.90) ^ 0.96; Return period = 100 Yrs. ; c = cir e = ellip b = box

Storm Sewer Profile

Proj. file: Regional Detention Conveyance Pipe_102009.stm



Storm Sewer Tabulation

Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
1	End	2650	3.69	3.69	0.62	2.29	2.29	10.0	10.0	10.0	22.77	24.96	2.96	48	0.03	692.20	693.00	694.14	696.13	700.00	700.00	OUTFALL - M1

Project File: Regional Detention Conveyance Pipe_102009.stm

Number of lines: 1

Run Date: 10-20-2009

NOTES: Intensity = 311.52 / (Inlet time + 25.90) ^ 0.96; Return period = 100 Yrs. ; c = cir e = ellip b = box

Storm Sewer Profile

Proj. file: Regional Detention Conveyance Pipe_102009.stm