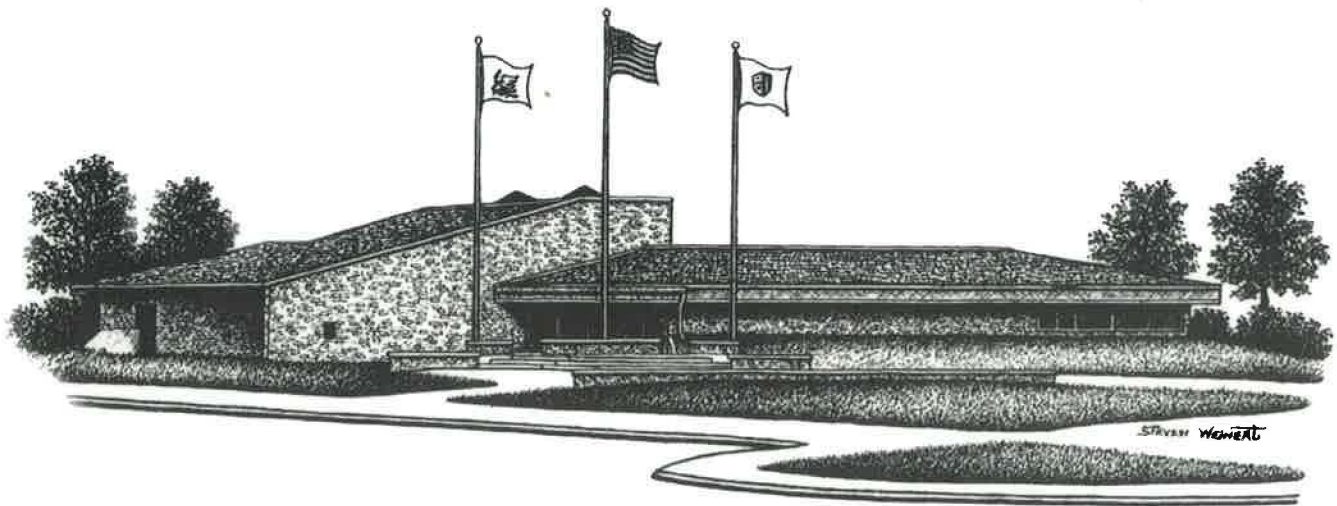




**Tinley  
Park**  
ILLINOIS

**COMPREHENSIVE  
PLAN  
2000**





TINLEY PARK, ILLINOIS

# COMPREHENSIVE PLAN

A WORLD CLASS COMMUNITY

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Frank W. German, Jr., Village Clerk

VILLAGE BOARD TRUSTEES

Michael H. Bettenhausen  
Kenneth J. Fulton  
Gregory J. Hannon  
Matthew J. Heffernan  
Patrick E. Rea  
David G. Seaman





## VILLAGE STAFF

David M. Dorgan, Village Manager  
Craig H. Hullinger, Assistant to the Village Manager  
Michael J. O'Connell, Chief of Police  
Robert T. Bettenhausen, Fire Marshal  
Kenneth C. Dunn, Fire Chief  
Brad L. Bettenhausen, Village Treasurer  
Thomas Albright, Director of Public Works  
Charles Sears, Street Superintendent  
Thomas J. Durkin, Director of Planning  
Michael Goebig, Economic Development Director  
David Samuelson, Village Planner  
Jerome Radecky, Zoning Administrator  
Raymond Fessler, Building Commissioner  
John Dobner, Code Enforcement Commissioner  
Robert J. Zamzow, Consumer Protection Officer  
James Dzurny, E.S.D.A. Director  
Judy Bruning, Administrative Secretary  
Jeanne Condon, Deputy Clerk

## LONG RANGE PLAN COMMISSION

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## I. INTRODUCTION

The purpose of the Comprehensive Plan is to set forth the vision and strategy that the Village of Tinley Park, Illinois, will use to guide its future development. The plan will assist community leaders to provide for community needs, both present and future. It will also be used to guide land use decisions made by the Village Board as recommended by the Plan Commission.

This plan builds on plans and policies previously prepared and adopted by the Village of Tinley Park. Prior to this Plan update, the last updates to the Comprehensive Plans were prepared in 1967, with numerous planning studies, rezonings, and element plans developed since that date. The latest update of the Land Use Plan map consisted of the establishment of the South and Southwest Sector Plan Maps which were completed in 1989 and 1991, respectively.

In Illinois, state law enables local governments to establish comprehensive plans and zoning ordinances. This Plan has been prepared to conform to the laws and requirements of the State of Illinois concerning the contents of a comprehensive plan.



It is essential to the viability and success of this plan to ensure that communication with other units of government continue to remain both open and supportive. The components of this plan are intergovernmental in nature with success of the plan dependent upon to the abilities of the Village and all other various local, state and federal governments to work together in a fashion that will further realize these goals for the betterment of the entire Tinley Park population.



# **TINLEY PARK, ILLINOIS**

## **COMPREHENSIVE PLAN**

### **2020 VISION**

## **A WORLD CLASS COMMUNITY**

#### **EXECUTIVE SUMMARY**

The Comprehensive Plan guides the future development and redevelopment of the Village of Tinley Park. The plan will assist community leaders to provide for community needs, both present and future.

#### **THE VISION**

In the year 2020, the Village of Tinley Park will be a **WORLD CLASS COMMUNITY** with **SMALL TOWN CHARM**. It will be composed of planned, coordinated and balanced residential, commercial and industrial districts. All districts will be supplied with necessary municipal services.

Tinley Park will have excellent municipal services, quality office and industrial parks, and high quality neighborhoods consisting of high quality homes. The historic portion of the Village will be enhanced and preserved. Oak Park Avenue will be a successful downtown, developed into a vibrant and exciting destination point on both a local and regional level . The municipal park system will properly serve the entire community, with bike and pedestrian links to the green belt of forest preserves surrounding the Village. The visual appearance of all parts of the community will be enhanced, with intense landscaping and attractive street improvements.





## **GOALS, OBJECTIVES AND POLICIES**

### **LAND USE:**

#### **CONTROL RESIDENTIAL DENSITY AS WELL AS INDUSTRIAL AND COMMERCIAL LAND ALLOCATIONS IN LINE WITH INFRASTRUCTURE AND SERVICE FACILITY DEVELOPMENT**

Maintain balance among residential, commercial, office, cultural, industrial, and open space land allocations

Provide land for industrial uses that are not intrusive on residential areas.

Require strict adherence to state and local environmental performance standards.

Encourage the continuous improvement of parks and the recreation system.

### **TRANSPORTATION:**

#### **PROVIDE A SAFE, EFFICIENT AND BALANCED TRANSPORTATION SYSTEM**

Improve the system of thoroughfares to move people quickly, economically and conveniently.

Improve the system of minor roads to serve all areas of traffic generation.

Create safe and attractive bike and pedestrian ways within town and the forest preserves.

Improve the METRA Commuter Rail and the PACE Bus transportation system for the Tinley Park planning area.



**PUBLIC LANDS, PLACES, AND STRUCTURES:**

**PROVIDE THE COMMUNITY WITH FACILITIES THAT ARE SAFE, EFFICIENT AND WELL LOCATED**

Plan and purchase locations for future municipal facilities as early as possible to achieve investment economies and proper planning.

Plan facilities to provide sufficient capacities needed to accommodate long-term needs.

**APPEARANCE:**

**ENHANCE THE APPEARANCE OF THE ACCESS POINTS TO THE VILLAGE, THE MAJOR THOROUGHFARES AND THE CENTRAL BUSINESS DISTRICT**

Improve the architectural facades of buildings on the thoroughfares leading to, and in the central business district.

Landscape the thoroughfares and the central business district.

Develop and implement a uniform street furniture design and street scape plan for the thoroughfares and the central business district.

**HOUSING:**

**ENCOURAGE A VARIETY OF RESIDENTIAL DEVELOPMENTS TO PROVIDE A DIVERSE SELECTION OF RESIDENTIAL TYPES AND PRICE RANGES**

Maintain predominantly low and medium density single family neighborhoods.

Implement programs to induce increased investment in home expansion.



**ECONOMIC DEVELOPMENT:**

**ENCOURAGE BUSINESS INVESTMENT AND INCREASE EMPLOYMENT OPPORTUNITIES IN A VARIETY OF BUSINESSES & INDUSTRIES**

Encourage steady growth of business and commercial activities in balance with anticipated of population growth.

Maintain and develop the Central Business District.

Encourage controlled growth of small business, light industry and office uses in order to diversify and strengthen the tax base and provide employment.

Provide sites and locations for growing businesses to remain in Tinley Park.

**PUBLIC PLACES AND UTILITIES:**

**DEVELOP MUNICIPAL FACILITIES AND SERVICES THAT ECONOMICALLY AND ADEQUATELY SERVICE EXISTING AND ANTICIPATED GROWTH**

Develop a major new park.

Encourage development of “infill” parks

Eliminate or reduce flooding hazards and install retention/detention areas where possible.

**REQUIRE NEW DEVELOPMENTS TO PAY FOR CAPITAL IMPROVEMENTS NECESSARY TO SERVE THE NEW DEVELOPMENTS**

Require that parks and recreational facilities be developed in new subdivisions with the cost paid for by developer.

Plan and estimate costs for infrastructure necessary for new development, and require the new development to pay for those improvements.



## **INTERGOVERNMENTAL COOPERATION**

**CONTINUE AND/OR ESTABLISH POSITIVE WORKING  
RELATIONSHIPS WITH ALL UNITS OF LOCAL, STATE  
AND FEDERAL GOVERNMENTS.**

Establish effective communication with all units of government, utilizing those resources available from other governments to further the goals and objectives of the community.

## **MAJOR PROJECTS**

**HISTORIC DISTRICT REDEVELOPMENT PLAN  
TRAIN STATION DEVELOPMENT PLAN  
EXPAND THE BIKE AND PEDESTRIAN SYSTEM  
BIKE TO RETAIL PLAN  
MAJOR PARK ACQUISITION  
MAJOR PARK DEVELOPMENT  
INFILL PARK ACQUISITION AND DEVELOPMENT  
LANDSCAPE COMMERCIAL AREAS  
KEEP VILLAGE TAXES LOW  
STABILIZE AND ENHANCE EXISTING NEIGHBORHOODS  
DEVELOP LAKES, TRAILS AND OTHER RECREATIONAL OPPORTUNITIES IN THE  
FOREST  
DEVELOP COMMUNITY RECREATION FACILITIES**



## **II. CITIZEN PARTICIPATION - GOALS FOR THE VILLAGE**

### **COMMUNITY INPUT**

Village officials and planning staff conducted numerous meetings with commissions, leadership groups, and citizens during the years of planning and preparation leading to this plan update. These meetings were important to identify opportunities and constraints which will influence the future development of the Village and took place in a variety of forums: the Long Range Plan Commission (LRPC), the Industrial Commercial Commission (ICC), the Economic Development Commission (EDC), the Historic Preservation Committee (HPC), and individual private business organizations, citizen questions, Village Board meetings, etc.

These leadership groups identified a number of issues and concerns that confront the Village. These issues are summarized listed below:

### **ISSUES AND CONCERNS IDENTIFIED IN LEADERSHIP MEETINGS (First Public hearing held on May 15, 1997, at the Long Range Plan Commission)**

- \* A redevelopment plan for the Mental Health Center property.
- \* Create of a mixed-use zoning category
- \* Address the LaGrange Road/I-80 area for land planning
- \* Develop a nature site within the surrounding forest preserve area



- \* Maintain and expand upon the central detention pond program
- \* Develop a Sayre Avenue study - detention/retention and use categories
- \* Pay attention to wetland areas and delineate on the Village map.
- \* Use wetland areas to help identify future open space acquisitions.
- \* Acquire/develop future sites for public facilities  
(Community/Recreation Facility)

On Thursday, June 5, 1997, the Village hosted a planners' forum for surrounding planning professionals from various government organizations, private consulting firms and regional authorities. Some of the ideas emanating from this special session included --

- \* Expansion of the Village radio station into the Chicago Southland
- \* A "Community Green Spot" for public displays
- \* Creating gateways for community entrances and identification
- \* Creation of a neighborhood center with gazebos and open space
- \* Neighborhood development through block parties and community watch programs
- \* Cooperation with the Park District for community involvement
- \* Retrofitting commercial areas for pedestrian/bikeway access
- \* Coordination with other I-80 communities for similar goals
- \* Creation of a river walk along Midlothian Creek
- \* Making the historic area functional and user friendly



- \* Better use of Structure 32 (more events held there)
- \* Have a blue ribbon committee to examine the hotel/convention center
- \* Putting green medians on main roads instead of concrete
- \* High density surrounding train stations with commercial development
- \* Transit oriented mixed use developments
- \* Soften hard edged landscaping throughout developments
- \* Identification signage for forest preserve property along corridors
- \* Create forest preserve co-op's
- \* Create another golf course in the forest preserve by F.P. National
- \* Use of active and passive recreation

Other numerous small meetings held on various dates produced ideas regarding --

- \* Taxes - should be lower
- \* High Cook County property taxes
- \* Declining Oak Park Avenue downtown - empty store fronts
- \* Soft business climate
- \* New retail development not locating in the downtown due to:
  - Lack of parking facilities
  - Appearance of the downtown
  - Mall or highway frontage location preferences
- \* Lack of jobs for youngsters
- \* More activities for young adults
- \* Growth versus no growth - as "status quo"



- \* Growth with small town feeling
- \* Maintenance and stabilization of neighborhoods
- \* Stormwater capacity - basement flooding problems within the Village
- \* Self sustaining growth
- \* Interest in improved recreation, including bikeways

The leadership groups also identified a number of initiatives and programs which could address the identified issues and concerns:

### **INITIATIVES AND PROGRAM SUGGESTIONS**

- \* Lead the improvement of the adjacent Forest Preserves
  - Bikepaths
  - Create Lake Tinley Park
  - Golf Course
  - New parking facilities and recreational activities
- \* Require developers to provide lakes in floodplain and recreational areas
- \* Revise and update the comprehensive storm drainage plan
- \* Construct bike lanes and a path system
- \* Organize a long term plan for sidewalk paving, curbs, planting on existing roads
- \* Work with Cook County and the Illinois State Legislature to lower Cook County taxes on commercial and industrial property
- \* Continue planning for a Convention Center with banquet facilities
- \* Begin planning for a major recreation center

In summary, individuals participating in the leadership group discussions identified a number of "small town" attributes that establish Tinley Park as a unique place to live. These participants agreed that the small town quality of life should be preserved and enhanced by the comprehensive plan.





The opinions and ideas that emerge during the preparation of this plan are similar to leadership input during preparation of previous Tinley Park plans. These highlights are from the previously developed plan documents.

1. Improve community esthetics and appearances; and
2. Promote the community, create positive public relations; and
3. Improve the quality of life and the cultural opportunities found within our community; and
4. Improve the communication between taxing units, business, and civic organizations; and
5. Develop long-range plan (e.g. ten to twenty years in the future); and
6. Consider expansion of the boundary of the Village to encourage orderly growth; and
7. Generate jobs to retain our young people in our Village.

In addition to the opinions outlined above, the Village should continue to strive to put itself above other communities by soliciting and utilizing community input to formulate the decisions that better the community. The Village should also work to establish neighborhood programs which encourage maintenance and revitalization of existing neighborhoods, neighborhood watched, as well as programs that empower the residents to make a difference in their communities. Supporting the park and recreation system and the schools through intergovernmental cooperation should also be a top priority of the Village of Tinley Park.



### III. PLANNING AREA

The planning area includes the incorporated area of the Village and the adjacent unincorporated land area around the incorporated area of the Village. During the term of this planning period (ending in 2020), the Village may not annex all lands on the proposed land use map.

The development of these areas will effect the Village, whether or not under local control. In later sections of the Plan, sections will address the need to coordinate planning and zoning actions with both Cook and Will Counties and adjacent municipalities to assure proper quality development of these areas. The Village is generally bounded by 159th Street to the north, the Cook County Forest Preserve to the east, Vollmer Road to the south, and Route 45 to the west. The planning area described here is graphically illustrated in Figure 1.





#### **IV. ENVIRONMENTAL CONSIDERATIONS**

Physical characteristics of the region have influenced the development of the Village of Tinley Park. Physical characteristics have both limitations and advantages with respect to the development and use of land areas within the Village of Tinley Park.

Physical characteristics, including geography and geology, hydrology, and topography influence how land can or should be developed. The physical characteristics considered in this study include climactic conditions; location of watersheds; the nature of the streams and rivers that drain the land; and soil types; topography and land slopes. The subsurface geotechnical conditions, deposits of clay, gravel, and rock that underlie the surface of the land, and the sources of ground water that supply the water needs of the community area also important and influence the type of use the land can support.

#### **TOPOGRAPHY AND DRAINAGE**

Tinley Park is located in southern Cook County and northeastern Will County. The area is drained by small creeks and drainage ways that flow west towards the DesPlaines River. The northeast portion of the community drains to the north to Midlothian and Tinley Creeks to the Cal-Sag Channel and eventually to the DesPlaines River. The southern portion drains to Hickory Creek to the south and eventually to the Des Plaines River at Joliet.



The following maps illustrate environmental conditions within the Village of Tinley Park. The first, Figure 2, shows topography and drainage.

## **FLOODPLAIN**

The drainage ways form significant amounts of floodplain within the planning area. The information on the preceding page and the full- sized maps located at the Village Hall indicate specific areas identified as subject to flooding. In general, these areas should be restricted from development and remain undeveloped as open spaces within the Village. Where designated floodplain areas are used for development, the structures, according to federal regulations, must be elevated above the 100 year floodplain elevation, and compensatory storage provided to equal or exceed the volume of floodplain area used for development. These requirements are covered in detail in Village zoning and building codes and federal regulations. Detailed Federal Emergency Management Agency maps and engineering studies should be used to determine floodplain limits with respect to an individual parcel of property.

The Metropolitan Water Reclamation District (MWRD) works with the Village to control flooding and construct retention areas. The Village will work with MWRD and Cook and Will County Forest Preserve Districts to construct new retention areas where required. Floodplain maps are available at the Village Hall.



## WETLANDS

Wetlands have been partially mapped in the Village of Tinley Park, and these areas cannot be built on without special planning and permission from the United States Army Corps of Engineers. Wetlands are defined as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands are characterized by one of three parameters: certain soil types, aquatic plants and hydrology. These areas are an important natural habitat for plants and animals, and contribute to ground water recharge and flood control. In most cases, it is desirable to incorporate wetlands into undeveloped open space areas of the Village. The Cook County Forest Preserves has set aside significant areas of wetlands, many of which have been incorporated into passive recreational uses.

Through careful planning, wetland areas can be a benefit to the development of surrounding land for residential, recreational or business park zones. In some cases, they can provide attractive areas for park and recreational activities and facilities. Wetlands are natural storm water control facilities, functioning by absorbing and filtering rain water.



## CLIMATE

Tinley Park's climate is cold and snowy in the winter and warm to hot in the summer. Precipitation is well distributed throughout the year and is adequate for most crops on most soils planted on surrounding farmland. Currently, land that is being farmed in Tinley Park amounts to approximately 100 acres, all of which is being leased to farmers on land waiting to be developed.

From late fall through winter, snow squalls are frequent and total snowfall is generally heavy. In some years, a single prolonged storm can produce more than one foot of snow on the ground, and strong winds can create deep drifts.

In winter, the average temperature is 27 degrees Fahrenheit, and the average daily minimum temperature is 19 degrees Fahrenheit. In the summer, the average temperature is 71 degrees Fahrenheit, and the average daily high temperature is 82 degrees. Recorded temperature extremes range from approximately 26 degrees below zero to over 100 degrees.

The total annual precipitation averages 39.4 inches. Of this, 24 inches, or 60 percent, usually falls in April through September. Thunderstorms occur on about 45 days each year, with most occurring in the summer season. Average seasonal snowfall is 47 inches, but can vary widely from year to year depending on lake snow events impacting the Village. The average relative humidity in mid afternoon is about 65



percent. Humidity is higher at night, and the average at dawn is about 80 percent. The sun shines 70 percent of the time possible in summer and 45 percent in winter. The prevailing wind is from the southwest. Average wind speed is highest in March at 12 miles per hour. The average growing season based on days above 32 degrees F in 149 days on a 90% probability. The growing season can be as long as 184 days on one year in ten.

The annual total precipitation amount occurring on an average of two years in ten varies from 33.1 to 45.2 inches. The average number of days with 0.10 inch or more of precipitation is 82. These rain days are well balanced across the year except for April which on an average has ten such days.

## **SOILS**

Soil, the uppermost layer of earth material, forms a nearly continuous blanket of unconsolidated mineral and organic material. Soil develops anywhere physical, chemical and biological agents act on the surficial rock material and so modify it that it can support plant life. Each soil type has its own set of characteristics observable in the field or measurable in the laboratory. Many soil characteristics are determined by the type of material on which it develops; others are due to climate, living matter, topographic relief, and time.





Increased awareness of the significance of natural soil variations has stimulated the widespread use of the applied soil sciences, including soil surveys, to many engineering problems associated with urban development. Soils best suited for non-urban uses, such as recreation or conservation, should be protected for these uses and urban development guided to more appropriate areas to avoid problems such as poor drainage, flooding and ground water contamination.

Most soil types in the planning area have significant limitations for many types of construction. Soils with the poorest capability for development and drainage are collocated with wetlands and floodplain, and should usually be incorporated into the Village open space area.

Maps available at the Village Hall show the location of the predominant soil types described above. These are interpretative maps which detail soil limitations for various types of development. The Will-South Cook Soil and Water Conservation District can also provide detailed information about soils.

Drainage way soil types common to the Village that should not be built upon without detailed engineering include 232 Ashkum silty clay loam, 235 Bryce silty clay, and 330 Peotone. These soils have very poor drainage, and can cause major problems for foundations, roads, and other types of construction.



## V. HISTORY

The Pottawattomi Tribe occupied the environs of Tinley Park immediately prior to the influx of explorers and settlers. In the 1600's, French Canadian explorers found the Pottawattomie to be "relatively sedentary" forest dwellers who farmed, hunted, fished and trapped in the fertile, swampy region. The Kankakee River located to the south of the Village and the DesPlaines River located to the north and west were important transportation routes for both Native Americans and French fur trappers. English settlers arrived at the beginning of the 18th century, intermingling with the French traders and Native Americans. The Pottawattomi suffered through the French and Indian War (1755-1763) and the Revolutionary War ten years later. Some of the Pottawattomi intermarried with French and English settlers and continued to live in the region, while others were forced west to reservations in Iowa and Oklahoma after the Blackhawk War of 1833. Farmers in the Tinley Park area have found arrowheads and other stone tools for years as evidence of hunting in this vicinity. However, no evidence has been found of significant long term settlement in the Tinley Park area prior to 1830. Early accounts from the John Fulton (Sr.) family, early settlers to the Tinley Park area, tell of a few Indians that would periodically trade venison for dairy products with the Fultons and other early settlers. It is likely that these Indians lived in or near the several claims reserved in the Frankfort area (Camp Manitoqua, located on Sauk Trail, is part of one of these early reserves) prior to 1820.



Federal land surveyors came to this area in the early 1820's and measured out the lands in the standard 36 mile square land townships in preparation for sale of these lands to new settlers. These early surveys also indicated areas of prairie, timber, marshes, and ponds that existed at that time.

Permanent settlement in this area began in the early 1830's. A few small settlements began to develop near strong flowing creeks and wooded groves. However, these settlements were few and generally far between. The treaties ending the Black Hawk Indian War in 1833, and the resulting movement of most of the Indians to west of the Mississippi, made the area more accessible for settlement by people other than the most hardy pioneers. In 1835, the U.S. Government opened a land office in Chicago to facilitate the sale of the "public lands". The convenience of an office nearer to the lands available for sale sparked a small "land rush" and increased immigration to the area. A number of land speculators, some of them early pioneers to the area, established lucrative businesses buying a large number of parcels and then reselling them to new settlers. Often these businessmen acquired their land holdings through purchasing Government Land Warrants issued for military service at discounted values and then exchanging these warrants for property. Through this method, they often were able to purchase land at less than market rate, making their profit by reselling to the settlers at the going rate of \$1.25 per acre.



The earliest pioneers established small farming settlements near dense timberlands north and northeast from the present village in the areas known as Batchelor's and Cooper's Groves, respectively. These groves received their names from earliest pioneers of the area who settled near these forests. Perhaps moving on as other settlers arrived, their names associated with these groves today is the only record of their presence in the area. Postal service was established in 1843 at Bachelor's Grove and in 1848 at Cooper's Grove.

Many of the first settlers emigrated from the eastern United States. They were soon joined by others, from Canada, England, Ireland, and Germany. Germans began to arrive in the late 1840's and would continue to be the predominant nationality emigrating to this area for many years.

In 1850, popular vote established the township system of local government, and accordingly the voting area then known as York Precinct was divided into governmental townships. The governmental township boundaries generally followed those of the land survey townships. The southeastern part of York Precinct became Bremen Township and the southwestern part became Orland Township. Bremen Township was named after the city in Germany. In recognition of this change, the Bachelor Grove post office adopted Bremen as its new name. Cooper's Grove post office changed to New Bremen, being the younger of the two postal stations.



The Chicago and Rock Island Rail Road Company had acquired the rights of way to construct a railroad through the area early in 1852, and by October had made its first train run between Chicago and Joliet. A formal village came into existence when Dr. Samuel Rush Haven filed a plat of subdivision creating the Village of Bremen on the path of the railroad in 1853. The new village was named after the township, since it was the first community platted in Bremen Township. The new community was quickly settled primarily by Germans. By 1854, the railroad was completed to the Mississippi and Mr. Samuel Tinley was assigned as station agent to the local depot. In that same year, the New Bremen Post Office was moved to the Village at the request of Dr. Moses R. Ballard, who became the first Postmaster in the Village (and was also the first physician in the Village). The community quickly became known as New Bremen.

With its location on the route of the Chicago, Rock Island and Pacific Railroad, the community owes much of its early economic growth to the railroad. With the benefit of the railroad, the community quickly became a center for commerce in the area. By 1861, New Bremen could boast as having several hotels, three carpenters, a blacksmith, a cobbler, a wagonmaker, three merchants and two saloon keepers. The first public school in the Village was constructed in 1863. That schoolhouse was replaced with a larger facility in 1880, which would later serve as the first Village Hall. In October 1890, Postmaster Henry Vogt, Sr. requested the name of the Post Office be changed from New Bremen to Tinley Park; presumably in honor of Samuel



Tinley, Sr. who had served the community as station agent for over 25 years and was one of the village's earliest and longest residents at that time. At an election held at the Rock Island depot on June 27, 1892, citizens voted 34 to 24 for incorporation as the Village of Tinley Park. The results of the election were filed and recorded with the County Court of Cook County on June 28, 1892 - officially recognizing the organized Village of Tinley Park. The first election for the Board of Trustees was held on July 19th of that year and Henry Vogt, Sr. was chosen as the first mayor.

The Village continued to grow and prosper. Telephone service was first introduced to the community in 1898. The first municipal water system was installed in 1899-1900 and was financed by local citizens. In 1905, the Diamond Spiral Manufacturing Company established the first factory in Tinley Park; its washing machines and butter churns were a product of local initiative and innovation. Always progressive and resourceful, local businessmen established their own electric utility in 1909. Airplanes were to be built here during World War I under a short lived venture into the aerospace field, and Tinley Park was also home to the Prosperi Field airport for many years. A pop bottling plant was operated by a number of local citizens from the 1890s through the 1950s. A local inventor, John Rauhoff, who had also designed the Diamond Spiral Washing Machine, developed and manufactured an additive for waterproofing cement called Ironite which was used in the construction of Hoover Dam and is still used and produced today. The community also was home to the Tinley Park Dairy that distributed its products throughout the



south suburbs for many years. In later years, Tinley Park also became well known for its contributions to automobile racing with Melvin "Tony" Bettenhausen, his sons, and cousins becoming world renowned . (Tinley Park has produced five Indy race car drivers over the years - second only to Albuquerque, New Mexico).

A State of Illinois health facility is located in the community. The New World Music Theatre, the largest outdoor theater in North America, was established in the community in 1990. The community is the corporate headquarters for Panduit Corporation, which produces a variety of connectors and wiring products, and is one of the largest employers in the village. The Village is also home to some other Fortune 500 companies (H.B. Fuller, Andrew Corporation, etc.).

## **HISTORIC PRESERVATION**

A building attributed to Carl F. Vogt is listed on the National Register of Historic Places for its architectural style, and several homes and other buildings have been identified in the Illinois Historic Structures Survey. The Village of Tinley Park has designated a portion of the area of the 1892 village boundaries a local historic district. Through the Tinley Park Historic Preservation Commission, property owners within the district are encouraged to preserve and restore their structures to their historic appearances. In 1994, the Village obtained the status of a certified local government, a program developed through the State of Illinois, which enables the Village to obtain state funding for various preservation activities. The Tinley



Park Historical Society has established a museum in the "Old Zion Church" Landmark (6727 W. 174th Street), a "prairie gothic" style frame church built in 1884 and is the oldest church building in the community. The Society continues to research and preserve the history of the community.

In 1997, the Village established the Main Street Commission which, in conjunction with the activities of the Historic Preservation Commission, is charged with enhancing the appearance of the historic district as well as helping to preserve and create an environment of the district which will promote the economic and social welfare of the Village.

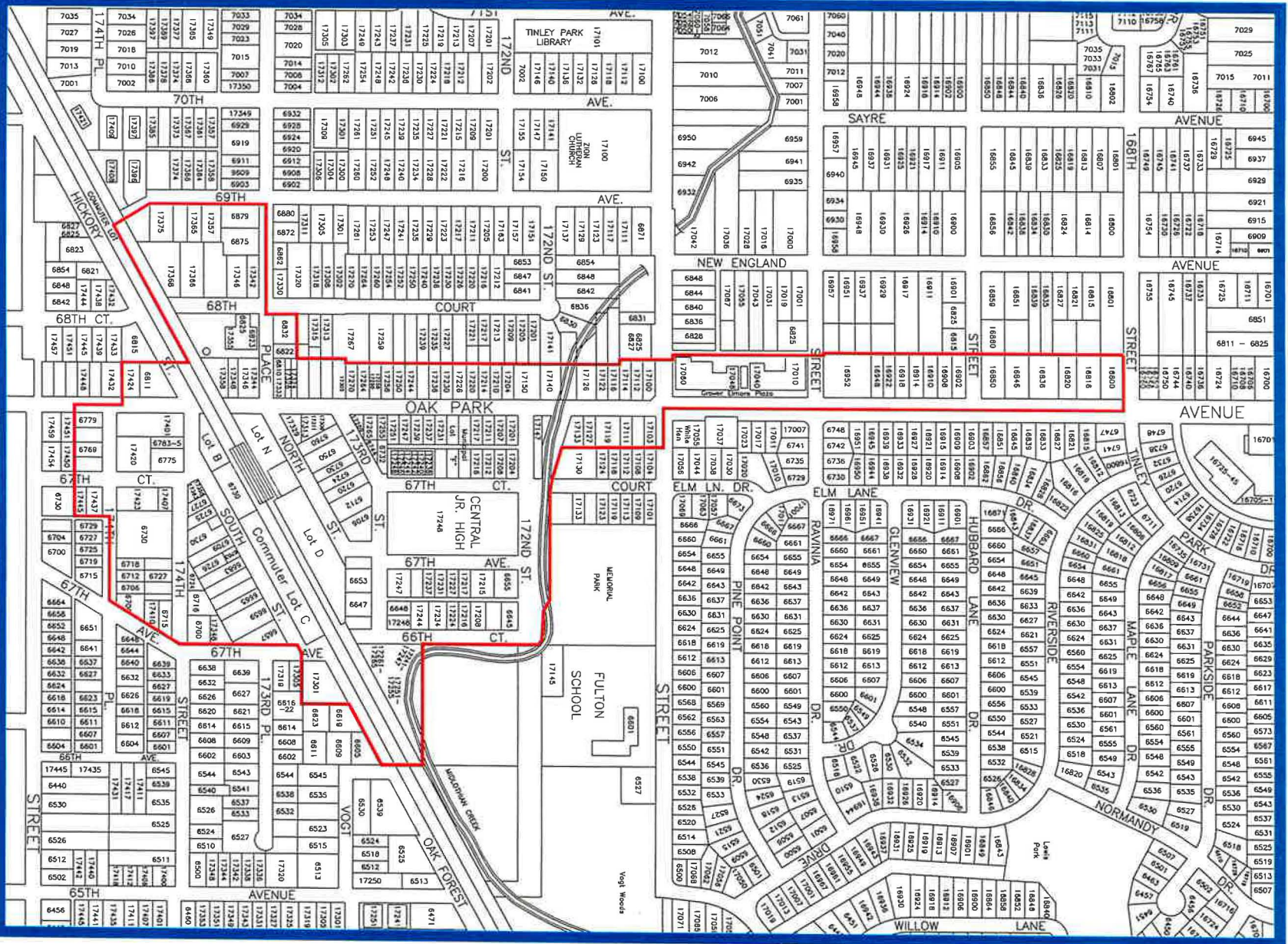
## **VI. DEMOGRAPHICS AND POPULATION FORECASTS**

The population of Tinley Park increased from 37,121 persons in 1990 to 42,328 persons according to the special census conducted on August 10, 1995. In April of 1998, a special census was conducted which indicated a population of 44,978. The following tables depict a snapshot of how Tinley Park "fits in" within the context of the Chicagoland area through comparisons of its physical characteristics to those of other suburban Chicago communities with similar socio-economic characteristics. Table 1 compares the population growth of the Village from 1980 to 1990 to those other suburban communities.





# TINLEY PARK'S HISTORIC DISTRICT



**Table 1 - Population Growth**

<u>City, State</u>	<u>Rank</u>	<u>Population % change 1980-90</u>
Naperville, IL	1	100.3
Orland Park, IL	2	55.0
<b><i>Tinley Park, IL</i></b>	<b>3</b>	<b>41.8</b>
Woodridge, IL	4	20.6
Oak Forest, IL	6	-1.4
Lansing, IL	5	4.6
Joliet, IL	7	-3.3
Calumet City, IL	8	-4.7
Oak Lawn, IL	9	-7.3

*Source - United States Census 1990*

Table 2 compares the land area of the Tinley Park in 1990 to the other selected suburban communities. From 1990 to present, the Village of Tinley Park has increased in size by 22% to a total of 14.3 square miles. It is anticipated that the Village will ultimately reach a total of approximately 16.3 square miles in size when fully developed.

**Table 2 - Land Area in Square Miles**

<u>City, State</u>	<u>Rank</u>	<u>Land area 1990 (square miles)</u>
Naperville, IL	1	27.9
Joliet, IL	2	27.8
Orland Park, IL	3	13.4
<b><i>Tinley Park, IL</i></b>	<b>4</b>	<b>11.7</b>
Oak Lawn, IL	5	8.4
Woodridge, IL	6	7.5
Calumet City, IL	7	7.3
Lansing, IL	8	6.6
Oak Forest, IL	9	5.4

*Source - United States Census 1990*



Table 3 further compares the area in square miles of each selected community with the 1990 population to calculate the population per square mile. This comparison indicates that Tinley Park's population per square mile is indicative of its age as a community - relatively young and expressive of typical sprawling, suburban growth.

**Table 3 - Population per Square Mile**

<u>City, State</u>	<u>Rank</u>	<u>Population per sq. mile 1980-90</u>
Oak Lawn, IL	1	6690.5
Calumet City, IL	2	5206.1
Oak Forest, IL	3	4851.3
Lansing, IL	4	4286.5
<b><i>Tinley Park, IL</i></b>	<b>5</b>	<b>3541.8</b>
Woodridge, IL	6	3491.1
Naperville, IL	7	3054.9
Joliet, IL	8	2762.1
Orland Park, IL	9	2673.9

*Source - United States Census 1990*

Table 4 also reflects the recent growth of the Village in comparison to the other communities. Throughout the 1980's, Tinley Park's housing stock more than doubled as compared to the older, inner ring suburbs. This is indicative of the quantity of undeveloped land in Tinley Park which was and continues to be abundant.

**Table 4 - Housing Unit Change 1980 - 1990.**

<u>City, State</u>	<u>Rank</u>	<u>Housing units, % change 1980-90</u>
Naperville, IL	1	+119.8
<b><i>Tinley Park, IL</i></b>	<b>2</b>	<b>+53.3</b>
Oak Forest, IL	3	+12.7



Lansing, IL	4	+4.8
Oak Lawn, IL	5	+3.0
Calumet City, IL	6	+2.1
Orland Park, IL	7	0.0
Woodridge, IL	8	0.0
Joliet, IL	9	-2.6

*Source - United States Census 1990*

Historically, Tinley Park has maintained a high level of home ownership, which has helped to establish an extremely high level of volunteer spirit within the community. With over 25 volunteer commissions covering various topics and issues, the importance of community spirit and community involvement is apparent. Table 5 compares the percentage of owner occupied housing among the comparison communities.

**Table 5 - Percentage of Owner-Occupied Housing**

<u>City, State</u>	<u>Rank</u>	<u>Occupied housing units, % owner occupied 1990</u>	<u>Occupied housing units, 1990</u>
Orland Park, IL	1	84.9	12,096
Oak Lawn, IL	2	81.9	21,459
<b><i>Tinley Park, IL</i></b>	<b>3</b>	<b>79.0</b>	<b>12,678</b>
Oak Forest, IL	4	78.0	8,865
Naperville, IL	5	76.1	29,101
Lansing, IL	6	73.0	10,881
Woodridge, IL	7	64.9	9,622
Joliet, IL	8	63.1	26,779
Calumet City, IL	9	62.4	15,434

*Source - United States Census 1990*

Table 6 gives an indication of the relative age of the Tinley Park population based upon the average number of persons per household. Typically, newer, outer ring



suburbs will have a larger average number of persons per household as compared to older , inner ring suburbs which have experienced an out migration of their younger population. This out migration may be due to a number of factors including age of housing and infrastructure, quality of schools, the strength of the local governing bodies, and other population characteristics. It may be assumed from this table that the overall age of the Tinley Park population is relatively young as compared with other communities. However, verification of this assumption, should it be made, must be accomplished through detailed analysis of other demographic characteristics.

**Table 6 - Average Persons Per Household**

<u>City, State</u>	<u>Rank</u>	<u>Average number of persons per family, 1990</u>
Oak Forest, IL	1	3.40
Naperville, IL	2	3.34
Joliet, IL	3	3.33
Orland Park, IL	4	3.33
<b><i>Tinley Park, IL</i></b>	<b>5</b>	<b>3.33</b>
Woodridge, IL	6	3.24
Oak Lawn, IL	7	3.16
Lansing, IL	8	3.08
Calumet City, IL	9	3.05

***Source - United States Census 1990***



Table 7 compares the percent of persons over 25 with 12 or more years of education.

**Table 7 - Years of Education**

<u>City, State</u>	<u>Rank</u>	<u>% of persons over 25 w/12 years or more education</u>	<u>Number of persons 25 yrs &amp; over</u>
Naperville, IL	1	92.3	23915
Oak Forest, IL	2	75.6	14466
<b><i>Tinley Park, IL</i></b>	<b>3</b>	<b>73.8</b>	<b>14544</b>
Lansing, IL	4	72.5	17625
Oak Lawn, IL	5	70.1	38055
Calumet City, IL	6	64.8	25105
Joliet, IL	7	62.6	44529
Orland Park, IL	8	0.0	0
Woodridge, IL	9	0.0	0

*Source - United States Census 1990*



**DEMOGRAPHIC INFORMATION FOR THE AREA  
CENTERED AT  
HARLEM AVENUE & INTERSTATE 80  
POP-FACTS: FULL DATA REPORT  
(CENSUS '90, UPDATES & PROJECTIONS)**

The following demographic information was prepared by the National Decision Systems Corporation. It shows information on a 3, 5, and 10 mile radius from the intersection of I-80 and Harlem Avenue. The areas shown include areas both within and outside of the Tinley Park planning area. The information is important for commercial and industrial location decisions. In general, the Tinley Park region is growing much more rapidly than the area shown by the 10 mile radius, which includes a number of mature communities to the north and east.

**POP-FACTS: FULL DATA REPORT  
(CENSUS '90, UPDATES & PROJECTIONS)  
BY NATIONAL DECISION SYSTEMS 800-866-6510  
PREPARED FOR  
VILLAGE OF TINLEY PARK**

**HARLEM AVE AND I-80  
TINLEY PARK, ILLINOIS**

<u>DESCRIPTION</u>	<u>3 MILE RADIUS</u>	<u>5 MILE RADIUS</u>	<u>10MILE RADIUS</u>
<b>POPULATION</b>			
2001 PROJECTION	46086	147249	547294
1996 ESTIMATE	44877	143674	539333
1990 CENSUS	41559	132829	513260
1980 CENSUS	33410	105253	478805
GROWTH 1980 - 1990	24.39%	26.20%	7.20%
<b>HOUSEHOLDS</b>			
2001 PROJECTION	15476	49696	189330
1996 ESTIMATE	14881	47707	185135
1990 CENSUS	13564	43524	173932
1980 CENSUS	10329	31725	153255
GROWTH 1980 - 1990	31.33%	37.19%	13.49%
<b>1996 ESTIMATED POPULATION BY RACE</b>			
WHITE	44877	143674	539333
	85.91%	80.50%	73.07%
BLACK	11.47%	16.32%	23.12%
ASIAN & PACIFIC ISLANDER	1.55%	2.28%	1.66%
OTHER RACES	1.06%	0.90%	2.15%



<b>1996 ESTIMATED POPULATION</b>	44877	143674	539333
HISPANIC ORIGIN	5.19%	5.03%	6.56%
<b>OCCUPIED UNITS</b>	13564	43524	173932
OWNER OCCUPIED	82.15%	83.54%	77.39%
RENTER OCCUPIED	17.85%	16.46%	22.61%
1990 PERSONS PER HOUSEHOLD	2.98	2.99	2.91
<b>1996 ESTIMATED HOUSEHOLDS BY INCOME</b>			
	14881	47707	185135
\$150,000 +	3.02%	4.42%	4.65%
\$100,000 TO \$149,999	5.62%	6.16%	6.33%
\$75,000 TO \$99,999	9.87%	11.41%	10.51%
\$50,000 TO \$74,999	33.29%	30.94%	25.62%
\$35,000 TO \$49,999	20.53%	19.35%	18.47%
\$25,000 TO \$34,999	9.24%	9.99%	11.54%
\$15,000 TO \$24,999	9.08%	8.70%	10.43%
\$5,000 TO \$14,999	7.69%	7.10%	9.73%
UNDER \$5,000	1.67%	1.93%	2.73%
1996 ESTIMATED AVERAGE HH INCOMES	\$60,406	\$65,098	\$62,673
1996 ESTIMATED MEDIAN HH INCOME	\$51,350	\$52,364	\$47,654
1996 ESTIMATED PER CAPITA INCOME	\$20,121	\$21,790	\$21,768
<b>1996 ESTIMATED POPULATION BY SEX</b>			
	44877	143674	539332
MALE	49.12%	48.60%	48.36%
FEMALE	50.88%	51.40%	51.64%
<b>MARITAL STATUS</b>			
	30799	100087	392023
SINGLE MALE	13.69%	13.31%	14.37%
SINGLE FEMALE	11.41%	11.76%	12.64%
MARRIED	62.30%	61.48%	56.68%
PREVIOUSLY MARRIED MALE	3.60%	3.82%	4.75%
PREVIOUSLY MARRIED FEMALE	9.00%	9.63%	11.56%
<b>HOUSEHOLDS WITH CHILDREN</b>			
	6525	20170	73777
MARRIED COUPLE FAMILY	86.52%	84.35%	76.95%
OTHER FAMILY - MALE HEAD	2.60%	2.85%	3.86%
OTHER FAMILY - FEMALE HEAD	10.46%	12.30%	18.49%
NON FAMILY	0.42%	0.50%	0.70%
<b>1996 ESTIMATED POPULATION BY AGE</b>			
	44877	143674	539332
UNDER 5 YEARS	8.52%	7.61%	7.63%
5 TO 9 YEARS	8.63%	7.96%	7.73%
10 TO 14 YEARS	9.24%	9.02%	8.36%
15 TO 17 YEARS	4.64%	4.89%	4.69%
18 TO 20 YEARS	3.30%	3.59%	3.63%
21 TO 24 YEARS	3.79%	4.17%	4.56%
25 TO 29 YEARS	7.39%	6.45%	6.62%





30 TO 34 YEARS	10.09%	8.68%	8.24%
35 TO 39 YEARS	10.84%	9.76%	9.00%
40 TO 49 YEARS	16.81%	17.43%	15.80%
50 TO 59 YEARS	7.17%	8.96%	9.66%
60 TO 64 YEARS	2.41%	2.85%	3.41%
65 TO 69 YEARS	2.37%	2.91%	3.46%
70 TO 74 YEARS	2.07%	2.40%	2.88%
75 + YEARS	2.73%	3.31%	4.32%
<b>MEDIAN AGE</b>	<b>32.23</b>	<b>33.63</b>	<b>34.11</b>
<b>AVERAGE AGE</b>	<b>31.94</b>	<b>33.55</b>	<b>34.71</b>

**1996 EST. FEMALE POPULATION BY AGE**

	22832	73855	278508
UNDER 5 YEARS	8.38%	7.41%	7.29%
5 TO 9 YEARS	8.38%	7.59%	7.36%
10 TO 14 YEARS	8.81%	8.49%	7.78%
15 TO 17 YEARS	4.37%	4.62%	4.42%
18 TO 20 YEARS	3.24%	3.54%	3.54%
21 TO 24 YEARS	3.98%	4.19%	4.51%
25 TO 29 YEARS	7.42%	6.51%	6.55%
30 TO 34 YEARS	9.99%	8.74%	8.21%
35 TO 39 YEARS	10.94%	9.90%	9.02%
40 TO 49 YEARS	16.27%	17.42%	15.96%
50 TO 59 YEARS	7.01%	8.73%	9.68%
60 TO 64 YEARS	2.58%	2.90%	3.46%
65 TO 69 YEARS	2.59%	3.03%	3.59%
70 TO 74 YEARS	2.36%	2.67%	3.13%
75 + YEARS	3.68%	4.26%	5.50%
<b>FEMALE MEDIAN AGE</b>	<b>32.72</b>	<b>34.38</b>	<b>35.19</b>
<b>FEMALE AVERAGE AGE</b>	<b>32.79</b>	<b>34.47</b>	<b>35.90</b>

<b>POPULATION BY HOUSEHOLD TYPE</b>	41559	132829	513260
FAMILY HOUSEHOLDS	89.81%	90.82%	89.72%
NON FAMILY HOUSEHOLDS	7.47%	7.24%	8.89%
GROUP QUARTERS	2.72%	1.94%	1.39%

<b>HOUSEHOLDS BY TYPE</b>	13564	43524	173932
SINGLE MALE	6.42%	6.25%	7.63%
SINGLE FEMALE	10.80%	10.04%	11.77%
MARRIED COUPLE	69.17%	68.77%	61.55%
OTHER FAMILY - MALE HEAD	2.61%	2.84%	3.49%
OTHER FAMILY - FEMALE HEAD	8.38%	9.46%	12.52%
NON FAMILY - MALE HEAD	1.69%	1.66%	1.89%
NON FAMILY - FEMALE HEAD	0.92%	0.98%	1.15%

<b>POPULATION BY URBAN VS RURAL</b>	41718	133340	513554
URBAN	93.58%	96.17%	96.44%
RURAL	6.42%	3.83%	3.56%



<b>FEMALES 16+ WITH CHILDREN 0-17</b>	15612	51289	201947
EMPLOYED/CHILD 0-5	6.05%	5.19%	4.82%
UNEMPLOYED/CHILD 0-5	0.23%	0.34%	0.44%
NOT IN LABOR FORCE/CHILD 0-5	4.25%	3.71%	3.39%
EMPLOYED/CHILD 6-17	15.91%	15.67%	13.64%
UNEMPLOYED/CHILD 6-17	0.47%	0.62%	0.74%
NOT IN LABOR FORCE/CHILD 6-17	4.93%	4.57%	4.45%
EMPLOYED/CHILD 0-5&6-17	4.19%	4.46%	3.89%
UNEMPLOYED/CHILD 0-5&6-17	0.30%	0.21%	0.41%
NOT IN LABOR FORCE/CHILD 0-5&6-17	4.83%	3.59%	3.49%
EMPLOYED/NO CHILDREN	32.92%	34.88%	34.36%
UNEMPLOYED/NO CHILDREN	1.39%	1.45%	1.79%
NOT IN LABOR FORCE/NO CHILDREN	24.52%	25.30%	28.58%

**HOUSEHOLDS: AGE BY POVERTY STATUS**

	13519	43570	173980
ABOVE POVERTY UNDER AGE 65	83.18%	82.52%	75.82%
ABOVE POVERTY AGE 65 +	13.16%	13.70%	17.20%
BELOW POVERTY UNDER AGE 65	2.02%	2.40%	5.19%
BELOW POVERTY AGE 65 +	1.64%	1.38%	1.79%

**POPULATION 16+ BY EMPLOYMENT STATUS**

	30412	98631	384251
EMPLOYED IN ARMED FORCES	0.06%	0.09%	0.11%
EMPLOYED CIVILIANS	68.90%	68.68%	64.93%
UNEMPLOYED CIVILIANS	2.49%	3.10%	4.12%
NOT IN LABOR FORCE	28.55%	28.13%	30.84%

**POPULATION 16+ BY OCCUPATION**

	20955	67741	249489
EXECUTIVE & MANAGERIAL	14.01%	14.80%	13.32%
PROFESSIONAL SPECIALTY	13.28%	14.19%	13.93%
TECHNICAL SUPPORT	3.16%	3.27%	3.42%
SALES	13.84%	13.79%	13.29%
ADMINISTRATIVE SUPPORT	19.58%	19.68%	18.76%
SERVICE: PRIVATE HOUSEHOLD	0.10%	0.16%	0.17%
SERVICE: PROTECTIVE	1.11%	1.33%	1.66%
SERVICE: OTHER	6.43%	7.44%	9.21%
FARMING FORESTRY & FISHING	0.63%	0.47%	0.62%
PRECISION PRODUCTION & CRAFT	15.32%	12.96%	12.35%
MACHINE OPERATOR	3.77%	3.62%	4.65%
TRANSPORTATION & MATERIAL MOVING	4.88%	4.77%	4.64%
LABORERS	3.90%	3.51%	4.00%

**FAMILIES BY NUMBER OF WORKERS**

	10888	35413	135780
NO WORKERS	6.79%	6.78%	9.20%
ONE WORKER	23.42%	24.86%	26.73%
TWO WORKERS	51.46%	49.31%	45.85%
THREE + WORKERS	18.33%	19.05%	18.21%

**HISPANIC POPULATION BY TYPE**

	41559	132829	513260
NOT HISPANIC	97.39%	97.53%	95.53%



MEXICAN	1.91%	1.77%	3.72%
PUERTO RICAN	0.27%	0.22%	0.22%
CUBAN	0.03%	0.04%	0.05%
OTHER HISPANIC	0.40%	0.44%	0.49%
<b>1996 HISPANIC RACE BASE</b>	<b>2329</b>	<b>7230</b>	<b>35357</b>
WHITE	1843	5736	22813
BLACK	34	202	1132
ASIAN & PACIFIC ISLANDER	19	152	394
OTHER	433	1140	11018
<b>POPULATION BY TRANSPORTATION TO WORK</b>			
	20588	66579	245077
DRIVE ALONE	78.01%	77.21%	75.42%
CAR POOL	9.49%	9.50%	10.69%
PUBLIC TRANSPORTATION	9.57%	9.88%	9.76%
MOTORCYCLE	0.04%	0.02%	0.04%
WALKED ONLY	1.25%	1.34%	1.87%
OTHER MEANS	0.33%	0.40%	0.56%
WORKED AT HOME	1.31%	1.64%	1.66%
<b>POPULATION BY TRAVEL TIME TO WORK</b>			
	20588	66579	245077
UNDER 10 MINUTES/WORK AT HOME	12.35%	12.49%	14.02%
10 TO 29 MINUTES	37.70%	37.72%	40.50%
30 TO 59 MINUTES	33.43%	33.07%	30.31%
60 TO 89 MINUTES	13.43%	13.59%	12.03%
90+ MINUTES	3.08%	3.13%	3.14%
AVERAGE TRAVEL TIME IN MINUTES	31.20	31.07	29.33
<b>HOUSEHOLDS BY NUMBER OF VEHICLES</b>			
	13536	43674	173996
NO VEHICLES	4.59%	3.54%	7.24%
ONE VEHICLE	25.82%	26.99%	31.72%
TWO VEHICLES	51.52%	50.20%	43.29%
THREE + VEHICLES	18.06%	19.28%	17.75%
ESTIMATED TOTAL VEHICLES	25269	82574	304678
<b>POPULATION 25+ BY EDUCATION</b>			
	25708	82730	320671
ELEMENTARY (0-8)	5.81%	4.84%	6.90%
SOME HIGH SCHOOL (9-11)	10.26%	9.89%	11.93%
HIGH SCHOOL GRADUATE (12)	33.15%	32.68%	31.76%
SOME COLLEGE (13-15) NO DEGREE	25.62%	24.60%	23.10%
ASSOCIATE DEGREE ONLY	7.37%	7.07%	6.57%
BACHELOR DEGREE ONLY	13.27%	14.49%	13.08%
GRADUATE DEGREE	4.52%	6.43%	6.67%
<b>POPULATION ENROLLED IN SCHOOL</b>			
	11878	38175	142420
PUBLIC PRE-PRIMARY	7.41%	6.32%	5.49%
PRIVATE PRE-PRIMARY	4.13%	4.10%	3.65%
PUBLIC ELEMENTARY & HIGH SCHOOL			



PRIVATE ELEMENTARY & HIGH SCHOOL	60.03%	58.12%	58.06%
COLLEGE	7.57%	8.53%	8.86%
	20.87%	22.93%	23.93%
<b>HOUSING UNITS BY OCCUPANCY STATUS</b>			
OCCUPIED	14039	45109	181654
VACANT	96.62%	96.49%	95.75%
	3.38%	3.51%	4.25%
<b>VACANT UNITS</b>			
FOR RENT	475	1585	7722
FOR SALE ONLY	42.48%	33.59%	36.74%
SEASONAL	26.17%	31.89%	24.67%
OTHER	0.99%	3.02%	2.62%
	30.36%	31.50%	35.97%
<b>OWNER OCCUPIED PROPERTY VALUES</b>			
UNDER \$25,000	9782	31208	114194
\$25,000 TO \$49,999	0.17%	0.16%	1.52%
\$50,000 TO \$74,999	1.35%	1.98%	9.53%
\$75,000 TO \$99,999	9.83%	13.86%	23.74%
\$100,000 TO \$149,999	31.12%	26.60%	22.05%
\$150,000 TO \$199,999	44.56%	38.75%	24.97%
\$200,000 TO \$299,999	10.81%	14.34%	11.21%
\$300,000 TO \$399,999	1.97%	3.37%	5.11%
\$400,000 TO \$499,999	0.14%	0.55%	1.14%
\$500,000 +	0.03%	0.20%	0.40%
	0.03%	0.18%	0.34%
MEDIAN PROPERTY VALUE	\$109,584	\$113,555	\$102,784
TOTAL RENTAL UNITS	2355	6926	37776
MEDIAN RENT	\$503	\$521	\$430
<b>PERSONS IN UNIT</b>			
1 PERSON	13564	43524	173932
2 PERSONS	17.22%	16.29%	19.40%
3 PERSONS	26.64%	27.96%	28.51%
4 PERSONS	19.42%	19.18%	18.57%
5 PERSONS	21.32%	20.97%	18.38%
6 PERSONS	10.43%	10.45%	9.42%
7+ PERSONS	3.53%	3.57%	3.53%
	1.45%	1.59%	2.19%
<b>YEAR ROUND UNITS IN STRUCTURE</b>			
SINGLE UNITS DETACHED	14039	45109	181654
SINGLE UNITS ATTACHED	70.37%	69.37%	67.83%
DOUBLE UNITS	6.91%	7.93%	5.84%
3 TO 9 UNITS	1.10%	0.60%	3.42%
10 TO 19 UNITS	7.78%	9.10%	9.89%
20 TO 49 UNITS	9.75%	7.23%	6.55%
50 + UNITS	1.30%	2.13%	2.10%
MOBILE HOME OR TRAILER	1.66%	0.91%	1.79%
	0.09%	1.91%	1.82%



ALL OTHER	1.04%	0.82%	0.76%
SINGLE/MULTIPLE UNIT RATIO	3.58	3.87	3.10
<b>HOUSING UNITS BY YEAR BUILT</b>	13536	43674	173996
BUILT 1989 TO MARCH 1990	4.66%	3.92%	2.12%
BUILT 1985 TO 1988	17.04%	15.15%	8.25%
BUILT 1980 TO 1984	8.98%	11.30%	6.53%
BUILT 1970 TO 1979	40.01%	39.27%	27.32%
BUILT 1960 TO 1969	13.58%	18.37%	21.51%
BUILT 1950 TO 1959	10.22%	8.08%	19.42%
BUILT 1940 TO 1949	2.77%	1.96%	6.58%
BUILT 1939 OR EARLIER	2.74%	1.94%	8.29%
<b>POTENTIAL SALES BY CATEGORY (\$000)</b>			
TOTAL RETAIL SALES	\$352,530	\$1,138,355	\$4,382,183
APPAREL & ACCESSORY STORES	\$19,875	\$67,284	\$256,011
AUTOMOTIVE DEALERS	\$79,753	\$254,430	\$981,407
AUTOMOTIVE/HOME SUPPLY STORES	\$3,498	\$11,130	\$43,162
DRUG & PROPRIETARY STORES	\$18,647	\$61,039	\$235,180
EATING & DRINKING PLACES	\$39,382	\$128,578	\$490,574
FOOD STORES	\$55,197	\$179,154	\$692,581
FURNITURE/HOME FURN. STORES	\$10,657	\$35,214	\$134,643
HOME APPLIANCE/RADIO/TV STORE	\$12,170	\$40,124	\$153,675
GASOLINE SERVICE STATIONS	\$20,691	\$62,270	\$241,591
GENERAL MERCHANDISE	\$38,282	\$122,483	\$474,305
DEPARTMENT STORES (INCL. LEASED DEPTS)	\$34,808	\$111,927	\$432,456
HARDWARE/LUMBER/GARDEN STORES	\$14,679	\$45,964	\$177,878
SHOPPING CENTER SQ FT	202,657	3,889,517	13,630,579
RETAIL SATURATION INDEX	1740	293	321



## Village of Tinley Park Certificates of Occupancy 1990-1995

The following tables show new construction in the Village. The information was prepared by the Building Department.

**Table 8 - Tinley Park New Construction**

<u>Certificates of Occupancy</u>	<u>1996</u>	<u>1995</u>	<u>1994</u>	<u>1993</u>	<u>1992</u>	<u>1991</u>	<u>1990</u>	<u>Total</u>	<u>6 Year Avg.</u>
Single Family	134	161	174	187	241	191	288	1376	196.57
Multi-Family	258	300	346	257	230	145	230	1766	252.29
Commercial	37	47	20	31	24	22	19	200	28.57
<b>TOTAL</b>	429	508	540	475	495	358	537	3342	477.43
Valuation Increases** (** in millions)	\$115.1	\$96.4	\$74.2	\$74.7	\$66.9	\$53.8	\$56.4	\$537.5	\$76.79

**Table 9 - Tinley Park Growth 1950-1998**

	<u>Population</u>	<u># Change</u>	<u>% Change</u>
1950	2,326		
1960	6,392	+4,066	175%
1970	12,383	+5,990	+94%
1980	26,272	+13,890	+112%
1990	37,121	+10,849	+41%
1992	39,696	+2,575	+7%
1995	42,261	+2,565	+7%
1998	44,978	+2,717	+7%

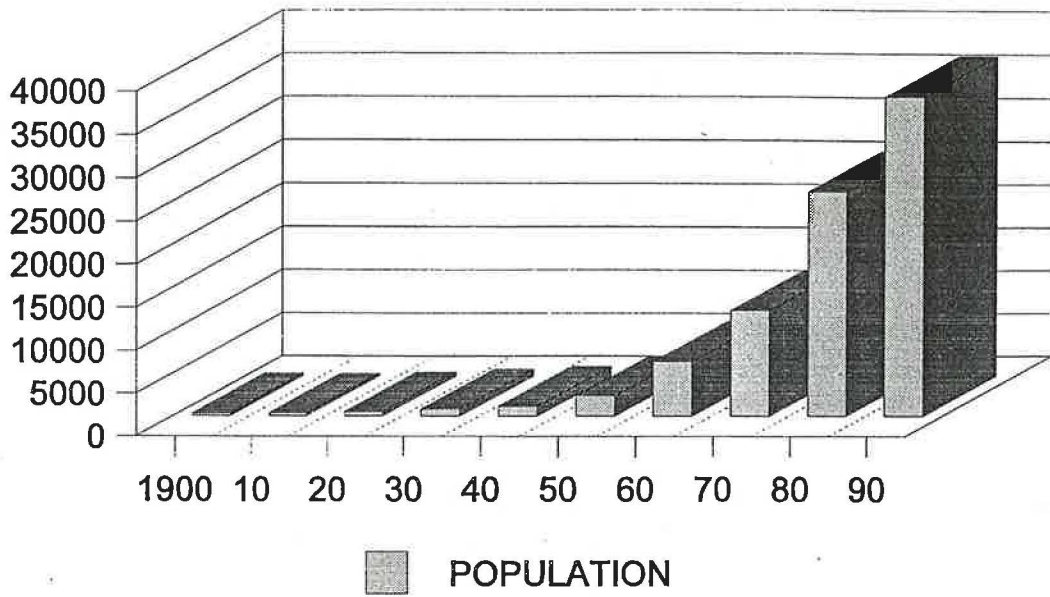
  

	<u>Square Miles</u>	<u># Change</u>	<u>% Change</u>
1950	1.26		
1960	2.16	+0.9	+72%
1970	5.76	+3.6	+167%
1980	8.25	+2.49	+43%
1990	12.5	+4.25	+52%
1992	12.92	+0.42	+3%
1995	14.7	+1.78	+14%



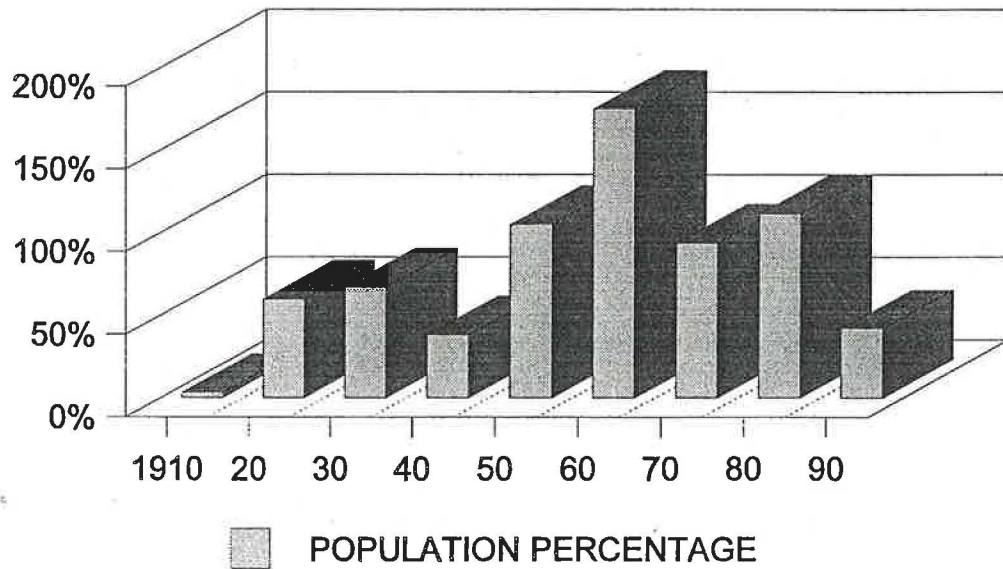
# POPULATION GROWTH

BY DECADE 1910-1990



# POPULATION GROWTH

BY PERCENT 1910-1990



**PRELIMINARY POPULATION FORECASTS  
PREPARED IN 1997  
by the  
NORTHEASTERN ILLINOIS PLANNING COMMISSION**

Most population forecasts prepared in the 1960's and 1970's projected a far greater growth than actually took place. The forecasts did not anticipate the deep recession in the late 70's and early 80's. These forecasts also did not foresee the rapid drop in employment in major metropolitan industries such as steel production.

Accurately forecasting population for the Village is difficult, and the Village must plan for both rapid and slow growth. The Village will use the population forecasts developed by the Northeastern Illinois Planning Commission (NIPC). Population forecasts are a most difficult exercise, especially for a Village. Job stability and housing growth both have a major impact on population projections. All projections must be considered only projections, subject to wide swings.

The following tables present two preliminary NIPC 2020 population, household and employment forecasts for the Village and its surrounding communities. Said forecasts are from the pre-hearing public review. There are two alternative listings, which only differ in their assumptions about construction of the proposed South Suburban Airport. The alternative labeled "ORD/RTP" assumes that all growth in the demand for air service is accommodated at existing facilities. The "SSA/RTP" alternative assumes the construction of the new airport. Both alternatives assume the





transportation projects recommended in the proposed 2020 Regional Transportation Plan. Please note that all forecasts are still being reviewed at the time of this report.

**Table 10 - NIPC Population Projections**

<b>Municipality</b>	<b>1990 Census Population</b>	<b>ORD/RTP 2020 Population</b>	<b>SSA/RTP 2020 Population</b>
Country Club Hills	15,431	17,526	20,247
Frankfort	7,180	31,739	36,312
Matteson	11,378	24,070	27,185
Mokena	6,128	21,843	22,374
Oak Forest	26,203	29,273	30,858
Orland Hills	5,510	9,784	10,079
Orland Park	35,720	60,088	68,820
Palos Park	4,199	9,852	9,946
<b>Tinley Park</b>	<b>37,121</b>	<b>63,846</b>	<b>66,691</b>

**Table 11 - NIPC Household Projections**

<b>Municipality</b>	<b>1990 Census Households</b>	<b>ORD/RTP 2020 Households</b>	<b>SSA/RTP 2020 Households</b>
Country Club Hills	4,775	5,849	6,818
Frankfort	2,221	10,462	12,014
Matteson	3,673	8,707	9,834
Mokena	2,041	7,744	7,916
Oak Forest	8,865	10,411	10,991
Orland Hills	1,719	3,209	3,299
Orland Park	12,096	21,492	24,605
Palos Park	1,399	3,501	3,525
<b>Tinley Park</b>	<b>12,678</b>	<b>22,791</b>	<b>23,810</b>



**Table 12 - NIPC Employment Projections**

Municipality	1990 NIPC Employment	ORD/RTP 2020 Employment	SSA/RTP 2020 Employment
Country Club Hills	1,733	4,339	4,954
Frankfort	4,030	11,574	14,311
Matteson	7,972	24,653	36,415
Mokena	2,407	10,752	10,863
Oak Forest	4,561	7,632	7,681
Orland Hills	357	1,927	1,858
Orland Park	17,064	46,815	48,229
Palos Park	1,598	1,636	2,050
<b>Tinley Park</b>	<b>13,411</b>	<b>21,156</b>	<b>28,361</b>

Variations from these projections could be experienced as a result of major swings in the economic health of Northeast Illinois area, the rate at which infrastructure can be financed and installed for development in the community, and the future effects of Federal and State regulation of environmental and land use policies.

The policy of the Village regarding growth is also important. The Village can substantially effect growth through public policy. If the Village is pro growth, it can make the capital expenditures to support growth. It can also keep impact fees and building permit fees low. If the Village chooses to slow growth, it can take the opposite path. The availability of land in and near the Village will accommodate all anticipated growth. The Village can also substantially influence growth by zoning decisions. If the Village limits multiple family and townhouse development the final



population of the town will be lower. Also, available buildable land must be taken into consideration when planning for density and in guiding development.

Given the difference between the low and high projections and the further possible variations to these projections indicated above, the Village should proceed to plan in a manner that accommodates conservative growth, but with periodic reviews to accommodate the possibility of a much higher or lower growth rate. The Village must be prepared for high, medium, or low growth rates.



## VII. EXISTING LAND USE

The physical characteristics of the Village are a reflection of its natural features, such as topography and drainage, and its social, economic, and political activities. The land use inventory assesses the physical development pattern of the Village. The existing land use map assists the Village in planning future land uses for undeveloped areas. The land use categories used in this study were selected to give a detailed and accurate picture of how the land in Tinley Park is used.

Single Family Detached Residential - This category represents all single family detached housing units. In some cases where there is an extremely large lot likely to be further subdivided, only that portion of the lot related to the existing residential unit was considered in single family use.

Two Family Residential - This category represents all two family housing units, including duplex houses. Where there is an extremely large lot likely to be further subdivided, only that portion of the lot related to the existing residential unit was considered in two family use.

Single Family Attached Residential - This category represents all single family attached units other than two family units and duplexes, including townhouse units. Where there is an extremely large lot likely to be further subdivided, only that portion of the lot related to the existing residential unit was considered in single family attached use.

Multi-Family Residential - Residential uses included in this category are apartments, condominiums and houses containing two or more families.

Retail Business - This category represents all property within the Village on which recognized goods and services are offered for sale or trade. It includes some limited storage of building materials and equipment.

Service Business - This category includes areas primarily used for off ice space for service type businesses.



Office/Industrial & Manufacturing - The industrial category includes all industrial activities such as manufacturing, processing, assembly, fabricating and warehousing, distribution and storage of industrial-type products such as heavy equipment, bulk oil, building materials, et cetera.

Parks/Open Space/Public - This category includes all facilities which are publicly owned and used for carrying out a governmental function, including parks and schools. It also includes quasi-public and institutional uses such as churches, cemeteries, open space, golf courses, areas under water, fraternal societies, clubs and similar groups.

Public-Forest Preserve - This category includes lands owned by the Cook and Will County Forest Preserve District. Much Forest Preserve land is not annexed to the Village but is in unincorporated County areas. This land is a valuable resource, providing an immense green belt for recreation, natural habitat, and water retention. For the purposes of this plan, the adjacent Forest Preserves will be considered part of the Village.

Vacant - This is land which is awaiting development, but currently has no other use. This includes some flood plain land that cannot be used, land awaiting development, and land that is no longer farmed.

Transportation & Utilities - This category includes all remaining land use devoted to public rights-of-way for streets, railroads or utilities.

The map on the following page shows existing land use patterns in Tinley Park. The table denotes the amount of land devoted to each use in number of acres and as a percentage of Tinley Park's total planning area. The information provided by the table and the existing Land Use Map show the basic land use data for Tinley Park. The following highlights some of the major characteristics of Tinley Park's development patterns. Further, the characteristics of the major land uses in Tinley Park highlight the history of the development pattern.



### Single Family Detached Residential

Single Family Detached Residential land use takes up the highest amount of land in the planning area. It is the largest land use within the incorporated Village limits, taking up approximately 29%. Lot sizes for single family homes generally range from approximately 7,000 square feet to approximately 25,000, with the average lot size being approximately 12,000 square feet. Some areas within the Village possess lots slightly under 7,000 square feet and in excess of 25,000 square feet, but this is certainly not the norm. Home sizes range from approximately 1000 square feet in older, developed areas of town to approximately 4,000 square feet, with the average size being 2000 square feet. Some areas within the Village include homes smaller than 1,000 square feet and in excess of 4,000 square feet, but this is certainly not the norm.

Two Family Residential - Two Family residential uses, which include duplexes, comprise a very small amount of the total land use of the Village, approximately .1%. The extent of this use within the Village was established in the early 1970's and currently exists as the only use of this type. Sizes of these units range from approximately 1000 to 1850 .

Single Family Attached Residential - Single Family Attached residential uses (townhomes) comprise a smaller portion of the overall Village land use, with said percentage increasing slightly over time as mixed use developments increase and the market changes to the effect of demand by professional adults and seniors which want the likeness of single family detached living without the necessity of yard maintenance or the higher market price of a single family detached home. The total land use of townhomes in the Village is approximately 4%. Sizes of these types of units range from approximately 1100 to 2400.

Multi-Family Residential - Multi-Family residential uses, being condominiums, apartments and buildings with more than two units of occupancy, comprise a smaller portion of land use in the Village than either that of single family detached or townhouse development. Part of the reason for this is that multi-family residential uses occupy a smaller amount of land with increased density and the overall plan of the Village was to utilize this for maximum effect with respect to market demands, with a minimum effect on land, traffic and public uses/infrastructure. The total land use of multi-family in the Village is approximately 3%. Sizes of these types of units range from approximately 900 to 1500.

Commercial - Commercial uses occupy a smaller portion Tinley Park's developed land. As newer commercial development takes up more land because of parking, the relationship of commercial land use percentage to other uses is likely to change. Commercial land has been carefully planned throughout the development of the



Village so as to least conflict with surrounding residential areas, while providing reasonable access for vehicular and pedestrian access. The total land use of commercial property, which includes both retail and service business uses, is approximately 4%.

Office/Industrial/Manufacturing - Tinley Park has large amounts of office/industrial land located adjacent to Interstate 80. Office parks include North Creek Business Center, Mercury Business Center, Tinley Crossings Corporate Center, Hickory Creek Business Centre and the North Star Business Park. Such parks offer a wide variety of land uses, ranging from hotels to regional distribution centers to restaurants. Planning for future needs of the community has allowed the Village to direct these types of regional uses to take advantage of its Interstate 80 frontage, while maintaining state of the art office and industrial centers. The total land use of office/industrial in the Village is approximately 3%.

Public Land - Schools are the dominant public use for public land. Park land could take up more land as the Village becomes more developed and seeks to maintain and upgrade its image as an attractive, pleasant place to live. Schools and parks provide necessary public functions for the betterment of the Village overall. The total land use of public land in the Village is approximately 9%.

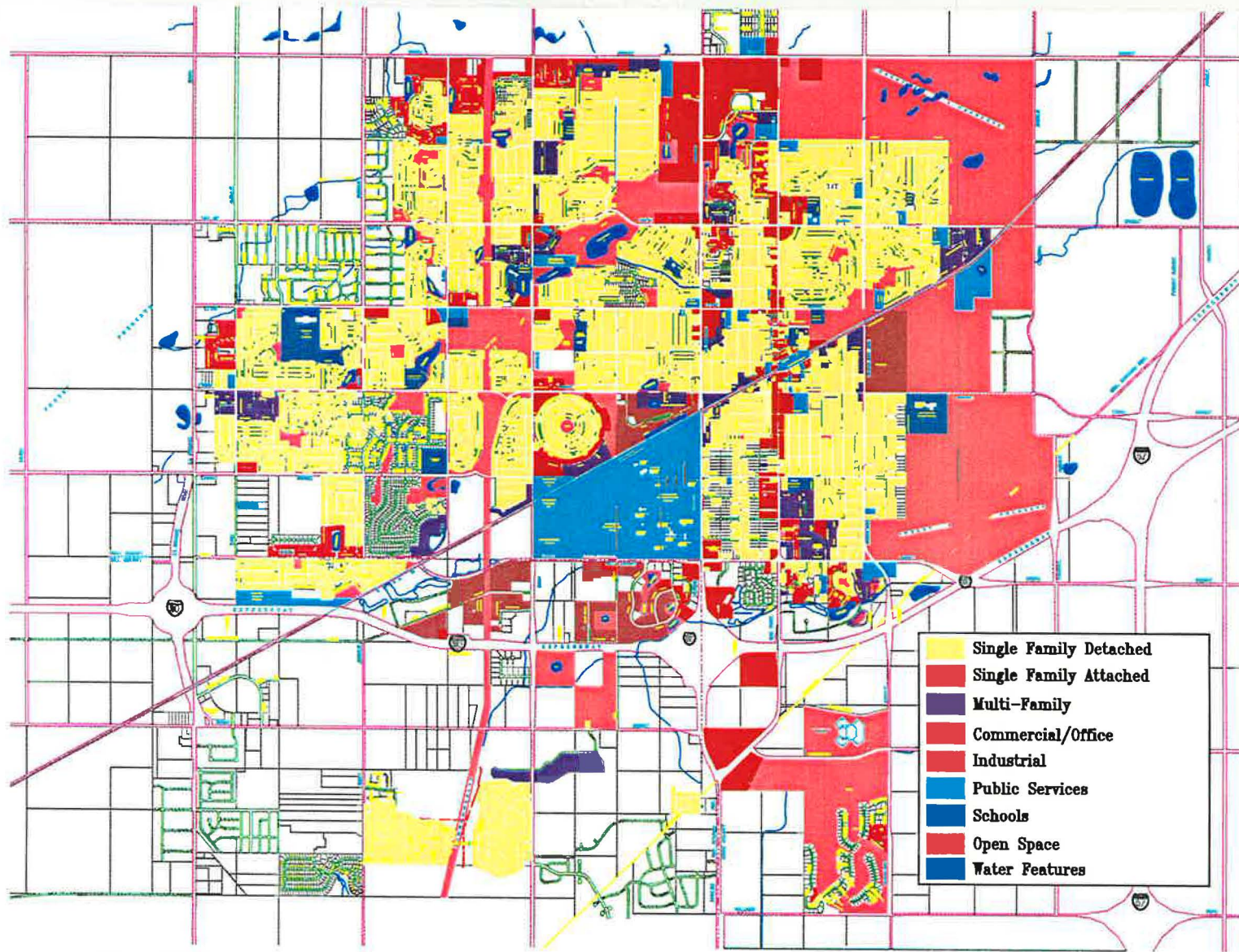
Open Space - Tinley Park has significant open space, including wet lands, flood plains, and forested areas. These areas are ideal for possible future acquisition as natural area parks. Although the forest preserves are not technically within the Village limits, there are over 7 square miles of forest preserve which border the Village. The total land use of open space in the Village is approximately 17%.



<i>EXISTING LAND USE - PLANNING AREA</i>		
USE	ACREAGE	PERCENT OF TOTAL
SINGLE FAMILY DETACHED	3,279.2	29.3%
TWO FAMILY	11.4	.1%
SINGLE FAMILY ATTACHED	413.3	3.7%
MULTIPLE FAMILY	328.0	2.9%
RETAIL BUSINESS	319.5	2.9%
OFFICE/SERVICE BUSINESS	132.6	1.2%
INDUSTRIAL & MANUFACTURING	257.6	2.3%
PARKS/OPEN SPACE /PUBLIC	1,727.8	15.5%
FOREST PRESERVE	1,246.0	11.1%
TRANSPORTATION & UTILITIES	1,439.0	19.7%
VACANT	1,269.3	11.3 %
TOTAL	10,423.70	100.0%







**EXISTING LAND USE**  
**JULY 1999**



### **Central Business District-Oak Park Avenue-Historic District**

The "downtown" of a community is its hub--the center of attraction for both residents and visitors. It often represents the pride a community takes in itself. Its character can be seen in the condition of the buildings and the streets and in the activity of the area. Without it, Tinley Park would become formless and uninteresting. The central business district should be preserved and enhanced. It should also be designed in such a way as to be both attractive and efficient to both vehicular and pedestrian traffic as well as attractive and profitable to the businessperson. By properly planning streets and parking areas and by adjusting traffic flows, many of the present problems can be solved, making the area a safe and pleasant shopping district.

Oak Park Avenue has retained its vitality as commercial development on the west side of Tinley Park has expanded. However, Harlem Avenue, 159th Street and US Route 45 have become the most heavily traveled roads in the region, and large commercial development has followed the traffic. This has created challenges for Oak Park Avenue merchants. This type of pattern is not unique to Tinley Park. Most American downtown areas have declined as the reliance on the automobile has increased and thus changed the shape of how retail and commercial development occurs.

The Village has moved aggressively with merchants to develop plans and programs to attract more commercial investment and shoppers as well as residents to Oak Park



Avenue. The future plans of the Village do and will continue to emphasize these goals and objectives by refining and developing these plans.

At the time of this publication, the Village is applying for a Train Station Development Plan. This effort would be jointly undertaken by the Regional Transportation Authority, METRA, and the Village. It would develop a program to improve the train stations and surrounding area, with improvements in landscaping, retail uses, parking, residential uses, bike racks, park benches, etc. The Village is also a participant in a \$100,000 program with Barrington, Schaumburg and Chicago to plan for and promote bikes to retail. Though not complete at the time of this publication, these efforts will focus on the redevelopment of the historic downtown area and , when complete, become a major component of the comprehensive plan.

### **Housing**

Except for a few specialized places, housing is the major land use component of all municipalities. The needs for housing change over time, and the housing stock itself changes. As Tinley Park grows, there will have to be more housing to accommodate the additional citizens. There is more than adequate land available for housing development in the planning area for the near future.

Tinley Park has attracted a variety of housing types. Within those varying housing types, a major focus of the community has been to diversify the size of its housing



in order to promote the stability of the community. A conscience effort has been taken to provide the size and types of housing units that will allow the population to grow, expand or change and still be able to remain in the community. This has been a major factor in helping to establish Tinley Park as a community with high levels of volunteerism, community spirit and community pride. It has been one of the more rapidly growing residential areas in the Chicagoland area for the past fifteen years and all indications are that the desirability to reside in Tinley Park will continue to be strong well into the 21st century.

### **Commercial Land Use**

Tinley Park can be expected to attract a substantial amount of new commercial development. The exact amount will depend upon general market conditions and specific local developments that will either spur or discourage commercial development in the Village.

Currently, Tinley Park has major commercial districts on Oak Park Avenue and 159th Street. Large commercial expansions are proposed or planned near the interchanges at I-80 and Harlem Avenue and on LaGrange Road (Rt. 45) from I-80 north to 171st St. . The Historic Central Business District is located in the center of Town. The newer commercial areas of the Village now contain far more square footage and economic activity than the old central business district at Oak Park Avenue. Major new commercial developments at I-80 and Harlem are developing.



The Central Business District or "Downtown" Tinley Park requires careful planning for the future. Development efforts should be concentrated on the expansion of parking facilities, additional shopping services, improving the visual appeal of the downtown, making the area more pedestrian friendly and, as part of a larger overall plan, meshing commercial development with residential living units. The historic significance of the existing structures in the old downtown is, unfortunately, minimal. There exists an incredible opportunity for the Village to "create" rather than preserve this area of town. However, care must be taken through the planning process to ensure that what is created is an appropriate reflection of the historical past of Tinley Park.

Possible improvements to the downtown have been identified as follows, many of which will accomplish the previously stated goals and objectives and be included as the Historic District Redevelopment Plan is finalized:

- ◆ Establish trust fund
- ◆ Use small business assistance programs
- ◆ Upgrade aesthetics
- ◆ Redevelop Farm Supply property next to METRA Train station
- ◆ Create a downtown park area, a "Town Square"
- ◆ Develop facade rehabilitation program
- ◆ Continue economic development effort
- ◆ Find a quality use for vacant storefronts



- ◆ Create more pedestrian traffic
- ◆ Construct bike paths where possible
- ◆ Rebuild historic windmill, in Forest Preserve on Oak Park Avenue
- ◆ Lake and golf course & bikeway on Forest Preserve at 159th and Oak Park
- ◆ Anchor south end of town with mixed use development
- ◆ Complete development of residential area around Oak Park
- ◆ Work with Historical Society to publish an updated Historic guide and/or walking tour of downtown
- ◆ Improve and enhance marketing of downtown - more fests
- ◆ Create an atmosphere to small business success
- ◆ Attract unique types of stores
- ◆ Use commuter lot on weekends for art fairs, “mini” festivals, etc
- ◆ Develop a Train Station Area Improvement Plan
- ◆ Participate in a Bike to Retail Plan and Program

### **Industrial Land Use**

Tinley Park is a rapidly growing community on the fringe of the large Chicago region metropolitan region. As a result, the demand for large tracts of industrial land, as well as the number of good industrial sites is strong. Tinley Park is becoming a major industrial center, which is evidenced by the rapid growth of clean and environmentally acceptable industrial uses which have developed around I-80



from 1992 to present . These uses have typically oriented to the convenient access to I-80 and I-57, with most new development located in Will County, where property taxes for commercial and industrial development are substantially lower than in adjacent Cook County. The ease with which workers can commute to Tinley Park as well as the diversity of the housing stock within the community for those who wish to live and work in the Village, has also played a major role in the recent of expansion of employment opportunities in the community.

Because the establishment and location of new industry in a community has significant impacts, both economically and environmentally, it is important that adequate consideration be given to location of potential industrial development. The areas planned for industrial expansion are along I-80 bordered by 183rd and 191st Streets, and Ridgeland Avenue and LaGrange Road, and the Rock Island METRA line, and are ideally located with easy access to the surrounding interstates, the Rock Island rail line and a sufficient secondary road network to handle the increased traffic..



## VIII. CIRCULATION AND TRANSPORTATION

Transportation systems, natural features, and land use determine the physical form of Tinley Park. The transportation system makes it possible to carry out different activities in locations that are suited to the needs of the particular activity. One result of the good transportation system found in the United States has been the specialization of various activities into certain areas. Good transportation has made it possible for workers to live in Tinley Park, while working in more congested and polluted areas. The continued increase in the amount of jobs available in Tinley Park is also a testament to the quality transportation network in and around the Village, making it easy for those who to reside outside the community to travel here for their livelihood..

The effects of good transportation, however, have not all been beneficial. The scattered pattern of development called urban sprawl has also resulted from good transportation. It is difficult to provide economical and efficient governmental services to sprawl development because of the distance from sewer, water, utilities, and roads. Urban development demands urban services, and these services can best be provided by logically expanding existing Village's services. Tinley Park has been fortunate in the past to avoid many of the effects of suburban sprawl with a concentrated effort on the logical development and extension of its infrastructure.





## **The Existing System**

The Village is served by Interstate 80, with Interstate 57 located just to the east. The main intersections of I-80 are Illinois Route 43 (Harlem), and US Route 45 (LaGrange Road). Important interchanges on Interstate 57 include US Route 6 (159th Street), 167th Street, and Vollmer Road.

In addition to these major roads, there are also streets which function as secondary access roads in addition to serving as local streets. These streets include Oak Park Avenue, 80th Avenue, 84th Avenue, 88th Avenue, 94th Avenue, 171st Street 175th Street, 179th Street, 191st Street, Ridgeland Avenue and Flossmoor Road.

While automobiles are the dominant transportation mode, the Village also enjoys quality METRA Commuter Rail Service. The Village is directly served by two stations on the historic Chicago & Rock Island Railroad Line . The Oak Park Avenue station serves the historic downtown district and immediately surrounding areas, while the newer station is located on 80th Avenue and primarily serves the South and West areas of town. Village residents are also served by a station in the neighboring City of Oak Forest on 159th Street, and the station in the nearby Village of Mokena at US Route 45.

This Village also is served by several PACE Bus routes. Bus Line Number 354 connects from the Harvey METRA Electric Line Station at 154th Street with the



Orland Square Shopping District on LaGrange Road. The route follows 147th through Harvey and Oak Forest, providing service to the Rock Island station at 147th, then south along Central, and then along 159th Street. Bus Route number 364 provides service from St. Margaret's Hospital at Sibley and Wentworth, then to the River Oaks Shopping Center in Calumet City, the METRA Electric Station at 157th Street in Harvey, then along 159th Street to the Oak Forest METRA Rock Island Station, then to the Brentowne Mall Shopping Center and Village Hall in Tinley Park, through the historic Village of Tinley Park along Oak Park Avenue, and then along 183rd Street to the Howe Development Center.

Pertinent facts about the existing transportation network are presented on the Transportation Network Map. The map shows major existing roads, and planned expansions. The most important plans are the extension of 191st Street east to Flossmoor Road, and the extension of 183rd Street through the Village. Both will provide high quality east west thoroughfares through Will and Cook Counties. The extension of 183rd Street is very difficult, since it must cross extensive wetlands and the Chicago & Rock Island Railroad line. The Village continues to work at developing a realigned 183rd Street to cross LaGrange Road at approximately 181st Street, which will help to spur the development of the Route 45 and I-80 interchange. The Village also recommends a new ½ diamond interchange to be located at I-80 and Ridgeland, with access to and from the east, in order to aid the dispersal of traffic from the New World Music Theater and also spur development on the eastern edge



of the Village's I-80 corridor. An initial Interchange Plan is under preparation at the time of this publication..

### **Transportation Problems**

The severity of traffic problems are relative. Traffic delays which would be intolerable in Tinley Park may be acceptable in more densely populated suburbs and commonplace in Chicago. This, however, does not mean that Tinley Park should ignore traffic problems on the grounds that they are less severe than elsewhere. There are traffic problems in Tinley Park and they must be considered. In this section some of the major categories of transportation problems are presented.

### **Discontinuous Street Network**

As Tinley Park developed, streets were added to the original plat. Sometimes these new streets were extensions of existing streets and intersected with others streets. Some new streets did not line up or conform to the existing street pattern due to location of established land uses or the complexities of property ownership. Today, what has developed is a street network which in many cases is not continuous through and around the Village. There is at present only one major east-west continuous through street, 159th Street. All other east-west streets are discontinuous, requiring the motorist to turn 90 degrees and then turn again to complete their journey. As evidenced on the Transportation Network Map, this document emphasizes the need for more continuous east-west streets where possible. The



Village of Tinley Park has better north-south road service, with Harlem, LaGrange Road, Oak Park Avenue, and 80th Avenue providing good north-south service on direct, straight alignments.

### **Inadequate Capacity**

Capacity is determined by several factors, but the major ones are pavement width and right-of-way width. Tinley Park has done an excellent job in recent years, with the cooperation of Cook and Will Counties and the Illinois Department of Transportation (IDOT) , of widening many streets that formerly had narrow pavement width and narrow rights-of-way. Right-of-way widths in Tinley Park range in widths of 60 to 66 feet for local streets to 80 to 120 feet for collector and arterial streets.

Efficient use of signs, signals, and parking restrictions can also increase capacity. One minor problem related to capacity is the fact that the corner radius of some intersections of streets with narrow pavements is very small. This makes it difficult to turn and, in effect, decreases capacity. However, this situation may produce a desirable effect in the older commercial area along Oak Park Avenue by slowing traffic enough to benefit the ability of the retail to thrive.



## **Public Transportation**

The need for public transportation is based in part on the number of persons who cannot or prefer not to drive. Suburbs such as Tinley Park has historically been void of public transportation because of the populations' reliability on the automobile. Senior citizens, commuters, children, and physically disabled persons are prime users of public transportation. .

Bus service is provided by PACE. Service is moderately adequate, but the frequency of service is low. The system works on hour headways in Tinley Park, which is inconvenient. Ridership is low, and therefore it is difficult to justify additional service. Suburbs such as Tinley Park find that most residents have cars. Ridership of PACE buses is therefore low. One bright spot which exists in Tinley Park regarding public transportation is the success of the PACE senior bus service. Senior citizens or disabled individuals who reside in Tinley Park can schedule to be picked up at their homes and delivered to destinations within the corporate limits of the Village for shopping, medical appointments or just to visit with friends or relatives.

The Village could work with PACE to increase demand response service at the expense of fixed route service. Lift equipped small buses carrying 12 to 15 passengers would pick people up at their homes, and deliver them to their destinations within Village and perhaps the surrounding communities. The vehicles could be dispatched directly using the expanding field of cellular technology. The



bus could also be set to make one or two rush hour trips to nearby employers and the METRA train stations. The historic business district would benefit from this service, allowing individuals to access a wide variety of uses in close proximity to one another.

### **Transportation**

The proposed transportation plan is shown on the Transportation Network Map. The efficient transportation of people and goods is one of the most important considerations of a planning program.

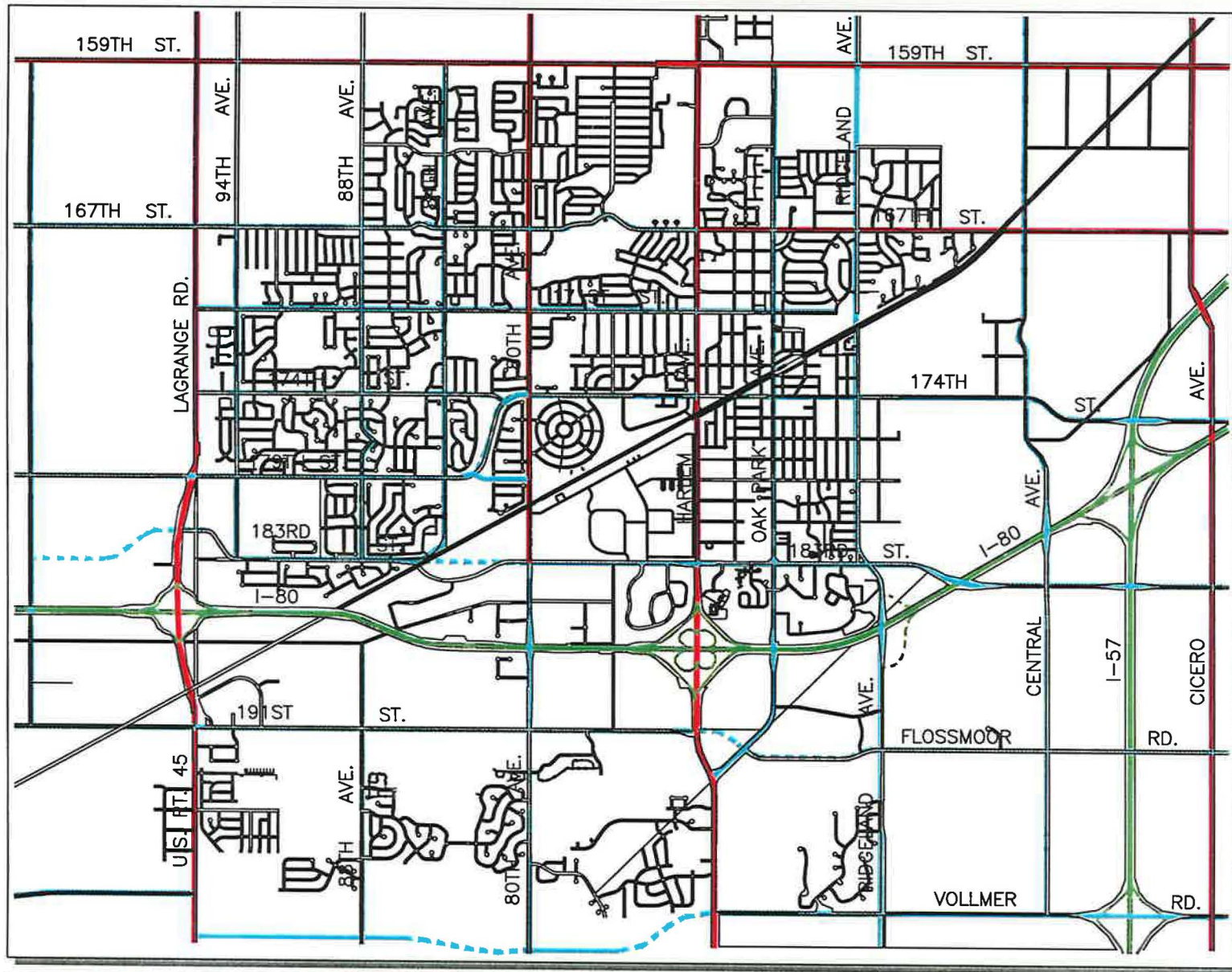
The most pertinent transportation problem existing in Tinley Park today is the discontinuity of major east-west arterials. Traffic counts along 159th Street are high and expanding population will further increase traffic congestion along this thoroughfare. 191st Street should be connected to Flossmoor Road east of Harlem. Ideally, 183rd Street should be extended throughout the Village, although poor soils and difficult railroad crossings make this connection prohibitively expensive at present.

These proposals would serve to alleviate many of the current or anticipated internal traffic problems in Tinley Park. Capacity problems and network inadequacies can only be remedied by prioritizing improvements through capital improvement programs. Many capital improvements to the transportation network which have occurred and will occur in Tinley Park have been borne by the developers of the



properties adjacent to those thoroughfares as a requirement of their development. Where this is not possible, the Village has and will work in conjunction with Cook and Will Counties as well as IDOT in order to properly develop and enhance the quality of the transportation network.





- EXISTING INTERSTATE HIGHWAYS
- - - PROPOSED INTERSTATE INTERCHANGES
- EXISTING 4 LANE ROAD
- EXISTING 2 LANE ROAD
- - - PROPOSED ROAD



Tinley  
Park

MAJOR ROAD NETWORK  
AUGUST 2000



Drawn by: Craig R. Eyer



## **Bikeways and Walking Paths**

This plan proposes a system of bikeways and walking paths for the Village. Federal law and policy have recently emphasized and funded the implementation of bikeways. Transportation planning in the past ignored bikes as part of the transportation system. The Intermodal Surface Transportation Efficiency Act (ISTEA) provides States with a pool of money for grants to communities that design bikeways and/or walking path systems within the community that link up residential areas with parks, shopping areas, libraries, government and medical service sites, and adjacent communities. The key to the grant program is that the paths must allow people to move to and from places without the use of an automobile, thus reducing pollution and hydrocarbon dependency.

This plan proposes that Tinley Park act promptly to develop a quality bike path system for both recreation and work trips. Grants of up to 80% of the cost of design and construction are available. The system should link residential neighborhoods, industrial and office parks, the historic downtown shopping area, greenways, forest preserves, and nearby communities.

The system should provide convenient and safe access from all parts of the Village.

Where the bike path is out of a street right-of-way it should become a greenway, with attractive landscaping. The greenway concept is appropriate through parks, and where the bike path follows natural drainage areas.



The link between home and the bikeway/walking path/greenway should be direct and continuous so that people find it easy to reach the trunk greenway system without having to cross parking lots, service drives, trash storage, and other barriers. Besides being the routes for pedestrian movement, the greenways should also act as magnets for pedestrian activity. Their attractive and active image should be taken advantage of by orienting dwellings toward them. The link to the transportation system for dwellings should be direct, again without barriers between home and car and between home and bus.

The Village presently has quality bikeways around the storm water detention facilities at 167th Street. There are also quality bikeways in the Forest Preserves to the north and northeast, and around the successful Forest Preserve National Golf Course located in adjacent Oak Forest, Illinois.

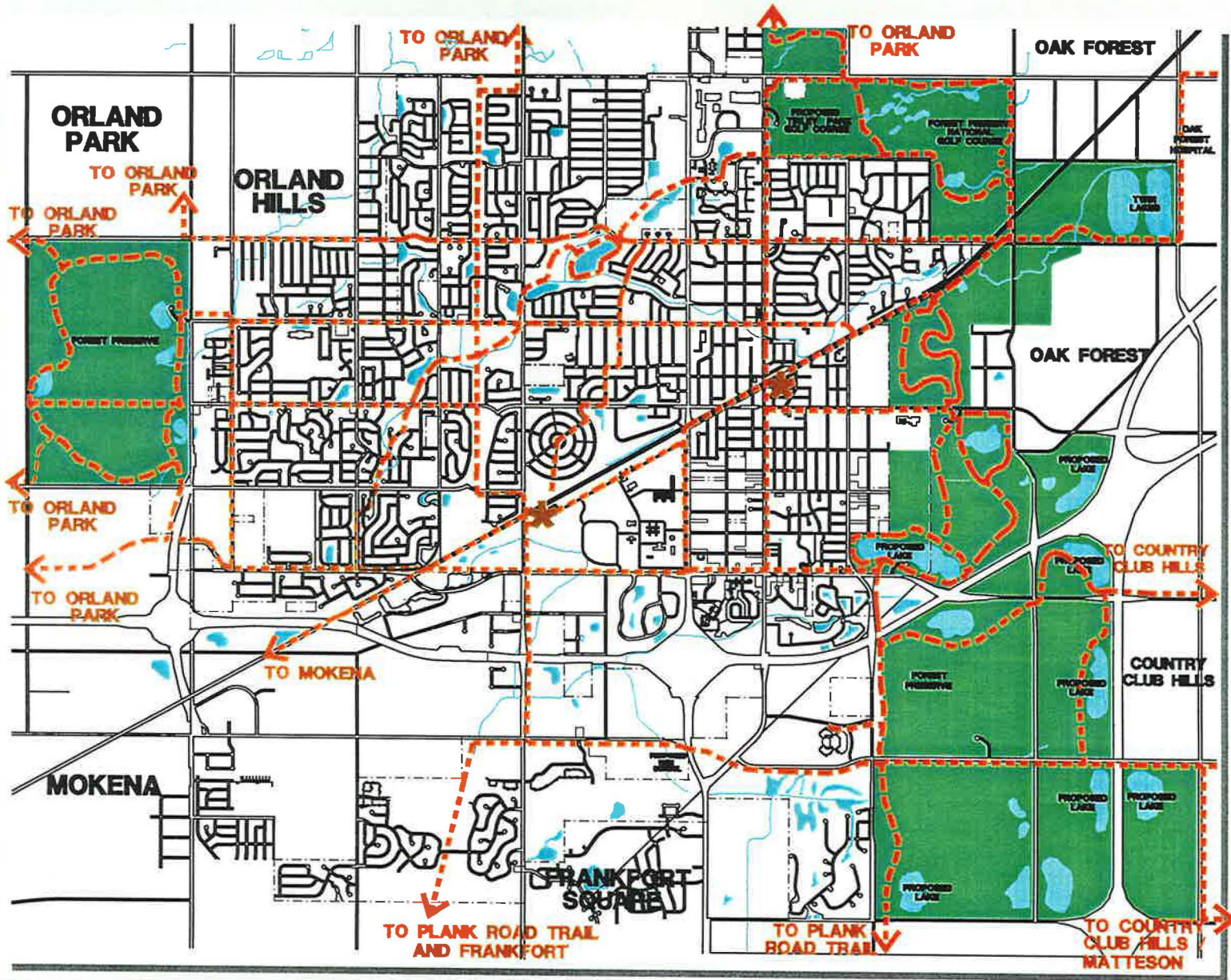
The Village has a major bikeway planned for the north south Commonwealth Edison right of way running through the center of the Village, west of 80th Avenue. This facility has been engineered and should be constructed in 1997 if the Illinois Department of Transportation (IDOT) approves. Linkages are also planned throughout the Forest Preserves, and connecting major job and shopping areas to residential areas.



The Village is proposing a major bikeway six miles in length in the Forest Preserves just east of the residential area of the Village. This will connect the existing bike system around George Dunne Forest Preserve National Golf Course and the trail to the north. It will also connect the forest preserves, residential neighborhoods, Panduit, Tinley Park High School, the New World Music Theater, and the major commercial office complex currently developing at I-80 and Harlem Avenue. It is also planned to be extended to the existing system at Flossmoor and Cicero, which is currently planned to be extended to the Plank Road Trail. It is also proposed that a bike path completely surround the Forest Preserve adjacent to the Village Hall.

The Village also proposes a circular system around the Forest Preserve at LaGrange Road between 179th and 167th Streets. This is also proposed to be connected to the commercial area to be developed both north and south of the Forest Preserve, and into the Village via links along 171st, 175th, and/or 179th Streets, eventually connecting the to Forest Preserve Bikeway system on the east side of town. The Village also is working with METRA to improve bike and pedestrian links to the two train stations, and the historic downtown area. A bikeway along Oak Park Avenue is also proposed to connect the commercial area along the 159th Street corridor.





- - - BIKE TRAILS (6'-10' ASPHALT)
- FOREST PRESERVE
- GOVERNMENT / SCHOOLS / OPEN SPACE
- OPEN WATER
- ★ TRAIN STATION



**Tinley Park**  
**BIKEWAY PLAN**  
**2000**



## IX. COMMUNITY FACILITIES

The municipal facilities of any community are dependent on its size and diversity. Tinley Park requires less service than larger municipalities might require. However, as indicated earlier in the plan, it is anticipated that continued growth will occur in Tinley Park with this growth requiring expanded municipal services, space and personnel. This Chapter presents a description of all existing facilities and an analysis of updated future needs assessments for the community's facilities. The Community Facilities Plan Map indicates the location and approximate size of all municipal facilities.

Listed below are Tinley Park's public facilities and a brief assessment of future needs for each.

### **Village Hall**

The current Village Hall was erected in mid-year 1987 and houses the Village's governmental offices. It is located on a ten acre landscaped site. The growth of the community since the original construction of the Village Hall required an additional 6,000 square feet of space in the form of an addition to the existing Village Hall. This addition, completed in 1997, houses the Building Department, Planning Department, and approximately three thousand square feet of meeting space for



committee, commission, and community functions. There is sufficient land on which additional expansions of the Village Hall could be constructed if needed in the future. The Village Hall meets Federal and State requirements for handicapped accessibility.

To serve the present and future population of the community is the primary concern for the local government of Tinley Park. The current Village Hall is adequate to serve the Village now and in the foreseeable future.



## **Police Department**

The Tinley Park Police Department is comprised of 65 full time sworn officers and 30 part time officers in Tinley Park. In 1997, this provided a ratio of 1 officer for every 651 people, which allows the department to provides excellent service to the community. A major goal of the department is to continue to provide this ratio of officers to population in order to ensure that the level of service to the community remains strong. There are 65 police squad cars available for usage, among other professional vehicles. The department is housed in a new, state-of-the art facility which was opened in January 1998.

The police department is dedicated to serving the community, its citizens, businesses and visitors in a professional, friendly and unbiased manner. It is a progressive department which provides a high level of efficient and professional service to the community. Over the past two decades, the department has experienced tremendous growth proportionate to the Village's increase in population, while expanding its services and programs reflective of contemporary police practices and philosophy.

Programs such as crime prevention, citizen police academies, bicycle patrol, and college student internships are but a few of the progressive efforts to which the department has committed. While envisioning the continual controlled growth of the community, the department will in turn plan its growth, proportionately addressing



existing and anticipated needs and services expected of the department in the typical high quality expected of the police department.

Specialized services and programs unique to Tinley Park will also be the goal of the department. Twenty-first century technology has offered new and exciting options to law enforcement in field technology in the areas of electronic monitoring, photographic traffic enforcement and telephonic report taking. The department will continue to scrutinize and consider these viable options as the community grows. New child safety training facilities and programs are also on the horizon and will be strongly considered as well.

## **911**

The Village provides emergency 9-1-1 service through cooperation with the regional telephone company for emergency dispatch. This system is regularly improved in order to provide the fastest, and most reliable service to the community.





## **Fire Department**

The Tinley Park Volunteer Fire Department was established in 1901. The department has 94 volunteers with no full-time staff, operating a \$6,000,000 plus operation on a \$500,000 budget. The department operates out of three stations with fifteen pieces of equipment and maintaining an ISO rating of Class 3. Planning for a fourth station is underway, to be located south of Interstate 80 and to respond into the I-80 corridor. The department looks to accreditation from the International Fire Chiefs in the near future. The department trains at a million dollar fire training site which is provided to insure firefighter safety and education for most situations.

The future of the Tinley Park Volunteer Fire Department depends on many factors. The department is made up of volunteers from the community and a great deal of community pride exists in the department. The department looks forward to the future and feels that, with the commitment of the department and the community as it exists presently, it will continue to provide quality service for many years to come.

## **Fire Prevention**

The Fire Prevention Bureau is an operation of Village inspection services. It works in close coordination with the Building, Planning and Health Departments. Inspections include a semi-annual inspection of all occupancies, except one and two family dwellings. Presently, there are two full time and ten part time staff operating the fire prevention department. The department also plans to hire two full time



inspectors in the future. The Village has always taken a proactive stance with respect to fires. If the Fire Prevention Bureau can prevent fires, the Fire Department will not have to extinguish them.

Many of the Village building codes have been in effect for thirty years. The vast majority of multi-family housing stock consists of two hour fire rated masonry separation. This type of construction allows for compartmentalization of a fire.

Fire prevention also participates in public education and awareness. Persons properly educated will understand how to protect themselves from fire. The department visits and speaks to more than 4,000 children in the community about fire safety each year, as well as speaking to senior citizens, scouting groups and other community organizations about fire safety. Statistics show that while the number of fire department responses per year may increase, the number of actual fires stays much the same from year to year.

Fire prevention helps ensure the Village's future is safe from the ravages of fire thus helping the Village's citizens and business community prosper and flourish.



## **Emergency Medical Services**

Ambulance service for Tinley Park and the surrounding area is delivered through a private contractor. Within the Village, there are three ambulance units available at all times with full time state certified paramedics to provide 24 hour advanced life support care. The paramedics are on patrol for utilization and accessibility. Future growth with increased EMS (Emergency Medical Service) calls should not pose any problems because coverage of service is adequate to meet the ultimate boundaries of the Village..

The ambulance service can provide a fast response time for calls over the entire village. The ambulances are equipped with monitors and computers, which are in communication with local hospitals.

## **Water Department**

The Tinley Park water works is supplied by Lake Michigan water from the Village of Oak Lawn. The system provides quality water and is sized to serve all future development in the Village. The Village is currently constructing a new five million gallon water reservoir and pump house at 183rd and Ridgeland Avenue. An additional five million gallon reservoir may be required at this location in about five years. These additions will provide the Village with adequate water storage and pumping capacity for all types of development and through the eventual build out of the community.



The Village has two elevated water towers; a half million gallon tower is located at 173rd Place and 68th Court, and a one million gallon tower is located east of 84th Avenue at Cloverview Drive. The elevated water tower at 173rd Place and 68th Court will be inoperational when the five million gallon reservoir and pump house are completed and operational.

Under an ongoing program of system maintenance, the Village regularly replaces sections of water main and hydrants, particularly in areas that have experienced frequent main breaks. This pro-active approach reduces the costs of emergency repairs and prevents unexpected water shut downs.

### **Sewage Treatment**

The Metropolitan Water Reclamation District (MWRD) sewage treatment plant, which serves the majority of Tinley Park, is adequate to handle existing demand. However, infiltration is a problem in some areas, and during heavy rainstorms the sanitary sewer system receives excessive amounts of storm water. Elimination of storm flows into the sanitary sewer collection system is an ongoing priority. Tinley Park has established and maintains an aggressive sewer maintenance and replacement project to eliminate failures and infiltration.

As the population of the Village grows, improvement of the distribution system will have to be made. New and existing facilities should emphasize the elimination of



storm water and infiltration into their systems. Provisions of these facilities should precede demand.

### **Public Library**

The Tinley Park Public Library, a separate taxing body, is located at 17101 South 71st Avenue. Hours at the time of this publication are from 9:00 a.m. to 9:00 p.m., Monday through Friday; 9:00 a.m. to 5:00 p.m. on Saturdays; and 1:00 p.m. to 5:00 p.m. on Sundays, October through May. As a member of the Suburban library System (SLS), the library offers cardholders access to the holdings of other suburban libraries through inter-library loan and reciprocal borrowing.

The library's collection includes more than 109,000 volumes, over 1,700 music CD's, 2,300 videos, and subscriptions to fourteen newspapers and more than 400 periodicals. Access to computer data bases includes Info-Trac (providing an index to magazine articles dating from 1990 to the present), a national collection of telephone books, 800 numbers, business directories, as well as the index of the Chicago tribune.

Patrons may access the on line catalog from any of seven public terminals. Future plans include Internet access to the public and two work stations for the CU-SeeMe grant program in cooperation with School District 230. The library also offers a wide variety of information on its homepage which can be accessed by address:



[www.lincolnnet.net/users/lltppl](http://www.lincolnnet.net/users/lltppl). The library offers youth reading groups, guest speakers, music and heritage celebrations, adult assisted learning, summer reading programs, service to the homebound and telephone renewal of library materials.

Two recently remodeled areas provide a quiet study room and a young adult “annex”. The quiet study room can accommodate five people, while the annex provides a browsing and reading area with a collection geared to the reading interests of twelve to eighteen year old patrons. In 1996, the library was visited by 325,724 people, circulated 437,754 items and 22,000 people had library cards. The library may be reached several ways: by telephone, fax, world wide web and E-mail.

A new library facility in addition to the current facility has been discussed. With most of the recent growth of the Village occurring to the south and west of current library facility, the logical location for a new facility would be in this direction. This decision would be made by the Library District with input from the Village Board of the Village of Tinley Park.. No decision has been made to date.

### **Public Schools**

There are a portion of four high school districts within the Village, with two high schools in the corporate limits of the Village; Andrew High School in Orland Township and Tinley Park High School in Bremen Township. Students in Rich Township attend Rich South High School and students in Frankfort Township attend



Lincoln Way High School. The Village also has a portion of four elementary school districts, with several grade schools within its boundaries. There are future plans available from the different school districts outlining expansion and upgrading learning techniques. These are available from the school districts. The Village also has three elementary parochial schools within its boundaries.

The community college for the Tinley Park area is South Suburban College located in South Holland, Illinois. Other community colleges within the area are Moraine Valley Community College, Prairie State College and Joliet Junior College. The universities within the area include Governors State, St. Xavier and Lewis University, with the St Xavier South Campus located within the boundaries of Tinley Park. The Village also has convenient access to all the major Universities located in metropolitan Chicago as well as in North and Central Illinois. The close proximity of such higher learning institutions allows for area residents to continually upgrade their educations. In doing so, Tinley Park will be greater enhanced in its collective thought for a better tomorrow.

### **Parks and Recreation**

The Tinley Park Park District conducted a community wide survey on the recreational needs and interests of the residents of the Village. The information obtained in this survey will provide the groundwork for establishing a long range plan. Currently, the park district has 365 acres of park land distributed among thirty-



two park sites. Annually, over 600 programs are offered for people of all ages. The park district operates a 33,000 square foot fitness center, the McCarthy Recreation Facility (which offers miniature golf, batting cages and a concession stand) and the Landmark Museum.

There are four areas to be addressed in long range planning: 1. Parks 2. Facilities 3. Recreational Programs 4. Personnel

**1. Parks:** The Park District will acquire 75 to 100 acres of land for future park development over the next five (5) years. Most of this land will be acquired in the west side of the Village as new subdivisions are approved through developer donations. The greatest demand will be for playing fields.

A community park is defined as a tract of land designated and used by the public for passive and active recreation. A community is a necessity for the Village. It is the plan of the Park District to have the 54 acre tract of land at 80th Avenue and 171st Street, known as the Farm Site, to become this community park. It is centrally located and large enough to provide a wide variety of recreational pursuits. The Park District is planning to develop this site in several phases, beginning in the Spring of 1997.





In 1996, the Board of Commissioners approved a playground replacement schedule for the existing 27 playground sites. This schedule allocates a minimum of two playgrounds per year that will be updated and assures that all playground sites will be updated within a maximum of fifteen years. The District is developing a master plan of all existing park sites and will develop a master plan schedule to maintain and update parks on an ongoing basis.

**2. Facilities:** The park district's priority is to develop a community recreation center. Another priority, according to a resident survey, was the development of an outdoor swimming pool. Both facilities could be located at the Farm Site if future studies deem them as viable projects. Sometime in 1998, the District will develop a plan to address the aging effects of facilities and how to financially maintain them in a positive manner.

**3. Recreational Programs:** Currently, 97% of all programs offered are held. This shows a great demand for more space and recreation programs, as the national standard is 85% of programs offered are held. Many classes have waiting lists that the Park District is not able to accommodate due to lack of space. The need for more program space will only increase with the growth of the community. The schools and churches of the area are feeling stress from the demand for their facilities from local organizations, the Park District and their own school



activities. The District is examining the possibility of renting space until such a time when a community center can be built.

**4. Personnel:** The Park District currently has fifteen full time employees, thirty-seven permanent part time employees, and approximately 200 seasonal employees. In recently completed studies, the District found itself to be understaffed as compared to other south suburban districts. Results of the survey found that other districts average 4.7 full time recreation staff, while our district averages 2 full time recreation staff. At the same time, the district provides a higher percentage of programs. Based on population, the district averages one recreation staff per 21,000 residents, while other south suburban districts averaged one recreation staff per 7,626. The Parks Department has five full time staff as compared to nine from other south suburban districts; averaging one full time staff per 8,400 residents while other south suburban districts average one per 3,792 residents. It is the park Districts intention to gradually add staff on a cost effective basis.

Finances play an important role in all four categories of long range planning. In 1996, the Park District hired its first Business Manager. Currently, the District is updating its computer system to accommodate residents with more efficient service and provide the administration with more up to date financial reports which will assist in decision making. As the District progresses with its long range plan, it will



include an analysis of the its debt schedule and develop a long range plan that will coincide with capital improvement plans.

The following is a listing of Park District Playgrounds --

<u>PARK SITE</u>	<u>LAST YEAR UPDATED</u>	<u>YEAR NEW PLAYGROUND</u>
Nasebandt "Moose"	1970	1997
Memorial School	½ - 1978 ½ - 1990	1997
Memorial Park	½ - 1960 ½ - 1990	1997
Lewis Park	½ - 1960 ½ - 1990	1998
Veterans	½ - 1976 ½ - 1990	1998
Pottawattomie	1986	1999
McCarthy	1985	1999
Bannes Park	½ - 1985 ½ - 1990	2000
St. Boniface	½ - 1984 ½ - 1990	2000
Bettenhausen	1990	2001
Pottawattomie	1990	2001
Buedingen	1990	2002
Volunteer	1990	2002
Hirsch Park	1990	2003
McCarthy	1990	2003
Centennial	1991	2004
Deinert	1990	2004
Rauhoff Park	1991	2005
Tinley Terrace	1991	2005
Commissioners	1991	2006
Centennial (Jogmen)	1993	2006
Gory Park	½ - 1990 ½ - 1994	2007
German	1994	2007
Centanni	1994	2008
Bicentennial	1995	2008
Vogt Woods	1996	2009
Gasior	1996	2009

### **Community Facilities in Flood Plain & Wetlands**

Studies show the Village has substantial amounts of flood plain and wetlands. These areas can make very affordable parks, since federal and state regulations as well as Village ordinances prohibit development on them. The land use plan map depicts



the areas of flood plain. The Village could simply ask the land owners of these properties for the donation of the land to the park district or Village for parks and recreation. The Village could name the park after the donor. The donor gets rid of land that could be a liability, and perhaps receives a tax deduction.

Flood plain regulations can allow these properties to be developed into both active and passive parks. The popular Centennial Park with the Little Calumet River flood control project known as Structure 32 is an excellent example of an attractive storm water detention pond in a park, with a pedestrian bikeway around the pond. The Village can develop additional quality parks in the flood plain, complete with lakes and trails, in forest preserves and new developments. Attractive locations include the Metropolitan Water Reclamation District (MWRD) property at Harlem Avenue and 167th Street and in the Cook County Forest Preserve property east of Ridgeland Avenue and north of 183rd Street. Both of these locations would provide very attractive entryway features. Other locations in the forest preserve could also be utilized. Because of the complexities involved and number of governmental bodies associated with the development of a project of this magnitude, the location and time frames are yet to be determined. The Village will continue to work with these various governmental bodies to bring this project to fruition.

Another possible development in a flood plain park would be a golf course and country club. Ideally the golf course should be in wet soils, providing storm water



detention and some wet land area. The course could be owned and operated by the Village, Forest Preserve District , or a private party. The course should be surrounded by high quality residential development.

The golf course could be built by the private sector, by the Village, or by a public private partnership. Initially, a small par 3 course could be developed on about 40 acres with minimal improvements by the Village for about \$500,000. This small course could remain small, or could eventually be expanded into a larger facility.

The current cost of developing a full scale 18-hole course is 2 to 3 million dollars plus land costs. Fees should cover most or all of the costs, and the Village might well make a profit. The courses in the area are for the most part profitable, and the Village has the advantages of not paying property and sales taxes, and the use of existing maintenance facilities, equipment, and personnel. Since recreational amenities are a legitimate function of local government, the Village does not have to make a profit if for some reason the golf course was not well received. The forest preserve lands provide the best opportunities for golf course development in the Village. The real value to the Village, though, is the quality development that the course should engender. The Village would from an amenity to attract quality new development. The tax base generated from quality adjacent development would be substantial.



Additional benefits are the enhancement to the image of the Village when the name of the Village is linked to the golf course. Other additional benefits are storm water retention, wet land preservation, and recreation and open space preservation.

The course should be public for use by all residents surrounded by a walking and jogging path so that it can be enjoyed by all residents. A retention pond lake (Lake Tinley Park) observable from main roads would be desirable.

The Village, by adopting this plan, is encouraging private land owners to construct the golf course. The Village could take stronger action to make the course a reality by participating in a public private partnership to actually construct the course.

The development of a quality course requires about 150 acres of property. Most of the required property is in flood plain or in wetlands, and has little value for development.



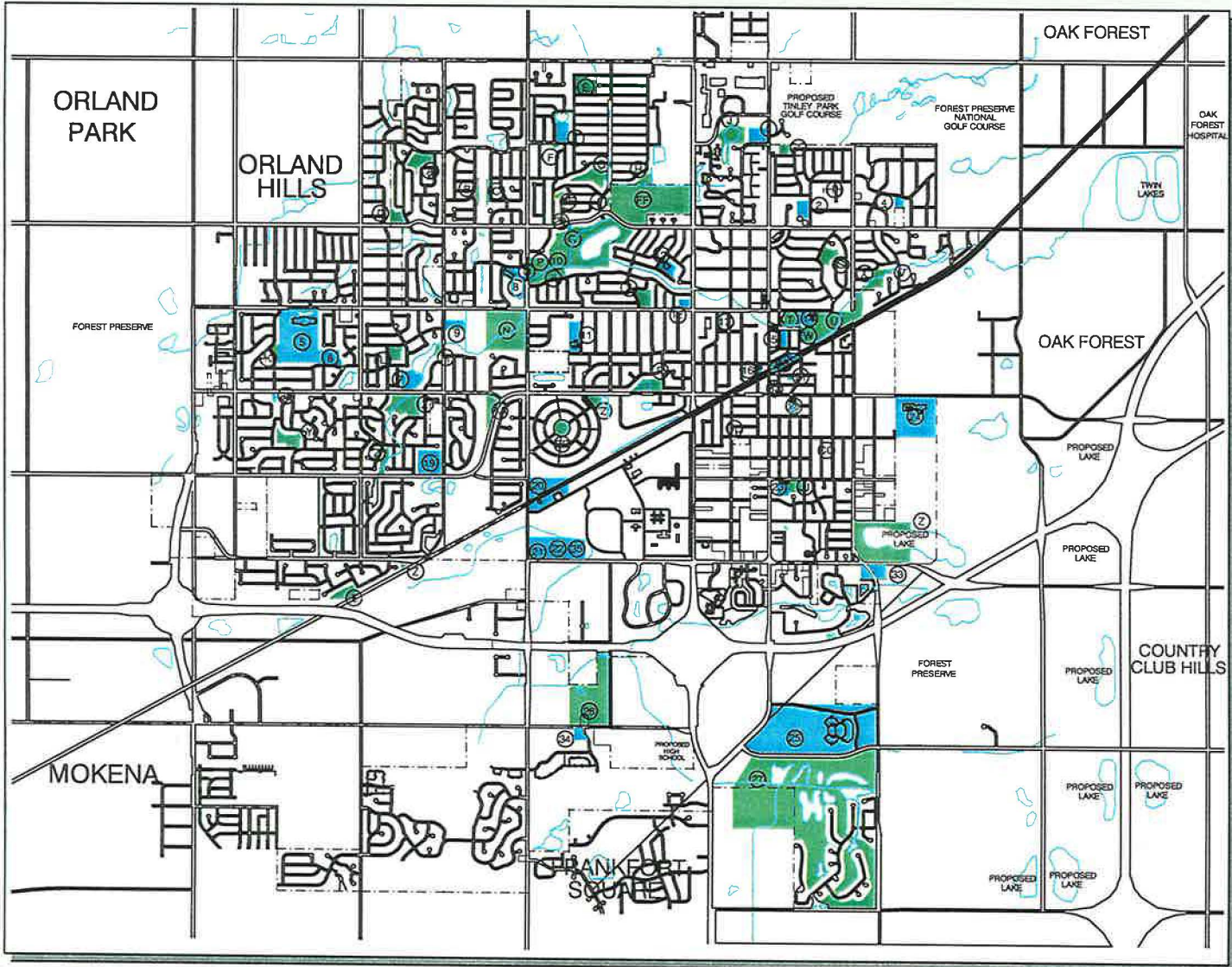
## **Water and Sewer Services**

Existing and future land use is greatly influenced by the extent of public facilities that serve land uses. The availability of water and sewer facilities contributes to a more diversified and dynamic community structure.

The future service areas for water and sewer facilities will be determined by the anticipated distribution and density of population. In order to effect the greatest economy, new land development should be encouraged in areas having existing service or in areas adjacent to serviced areas. Well and septic systems for residents living in incorporated areas of Tinley Park are not permitted. As properties are annexed to the Village, they are required to extend and connect to sewer and water services to supply their property.

The Village sewer treatment is provided primarily by the Metropolitan Water Reclamation District (MWRD). The major interceptor to MWRD treatment facility is located at Ridgeland Avenue and 175th Street and a smaller connection is provided on 62nd Avenue. Treatment capacity is adequate to serve current development and future growth.





### PUBLIC FACILITIES

1. HELEN KELLER SCHOOL
2. SANDIDGE SCHOOL
3. TINLEY PARK VILLAGE HALL
4. KIMBERLY HEIGHTS SCHOOL
5. ANDREW HIGH SCHOOL
6. CHRISTA McAULIFFE SCHOOL
7. PRAIRIE VIEW JUNIOR HIGH SCHOOL
8. GRISSOM JUNIOR HIGH SCHOOL
9. CHICAGO SOUTHWEST CHRISTIAN SCHOOL
10. TINLEY PARK - PARK DISTRICT H.Q.
11. KIRBY McINTOSH SCHOOL
12. POST OFFICE
13. JOHN BANNES SCHOOL
14. FULTON SCHOOL
15. CENTRAL JUNIOR HIGH SCHOOL
16. PUBLIC SAFETY BUILDING
17. PUBLIC LIBRARY
18. TRAIN STATION (OAK PARK AVE.)
19. MILLENIUM SCHOOL
20. TRAIN STATION (80TH AVENUE)
21. PUBLIC WORKS GARAGE
22. POLICE STATION
23. MEMORIAL SCHOOL
24. TINLEY PARK HIGH SCHOOL
25. NEW WORLD MUSIC THEATER
26. GRAYSTONE GOLF COURSE
27. ODYSSEY GOLF COURSE
28. ST. GEORGE SCHOOL
29. FIRE STATION #2
30. FIRE STATION #3
31. LANDMARK MUSEUM
32. VOGT VISUAL ARTS CENTER
33. 5 MIL. GAL. WATER RESERVOIR
34. FIRE STATION #4
35. FIRE TRAINING TOWER

### PARK FACILITIES

- A. RICHARD M. GORY PARK
- B. JOHN A. BANNES PARK
- C. COMMISSIONER'S PARK
- D. BEUDINGEN PARK
- E. VETERAN'S PARK
- F. GERMAN PARK
- G. BETTENHAUSEN PARK
- H. FILSON RECREATION AREA
- I. CREEKSIDE PARK
- J. BICENTENNIAL PARK
- K. GASSIOR PARK
- L. CORRINE DEINERT PARK
- M. RON CENTANNI PARK
- N. "THE FARM"
- O. JAYCEE GROVE/GUNTHER PARK
- P. McCARTHY PARK/PARK DIST. H.Q.
- Q. CENTENNIAL PARK
- R. NASEBANDT (MOOSE) PARK
- S. LEWIS PARK
- T. MEMORIAL PARK
- U. VOGT WOODS COMMUNITY PARK
- V. LANCASTER PARK
- W. FULTON SCHOOL PARK
- X. LANCASTER WOODS
- Y. POTTAWATTOMI PARK
- Z. PARK SPACE
- AA. VOLUNTEER PARK
- BB. EDWIN B. THARP PARK
- CC. HIRSCH PARK
- DD. RAUHOFF PARK
- EE. PAXTON LOT
- FF. SIEMSON MEADOW
- GG. ST. BONIFACE PARK
- HH. TINLEY TERRACE TOT LOT
- II. GUNTHER SPORTS FIELDS
- JJ. MEMORIAL SCHOOL PARK

PUBLIC FACILITIES  
 PARK FACILITIES



  
**Tinley Park**  
 PUBLIC FACILITY  
 LOCATION MAP





## **X. THE GENERAL DEVELOPMENT PLAN**

### **Residential Development**

Quality residential development is essential to the Village of Tinley Park. This will necessitate stringent ordinance enforcement and continuous planning efforts by the Village Board and Plan Commission.

Tinley Park's housing stock consists primarily of well-kept, owner-occupied, single family residences, with a number of quality townhomes and multi-family development. A result of an analysis of the single family housing stock was an increase in the minimum required square footage of homes to be constructed in specific new subdivisions. The analysis showed that 80% of the existing single family detached housing stock was under 2000 square feet. As families grew, their choices of housing in the Village was severely limited. This increase has enabled Village residents to stay within the Village while their families continue to grow. The quality of this housing helps create a stable market within the community and a pleasant atmosphere which helps to draw new residents. In and around the historic downtown area there are many older homes which are architecturally unique and aesthetically pleasing. They recreate the quaint rural atmosphere that was Tinley Park before and during the mid-1900s. To the west modern subdivisions are indicative of an expanding future.



## **Residential Needs**

In order to meet existing and projected housing needs, the Village must provide sufficient land for the private sector development of housing. The land use map included in this document shows that the majority of the land available for development both within the Village limits and in those areas currently unincorporated is planned for residential growth. The bulk of this housing will be single family and townhomes if past market trends continue. There will also be a need for additional multiple family housing, particularly for the elderly, as the age of the general population continues to rise. The following policies should be used as guidelines for future residential development:

1. New residential development should be encouraged only in areas where major thoroughfares serving the proposed development can effectively handle the additional traffic which would be generated. Areas for neighborhood service uses such as parks and recreational opportunities as well as retail uses should be planned to accommodate the needs for these growing residential uses. Long range consideration should be given to future extensions of the transportation system.
2. Only residential uses and ancillary uses compatible with dwelling units should be permitted in residential neighborhoods. Where higher density multiple dwellings are developed, they should be limited to the periphery of residential areas and afforded direct access to major thoroughfares. The interior street system within these areas should be designed to discourage through traffic



movement and penetration by higher traffic generating uses. This type of design will help to insure long-term residential stability.

3. Multi-family housing will not become a large proportion of the housing stock.

The long term policy of the Village has been to ensure that single family detached housing comprises 55% to 60% of the total housing stock. However, market conditions and the ability to utilize available land because of soil conditions, townhomes are becoming more and more necessary and can easily blend into single-family subdivisions if designed properly.

4. Industrial and commercial development should only be allowed to encroach

into residential areas in certain instances where development and citizen demand warrant it. Of necessity, they will sometimes border residential areas.

In these cases, particular care should be taken to provide adequate buffers.

5. It is important that future needs of residential areas, both existing and new, be

anticipated and, where possible, steps be taken to meet them. For example, land for parks, streets, and schools must be set aside now because in most cases it will not be available in the future. Developer impact fees should continue to be used to help pay for needed infrastructure for new developments.

6. The Plan Commission should recognize and plan for varied housing needs and

desires of the citizens by providing a wide range of housing types and residential environments.



7. All large subdivisions and planned unit developments should be designed with flexibility. Market conditions can change the concept of the planned development and facilitate changes which could be beneficial to the community as well as the developer. Standards which are too rigid may lean to unpleasant housing conditions. In order to obtain the leeway, however, the developer must provide a sound overall plan which is suitable to the site and which provides adequate useable open space.
8. Most of the undeveloped land in Tinley Park is to the south and west. Expansion to the north and east is limited since most of this area is currently developed or is closed off by forest preserve land or surrounding communities. Rural areas at the edge of Tinley Park will convert to other uses as the market dictates and as sewer and water become available.
9. As duplexes and town homes become more necessary in the housing market, they will become more a part of the pre-dominantly single-family stock. This may necessitate ordinance revisions, such as specific standards for senior housing or new minimum size requirements for townhome or multi-family units.
10. The Village should to continue to recognize the need for a wide range of housing types and sizes by continuously evaluating the existing housing stock and improving those characteristics that will enable residents to remain in the Village.



11. Continue to encourage developments that will enhance all property values, especially residential property, within the Village.

### **Existing Housing Stock Renovation Program**

The housing quality in Tinley Park is excellent. The existing housing stock is relatively new, with the majority of homes in the community constructed after 1970. Attractive new housing is under construction. Existing neighborhoods are for the most part well maintained.

Some of the older housing stock, however, is showing its age, and will require substantial improvements over the next years. In many of the older neighborhoods, residents move to larger homes, which could eventually lead to housing quality problems in these older areas.

The Village gains when citizens expand and improve their existing homes. The Village's real estate tax base improves, and the additional investment in home expansion can stimulate investment by other homeowners. Some of this type of development has been taking place, but the rate and quality of this type of development could be improved with an aggressive Village effort encouraging expansion and improvement.



The Village should implement the following programs to further increased investment in home expansion in the Village --

Establish a public relations campaign to induce homeowners to expand or otherwise improve their homes in the Village. Honors, awards and recognitions should be a part of this program.

- ▶ Solicit a University architectural program to develop a number of designs to illustrate how to expand Tinley Park homes into larger, more energy efficient designs. An example of this is expanding a standard ranch home into a two-story home, or renovating in historic context while improving the home.
- ▶ Obtain previously developed plans for the expansion of older homes by local architects.
- ▶ Develop “before” and “after” models of homes for display in the Village Hall and commercial centers. A school architecture class might assist in this project.
- ▶ Work with local lenders to develop an attractive financing package for home expansion. Consider Village participation in a loan pool to reduce interest costs.
- ▶ Consider waiving or reducing building permit fees for expansions and improvements of existing housing.
- ▶ Study existing zoning codes to determine if variations in setbacks are feasible to accommodate home expansions within certain limits determined by the Advisory Plan Commission.

These efforts can guide development in Tinley Park and induce extensive reinvestment in older sections of the Village.

### **Affordable Housing**

The success of Tinley Park has led to high residential values. This reflects credit to the Village's citizens and its planning and zoning efforts, but it sets up a barrier for the young adults of the community and other lower income citizens who may not be able to afford homes in the Tinley Park. Neo-traditional neighborhoods are again



gaining favor across the country. This type of design may provide opportunities for providing more affordable housing by allowing for narrower lots with longer buildings, and thus better and more economical use of infrastructure. Some additional multiple family housing should also be considered to keep housing affordable. This approach provides for lower cost housing, although the price of land makes true low cost housing impossible. All housing must meet the strict codes enforced by Tinley Park, and all land developments must be built to the high standard required by the Village.



### **Senior Citizen Housing**

The number of senior citizens in the Village will increase. The Village should work with private developers to ensure that the Village has sufficient housing stock to accommodate the needs of seniors. The Village has approved a relatively high number of townhouses and condominiums, which is popular for senior citizens.

There are important considerations in locating appropriate sites for senior housing. Providers of senior housing look for sites that are located near shopping, health care and be located on or near a site with recreational uses and a scenic view. Easy access to the development is also important for both the residents as well as visitors to the facility. In addition, close proximity to public transportation can also be an important consideration. Figure 10 outlines sites which meet some or all of the above points to varying degrees.

Because of the specific requirements for the types of residents who occupy senior housing, the Village should work to enact appropriate requirements that will result in the quality type of development that is characteristic of the Village as well as adequately serve the senior housing population.

### **Summary**

Major residential developments may locate in the any part of Village as is indicated on the proposed land use map. In cases where conflicting uses are located nearby, in the present or future, provision of adequate buffers will be the responsibility of the Village.

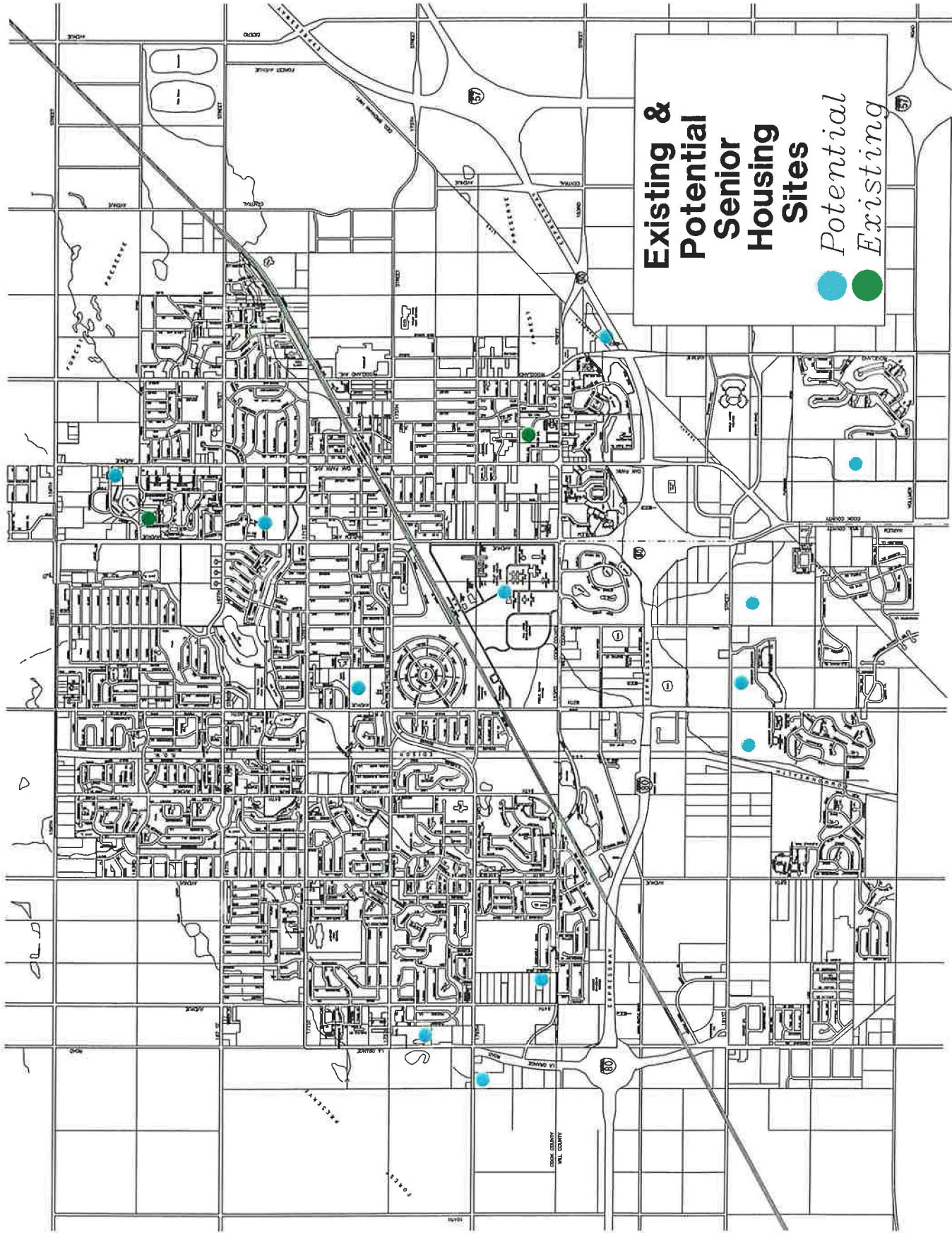
Regardless of where new developments are located, design and construction will be the biggest factor in the appearance of Tinley Park's housing stock.





# TINLEY PARK

# ILLINOIS



**Existing & Potential Senior Housing Sites**



*Potential*

*Existing*

## **Economic Development**

Economic development of the Village is pursued by Village officials and staff, the Economic Development Commission, the Industrial and Commercial Commission, and the Chamber of Commerce. These local efforts are supported by the Will County CEDC and South Suburban Regional Economic Development Commission.

In order to attract new business and industry, efforts are concentrated on the following areas: (1) retention of existing business and industry; (2) maintaining and improving public utilities; (3) providing tax abatement programs and other incentives to attract new prospects; (4) marketing.

Retention of existing business and industry is the most important component of economic development and a good retention program can prevent the exodus of business and industry. There has been a trend for industry executives to move to warmer areas of the United States, in particular the Southeast and Southwest regions. Industries also move for lower cost labor, to avoid taxes, and to get closer to growing markets. The redistribution of many industries into these areas has had a negative effect on the regions left behind, specifically the Midwest states, where losses have been the cause of high unemployment in recent years. A good retention program ensures that the leadership of the Village knows the economic leaders of local business, and works with them to resolve problems.

Another major component of any community's attempt to attract new industry is to make sure the capacity exists to serve any new development. Water, sewer, electric, gas and other public improvements must be supplied efficiently to all existing facilities and future sites. Any new industry choosing to locate in Tinley Park must also be provided with these utilities. Thus, it is evident that careful inventory and planning must take place and economic development must be pursued in order to stabilize the community.



A third area of economic development which is pursued by Tinley Park is tax abatement and other incentives in order to make Tinley Park competitive with other localities offering similar programs. One of the frequently stated reasons for an industrial move is to obtain a reasonable tax rate. Tax abatement is provided in very limited fashion, usually only to facilitate a very desirable development, and normally only to offset the property tax advantages of Will County over Cook County.

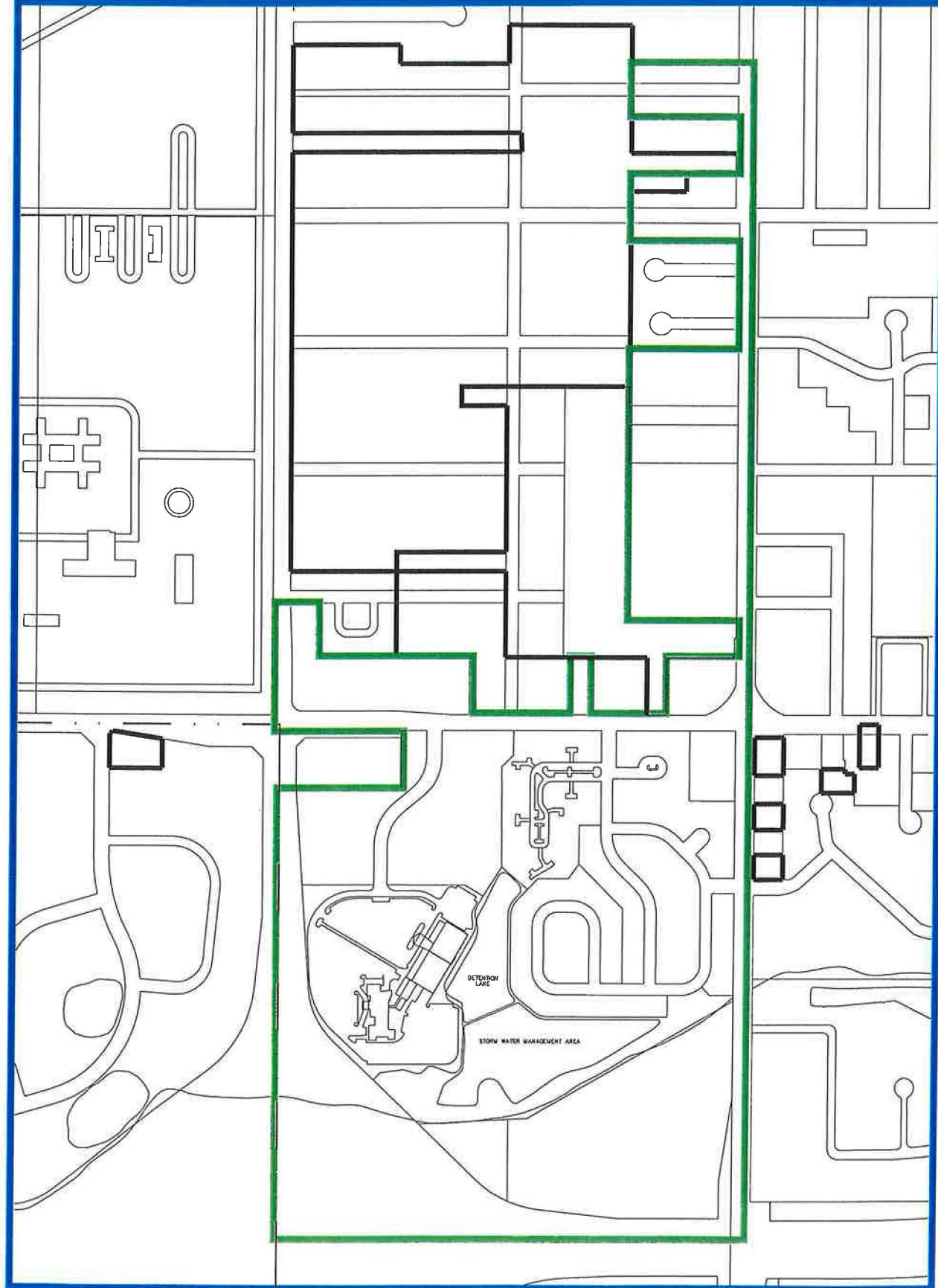
Marketing efforts are designed to promote the community in order to attract new business and industry. The attraction of businesses and industries that broaden the Village's tax base and reduce the burden on the individual taxpayer should continue to be the highest priority. With the amount of land present for this type of development existing in and around the I-80 corridor, the promotion of Tinley Park as a potential site for new development is important. If Tinley Park chose not to promote itself as a potential site, it would be highly unlikely that it could attract any new development.

#### **Oak Park Avenue Historic Business District**

Tinley Park has designated a portion of the Central business district as an urban redevelopment area where tax advantages, revenue bonding and other incentives are offered to developers wishing to remodel or construct new facilities. The historic district was formed in 1988. The Tax Increment Financing District on the south end of Oak Park Avenue was formed in 1992. In 1997, the Village created a Trust Fund to assist commercial expansion and redevelopment along Oak Park Avenue. Monies available for this fund are generated through the incremental sales and property taxes from existing and new businesses operating within the boundaries of the trust fund district. Funding for projects is then determined through an application process. Figure indicates the boundaries of the Village's Historic District, the Tax Increment Financing District and the area to be served by the newly created Oak Park Avenue Trust Fund.



# T.I.F. DISTRICT BOUNDARIES



## **Appearance Improvements**

The Village of Tinley Park is an attractive community. The historic downtown is attractive, and has been improved by public and private investment over recent years. The central business district and the older homes that surround it are also attractive, and new development for the most part is well designed and landscaped.

There is always room for improvement. Attention must be paid to aesthetics. New developments must be required to construct quality, well landscaped buildings. Old buildings must be maintained and improved, or demolished.

Several areas require attention. The north entrance onto Oak Park Avenue at 159th Street contains new and attractive buildings, but improvements on the Forest Preserve property could greatly enhance the image of the street. The Village will work with the Forest Preserve District to construct a bikeway, lake, and golf course on this property. The Village will also work on signage to eliminate some confusion and clutter. Better landscaping and sign control for commercial development are required.

This plan has developed several policy recommendations for private development. The principal commercial roads provide the main entryway into and through Tinley Park, and therefore provide an important first impression. The following is required for all future development on all streets:

### **Developer Responsibilities**

- ▶ Place utilities underground
- ▶ Landscape public rights-of-way and private property
- ▶ Minimize curb cuts, and replace with landscaping



- ▶ Share curb cuts with several commercial lots
- ▶ Control signage to prevent clutter
- ▶ Develop improved shared parking facilities
- ▶ Cluster buildings for pedestrian use
- ▶ Allow for easy access for pedestrians usage

### **Specific Village Responsibilities**

- ▶ Build new or reconstruct existing roads to increase capacity
- ▶ Landscape the public parkway with grass and trees, low-profile shrubs and bushes
- ▶ Encourage the Illinois Department of Transportation to landscape its roadways
- ▶ Coordinate the landscaping of the proposed new central park
- ▶ Encourage the landscaping of Commonwealth Edison properties
- ▶ Encourage the landscaping of railroad lands
- ▶ Coordinate and encourage private property improvements
- ▶ Require the first twenty feet of all property on all street rights-of-way to be well landscaped
- ▶ Encourage and facilitate pedestrian access

### **Business Responsibilities**

- ▶ Landscape and improve appearance of properties
- ▶ Work to improve parking circulation and function
- ▶ Close unneeded curb cuts and replace with landscaping and parking
- ▶ Eliminate clutter in front of commercial properties
- ▶ Combine lots for major new buildings



- ▶ Develop pedestrian accessways to the area

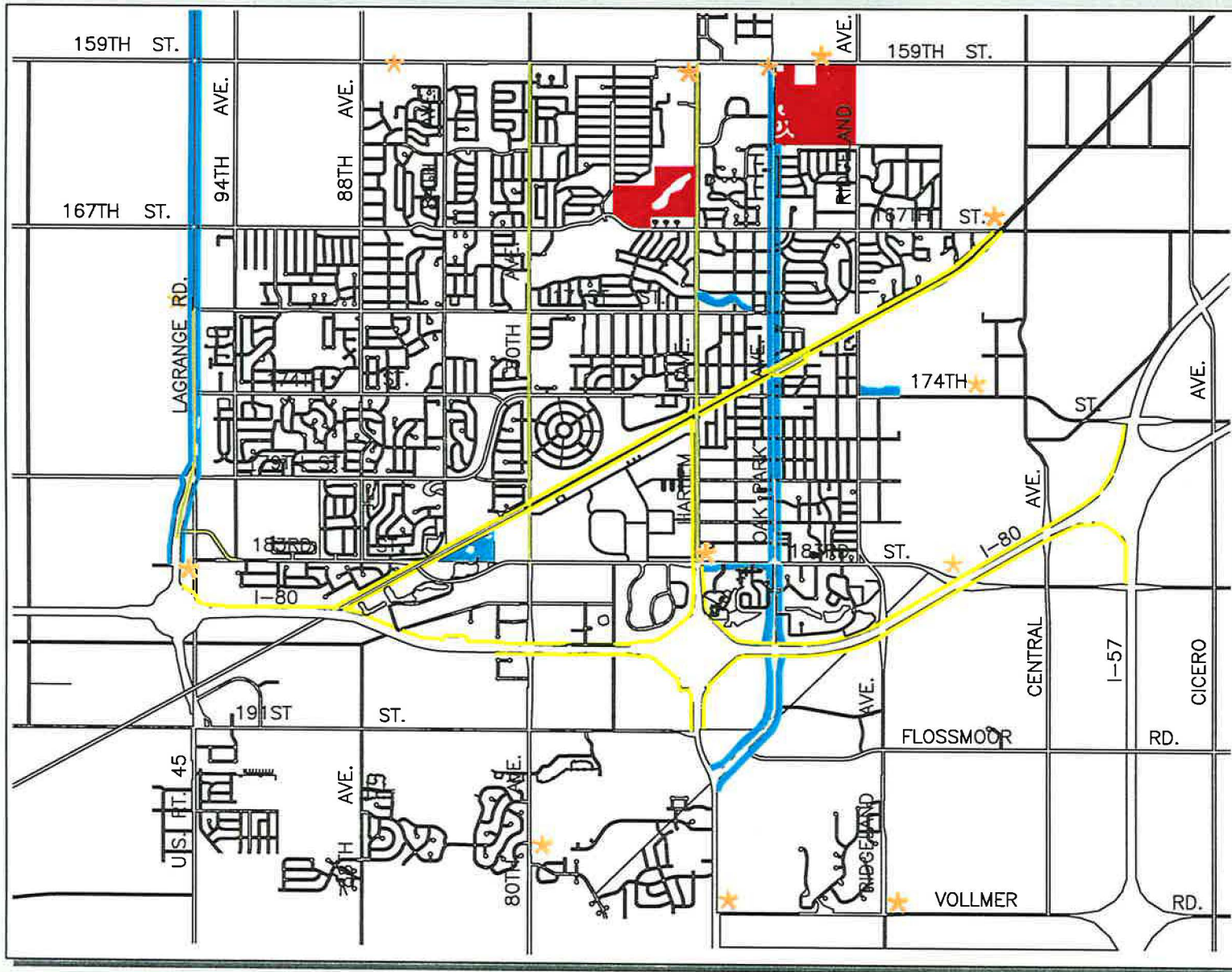
The Village must ensure that the historic downtown is preserved. The downtown is attractive, and can be improved with the following:

#### **Village Historic Downtown Responsibilities**

- ▶ Develop a facade improvement program
- ▶ Add street trees where possible
- ▶ Add brick pavers, park benches, and fountains, where possible
- ▶ Work with Chamber of Commerce to develop a marketing theme for downtown
- ▶ Allow for pedestrian access through the area

Working with landowners and the Chamber of Commerce, the Village can substantially improve the appearance of the community.





- ★ ENTRY SIGN FEATURE
- MEDIAN PLANTING POTENTIAL
- LANDSCAPE BUFFER
- LANDSCAPE OPPORTUNITY
- PROPOSED GOLF COURSE



**Tinley Park**  
**LANDSCAPE PLAN**  
**AUGUST 2000**



*Drawn by: Craig R. Eyer*



## XI. EVALUATION OF THE 1967 COMPREHENSIVE PLAN

### *A 30 Year Comprehensive Plan Snapshot*

This section of the plan gauges the successes and/or failures of the Village's first and only Long Range Plan which was adopted in 1967. The Village has experienced a tremendous amount of growth since then, a major assumption made by that original plan. Since the adoption of the original plan, some updates have taken place on portions. This plan is the first major revision of the entire document.

The 1967 Plan was broken down into three sub areas:

Part I - Background Planning

Part II - The Physical Plan

Part III - Implementation of the Plan

#### **Part I - Background Planning**

Part I of the plan contains the existing characteristics of the Village at the time of the development of the plan. An important section in this part worth looking at is the section which outlines the Long Range Growth Goals of the Village. These goals were formulated to provide the necessary guidelines for planning and for directing the desirable growth and development of Tinley Park. These growth goals and objectives were stated as follows:

#### **Over-all Community Objectives**

1. Encourage development in the Village that will increase its tax base and reduce individual tax burdens.



2. Foster a climate which is attractive to sound residential, commercial, and industrial development.
3. Improve the aesthetic appearances of the Village; improve its “livability” for its citizens; and preserve the identity of Tinley Park within the region.
4. Encourage community spirit and action to achieve greater citizen participation in overall community improvement.
5. Protect existing property values through the adoption and enforcement of sound, desirable, and realistic development standards that will insure quality development.

#### **Specific Planning Goals and Objectives**

1. Preserve the low density character of the Village; encourage a wide variety of housing types by providing opportunities through zoning for the private construction of housing units to satisfy the varying requirements of different age and size families; and upgrade older neighborhoods by encouraging conservation and redevelopment when necessary.
2. Maximize, consistent with sound modern development techniques, the opportunity for business growth by providing areas for local shopping, regional shopping, and commercial highway oriented uses; encourage the grouping of stores into convenient shopping centers with adequate off -street parking and loading facilities; and discourage spot and strip commercial development along major streets and highways.
3. Reserve an adequate supply of industrial sites in locations which will help the Village realize its industrial potential without sacrifice to other community



objectives; establish development standards that will help to attract desirable industries - ones that will not only aid the tax structure of the Village but will be a credit to the community as well; and promote ways and means to minimize only adverse effects of commercial and industrial uses on adjacent residential developments.

4. Develop a well-defined system of streets and thoroughfares - providing access to all local and regional points of origin and destination - that will promote traffic safety, stability of residential areas, convenience to motorists, and efficiency and economy in operations.
5. Provide an overall framework for serving the citizens of Tinley Park with adequate park and school facilities - cognizant of the regional facilities which are available; encourage the use of the combined neighborhood school-park sites and the development of small neighborhood playlots to serve pre-school age children; and reserve and utilize to full advantage the low lands subject to flooding for recreation and public open space.
6. Encourage annexation of contiguous lands which will provide for the expansion of the Village in a planned and orderly manner - top priority should be given to those areas which can be most economically served by the Village and will contribute to its sound physical, social and economic development.

These goals and objectives outlined in the original plan were followed for the most part over the past 30 years. The Village has ensured that nearly every new development that has occurred has met all applicable planning goals and objectives as outlined in the plan.



The goals and objectives as outlined in the “Growth Goals and Development Policies” book were written as a partial update of the plan. These goals and objectives are quite similar to those mentioned above and have been followed quite closely by the Village officials over the years.

## **Part II - The Physical Plan**

The physical plan of the 1967 plan was a compilation of the land-use plan, the thoroughfare plan and the community facilities plan. Basically, it set forth plans for the Village’s land-use pattern, for the community facilities and for its major thoroughfare system. More importantly, it was meant not to be rigid but to be used as a guide for both public officials and individual citizens, to promote future investments in a manner that will contribute to making Tinley Park a more desirable place in which to live and work. In 1973, through the development of the “Growth Goals and Development Policies” (a portion update of the Long Range Plan), the physical plan was replaced by the General Development Plan, a more thorough and concise physical plan which included land-use distribution, thoroughfares and community facilities. The actual conditions which exist through the Village today were a result of closely following the goals developed by the 1973 update of the plan. The plan has been closely adhered to over the years. The General Development Plan as approved in 1973 was a logical guide for development. The Village followed its plan for the most part.

A further comparison of the two land use maps developed in 1967 and 1973 show some areas that were zoned for a higher or lower density of residential development as well as some areas that were zoned for commercial or industrial development and have developed residentially, or vice versa. It should be noted that changes which have occurred over the years do not represent the case of not following the plan. The original comprehensive plan recognized that changing conditions could require



modifications of the plan. The plan was never meant to be set in stone but rather to be a guideline for future development.

The following section divides the actual town development into 2 areas. It provides a range of the number of housing units which could have been constructed per the General Development Plan and vice versa:

1. Areas of Increased Density from General Development Plan
2. Areas of Decreased Density from General Development Plan

**Increased Density**

Area	Approx Acres	Plan Density	Actual
1. Creekmont Ct - Westberry Village West	6	6-18 units	44
2. Cambridge Townhomes - 175th & 94th(SE)	30	30-90 units	1910
3. 171st to 175th - West side 94th Ave.	40	40-120 units	not dev.
4. Timbers Edge TH's - 175th & 88th (NW)	3	Comm.	21
5. Pheasant Chase West Subdivision	10	Comm.	78
6. Bristol Park Subdivision	155	ORI	559
7. Eagles Nest - 183rd & Oak Park (NE)	20	Comm.	120
8. TIF District - 183rd & Oak Park (SW)	45	Comm.	not dev.
9. Pines Subdivision	45	Open Space	291
10. Ridge Point Woods-Ridgeland &O.F. (SW)	10	ORI	111
11. Bristol Park Th's - 175th & 80th (NE)	20	Comm.	48
12. Fairfax Ct. - 167th Street, East of Oak Park	7	Comm.	42
13. SW Sector - 179 to 183; 80 to 94 (W)	725	ORI	2,560
14. Timbers Pointe Subdivision	90	ORI	178
15. Midwest Christian Center Property	31	ORI	Church
<b>Total</b>	<b>1,267</b>	<b>76-228 units</b>	<b>4,243</b>



### Decreased Density

Area	Approx Acres	Plan Density	Actual
1. Radcliffe Place - 175th & 88th (SE)	60	240-360 units	120
2. Raintree - 175th & 88th (NE)	20	80-120 units	93
3. Tinley Meadows - 167th & 80th (SW)	15	60-80 units	53
4. Fairmont Village - 171st & 80th (NE)	20	80-120 units	52
5. Kendon Estates - 183rd & Ridgeland (NW)	20	80-120 units	52
6. Forest Preserve - 183rd & Ridgeland (NE)	40	160-240 units	0
7. Insure One/World Theater	230	305-765 units	0
8. Odyssey Fun World	14	56-84 units	0
9. Forest Preserve - 159th & O.P.Ave (SE)	120	240-480 units	0
10. Steeple Run - 167th & Manchester (N)	40	160-240 units	129
11. Pheasant Chase West Subdivision	30	120-180 units	67
12. Odyssey Golf Course	566	656-1788 units	374
13. SuperKmart - 163rd & Harlem (W)	30	120-160 units	0
14. 171st to 175th, East of LaGrange	21	84-126 units	0
15. Meadow Park Est. - 160th & 80th (SW)	15	60-90 units	55
<b>Total</b>	<b>1,241</b>	<b>2,501-4,953 units</b>	<b>995</b>

A comparison of the results of the two charts on the following chart show that the amount of units actually constructed is slightly above the range of units that could have expected if there were never any modifications to the plan. In each case a majority of the Village Board approved the change in density or use from the original plan.



Acres	Plan Density	Actual Units
2,508	2,577 - 5,181	5,238

A few areas should be noted from the above charts that would help to explain some of the results. First, in the areas where density was increased, 5 main areas come to mind:

1. **Bristol Park Subdivision** - For years, this area was designated as an area to develop as Office and Restricted Industrial. This was the area which contained Project 2000. This change was carefully evaluated before approving the change. The decision to modify the Long Range Plan in this area was a correct one. The viability of this area to develop as indicated on the original plan at such a far distance from the interstate accompanied with the amount of land available for Office and Restricted development around the interstate was probably quite low. The Bristol Park Subdivision has become one of the premier subdivisions in town with some of the biggest and highest quality homes in town.
  
2. **TIF District** - Although this area currently remains relatively undeveloped and could develop entirely commercial as shown on the original plan, it is possible that some residential development could occur in order to help offset the costs associated with the TIF District in order to make it a success.
  
3. **Pines Subdivision** - The original plan showed this area for recreation and open space which could have been somewhat misleading. There is a vast amount of open space within the Pines subdivision, some of which can be used for recreational purposes. It is not uncommon to have both residential and recreational development coexist.
  
4. **SW Sector** - With this change in the Long Range Plan in 1991, the majority of the density increases which have occurred over the years is located here. This was done at that time because development of this property for Office and Restricted Industrial would be difficult due to limited accessibility, poor exposure from the interstate and the tax differential between Cook and Will Counties. Because of these factors it was unrealistic to expect this area develop any other way but residentially.



5. **Timbers Pointe Subdivision** - This change was made in order to open 500 acres of property for development around the I-80 Corridor which we can currently see is happening.

### **Part III - Implementation**

The implementation section of the plan stresses proper administrative action to carry out its proposals and recommendations. It also stresses a great deal of concerted and cooperative effort between the Village of Tinley Park and other public agencies. The implementation section also talks of an effective capital improvements program in order to ensure sewer, water and other infrastructure improvements will be available to all areas of town. Clearly the Village has met these requirements over the years as the Long Range Plan has been carried out.

Overall, the successes of the Long Range Plan as originally developed far outweigh the failures. Changes have taken place over the years but these changes were not done in haste. They were done through carefully thought out processes that were clearly with the best intentions of the Village as a whole in mind. Tinley Park is fortunate to have developed a good plan to begin with but also fortunate to have stuck with the intentions set out in the original plan





## **XII. THE LAND USE PLAN MAP**

Future land use is illustrated on the Proposed Land Use Map. The map shows a logical expansion of residential land to the south of the presently developed Village. Commercial land remains centered around the existing commercial areas, with new commercial areas proposed near the interchanges of I-80. A new industrial park area is proposed on the southwest of Village north of I-80 and bisected by the METRA Rock Island railroad tracks. A major central park is a possibility on the flood plain and wet land near the center of Village on the State Mental Health facility with parks, a golf course, storm water detention ponds, and paths.

The land use map indicates the land uses which are suggested for the future. It does not affect the use of land in these areas immediately since this can be done only through a zoning change. A rezoning hearing would have to be held and the specific proposals would have to be heard and weighed, prior to decision making.

The Proposed Land Use Map is a guide and is not intended to indicate precise boundaries between uses. These uses could vary, depending on how a specific proposal relates to existing uses and to the plan. The Village will give fair consideration to proposals for land development that vary from the plan. If the proposal will enhance the Village, the Village may amend the land use plan map to approve the proposed use.



### **XIII. PLAN IMPLEMENTATION TOOLS**

#### **Zoning Ordinance**

The Zoning Ordinance of the Village on Tinley Park is the principle enforcement tool of this plan. The zoning ordinance and map divide the Village into residential, commercial, and industrial areas and prevent encroachment of other uses into those areas. The zoning ordinance is adopted in accordance with the Tinley Park Comprehensive Plan for the following purposes:

- A. To promote and protect the public health, safety, morals, comfort, convenience and general welfare of the inhabitants of Tinley Park.
  
- B. To divide the Village of Tinley Park into zones or districts, restricting and regulating therein the location, erecting, construction, reconstruction, alteration and use of buildings, structures of land for residential, business and manufacturing, and other specified uses.
  
- C. To protect the character and stability of the residential, business, and manufacturing areas within the Village of Tinley Park and to promote the orderly and beneficial development of such areas.
  
- D. To provide adequate light, air, privacy, and convenience of access to property.
  
- E. To regulate the intensity of use of lot areas and to determine the area of open spaces surrounding buildings necessary to provide adequate light and air and to protect the public health.
  
- F. To prohibit uses, buildings or structures incompatible with the character of development or intended uses within specified zoning districts.
  
- G. To limit congestion in the public streets and protect the public health, safety, convenience and general welfare by providing for the off-street parking of motor vehicles and the loading of commercial vehicles.



H. To prevent the over-crowding of land and undue concentration of structures, so far as is possible and appropriate in each district, by regulating the use and bulk of buildings in relation to the land surrounding them.

I. To conserve the taxable value of land and buildings throughout the Village of Tinley Park.

J. To provide for the elimination of non-conforming uses of land, buildings and structures, so far as possible, which are adversely affecting the character and value of desirable development in each district.

K. To define and limit the powers and duties of the administrative officers and bodies as provided herein.

### **Zoning Districts**

For the purposes of this plan and the zoning ordinance, the Village of Tinley Park is divided into the following districts:

<u>DISTRICT</u>	<u>DESCRIPTION</u>	<u>MINIMUM LOT AREA IN SQ FT</u>
R-1:	Single Family Residential	20,000
R-2:	Single Family Residential	12,000
R-3:	Single Family Residential	9,000
R-4:	Single Family Residential	7,500
R-5:	Low Density Residential	7,500
R-6:	Medium Density Residential	6,500
R-7:	High Density Residential	7,500
B-1:	Neighborhood Shopping	4 acres
B-2:	Community Shopping	20 acres
B-3:	General Business and Commercial	7,500
B-4:	Office and Service Business	20,000
B-5:	Automotive Service	40,000
ORI:	Office and Restricted Industrial	40,000
M-1:	General Manufacturing	5 acres

The need for additional zoning districts will be necessary for the implementation of this plan.

As plans are finalized for the redevelopment of the historic downtown area of the Village, which are currently underway and will be included as an amendment to this plan, the



inclusion of an “historic zoning district” into the current zoning ordinance will be made. Also, the establishment of a mixed-use zoning category on large parcels of property will allow the Village and potential developers the flexibility to develop projects that will exist as large planned subareas within the Village.

### **District Boundaries**

Where due to the scale, lack of detail, or illegibility of the official zoning map, there is any uncertainty, contradiction, or conflict as to the intended location of any zoning district boundary as shown thereon, the duly authorized administrative official of the Building Department shall make a written interpretation of said map, upon request of any person.

### **Subdivision Regulations**

The subdivision ordinance controls the division of property in the Village. It requires that necessary public improvements be made as a condition of subdivision approval. The Planning Commission, Village Board, and Village staff ensure that the requirements and conditions of the subdivision are met prior to approving land divisions.

Before subdivisions are approved, the Village must ensure that the land is properly zoned for the intended use. The Village must also ensure that sewer and water services are adequate, and the development makes provision for the logical extension of public utilities to adjacent properties. Road connections to existing subdivisions and roads must be safe and adequate, and provision for the future extension of roads to adjacent undeveloped properties must be made.



### **Annexation**

Annexation is the addition of territory to the municipal corporation. It involves joining unincorporated area into a larger incorporated unit which offers a wider variety of public services. The primary functions of annexation are to promote orderly development and to provide services to newly developed areas.

The Village now has boundary agreements with all of the surrounding communities. The future Village boundaries are thus set, unless the agreements with the adjoining communities are changed.

### **Property Tax Reform**

A major problem identified in this plan is the impact of property taxes. All counties in Illinois except Cook County assess all real estate at 33% of fair market value. Cook County assesses residential property at a much lower level (16%) than commercial (38%) or industrial property (36%). This results in property taxes being much higher in Cook County for commercial and industrial property, and lower for residential property. The situation is worsened by the effect of the State multiplier. The impact of these higher taxes is a concern for Cook County governments. Lower property taxes are an incentive for business owners to move out of Cook County. This impacts the Village of Tinley Park. The County tax structure encourages urban sprawl, with business encouraged to leave the central business area and rebuild south into Will County.



The following are possible options:

1. Do nothing: Tinley Park has considerable land planned for industrial and commercial development in Will County. The impact is much worse for communities that have very little Will County land.
2. Try to neutralize the advantage with TIF, tax abatement, and other incentives. This option would attempt to encourage economic development and redevelopment by providing incentives for Cook County areas.
3. Lead Cook County towards equal assessments for all types of properties. The political difficulty is that this approach would result in higher taxes for residential property owners. To succeed Cook County would have to be convinced that it soon would suffer from massive movements of business and jobs to the collar Counties.
4. Lead the State towards requiring equal assessments for all types of properties in Cook County: This has the same advantages and difficulties as option 3.
5. Lead the State to change all Counties to change to the Cook County model. This would be popular with the voters, but very unpopular with the business community.
6. Lead the State to authorize "shadow districts" in Cook and the collar counties, where Cook and the adjacent county could adjust their assessment up and down to make the two tax impacts more equitable, and the area of impact more spread out.
7. Reduce the reliance on the property tax with increases in other taxes. School finance reform may well go forward in the next years, reducing reliance on



property taxes. This does not solve the problem, but does substantially lessen its impact.

Cook County taxes are a long-term problem that requires additional effort to correct. The Metropolitan Planning Council and the University of Illinois at Chicago are currently researching this issue. The South Suburban Mayors and Managers has recently received \$15,000 in funding from the Community Trust, and anticipates \$65,000 more from the MacArthur and Joyce Foundations to study and try to resolve the problem. The Village must continue to lobby the State and County to try to correct the imbalance.



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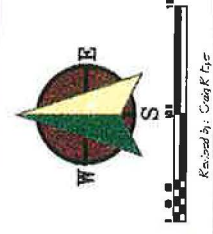
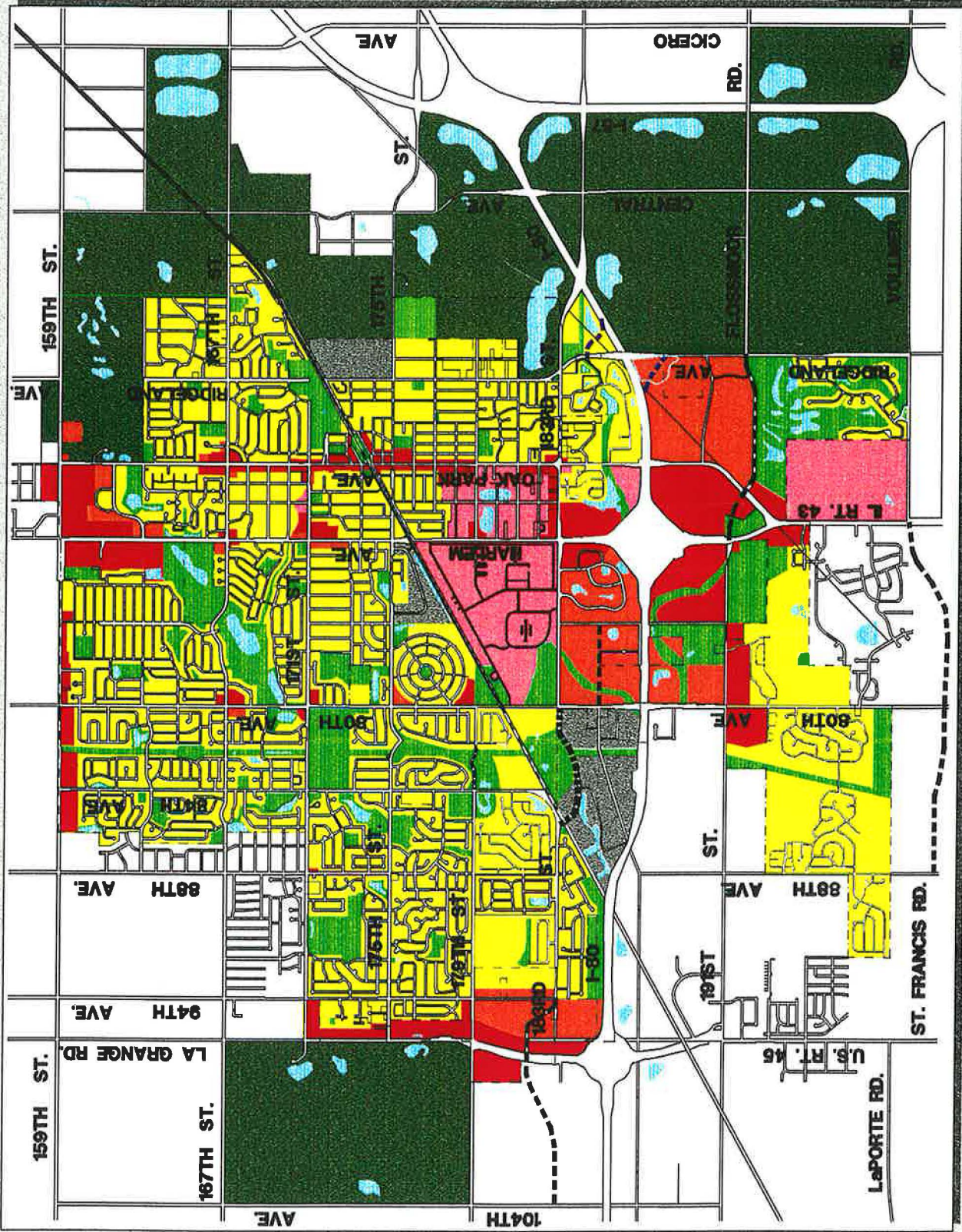
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**Tinley Park**  
**LAND USE PLAN**  
**2000**



- RESIDENTIAL
- COMMERCIAL
- OFFICE/RESTRICTED INDUSTRIAL
- LIGHT INDUSTRIAL
- GOVERNMENT/SCHOOLS/OPEN SPACE/INSTITUTION
- WATER FEATURES
- FOREST PRESERVE
- MIXED USE PUD
- PROPOSED ROADS
- PROPOSED INTERCHANGE