Application form:
Community Planning Program and
Local Technical Assistance Program

DEADLINE: Noon on Thursday, June 25, 2015

This application form is online at www.rtachicago.com/applications. You may submit the form by email to applications@rtachicago.com. Upon receipt of application, you will receive an e-mail verifying that your application has been received.

1. Name of Applicant:
   Village of Brookfield
   Village of La Grange
   Village of Western Springs

2. Main Contact for Application:
   Name: Keith Sbiral
   Title: Village Manager, the Village of Brookfield
   Phone number: 708-485-7344
   Email: ksbiral@brookfieldil.gov

3. Type of Applicant (please check any that apply):
   ___ Local government
   ___ Multijurisdictional group*  Please list the members of the group (including government and nongovernmental organizations):
   ___ Village of Brookfield
   ___ Village of La Grange
   ___ Village of Western Springs
   ___ Nongovernmental organization*  Name of local government partner(s):

*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP, RTA, or CCDPH prior to submitting their application to discuss their project and the demonstration of local support.

4. Project Type (please check any that apply):

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP, RTA, or CCDPH.)
X My project involves preparation of a plan.
X My project helps to implement a past plan.
X My project links land use, transportation, and housing.
X My project has direct relevance to public transit and supports the use of the existing transit system.
X My project is a bicycle, pedestrian, or active transportation plan in suburban Cook County.
____ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

5. Local Match Requirement (please initial to indicate you are aware of the local match requirements):
I am aware that a local match will be required for most projects, and understand that if my project is selected it is up to the project applicant to contribute a local match. (See the program guide for further details on local match requirements.)

X Yes, I understand that applicants will be required to contribute a local match.

6. Project Location:
Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

The location of the project is the Villages of Brookfield, La Grange, and Western Springs in Western Cook County. These municipalities all share boundaries, and their exact location in relation to one another and in Cook County is displayed in the attached Exhibit A.

Village of Brookfield 2020 Master Plan:
See Exhibit D

Village of La Grange Comprehensive Plan and BNSF Railroad Corridor Subarea Plan:
http://www.villageoflagrange.com/DocumentCenter/Home/View/91

Village of Western Springs Downtown Redevelopment Plan

7. Project Description:
Please tell us what you would like to do in your community, and what assistance is needed. If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. Program staff will follow-up with you if we need any additional information to fully understand your proposed project.

The Villages of Brookfield, La Grange, and Western Springs have joined together to apply for funding for active transportation plans for each municipality. In order to better promote active transportation and growth in this region, our municipalities believe that the creation and adoption of active transportation plans for our communities is essential. Please refer to Exhibit B for additional information.

Village of Brookfield 2020 Master Plan:
See Exhibit D

Village of La Grange Comprehensive Plan and BNSF Railroad Corridor Subarea Plan:
http://www.villageoflagrange.com/DocumentCenter/Home/View/91

Village of Western Springs Downtown Redevelopment Plan:
TO: CCDPH, CMAP, RTA  
FR: Keith Sbiral, Village Manager, Village of Brookfield  
DT: June 23, 2015  
RE: CMAP / RTA Grant Application Project Description

The purpose of the memo herein is to describe the proposed Active Transportation Plan for the Village of Brookfield. The Village of Brookfield is joining with the Villages of La Grange and Western Springs in applying for funding for the formulation of active transportation plans for the respective municipalities, on a joint basis.

The proposed active transportation plans have three core goals:

1. **To increase active transportation options and make active transportation modes (biking or walking) more practical for local citizens (either for recreational or commuting purposes).**

2. **Spur economic development by connecting the business districts of the Village of Brookfield, along with La Grange and Western Springs, with active transportation routes.**

3. **Provide more transportation options to local recreational amenities in these three communities, in particular the Brookfield Zoo and Salt Creek.**

In order to create and adopt active transportation plans our municipalities need financial assistance. Creating an active transportation plan is a significant undertaking currently. These communities are well connected and experience an exorbitant amount of inter-municipal travel, but it is mostly by automobile. Our goal is to augment this by improving existing infrastructure and providing alternative means of transportation.

The coordinated development and adoption of active transportation plans in the three communities would give our residents options for healthier transportation options, grow our local economies, and turn our local recreational amenities into destinations for those living in the Chicagoland area (and in the case of the Zoo it would only enhance its position as a regional destination). We cannot begin to achieve this without your help.

**Supporting Materials:**
- Village of Brookfield 2020 Master Plan: See Exhibit D
- Exhibit C: Letters of Support

The Village of Brookfield, along with the Villages of La Grange and Western Springs, look forward to working with you in creating active transportation plans that focus on local and community needs and make these three communities more accessible, healthier, and prosperous.
EXHIBIT C: Letters of Support
June 22, 2015

Mr. Keith Sbiral  
Village Manager  
Village of Brookfield  
8820 Brookfield Avenue  
Brookfield, IL 60513

Dear Mr. Sbiral:

This letter is to express Metra’s support for the Village of Brookfield’s application to the 2016 Community Planning and Local Technical Assistance grant programs. Brookfield is joining with the Villages of La Grange and Western Springs to apply for funding for the creation of active transportation plans for each respective municipality.

The project is intended to encourage increased walking and bicycling, and improve multi-modal access to the six Metra stations in the study area. The plans would seek to maximize connectivity between Metra, Pace, various business districts, the Brookfield Zoo, and other recreational assets such as the Salt Creek and adjacent trail system. This project would complement the Brookfield TOD Zoning Update, programmed by the Regional Transportation Authority (RTA).

Metra anticipates that this project would result in benefits for existing Metra riders and encourage increased utilization of the region’s transit system, and should be considered for Community Planning/Local Technical Assistance Program funding. If this project is selected, Metra staff looks forward to reviewing the deliverables of this study. Note that Metra support for the implementation of the outcomes of this study depends on the results of the study and is subject to future funding availability. If you have any questions concerning Metra’s support for this application, please contact me at (312) 322-8035 or dkrlik@metrrr.com.

Sincerely,

David Kralik  
Department Head, Long Range Planning  
Strategic Capital Planning

cc:  Heather Tabbert, RTA  
Lynne Corrao, Metra Community Affairs
June 11, 2015

Heather Tabbert, AICP
Manager, Local Planning and Programs
Regional Transportation Authority
175 W. Jackson Blvd, Suite 1650
Chicago, IL 60604

Dear Ms. Tabbert:

Pace supports the Village of Brookfield's application for the 2016 Community Planning Program and Local Technical Assistance Program to create a bike/pedestrian plan.

The Village of Brookfield would like to develop the bike/pedestrian plan to provide enhancements to the following assets:
- The three Metra stations including a bike/pedestrian tunnel under the Congress Park Station
- The Brookfield Zoo
- Various business districts
- Existing Pace routes
- Existing assets i.e. the Salt Creek and the adjacent trail system
- Neighboring communities to expand the bike/pedestrian connections

The Village has extensive transportation resources, but it lacks a bike/pedestrian plan that would enhance the assets mentioned previously. Pace strongly supports this plan which advances the strategies of Pace's Vision 2020 program and CMAP's GO TO 2040 Plan.

Sincerely,

Lorraine Snorden, Manager
Planning Services Department

cc: Nicholas Greifer, Village of Brookfield
TO: Cook County Department of Public Health
Chicago Metropolitan Agency for Planning
Regional Transportation Authority

FROM: Stuart D. Strahl, Ph.D.
President and CEO, Chicago Zoological Society

DATE: June 16, 2015

RE: Brookfield Zoo Supports Village of Brookfield’s Active Transportation Plan

The Chicago Zoological Society, which manages Brookfield Zoo is a strong proponent of the Village of Brookfield’s proposed Active Transportation Plan (that includes bike/pedestrian components).

With more than 2 million annual visitors and 500,000 members, Brookfield Zoo is the most popular paid cultural attraction in the Midwest. The zoo is also a potent economic engine that has contributed more than $1 billion in economic activity to the region’s economy over the past decade.

Brookfield Zoo strongly supports the Village of Brookfield’s Active Transportation Plan because it includes bike/pedestrian components and because of the additional/direct benefits it would provide to nearby residents, businesses, and communities.

The Plan will:

- help sustain and grow the zoo’s positive and local economic and community impact;
- facilitate easier access to the zoo by zoo guests and staff;
- support the Chicago Zoological Society’s conservation mission;
- provide children and families with enhanced opportunities to take alternative transportation that includes public transportation and/or walking or biking to the zoo;
- better connect children and families in nearby communities with the Cook County Forest Preserves and other recreational opportunities; and
- contribute to local economic growth and community development and improve the overall quality of life in Brookfield and nearby Cook County communities.

We are excited about the Village of Brookfield’s Active Transportation Plan and stand with the Village and nearby communities in providing support. Please do not hesitate to contact me or Matthew Mayer, SVP of Social Innovation + Sustainability at matthew.mayer@czs.org if we can provide any additional information.
SECTION 5: GOALS AND OBJECTIVES

The 2020 Master Plan is an expression of what a community wants to become in the future. Therefore the Plan should be considered a reliable policy guide for decision-making and Village action.

The 2020 Master Plan has established goals and objectives, which provide the framework for planning recommendations, policies and future projects and actions:

- **Goals** describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.
- **Objectives** describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Together, the goals and objectives paint a picture of what a community wants to accomplish with the 2020 Master Plan, and with other development tools and ordinances. They provide direction, and serve as a guide for evaluating specific projects and land-use alternatives.

The goals and objectives presented below are based on: a) input from Village staff and the Project Advisory Committee; b) the community workshop; c) the key person interviews; and d) feedback from various public meetings and discussions.

**GENERAL GOALS**

The following general goals have been developed as a “guiding framework” directing future change in the community.

**Goal 1**
Achieve a balanced pattern of development in the community that provides for well designed, compatible and economically sustainable business, employment, and residential areas.

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

**Goal 2**
Create and maintain a physically distinctive and high-quality community environment through efforts that preserve the existing quality of life, character, and heritage of the Village, while anticipating change and progress in the future.

**Rationale**
To enhance a sense of community and pride, there is a need to physically enhance and improve areas of the Village. We expect to accomplish this through the design of land-use areas as well as in the coordination and improvement of public facilities and services. In support of the identity as a strong residential community, the Village is committed to providing community facilities and services that meet citizens’ expectations.
Goal 3
Forge and maintain strong public and private partnerships to capitalize upon and coordinate all resources and assets the community has to offer in carrying out plans, policies and programs.

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

Goal 4
Establish a process for the regular review and update of the 2020 Master Plan.

Rationale
The 2020 Master Plan is a dynamic document and should provide a basis for future land-use and development decision-making. Because market conditions and community opinion can change over time, the Plan should be reviewed on a regular basis to ensure it reflects the consensus of the community.

VILLAGE IMAGE, DESIGN AND IDENTITY

Goal
Maintain a strong physical community image through public and private improvements which enhance various physical features of the community and contribute to Brookfield’s sense of place.

Objectives
1. Improve the image and appearance of all existing commercial areas, with particular emphasis on the appearance of buildings, signage, site landscaping, and streetscape amenities.
2. Establish gateway/entry features at key locations to announce arrival into Brookfield and distinguish the Village from neighboring communities.
3. Improve and maintain the attractive appearance of all areas of the Village.
4. Encourage compatible and high-quality design and construction for all developments, with an emphasis on quality site design, building orientation, quality architecture and building materials, and site improvements.
5. Maintain consistent and high quality improvement of all local streets, parkways, sidewalks, and alleys.
6. Establish an improvement program that results in the development of physical facilities and features which distinguish Brookfield from surrounding communities.
7. Develop and implement landscaping and tree planting programs that beautify the residential and business areas.
8. Promote the advantages and benefits of living, working, or doing business in the Village.
9. Improve communication to residents in an effort to increase awareness of, and participation in, programs, services and events within the Village.
10. Improve and maintain relationships with the press and other media.

HOUSING AND RESIDENTIAL LAND-USE AREAS

Goal
Provide a housing inventory and living environment which supports the local population and maintains the overall quality and character of the Village.

Objectives
1. Maintain the predominant single-family character of the Village.
2. Protect residential areas from encroachment by incompatible land-uses and the adverse impacts of adjacent activities.
3. Expand and encourage senior citizen housing options through new development or redevelopment.
4. Promote appropriate new townhome and condominium development in select locations within the Village’s commercial/mixed-use areas.
5. Seek to provide a variety of housing types that meet the lifestyles and needs of the community by working with property owners and developers.
6. Express the economic importance of the diversity of the Village’s housing stock and work to ensure neighborhood stability in all areas of the Village.
7. Encourage new development and infill development which is complementary to the scale and character of surrounding residential uses.
8. Preserve sound existing housing through regular and active code enforcement and preventative maintenance.
9. Promote the improvement and rehabilitation of deteriorating housing properties.
10. Strictly enforce all building, safety, zoning and fire codes to prevent overcrowding, unsafe conditions, and misuse of residential dwellings.
11. Work to keep local financial and lending institutions committed and involved in meeting all housing needs of the Village.
12. Consider the implementation of Neighborhood Watch Programs and encourage efforts to increase community awareness of public safety.
13. Seek funding sources which assist in the maintenance and improvement of housing conditions and meet the diversity of housing needs in the Village.

COMMERCIAL DEVELOPMENT

Goal 1
Achieve a compatible and market supportable system of commercial development that is organized to provide various goods and services within the community and the greater region which Brookfield serves.

Objectives

1. Maintain a range of retail and service commercial activities within the Village.
2. Define and designate more specific functional roles for the various commercial areas within the Village distinguished by local, community, and regional serving developments.
3. Ensure that all retail, office, and service commercial activities are organized by uses and concentrated within or near areas of similar or compatible uses.
4. Promote new commercial development and redevelopment within select locations, primarily along Ogden Avenue, 31st Street, 47th Street and within the Village’s pedestrian areas including the Eight Corners area and the Downtown.
5. Initiate programs to encourage the improvement and rehabilitation of older commercial buildings and areas which are, or are becoming, functionally obsolete.
6. Implement regular and active property maintenance and code enforcement in commercial areas of the Village.

Goal 2
Enhance the economic viability and productivity of the Village’s arterial street corridors as primary commercial activity areas.

Objectives

1. Promote a healthy and mutually reinforcing mix of commercial, retail, service and multi-family uses along Ogden Avenue and 31st Street.
2. Identify and prioritize economic strategies in conjunction with commercial property owners and managers to ensure economic vitality and stability in all commercial corridor areas.
3. Identify specific actions and strategies to be undertaken which will enhance the economic health of the Village's commercial corridor areas.
4. Encourage coordinated and shared vehicle access wherever possible.
5. Establish and implement consistent code enforcement standards for business areas.
Goal 3
Revitalize the Eight Corners area and the Downtown/Brookfield Metra Station area as the Village’s primary mixed-use pedestrian environments.

Objectives

1. Promote a healthy and mutually reinforcing mix of commercial, retail, restaurant, entertainment and multi-family uses within the Eight Corners area and Downtown.
2. Identify and prioritize economic strategies in conjunction with commercial property owners and managers to ensure economic vitality and stability in the pedestrian-oriented commercial shopping areas of the Village.
3. Prioritize appropriate redevelopment that enhances the pedestrian scale and “small town” charm of the Village Center commercial areas.
4. Establish a consistent approach to providing attractive and functionally well placed pedestrian amenities throughout the Village Center commercial areas.
5. Establish and implement consistent code enforcement standards for business areas.

Goal 4
Develop aesthetically pleasing and functionally well-designed retail and commercial shopping areas.

Objectives

1. Encourage high-quality site development and amenities in commercial areas.
2. Identify potential locations where additional private off-street parking and loading improvements may be appropriate and desirable along the commercial corridors.
3. Encourage the design of new commercial development to facilitate a system of pedestrian access.
4. Establish a program that reasonably and uniformly regulates signage while providing for the identification of Village businesses.
5. Ensure that new development and redevelopment of private property is designed in scale with, and complementary to, existing development.
6. Establish special design and improvement standards for commercial areas, guiding the scale, appearance, orientation, and overall character of new development.
7. Ensure that all new, improved and existing commercial development is effectively screened and buffered from adjacent residential uses.

INDUSTRIAL LAND-USE AREAS

Goal
Maintain and improve the existing light industrial areas in the Village, along 47th Street and between Southview Avenue and the railroad tracks, as quality locations for small-scale light industrial and commercial service uses.

Objectives

1. Improve the appearance of the existing light industrial areas to be more reflective of the Village’s overall character and appearance.
2. Minimize the negative impact of industrial activities on neighboring residential areas through the effective use of screening and buffering with landscaping, fencing, or a combination of the two.
3. Encourage the rehabilitation and reuse of functionally obsolete buildings to accommodate more appropriate and market viable uses.
4. Encourage the establishment of new light industrial uses that maximizes use of the local labor force.
5. Ensure that new or expanded industrial development is concentrated in areas of similar or compatible use.
6. Ensure that all new, improved and existing industrial development is effectively screened and buffered from adjacent residential uses.
7. Establish special design and development standards to ensure that new light industrial and commercial service development complements the overall character of the Village.
8. Implement a streetscape improvement program along 47th Street to upgrade the appearance, character, and...
TRANSPORTATION

Goal
Provide a balanced transportation system which ensures the safe and efficient movement of vehicles, trains, pedestrians, and cyclists.

Objectives

1. Protect the function of the overall street hierarchy within the community through effective access and land-use controls.
2. Minimize curb cuts on the primary mixed-use corridors to the extent possible and use intersecting side streets for access into properties.
3. Implement traffic management strategies which will minimize the impact of peak traffic flows in the Village.
4. Correct localized traffic operational problems, including placement of stop signs and traffic signals, use of one-way streets and cul-de-sacs, and readability and placement of traffic related signage.
5. Ensure safe design of street intersections, street lighting, and surface conditions in all portions of the Village.
6. Minimize non-local traffic within residential neighborhoods.
7. Ensure adequate resources for maintenance of streets, alleys and public rights-of-way in the Village.
8. Explore improved/expanded parking for the Village’s Metra stations and generally improve the overall environment for commuters.
9. Work with Metra and the BNSF in future planning of the Congress Park Station area to evaluate and discuss the costs associated with improving, closing, or moving the station.
10. Explore the possibility of establishing a municipal shuttle/trolley to provide service between the Zoo, Village shopping areas, and the Metra stations.
11. Work with Pace to further improve bus/shuttle service throughout the community, either through expanded Pace bus service or the addition of new shuttle/van service.
12. Work with Metra and the BNSF to explore options for commuter parking opportunities and future improvements to the Brookfield and Hollywood Stations.

COMMUNITY FACILITIES & SERVICES

Goal
Ensure the provision of high-quality public services, including municipal, educational and library facilities, for all residents of the Village of Brookfield.

Objectives

1. Ensure an adequate level of fire and police protection throughout the Village.
2. Generate interest in, and communicate the value of, improving the public school system in the Village.
3. Cooperate with and facilitate communication between the Village and public school representatives.
4. Improve and expand specialized facilities and services for senior citizens and youths.
5. Maintain adequate sites for the library, public works, and other Village facilities elocating facilities when necessary.
6. Provide the proper mix of governmental and community facilities in appropriate locations.
7. Improve coordination and communication between the Village, Brookfield Zoo, and Forest Preserve to maximize the mutually beneficial assets these institutions can provide each other and the residents of Brookfield.

PARKS, OPEN SPACE & ENVIRONMENTAL AREAS

Goal
Provide an adequate park and open space system which satisfies the recreational, social, leisure-time, and environmental protection needs of Brookfield residents.
Objectives

1. Maintain/support a local public park system that maximizes recreational opportunities available within the community.
2. Identify locations for additional tot lots and smaller parks in some of the underserved residential areas of the Village.
3. Ensure adequate resources for and maintenance of Village parks and recreational facilities.
4. Ensure that existing and future parks and open space are designed to maximize their utility and usefulness to residents in terms of meeting the demand for programmable recreation space, athletic facilities, and other desirable amenities.
5. Explore the possibility of establishing a Brookfield Park District to maintain and operate parks, open space and recreational programs in the Village.
6. Monitor local community needs and perceptions and develop new recreational facilities and services which respond to specific desires of Village residents.
7. Promote continued cooperation between the Village and school districts in the provision of recreational services.
8. Protect and enhance environmentally sensitive areas within the Village, including the Salt Creek corridor and Cook County Forest Preserve.
9. Improve the bicycle/pedestrian trail system throughout the Village and seek to provide more linkages and better access to the Forest Preserve and other area destinations.

INTERGOVERNMENTAL AND ORGANIZATIONAL COOPERATION

Goal
Encourage the coordination and cooperation among federal, state, and local agencies and organizations potentially having interest in Brookfield to ensure the greatest level of efficiency and effectiveness in the provision of municipal services.

Objectives

1. Coordinate with surrounding communities, and county and regional agencies, to ensure continuity and consistency of overall community planning and development activities.
2. Establish meaningful lines of communication with those agencies and organizations that can assist the Village in meeting its overall planning objectives, and work to secure participation of these agencies and organizations in realizing mutual objectives.
3. Continue to seek cooperative working relationships with adjoining communities in the financing of local community facilities and services.
4. Continue to seek grants, loans, and other sources of intergovernmental funding transfers.
5. Work cooperatively with adjoining communities regarding mutual concerns and needs in improving the overall appearance and economic health of the Village’s major street corridors.
6. Continue to encourage communication and collaboration among service providers to provide the most efficient and cost effective services possible.
7. Establish improved relationships with the Forest Preserve to maximize these resources as vital community assets.
8. Establish an improved relationship with Brookfield Zoo and continue to explore opportunities for cross-marketing, community support, and coordination of other activities.
9. Establish a relationship with the Village of McCook to ensure coordination of development and traffic related issues along 47th Street.

FISCAL AND ECONOMIC DEVELOPMENT

Goal
Achieve economic prosperity by maintaining and enhancing the diversity of new retail, personal service, commercial service, office, and light industrial uses.

Objectives
1. Coordinate planning and economic development activities in a manner which provides regular opportunities for contact between business and development interests within the Village.
2. Seek opportunities for new employment growth through the retention and expansion of existing Brookfield employers.
3. Ensure that new development pays its fair share of public facilities and service costs which are attributable to the demand for additional facilities or services as a result of new development.
4. Institute budgeting processes and procedures that provide necessary revenues for current periods, while allowing financial reserves for the future.
5. Continue to provide resources for maintenance of the Village’s physical facilities.
6. Establish marketing strategies to retain and attract businesses and developers along the commercial corridors and Village center commercial areas and to enhance the Village’s business image.
7. Promote locally based marketing programs to boost local investment and awareness between the residential and business community.

PROGRAM ADMINISTRATION

Goal
Implement, monitor, and update the 2020 Master Plan.

Objectives

1. Make available existing and/or new financial resources to implement the 2020 Master Plan.
2. Establish a process for the regular review and update of the Village’s Zoning Ordinance to appropriately meet the changing needs of the community.
3. In the 2020 Master Plan review and amendment process, the Village should consider any input and involvement of the Village Board, Plan Commission, various Village committees, local organizations, and individuals.
4. Identify and engage agencies and organizations willing to share in the responsibility for active implementation of the Plan.
SECTION 6: COMMUNITY WIDE PLANS

This section presents the Community-Wide Plans for the Brookfield 2020 Master Plan. Community-Wide Plans are those plans that cover all areas of the community and lay the foundation for more detailed planning recommendations found within the Plan.

The Community-Wide Plans are built on the foundation of understanding and community priorities documented within the Community Outreach, Community Vision, and Goals & Objectives sections of this Plan.

Section 6 contains the following components:

- **Land-Use Plan.** This part provides a brief overview of existing land-use within Brookfield, and presents long-range policies and recommendations for high-quality and compatible new residential, commercial, business and public development, as well as the protection and enhancement of open spaces and environmental resources within the community.

- **Transportation Plan.** This part establishes the basis for a long-range system of roadways, trails, and transit that efficiently supports existing and future development.

- **Community Facilities Plan.** This part is intended to assist the Village in ensuring that high-quality community facilities and services are available to local residents and businesses in the future, including schools, fire and police protection, libraries, administrative facilities and meeting spaces, public utilities, and other public and semipublic uses. This section also intends to help the Village maintain and preserve key environmental and open space features, enhance the character of the area, and provide for a more complete range of park and recreational areas to serve the community.

Later sections of the Plan build on these Community-Wide Plans and establish more detailed recommendations for specific subareas that have been identified by the community as areas most in need of improvement, and as areas that are most likely to change in the years to come.

**LAND-USE PLAN**

The Land-Use Plan builds upon the existing land-use and development patterns in Brookfield, as illustrated in *Figure 1* (Existing Land-Use). It strives to promote a compatible arrangement of uses which continue to make efficient use of land resources and community facilities and services. The Land-Use Plan (*Figure 2*) also emphasizes an approach that encourages continued protection of the Village’s residential areas and improving the overall quality of life within the community.

Community facilities and institutional uses are an important component of the Village’s character and play an important role in the overall Land-Use Plan. A description of the Land-Use Plan is provided below and illustrated in *Figure 1* at the end of this section.

**Land-Use Classification**

A new land-use classification system has been developed to help organize and arrange future land-use areas in the Village. A land-use classification system is necessary to accurately reflect the Village’s intentions for the type, intensity, and location of future land-uses within the 2020 Master Plan.

A land-use classification system is an important part of the 2020 Master Plan. It
defines the different types of land-use areas that will be mapped as part of the 2020 Master Plan’s Land-Use Plan Map. Each of these areas is described in terms of its future function and may not necessarily translate to existing zoning ordinance districts. In fact, some of the classifications indicated below may not be currently represented in the Village’s zoning scheme.

The land-uses identified in this section and illustrated in the Land Use Plan (Figure 2) include:

- Single-Family Residential
- Attached Single-Family
- Multi-Family Residential
- Village Center Commercial
- Corridor Commercial
- Light Industrial
- Public/Semi-Public
- Park/Open Space
- Brookfield Zoo

**Residential**

Within the residential land-use classification there are three categories of residential land-use: single-family residential, attached single-family, and multi-family residential.

**Single-Family Residential** - a residential area occupied predominantly by detached single-family residential dwellings.

Brookfield is primarily a residential community, consisting of older, well established neighborhoods, comprised of varied architectural styles and appearance. Much of the Village’s appeal and image is attributable to the unique character of its neighborhoods, and these distinguishing features should be preserved and enhanced. Single-family residential areas comprise the single largest land-use in the Village of Brookfield.

Because the community is essentially built-out, little opportunity exists for the development of new single-family residential homes, except in the case of a replacing an existing residential structure. Whenever appropriate opportunities present themselves, such as when another use vacates a site, new single-family residential development should be considered.

Although the Land-Use Plan generally reflects the existing land-use pattern, some parcels have been identified for single-family residential in the future that are now used for multi-family residential uses. To protect the character of single-family neighborhoods, multi-family uses located within single family areas in isolation from other multi-family uses have been designated for single-family in the Land-Use Plan.

Some areas within the neighborhoods are beginning to experience new construction and the “teardowns” of some of the smaller, “obsolete” older homes. The Plan recognizes the value and importance of Brookfield’s existing housing stock in terms of image, character, and stability. While the replacement of some older/obsolete homes can be considered desirable, the Village should continue to monitor the situation, to ensure that changes are sensitive to and reflective of
Existing neighborhood character.

Attached Single-Family - a residential area consisting of townhomes or duplexes.

There are several attached single-family areas scattered throughout the community, many in predominantly single-family neighborhoods. The Community Wide Land-Use Plan does not designate new areas of Attached Single-Family, however, the Pedestrian/TOD Subarea Plans, located in a following section, does.

Multi-Family Residential – a residential area occupied by multi-family dwellings: 3-flats, 6-flats, condominiums and apartments.

Throughout the Village, several areas of multi-family residential exist. The majority of multi-family residential uses are located south of Congress Park Avenue. The multifamily dwellings offer a range of housing options for Village residents, and accommodate individual dwelling needs at different stages of their lives.

The range of multi-family residential units in Brookfield ranges from affordable older units to more recently constructed developments offering units with very high values and more spacious floor plans and garage space. A strong market for upscale multi-family residential dwellings in Brookfield has created a desirable environment for quality infill developments.

The Land-Use Plan designates several areas for multi-family, most of which reflect existing residential uses. Newly designated multi-family land-uses generally consist of single-family uses located within concentrated areas of multi-family uses. These single family areas that are isolated from other single-family areas have been designated multi-family in the Land-Use Plan.

New multi-family developments should be held to high standards for quality construction and building materials, architecture and appearance, and are required to provide adequate parking for residents and guests. Older multi-family developments often suffer from a lack of sufficient off-street parking and lack the amenities and market competitiveness that new developments can provide.

New multi-family residential developments should reflect the overall character of the community. Older developments should be improved with additional parking where appropriate and maintained and improved as needed. The replacement of older/obsolete units with new developments providing quality living environments and sufficient parking is encouraged.

Commercial

Within the commercially designated areas of the Village, different intensities of commercial activity exist. With the exception of only a few properties, the commercial areas of the Village are located along the major commercial corridors, including 31st Street and Ogden Avenue, the Eight Corners Area, and Downtown Brookfield. Detailed Subarea plans for these areas are presented in a later section of this Plan (Section 8 – Pedestrian/TOD Subarea Plans).

Successful commercial uses are vitally important to the Village. Property tax and sales tax revenue from commercial activities contribute significantly to the economy and quality of life in Brookfield.
Village’s, and other agencies’ ability to provide quality services, facilities, and programs to residents. The Subarea plans reinforce the commercial role of the Village’s primary shopping areas and corridors and strive to provide an environment respectful of the Village’s character and responsive to its needs for viable commercial development.

Village Center Commercial is a commercial/mixed-use area which is pedestrian oriented and provides products and services to meet daily living needs, as well as comparison shopping goods. Ground floor uses are primarily retail, restaurant, and personal service, with office and residential uses located on the upper floors. Although a pedestrian environment, the area is easily accessible by car and has sufficient off-street parking. The Eight Corners area, Downtown Brookfield, and areas near the Hollywood Station have a Village Center Commercial component. A small area of Village Center Commercial can also be found east of the Eight Corners area, on Monroe Avenue. Village Center Commercial uses are presented in greater detail in Section 8 (TOD/Pedestrian Area Subarea Plans).

Corridor Commercial is unique to the Ogden Avenue and 31st Street Corridors. Corridor commercial consist of areas that provide a wide range of commercial and retail products, offices, and services on a community-wide scale, including larger planned shopping and service locations. A more detailed overview of commercial areas along Ogden Avenue, 31st Street and 47th Street are presented in the next section of this Plan (Section 7 – Corridor Subarea Plans).

Industrial

**Light Industrial** – an area containing light industrial business including body shops, distribution, low intensity manufacturing, warehousing, commercial service and machine shops.

Light industrial uses in the Village of Brookfield are located along 47th Street and at Southview Avenue adjacent to the Burlington-Northern/Santa Fe railway tracks. While no new industrial uses are identified within the Land-Use Plan, the Village should place a priority on retaining and improving existing light industrial uses. Currently, residential uses in Brookfield are poorly screened and buffered from unsightly light industrial uses. Existing light industrial uses should be improved to be more aesthetically pleasing and should be buffered and screened to protect adjacent uses. Industrial uses and residential screening is discussed in greater detail in the 47th Street Corridor Plan found in Section 7.

Community Facilities

Community facilities are an important component of the Land-Use Plan and a defining part of Brookfield’s overall appeal and community character. Community facilities are covered in detail later in this section.

Identified below are the land-use classifications for community facilities as identified on the Land-Use Plan.

**Public/Semi-Public** - an area containing community facilities, public/municipal buildings, churches, and utility areas.

**School** – an area designated for a public or private school, including elementary,
COMMUNITY FACILITIES PLAN

The Village of Brookfield is served by a system of community facilities that provides efficient delivery of public services and enhances the community as a desirable place in which to live and do business. High quality schools, parks, recreation, open space, municipal services, and other private organizations all contribute to the Village’s quality of life. Figure 3, located at the end of this section, illustrates community facilities within the Village.

Provided in this section is an overview of the community facilities within the Village and an assessment of each facility’s existing condition and future needs.

Understanding that the Village does not have jurisdiction or control over a majority of the community facilities within its municipal limits, but by identifying and understanding the needs of each community facility, the Village is better able to gauge its role in working with the different service providers to improve the overall level of service to Brookfield residents.

Schools & Educational Facilities

Education in Brookfield is provided at a variety of levels by a number of both public and private agencies. The quality school districts serving Brookfield add to the overall quality of life in the Village and is a major contributor to the Village’s desirability as a place to live and raise a family.

The Village should support the continued operation and improvement of these facilities, provided they do not negatively impact residential neighborhoods, and cooperate with the various organizations to maintain high-quality school sites and facilities.

S.E. Gross Middle School, Illinois School District 95

School District 95 is one of several school districts that serve residents in the Village of Brookfield. District 95 serves LaGrange Park and Brookfield with 2 schools: Brook Park (Grades K through 4), located in LaGrange Park; and, S.E. Gross Middle School (Grades 5-8) located in Brookfield.

S.E. Gross Middle School is within the Eight Corners area which is presented in greater detail in Section 8 – Pedestrian/TOD Subarea Plans.
Hollywood School, Riverside Public Schools, Illinois School District 96

Hollywood School is a K-5 elementary school located in Brookfield, adjacent to Riverside-Brookfield High School. Hollywood School serves the Hollywood neighborhood, which is comprised of parts of the Villages of Brookfield, Riverside, and Lyons. Students who attend Hollywood School move on to Hauser Junior High School (Grades 6 through 8), located in Riverside.

Hollywood School’s facilities are sufficient for the current population size and service area. Ongoing maintenance is planned, however there are no plans for major improvements or new construction.

Congress Park School, Illinois School District 102

Elementary School District 102 services parts of Brookfield, LaGrange, and LaGrange Park. Congress Park School, located on Shields Avenue is District 102’s only school within the Brookfield Community. Once attendees of Congress Park School reach junior high school, they attend Park Junior High School, located in LaGrange Park. High school students within School District #102 attend Lyons Township High School.

Congress Park School is not near its capacity (500-550 students). Although this year’s enrollment increased 8.8%, the 400 students are well below the Congress Park School’s capacity. The school anticipates primarily a stable enrollment. They do not foresee the need for any new school sites.

Narrow streets and lack of parking have been identified as issues affecting the operation of Congress Park School. Implementation of temporary peak-time one-way streets at Madison and Raymond could alleviate some of the operational issues.

Lincoln Elementary School, Illinois District 103

Elementary School District 103 serves residents of Lyons Township with five elementary schools and one middle school. Lincoln Elementary School is the only District 103 school located in Brookfield. The School District is uncertain about the future of Lincoln School. On January 5, 2004, the District 103 Board of Education voted on a budget plan that required the closing of two or three schools (out of five) if additional funding was not found. Which schools that may close have not yet been identified.

The Lincoln Elementary School facility could be used for other public uses, including a community center or private school. If the site is targeted for redevelopment, high-quality single-family homes should be built on the site.

Riverside Brookfield High School and Lyons Township High School

Public high school students may attend either Riverside Brookfield High School, located at 160 Ridgewood Road in Riverside or Lyons Township High School. Lyons Township High School has two campuses about a mile apart. Juniors and seniors attend the North Campus in LaGrange at 100 S. Brainard. Freshman and sophomores attend the South Campus in Willow Springs at 4900 S. Willow Springs Road.
Private/Parochial Schools

In addition to the number of public schools in the area, Brookfield students may attend one of several local private schools:

- St. Barbara Catholic School is located in Brookfield, at the intersection of Prairie Avenue and Windemere Avenue.
- Immaculate Heart of Mary Catholic High School is located at 10900 Cermak Road in Westchester and serves grades 9-12.
- Nazareth Catholic Academy serves grades K-12 and is located at 1209 West Ogden Avenue in LaGrange Park.
- St. Joseph Catholic Academy is located at 1840 Mayfair Avenue in Westchester and serves grades 9-12.
- St Louise Demarillac School is located at 1125 Harrison Avenue in La Grange Park, and serves pre-kindergarten through 8th grade.

Parks, Recreation and Open Space

Brookfield’s park, recreation, and open space needs are served by the Recreation Department of the Village of Brookfield, Cook County Forest Preserve District, and the Brookfield Zoo.

Recreation Department

The primary function of the Brookfield Recreation Department is to provide recreation and leisure opportunities to the residents of Brookfield. They provide programs for children, teens, and adults; provide input to help with the development of the park properties in the village; coordinate the use of various sport fields in the Village; plan, coordinate, assist and lead various aspects of the special events in the Village (Easter Bunny Hunt, Concerts in the Park, Fourth of July Festivities, Brookfest, Fall Festival, Santa Calls, Holiday Celebration, and other Village memorials, vigils, etc.).

Present facilities utilized for recreation include the 9 Village park sites, the recreation hall and conference room (located in the Brookfield Municipal Building), the Water Tower Building, Recreation House, Faith Lutheran Church, SE Gross Middle School, Hollywood School, Riverside Brookfield High School, and Lincoln School. The Recreation Department also co-ops programs that are provided at: LaGrange Park, Lyons, North Riverside, and Riverside.

In terms of parks and open space, the Village has nine park sites that total 51.53 acres:

- Candy Cane Park
- Harrison Tot-Lot
- Madlyn Park
- Kiwanis Park
- Maple Park North
- Creekside Park
- Maple Park South
- Madison Avenue Tot-Lot
- Jaycee/Ehlert Park

According to Village staff, the current parks and recreation system is not adequate for the number of residents in town. The facilities that seem to be most desired by residents are a community center with indoor athletic areas, a swimming pool, a senior center, a teen center, and a skate park. The park master plan does follow the
recommendations of the National Park & Recreation Association, which is 10.0 total acres per 1000 residents. Brookfield’s population at the last census was 19,085, which brings them below the average, a calculated need of 191 acres.

Brookfield’s most important park and recreational priorities include: new indoor recreational facilities, upgrading of existing park spaces in town, improvement of land-used for sport activities such as baseball, soccer and general play, increasing maintenance staff whose primary responsibility are the parks and open spaces and additional full-time staff to help with the establishment and implementation of new programs.

To meet some of the open space needs of the community, the Village has negotiated the purchase of almost 5 acres of land with School District #103. The Village should continue to seek opportunities for the acquisition and development of parks and recreation amenities within the Village.

**Cook County Forest Preserve District**

The Cook County Forest Preserve lands are notable community assets and add to the overall character of the Village. The Forest Preserve District’s mission is to acquire and hold lands containing one or more natural forests, for the purpose of protecting and preserving the flora, fauna, and scenic beauties.

The Forest Preserve District has a large preserve located within the Village, along Salt Creek. The Brookfield Woods Preserve is located on both sides of Salt Creek throughout most of the community.

The Village should continue to cooperate and support the Forest Preserve District’s mission and encourage the continued maintenance and improvement of its facilities, including the existing and planned bicycle paths and trails.

**Public/Semi Public Facilities**

In addition to schools, parks and open space, other public and semi-public facilities provide important services to the residents of a community and also add to the overall quality of life. These facilities include the Brookfield Public Library, the Village Hall, Brookfield Police Department, the Brookfield Fire Department, and various religious institutions. The Village should maintain and improve their municipal facilities, provided they do not negatively impact residential neighborhoods, and encourage the same for the religious institutions and other public and semi-public organizations.

**Brookfield Public Library**

The Brookfield Free Public Library started in 1913 on its present site at the intersection of Grand Boulevard and Lincoln Avenue. The original building was built with funding from Andrew Carnegie. That building was razed in 1986 and replaced with the current structure. The interior was remodeled in 1999. The library provides standard library services: circulation (lending), reference, educational and entertaining cultural programs, and Internet access. The library provides additional services such as a notary public, voter registration, display cases and meeting rooms. They also have an outreach service to the British Home.

The library facilities are generally good. There are signs of aging, particularly the
Parking can be limited at times, and the current facility lacks quiet study rooms. A need has also been expressed by the Library for an auditorium to hold larger crowds for expanded programs, and additional storage space for the audiovisual collection.

The current building will be outgrown in 10 to 15 years. There are plans to reallocate furniture and shelving in the public service areas to address some of the space limitation. In addition to the main library, a smaller satellite library may be needed on the southern end of the Village, assuming the main library remains at its current north side location.

The Village should accommodate the needs of the library, provided they are reasonable and that future expansion of existing or new facilities are compatible with adjacent uses.

**Village Hall**

The Brookfield Village Hall is located on Brookfield Avenue, east of Prairie Avenue. The facility houses offices of the Village Administration, Public Works, Recreation, Building, and Police Departments. Many of the Departments within the facility have expressed a need for larger office space, however, there are no expansion plans for the facility. The Village should continue to explore redevelopment opportunities to provide additional space/offices for proper administration of the Village’s critical services.

**Brookfield Police Department**

The Brookfield Police Department is the sole law enforcement agency within the Village limits, and, at times, they do request assistance from surrounding towns for extraordinary circumstances. The Police Department currently has adequate staff to serve the community. There are however, staffing shortfalls within specialized units, such as TAC-Unit, K-9 unit, and gang crimes unit. The Police Department operates nine marked squad cars and four unmarked cars, all between one to five years old, and all in good working condition. All police operations are handled out of their main facility, which is centrally located within the Village Hall.

In terms of building size, the Police Department has expressed a need for additional space, however there are no plans to expand the police facilities. The Village should accommodate any expansion plans of the Police Department.

**Brookfield Fire Department**

The Brookfield Fire Department recently added new employees. The department owns and operates two front line pumpers, one aerial, two ALS ambulances, one reserve engine, two utility vehicles and one administration car. Current levels of equipment are adequate and future plans involve replacement of equipment due to age.

There are two fire stations in Brookfield. One is at 9001 Shields Avenue; the other is at 9248 Broadway Avenue. The size of both stations is satisfactory. The station on Shields Avenue is in excellent condition. The Broadway Avenue station needs more storage space and needs new windows, the parking lot repaved, and apparatus room and floor painted. There are no areas in the Village that would be
difficult for the fire department to serve, if development or redevelopment took place. The water supply and distribution systems are adequate. The current fire insurance rating is Class 4, which is comparable to surrounding communities.

**Religious and Other Institutions**

There are numerous religious institutions within the Village of Brookfield. These institutions add to the overall sense of community and are often considered an important component of any community. The Village should accommodate the improvement and expansion of these facilities, provided they do not negatively impact residential neighborhoods.

**TRANSPORTATION PLAN**

The Village of Brookfield should be served by a balanced transportation system that provides for safe and efficient movement of vehicles, bicycles and pedestrians, reinforces surrounding development patterns, and enhances regional transportation facilities. Figure 4, located at the end of this section, highlights the Transportation Plan that builds on the existing transportation network and conditions within the Brookfield community.

**Streets**

Streets are classified according to their design, traffic volume, and function. Streets in Brookfield are classified as Major Arterials, Minor Arterials, Collectors and Local Streets. Streets in Brookfield should direct traffic in a safe and efficient manner to the street classification that is designed to accommodate such traffic.

**Major Arterials**

Ogden Avenue is the only major arterial street in Brookfield. Ogden Avenue should continue to function as a major arterial road. No new arterial streets are needed within the Village and none are proposed in the Transportation Plan.

Arterial streets are wider, faster, and have limited access points along their length. They also primarily carry thru-traffic whose origin and destination are outside of Brookfield. Commercial and non-local traffic should be directed to, and remain on, major arterial roads.

Ogden Avenue is an important regional road and within the Village of Brookfield. Many businesses rely on heavy traffic and visibility to their businesses. Consequently, Ogden Avenue is studied in greater detail in the next section of this Plan ([Section 7 – Corridor Subarea Plans](#)).

**Minor Arterial Streets**

31st Street, Kenman Avenue and 47th Street are minor arterial streets in Brookfield. Minor arterial streets function like major arterials, although they are not as fast and can permit on-street parking during non-peak times. Minor arterial roads can also accommodate thru traffic and commercial traffic, although typically at lesser volumes and speeds than major arterials.

There are no new minor arterial streets proposed as part of the Transportation Plan.
Plan. The Village should limit access points onto minor arterial streets to improve safety and traffic flow.

31st Street and 47th Street are studied in greater detail in the next section of this Plan (Section 7 – Corridor Subarea Plans).

**Collector Streets**
Collector streets are streets that collect traffic from local streets, and move the traffic toward arterial streets for efficient flow. Collector streets are intended to serve the local population, providing local streets with efficient access to arterial streets. Collector streets in Brookfield include Grand Boulevard, Washington Avenue, Maple Avenue, Prairie Avenue, Eberly Avenue, Brookfield Avenue, Burlington Avenue, Shields Avenue and Plainfield Road. No new collectors are proposed under the transportation plan.

**Local Streets**
All other streets within the Village are considered local or residential streets. Their purpose is to provide a means of access between a property and a collector or arterial street. Local streets are not designed to accommodate high volumes of traffic or traffic traveling at high speeds. Non-local motorists can create problems in neighborhoods along local streets and create concerns for safety. Local streets are not designed to accommodate high volumes of traffic. Consequently, local streets should be protected from high traffic volumes. Non-local, “cut-through” and commercial traffic on local streets should be minimized and the residential areas should be protected.

**Rail**
Each day, approximately 150 trains pass through Brookfield, along the triple-tracked Burlington-Northern Santa-Fe railroad.

Approximately 110 of those trains are Metra commuter trains and the remainder are freight trains. The existing rail infrastructure and its use is an established part of the Brookfield community. The community should continue to work cooperatively to address issues related to the rail corridor and its use.

**Metra Service**
Metra is the commuter rail service division of the Regional Transportation Authority (RTA). Metra service is provided between Aurora and Downtown Chicago via the BNFS railroad. Metra and the BNSF have a purchase of service agreement allowing Metra commuter rail service to operate within the BNSF right-of-way. The Village of Brookfield has three Metra Stations: Congress Park, Brookfield, and Hollywood. A depot is provided at the Brookfield Station and only warming shelters are provided at Hollywood and Congress Park Stations. Although the trains provide service to communities both east and west along the BNSF line, data gathered by Metra supports the popular opinion that the Metra service in Brookfield is used primarily for commuting to and from downtown Chicago. Approximately 93% of Metra trips that begin at one of the Brookfield area stations are traveling eastbound towards downtown Chicago and approximately 95% of trips ending at a Brookfield area station also originate from the east. A summary of Metra data for each station within the Village of Brookfield is presented below.

**Congress Park Station**
The Congress Park Station is located one-half mile west of Maple Avenue at the intersection of Burlington and Dubois Avenues. According to figures collected by Metra in Fall 2002, the Congress Park Station on an average weekday boards 118 passengers, all traveling eastbound. (The average Metra station has 645 daily boardings.) This accounts for only 14% of total weekday passengers boarding inbound trains at the three stations within Brookfield. Only 8% of passengers exiting outbound trains at the three Brookfield stations get off at the Congress Park station. The low ridership numbers at this station may be attributable to the station’s visibility, limited parking supply and payment for those spaces requiring a monthly/quarterly permit.

There are two paved surface lots for commuters at the Congress Park Metra station, providing 27 parking spaces. All parking spaces at this station are by permit only. No daily parking is available. According to Metra, the estimated usage of the parking areas at Congress Park is 100%. A destination survey indicated that 94% of the riders at Congress Park walk to the station.

**Brookfield Station**

The Brookfield Station is the busiest of the three Metra stations within the Village. The Brookfield Station is located east of the intersection of Prairie and Burlington Avenues. Metra Fall 2002 figures report that 603 passengers board inbound weekday trains at the Brookfield Station, accounting for 72% of all inbound riders from the three Brookfield Stations. In addition, 57 riders board weekday westbound trains. Almost 80% of passengers exiting outbound trains at the stations within Brookfield get off at the Brookfield Station. An origin-destination survey indicated that 43% of the riders at the Brookfield Station walk to the station, 34% drive alone, 14% are dropped-off, and 8% carpool. Only 1% of the riders used bus service to access the Brookfield Station.

There are five paved surface lots for commuters at the Brookfield Metra Station, providing 243 parking spaces. Four of the five parking areas are by permit only. Seventy spaces at the Village Hall, including four handicapped spaces, are available on a daily basis for $1/day. According to Metra, the estimated usage of the parking areas at the Brookfield Metra Station is 90.1%.

**Hollywood Station**

The Hollywood Station, or “Zoo Stop”, is located at Golf Road and Hollywood Avenue. An average of 119 passengers board inbound trains at this station and accounts for 14% of total weekday passengers boarding inbound trains at stations located within the Village. Only 11% of passengers exiting outbound trains stopping at stations within Brookfield get off at the Hollywood Station. The low ridership numbers at this station may be attributable to the limited parking spaces available at this station, payment for those spaces requiring a monthly/quarterly permit, and the lack of major roadway access to the station.

It should be noted however, that the numbers presented above were collected in the Fall of 2002, and not during the summer, the Brookfield Zoo’s busiest season. These numbers provide an accurate assessment of commuters, but are not representative of riders using Metra service in the summer months to visit the Brookfield Zoo.

There are two paved surface lots for commuters at the Hollywood Metra Station, providing fifty parking spaces. All parking spaces at this stop are by permit only.
No daily parking is available. According to Metra, the estimated usage of the parking areas at Hollywood is 100%. A destination survey indicated that 62% of the riders at the Hollywood station walk to the station, 32% drive alone, and 5% are dropped off.

More detailed study of these Metra stations are contained in Section 7 and Section 8 of this Plan.

**STAR Line – Midway Airport Extension (ICS)**
In April 1999, Metra completed the Phase I Inner Circumferential Commuter Rail Feasibility Study (ICS). The Study examined the potential of utilizing north-south freight routes for shared commuter use offering connections with five of Metra’s existing lines and providing service from O’Hare and Midway Airports. Current Metra service lines radiate from the City of Chicago. The proposed service would run north-south approximately 15 miles west of downtown Chicago, along a 22-mile route primarily using the Indian Harbor Belt Railroad (IHB) and the Belt Railway Company of Chicago (BRC) adjacent to Brookfield’s western boundary. The ICS has since been identified in the CATS 2030 Transportation Plan as a potential extension of the STAR Line.

The existing Congress Park Station is located 2,000 feet east of the IHB. The Phase I Feasibility Report identified a potential ICS Brookfield Station site as a potential transfer station with a relocated Congress Park BNSF Station. It was noted that there appeared to be sufficient land available to relocate the BNSF station to the west and consolidate it with a transfer station for the ICS. Metra is currently undertaking a Phase II Feasibility Study, which will identify potential travel markets, forecast ridership, research transfer station issues and determine the physical and operational issues that will need to be studied further. The North Central Council of Mayors and the West Central Municipal Conference undertook and completed in April of 2003 an ICS Land Use and Community Planning Study that shows potential land use surrounding each of the proposed station locations.

The Village should continue to work with Metra and the surrounding communities on this future extension.

**Pace Bus Service**
Pace is the suburban bus division of the Regional Transportation Authority (RTA). Pace was created by reform legislation in late 1983, and began operating throughout Chicago's six-county suburbs in mid-1984. There are three Pace bus routes that serve the Brookfield community: Route 302 Ogden / Stanley; Route 304 - Cicero – LaGrange; and Route 331 – Cumberland – 5th Avenue.

The Village should continue to promote the convenience of using the Pace bus service to travel within Brookfield and between the Village and other nearby communities and destinations. The Village should also work with local institutions that are currently serviced by Pace to review their current level of service and provide any feedback to Pace that might be used to improve ridership services.

**Route 302 - Ogden/Stanley**
Route 302 provides service between Cermak/Cicero in Cicero and LaGrange/Hillgrove in LaGrange, and MacNeal Hospital. Within the Brookfield community, the bus route travels through the community along Ogden Avenue, and passes near the Congress Park Metra Station.
Route 304 - Cicero – LaGrange
Route 304 provides service between the 54th Avenue CTA Blue Line Station Terminal and LaGrange/Hillgrove in LaGrange. Within the Brookfield community, the bus route travels east and west through the community along Washington Avenue. The bus route provides service directly to Riverside Brookfield High School and passes near the Brookfield Zoo. The route also serves the North Riverside Park Mall.

Route 331 - Cumberland – 5th Avenue
Route 331 provides service between the Cumberland CTA Station in Chicago and the Brookfield Village Hall. This Pace bus route serves most of the community providing access to the Brookfield Zoo, the Brookfield Station Metra Station, and the Brookfield Village Hall. Route 331 travels through Brookfield along 31st Street, Maple Avenue, Prairie Avenue and Ogden Avenue. This route also provides Brookfield residents with bus service to Triton College, Hines and Loyola Hospitals and the Cumberland CTA Station.

Walk to Zoo Route
The Walk to Zoo Route is a delineated walking route directing Metra riders between the Hollywood Station and the Brookfield Zoo. The total walking distance is about \( \frac{1}{2} \)-mile, or a 12-minute walk. The Village should work with the Zoo to improve directional signage along the route.

Municipal Bus/Trolley
In an effort to capture some of the visitors to the Brookfield Zoo and make shopping within the community more convenient for residents and visitors alike, the transportation plan has identified a municipal bus/trolley route. The service could be operated at the Zoo’s busy periods, such as weekends, and provide pick-up and drop off at Hollywood station, Brookfield Station, downtown Brookfield, Eight Corners, and the Brookfield Zoo.

The Village should study the feasibility of providing the service to strengthen the retail and entertainment markets in the community.

Bike Routes/Trails
There are currently no designated bike routes within the Village of Brookfield. However, Salt Creek provides an excellent opportunity for a scenic and safe off-street trail. The trail, as it is proposed on the Transportation Plan would connect the north and south sides of the community and link to important community facilities including the Village Hall, Brookfield Metra Station, Brookfield Woods, Creekside Park, Kiwanis Park and the Brookfield Zoo. An on-street route is also proposed to link residents with the Ehlert Park and the main shopping areas.

Maintenance
A newly constructed street can last as long as 50 years with proper maintenance. Brookfield has recently started an aggressive street maintenance and improvement program. Based on field observation and feedback received through the community outreach exercises, the Village’s infrastructure is in need of repair in many areas.

The Village should establish a proactive approach to street maintenance, to minimize the effects of age, weather, and traffic. The Village should begin to
repair, upgrade, and resurface roadways and alleys on an ongoing basis as funding permits.

**Parking**

It is important that there is adequate parking for residents, visitors, customers, commuters and employees within the Village. Adequate parking for all areas of the Village and all land-uses is important. Parking is becoming an increasingly common problem in many areas of the Village and was cited frequently during the Community Outreach component of the planning assignment.

Currently, parking problems have been identified downtown, near Grand Avenue and Prairie Avenue, by the Brookfield Metra Station. Parking problems have also been identified within the Hollywood neighborhood. According to the Brookfield Police Department, frequent on-street parking in the Hollywood neighborhood’s narrow and curvy streets is problematic for emergency vehicles and snowplows. Excessive on-street parking occurs throughout the Village. Parking problems will be further compounded as the average number of vehicles per household increases.

A more detailed parking analysis is included for the Brookfield Metra Station/Downtown, the Hollywood Metra Station, and the Eight Corners area is located in Section 8 – TOD/Pedestrian Subareas.

**Figure 4 - Transportation Plan - 8 1/2" x 11" (545 KB)**

Click on the image to download the PDF document.
SECTION 7: CORRIDOR SUBAREA PLANS

This section presents improvement and development recommendations for three key Corridor Subareas within the Village of Brookfield:

- Ogden Avenue Corridor
  - Figure 5: Ogden Avenue: Land-Use Redevelopment Plan
  - Figure 6: Ogden Avenue Corridor: Ogden/Grove Concept Plans
  - Figure 7: Congress Park Grocery Redevelopment Concept
  - Figure 8: Congress Park TOD Redevelopment Concept
  - Figure 9: Ogden Avenue: Transportation & Circulation Plan
  - Figure 10: Ogden Avenue: Corridor Appearance and Design
- 31st Street Corridor
  - Figure 11: 31st Street Corridor Plan
  - Figure 12: Commercial Site Redeveloped as Residential Concept
- 47th Street Corridor
  - Figure 13: 47th Street Corridor Plan

The three Corridor Subareas were selected by the Village for more detailed planning because they represent the primary auto-oriented commercial/mixed-use corridors within the Village. These areas contain a diverse range of land-uses and are among the most intensely developed portions of the community. The Corridor Subareas are highly visible to passing motorists and are primary determinants in how Brookfield is perceived by residents and visitors alike. Although they contain a variety of intense commercial and mixed-use activity, each corridor suffers to some degree by vacancies, inappropriate and incompatible lands uses, deteriorating conditions, and overall poor and inconsistent aesthetics. Finally, the Corridor Subareas include those portions of the Village that are most likely to see change and they each contain vacant and/or underutilized properties which may be subject to development or redevelopment in the future. Each Corridor Subarea Plan provides recommendations for key redevelopment sites, commercial/minor improvement sites, parking lot landscaping, curb and gutter improvements, parkway/streetscape improvements, and other overall Subarea improvements.

**Figure 5** - Ogden Avenue: Land-Use Redevelopment Plan - 17" x 11" (810 KB)
Click on the image to download the PDF document.

**Figure 6** - Ogden Avenue Corridor: Ogden/Grove Concept Plans - 8 1/2" x 11" (1.63 MB)
Click on the image to download the PDF document.

**Figure 6a** - Deep Lot Commercial Development & Right-of-Way Parking Concept - 8 1/2" x 11" (1.84 MB)
Click on the image to download the PDF document.

**Figure 7** - Deep Lot Commercial Development & Right-of-Way Parking Concept - 8 1/2" x 11" (965 KB)
Click on the image to download the PDF document.

**Figure 8** - Congress Park TOD Redevelopment Concept - 8 1/2" x 11" (700 KB)
Click on the image to download the PDF document.

**Figure 9** - Ogden Avenue: Transportation & Circulation Plan - 17" x 11" (1.0