

MEMORANDUM TO: Ramzi Hassan  
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FROM: Andrew Bowen  
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Principal

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SUBJECT: Summary of Preliminary Findings  
Downtown Orland Park

This memorandum summarizes the results and findings of a preliminary evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed development the vacant parcels within downtown Orland Park, Illinois. The purpose of this evaluation is to outline the proposed roadway modifications and determine the trip generation for the proposed uses. **Figure 1**, included in the appendix, shows an aerial view of the downtown area today.

### Existing Downtown Area

The existing Orland Park downtown area is located between Southwest Highway (Illinois Route 7) and the Southwest Service Metra railroad, 143<sup>rd</sup> Street, and US Route 45 (Lagrange Road). The area currently contains the following uses:

- The Nine7Fifty apartment building
- A University of Chicago Medical building
- A parking garage
- Four surface parking lots, two of which are for the Orland Park 143<sup>rd</sup> Metra Station.

Vehicle access to the area is currently provided via the following:

- 142<sup>nd</sup> Street, which has a signalized intersection with US 45, approximately 650 feet north of 143<sup>rd</sup> Street,
- Main Street, which has an unsignalized intersection with 143<sup>rd</sup> Street approximately 1,100 feet west of US 45. Turning movements at this intersection are restricted to right-turn only.
- of 143<sup>rd</sup> Street,
- Ravinia Avenue, which has a signalized intersection with 143<sup>rd</sup> Street approximately 650 feet west of US 45.
- Jefferson Avenue, which has an unsignalized intersection with 143<sup>rd</sup> Street approximately 360 feet west of US 45. Turning movements at this intersection are restricted to right-turn only.

## Proposed Additional Land Uses

As part of the continued development of Downtown Orland Park, the following new uses are proposed to be developed:

- Parcel A, located in the northwest corner of 142<sup>nd</sup> Street with Jefferson Avenue, is planned to be developed with a mixture of commercial, office, hotel and restaurant uses and a new surface parking lot that will replace the existing North Metra Parking Lot.
  - Option One
    - 11,650 s.f. commercial space
    - 20,600 s.f. office space
    - 22,500 s.f. restaurant space
  - Option Two
    - 11,650 s.f. commercial space
    - 3,624 s.f. office space
    - 13,645 s.f. restaurant space
    - 64,000 s.f. hotel (120 rooms)
- Parcel B, located in the northeast corner of 142<sup>nd</sup> Street with Jefferson Avenue, is planned to be developed with a mixture of commercial, office, and restaurant uses and a new surface parking lot that will replace the existing North Metra Parking Lot.
  - 16,400 s.f. commercial space
  - 20,600 s.f. office space
  - 20,635 s.f. restaurant space
- Parcel C, located in the northwest corner of 143<sup>rd</sup> Street with Main Street, is planned to be developed with a day care building. Parcel C will have its own separate parking lot and pick-up/drop-off area.
  - 11,875 s.f. Daycare
- Parcel E, located on the south side of Crescent Circle Drive between Ravina Avenue and Jefferson Avenue, is planned to be developed with a building with multiple restaurant uses. As discussed later in the report, this parcel will be smaller than it is today.
  - 62,050 s.f. restaurant space
- Parcel H, located on the south side 142<sup>nd</sup> Street between Jefferson Avenue and US 45, is planned to be developed with a restaurant or a medical office and a surface parking lot.
  - Parcel H Option One
    - 8,000 s.f. Restaurant
  - Parcel H Option Two
    - 12,000 s.f Medical Office Building

- Parcel F, located on the north side of 143<sup>rd</sup> Street between Ravina Avenue and Jefferson Avenue, currently contains the existing parking garage and is planned to be developed with additional commercial space.
  - 12,000 s.f. commercial space

## Proposed Roadway Modification Plan

Included in the proposed development plans are the following roadway modifications:

- Crescent Circle Drive currently turns north east of Ravina Avenue and terminates at its intersection with 142<sup>nd</sup> Street. As proposed, the segment of Crescent Circle Drive between Ravina Avenue and 142<sup>nd</sup> Street will be removed and Crescent Circle Drive will instead continue east, terminating at Jefferson Avenue. This will result in a reduction of Parcel E on the south side of Crescent Circle Drive and an increase in size of Hero's Park
- Jefferson Avenue will be vacated north of 142<sup>nd</sup> Street and the intersection of Jefferson Avenue with 142<sup>nd</sup> Street will become a "T" intersection. The vacated roadway area will be used as a pedestrian plaza between the proposed developments in Parcel A and B. In addition, crosswalks will be provided at the intersection of Jefferson Avenue, with 142<sup>nd</sup>. This reduction in turning movements and provision of crosswalks will help improve pedestrian safety at this intersection which will be beneficial for patrons and employees who park in the parking garage and walk to Parcel A or B.
- West of Jefferson Avenue, 142<sup>nd</sup> Street will be modified to provide a designated pick-up/drop-off area for rideshare and other similar activity. A turnaround loop will be provided for these vehicles to travel back to the 142<sup>nd</sup>/US 45 signalized intersection.
- As previously mentioned, the existing north Metra parking lot, which currently has access on Jefferson Avenue, will be replaced with a new parking lot to serve the proposed commercial uses. Access to the new parking lot will be provided via two new right-in/right-out access drives on 142<sup>nd</sup> Street.
- As previously mentioned, the existing surface parking lot in Parcel B, which currently has access on Jefferson Avenue, will be replaced with a new parking lot to serve the proposed commercial uses. Access to the new parking lot will be provided via a new access drive on 142<sup>nd</sup> Street. This access drive will be restricted to right-turn only movements via the barrier median on 142<sup>nd</sup> Street.
- A new access drive serving Parcel C will be provided on Main Street.

## Estimated Trip Generation

The number of peak hour trips estimated to be generated by the proposed developments was based on vehicle trip generation rates contained in Trip Generation Manual, 11<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE).

- The “Hotel” (Land-Use Code 310) rate was used for the hotel.
- The “Day Care Center” (Land-Use Code 565) rate was used for the daycare.
- The “General Office Building” (Land-Use Code 710) rate was used for the fuel center
- The “Medical/Dental Office Building” (Land-Use Code 720) rate was used for the medical office building.
- The “Strip Retail Center” (Land-Use Code 822) rate was used for the commercial space.
- The “High Turnover Sit-Down Restaurant” (Land-Use Code 932) rate was used for the restaurant space.

Copies of the ITE trip generation sheets are included in the Appendix. The following should be noted regarding the trip generation:

- Option One (No Hotel) was used for Parcel A and Option One (Restaurant) was used for Parcel H (Restaurant) as these options result in a higher trip generation.
- All restaurants were assumed to be high-turnover sit-down restaurants. In reality, some of these restaurants will be fine dining or other similar restaurant uses which typically generate a lower volume of traffic.
- Many of the restaurants will not be open for breakfast during the weekday morning. However, to provide a conservative analysis, it was assumed that half of the restaurant space would generate traffic during the weekday morning and half would be closed.
- The development is located immediately adjacent to the Orland Park 143<sup>rd</sup> Metra Station. Based on US Census data approximately eight percent of people commute to work via public transportation. While patrons or employees of other uses may utilize the Metra station, to provide a conservative analysis this reduction was applied to the office uses only.
- A percentage of the trips generated by the proposed developments will be patrons or employees of other proposed developments within the site or employees or residents of the existing downtown area uses. Based on ITE methodology, as outlined in the *Trip Generation Handbook*, 3<sup>rd</sup> Edition, approximately 25 percent of trips during the peak hours will be captured internally. As such, this a 25 percent reduction was applied to all trips except the daycare.
- A percentage of the trips generated by the proposed restaurant and commercial uses will be existing trips from area roadways diverted to the proposed development. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips (pass-by traffic). Based on surveys conducted by ITE, approximately 20 percent of trips made to commercial developments and up to 40 percent of trips made to high-turnover site-down restaurants. However, given the intended development of the downtown area as a destination and to provide a conservative analysis, no reduction was taken.

**Table 1** summarizes the trips projected to be generated by the development during the peak hours and on a daily basis.

## ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION

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Aerial View of Site

Figure A