



THE VILLAGE OF
FRANKLIN PARK ILLINOIS

Village of Franklin Park Comprehensive Plan

August 2017



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Village Departments

Building
Community Development and Zoning
Engineering
Finance
Fire Department
Health Department
Public Works
Police Department

Local Organizations

Chamber by O'Hare
Mannheim Elementary District 83
Franklin Park Elementary District 84
Franklin Park Library District
Leyden Family Services
Leyden High School District 212
Park District of Franklin Park

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Chapter 1 INTRODUCTION



VETERANS MEMORIAL
Dedicated November 11, 2000
DANIEL E. FRITZCHETZ VILLAGE PRESIDENT

VILLAGE TRUSTEES	VILLAGE CLERK
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Joseph Soren	Gary Burstein
John Johnson	Paul Slomp
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Howard G. Day	Landscaping Architect
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Shaping Franklin Park's Future

“Friendly, hard-working people.”

This was the most common sentiment to come out of the multiple focus groups with high school students, senior citizens, small business owners, and young parents conducted as part of this Comprehensive Plan. There was a high amount of consensus on how welcoming, warm, and even “small town” people are in Franklin Park, even though the Village is next door to one of the largest cities in the country.

For the casual, I-294 passerby, it might be easy to strip Franklin Park down to a sea of warehouse and factory rooftops to go along with a couple of tall water towers. A commuter riding through the Village on Metra may see some of Franklin Park but does not capture all that makes it a great place to live, work, visit, and do business. Here is what stands out about the community and its people:

- A “Village that produces.” While Chicago is the “City That Works,” Franklin Park can make a case for having its own similar motto. The Village’s companies employ thousands of workers who make and distribute goods, and provide services. The Village is an important piston in the state and region’s economic engine.
- Resilience. Climbing out of a deep national recession in the late 2000s, Franklin Park businesses are generally growing again. They are investing more and employing more people. Village residents also have a renewed sense of stability and confidence in their local housing market.
- Diversity. Franklin Park, already a melting pot, is becoming even more multicultural and home to immigrant and first-generation families. Younger residents, including students and families, seem to be embracing the trend and are optimistic about Franklin Park being a draw for new residents because of it.
- Environmental consciousness. One of the biggest threats to prosperity in Franklin Park and across the region is evidence for increased flooding and other impacts of climate change. In general, the Village’s residents and businesses are aware of this reality and want to invest in strategies to mitigate future damage—such as trying to decrease automobile emissions and to commit to long-term stormwater solutions and green infrastructure. The former example inspired interest in establishing a local bike network, which is a key objective of this document.

To organize the community around these sentiments, the Village and the Chicago Metropolitan Agency for Planning (CMAP) have worked to create this Comprehensive Plan.

What is a Comprehensive Plan?

A Comprehensive Plan outlines the vision of a community's desired physical environment as well as the process that will allow it to realize that vision. In addition to providing a roadmap to achieving Franklin Park's built environment goals, the Plan will seek to explore changing community trends, identify emerging challenges, and promote new opportunities.

The typical lifespan of a Comprehensive Plan is 10 years. Although the Plan should be viewed as a long-term document, it should be used regularly by the community to assist in land use and development decisions, and its near-term recommendations should be priorities upon adoption. The Plan should also be considered flexible. At any time, the Village can update the Plan to match changing local needs, interests, or opportunities. It is typically recommended that a municipality amend or update a comprehensive plan every five years to keep it as accurate as possible. The previous Comprehensive Plan was adopted in 2005 and updated in 2007. However, this Plan is now outdated and does not reflect the current realities, challenges, and opportunities facing Franklin Park.

A Comprehensive Plan is composed of a series of distinct yet interrelated elements defined within the Illinois Planning Assistance Act (Public Act 92-0768). The key elements are based upon those outlined in the state statute and include land use, economic development, housing, natural resources, transportation, community facilities, image and identity, and implementation strategies.

Under the Illinois Municipal code (65-ILCS) 5/11-12-5(1)), a municipal plan commission is responsible for preparing and recommending a "comprehensive plan for the present and future development or redevelopment of the municipality."

Why does Franklin Park need a Comprehensive Plan?

Multiple driving forces are underway or expected to emerge over next decade, making it necessary for Franklin Park to update its development and community vision, which is currently more than 10 years old. Having a Comprehensive Plan helps the Village navigate trends and driving forces to pursue long-term prosperity. Regional infrastructure projects such as the O'Hare Modernization Program (OMP) and the Elgin O'Hare Western Access (EOWA) project will continue to affect the subregional transportation network and economy.

CMAQ considers the Village in the **O'Hare Freight-Manufacturing Subregion**. Recent planning efforts such as the 2014 **CMAQ O'Hare Industrial Corridor Plan** have focused on the business community and its issues, but the Comprehensive Plan allows the Village to engage a wide range of residents and stakeholders in a variety of other topics such as housing, recreation, and multimodal transportation. The Plan intends to draw from and support other recent planning work while having a broader focus.

Village stakeholders have identified a set of high-priority issues that include the following:

- Reduce conflict and improve mobility at and along freight rail.
- Alleviate flooding and promote waterway-sensitive development and reuse.
- Drive commercial corridor investment.
- Promote housing stock diversity and stability.
- Create bike routes and infrastructure.
- Add green space where it is lacking.

Planning Process

The process to create the Plan included multiple steps over approximately 18 months. The process was crafted with assistance from Department of Community Development and Zoning staff, and was designed to include resident and business owner input throughout.

At the beginning of May 2015, Village staff met with CMAP staff to develop a scope of work for the project. A work plan established program tasks, a timeline for the program, and recommended participation by a steering committee to assist in developing Plan recommendations. In early 2016, an **Existing Conditions Report**¹ that examined quantitative and qualitative

data and identified issues and opportunities was released. CMAP analyzed trends and compared the Village to nearby communities, Cook County, and the seven-county Chicago region (Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties).

At both the project outset and at its midpoint, the Visioning stage, CMAP staff and the Village organized public outreach events, small groups, and interviews to ensure residents and stakeholders could take ownership in the plan by expressing their concerns, thoughts, and ideas. The outreach process is summarized in Appendix A.

Figure 1.1: Project Timeline and Phases

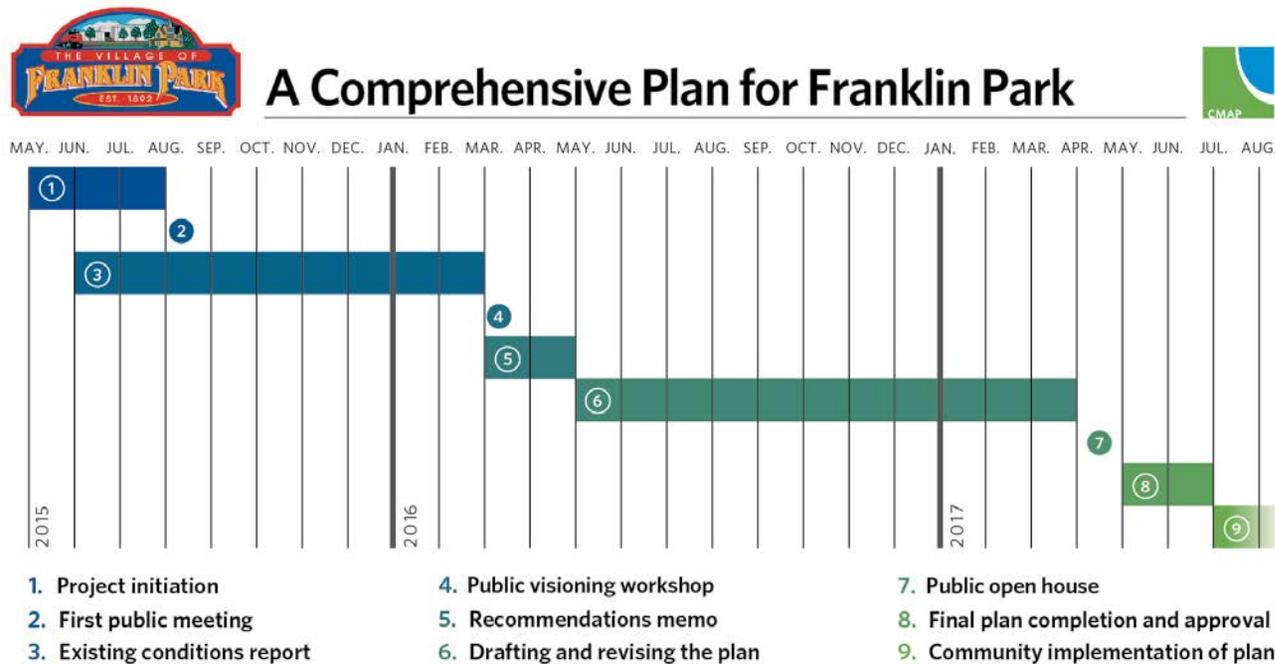


Figure 1.2: Study Area Map

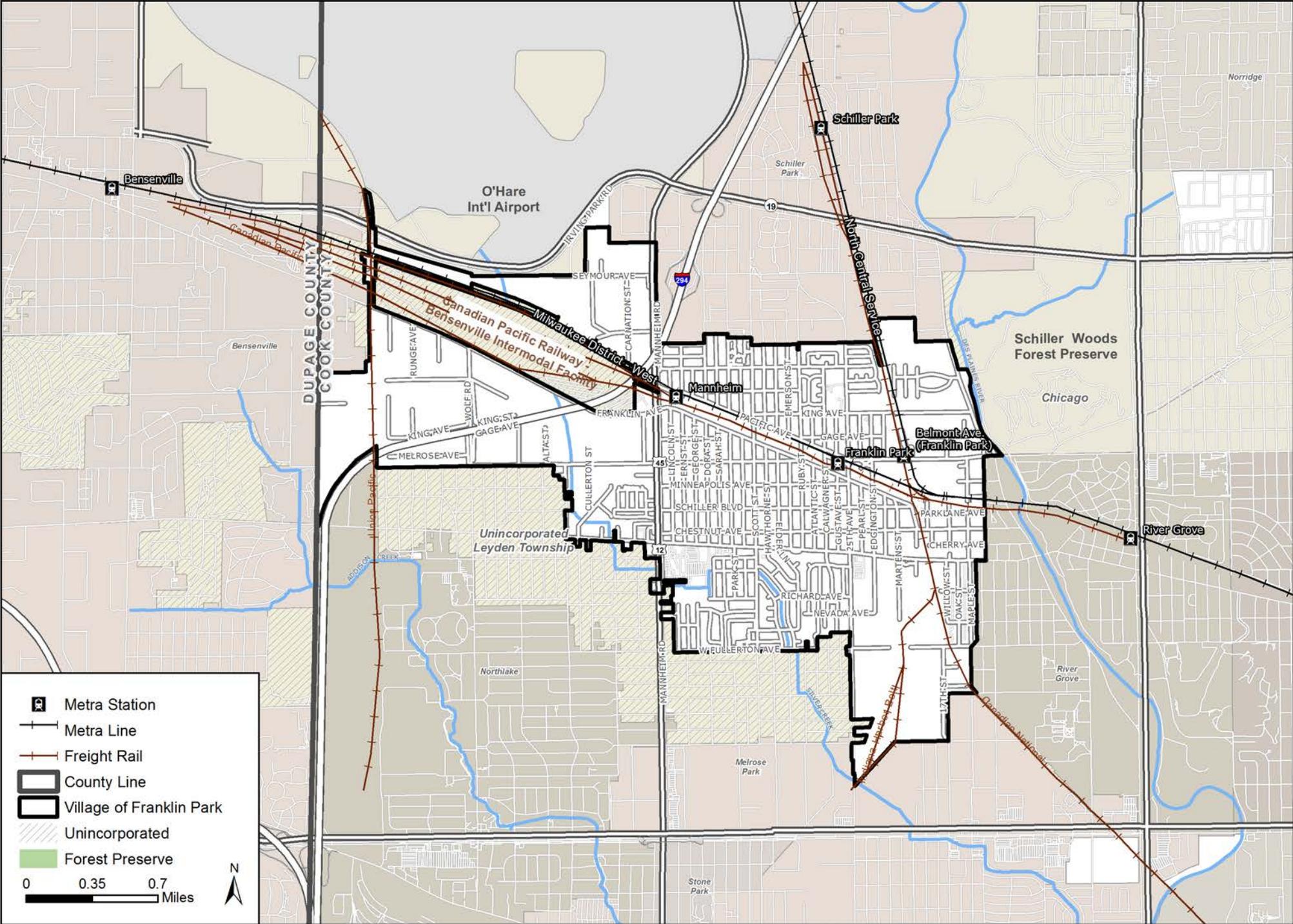
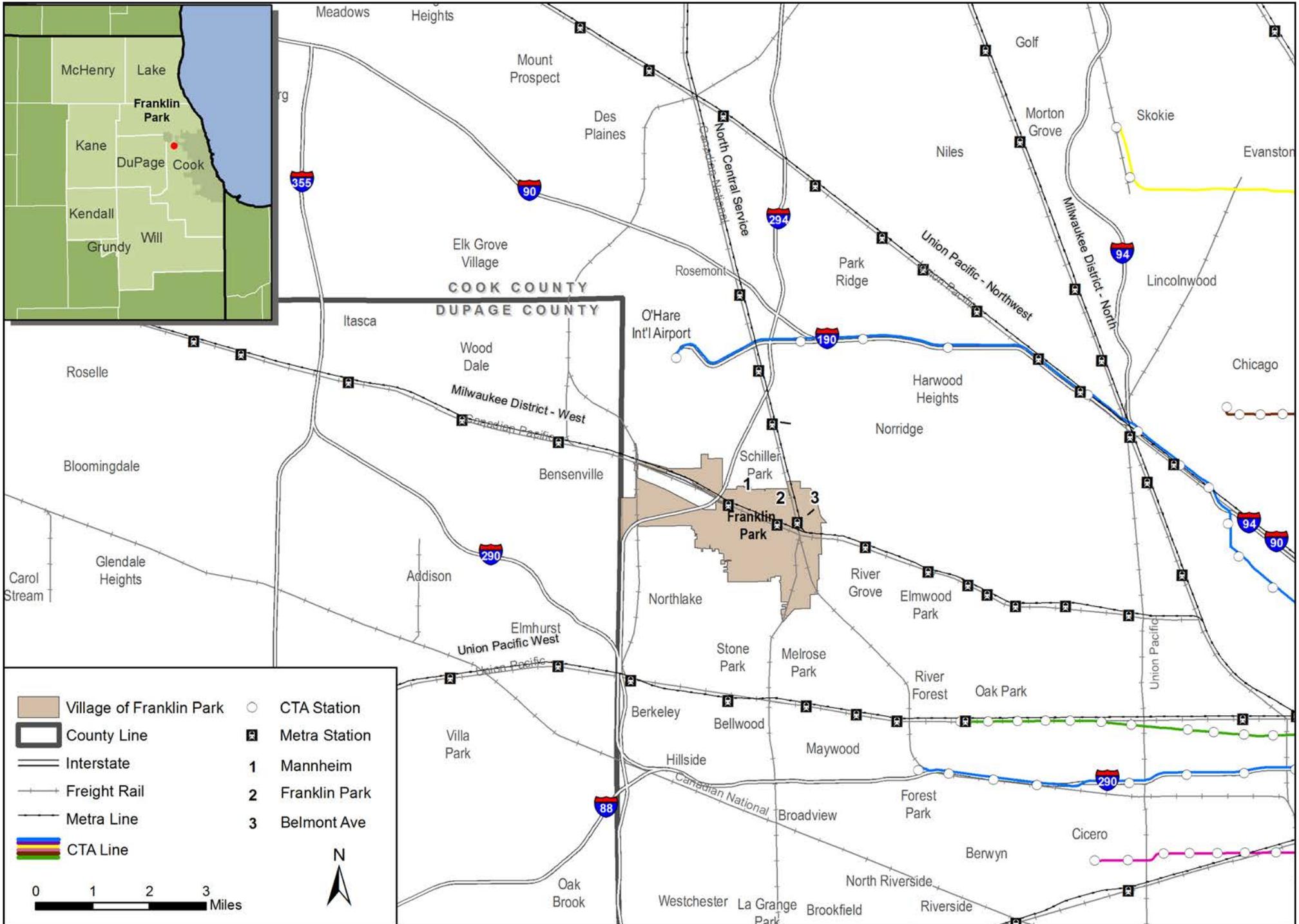


Figure 1.3: Regional Context



Chapter 2: VISION AND PLAN OVERVIEW



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Arbor Day Foundation

Vision

Over the next 10 years, Franklin Park will continue to be a hub for economic activity. Its industrial businesses will embrace trends in advanced manufacturing, technology, and logistics to maximize productivity and positive economic impact. The Village will take full advantage of its location, directly adjacent to one of the world's busiest airports, O'Hare, and within a short train commute of one of the country's pre-eminent central business districts: downtown Chicago. Village leadership will commit to business-friendliness that supports not only large, national-brand businesses but also small, locally owned businesses in a variety of trades and industries. That commitment includes aspects such as infrastructure investment, education, and training.

Franklin Park's development will include modernized industrial and "flex" technology space, which will enhance the tax base and promote employment. Its residential areas will retain their historic "good bones" and affordability while adding medium-scale multifamily development with mixed uses where appropriate.

The Village will have prosperous commercial corridors. It will have a primarily mixed-use downtown district and Franklin Avenue area as well as renewed commercial environments along Grand Avenue and Mannheim Road. Its right-of-way network will balance the needs of commercial users such as large trucks with smaller, more vulnerable users such as cyclists and pedestrians. Finally, in all development, on-site green space, stormwater management, and waterway proximity will be priority considerations.

Franklin Park will preserve the institutions that make it friendly to all types of households, of all races, ethnicities, and incomes. These institutions include libraries, parks, schools, and businesses, and therefore the Village will be an active partner with library, park, and school districts, as well as with the local chamber of commerce and community interest groups. The Village will strive to work with its neighbor communities to work toward a thriving metropolitan region.

Overarching Themes

The Franklin Park Comprehensive Plan provides recommendations for a number of topic areas and geographic locations. These recommendations are organized into chapters that correspond with the Village's major land uses: Residential Areas, Commercial Areas, Industrial Areas, Transportation, and Natural Areas. While each chapter contains recommendations that are unique in terms of their geography and implementation actions, there are a number of common overarching themes that run through the document.

Infrastructure improvement and coordination

The Village has demonstrated a commitment to improving infrastructure in recent years, particularly street conditions and stormwater facilities. The actions are a response to the Utility Asset Management Study (2013) and the O'Hare Industrial Areas Plan (2014). The Plan will recommend continuing the momentum, particularly in the Transportation and Natural Areas chapters. These key infrastructure endeavors are proposed:

- Continually upgrade street surfaces and sewers, pairing transportation with stormwater or environmental improvements when logical (see Transportation and Natural Areas Plans). For example, replacing the culvert along a street or bridge should coincide with an evaluation of street surface and sidewalk condition, and repaving or repair if necessary. Parkway bioswales could be integrated into roadway reconstruction or resurfacing, which makes a project eligible for stormwater funding (see Appendix B).
- Establish bike routes and install more bike parking (see Chapter 7). Adding bike and pedestrian infrastructure, installing signs, or repairing traffic signals are most efficiently done when other projects are already scheduled, such as resurfacing.

- Improve pedestrian crossings and streetscaping; pursue pedestrian grade separation in the center of the Village (see Chapter 7).
- Expand and improve stormwater management to reduce pollutants flowing to Silver Creek and mitigate flooding (see Chapter 8).

Obtaining grants or low-interest loans when programs are available to fund engineering and construction will be necessary, as will finding a sustainable funding source for maintenance.

Regulatory changes

The Comprehensive Plan emphasizes the fundamental role of well-written regulations. Their effective enforcement will play a big part in the implementation of Franklin Park's vision for the future, from the revitalization of commercial corridors to the preservation of natural features. The most used regulatory document is the Zoning Ordinance, which regulates, among other things, the permitted uses of land, lot sizes, density, yard requirements, building heights, parking, accessory uses and buildings, and other requirements. In addition, the Subdivision Ordinance – which is currently separate from the Zoning Ordinance in Franklin Park's municipal code – establishes reasonable design of unimproved land or areas subject to redevelopment, the latter of which is more pertinent for a built-out community like Franklin Park. Therefore, the key regulatory recommendations are to revise existing ordinances to be compatible with the adopted Comprehensive Plan. Revised ordinances not only provide Village officials with the tools to regulate the types and quality of development but also make it easier for private developers to understand the Village's vision. Developers are naturally more willing to work with a community where administrative processes are streamlined.

Specifically, a Unified Development Ordinance will enable the Village to implement the key regulatory changes recommended in the Plan:

- Encourage a mix of single-family and small-scale multifamily in the core residential area of the Village (see Chapter 4).
- Consolidate standards for the commercial districts along Grand Avenue to enhance its character through a local commercial node and a regional commercial node (see Chapter 5).
- Create a new district that targets and encourages clustering of technology and modernized industrial uses (see Chapters 3 and 6).
- Revise the Village’s Floodplain and Stormwater Management Ordinance and Subdivision Ordinance as support for the MWRD’s Watershed Management Ordinance (WMO); clarify guidelines for properties in the floodway and floodplain (see Chapters 3 and 8).
- Create more open space and green infrastructure for both stormwater management and recreation (see Chapters 3 and 8).
- Encourage more landscaping in commercial corridors (see Chapters 5 and 8).
- Study commuter parking capacity, utilization, and pricing in the downtown area (see Chapter 7).
- Create an incentive for property owners to provide bike parking (see Chapter 7).

In September 2016, the Village announced a process to create a Complete Streets Policy with the assistance of the Active Transportation Alliance (ATA). A Complete Streets Ordinance Policy ensures that future street and corridor projects in Franklin Park will incorporate features that accommodate not only freight and vehicular traffic, but also pedestrians, bicyclists, and transit users of all ages and abilities (see Transportation Plan).

Interorganizational collaboration

In most cases, the Village cannot be the sole implementer of Plan recommendations. Therefore, collaborating and communicating with regional and state agencies, not-for-profit groups, other municipalities and private-sector organizations is integral to implementation. For example, IDOT improvements on rights-of-way under their jurisdiction affect Franklin Park, so the Village must work with IDOT. Periodically, external funding opportunities will arise that require the Village to work with others. Guidance on the roles of the Village and its different partners is in the implementation tables in each topical chapter. The Plan calls out these organizations most frequently:

- **Economic development:** Business community groups and associations, such as Chamber by O’Hare, neighboring communities, workforce development partners, Landmarks Illinois, Urban Land Institute (see Commercial and Industrial Areas Plans)
- **Housing and quality of life:** Community groups such as the West Mannheim Residents Association (WMRA), nonprofit organizations such as Leyden Family Services (see Residential Areas Plan)
- **Land use and brownfield redevelopment:** Cook County, U.S. Environmental Protection Agency (USEPA), Illinois EPA
- **Transportation:** Illinois Tollway (Elgin-O’Hare Western Access project), Illinois Department of Transportation (IDOT) for corridor changes and improvements, Forest Preserve District of Cook County (FPCC) for the Des Plaines River Trail bikeway, Metra
- **Open space:** The Park District of Franklin Park (PDFFP) and the Veterans Park District, FPCC
- **Stormwater:** The Metropolitan Water Reclamation District of Greater Chicago (MWRD), Silver Creek Watershed Committee (SCWC), Cook County Land Bank Authority (CCLBA), Federal Emergency Management Agency (FEMA), Illinois Emergency Management Agency (IEMA), IEPA



Image enhancement

Stakeholder input revealed that despite an active and thriving industrial base and a convenient location for business and commuting, Franklin Park still battles with negative perception. However, most input included ideas for solutions, many of which are included in the Plan and range from policy to aesthetic changes to marketing. The Village is already active in publicizing its positive aspects (for example, the yearly restaurant guide, attractive newsletters, business appreciation events, and site-specific signs). However, the Plan suggests new strategies for the Village and partners such as:

- Revise zoning and design guidelines to promote more landscaping and green space in site design; rethink size and use of parking areas (see Future Land Use Plan).
- Enhance existing and pursue new arts and cultural amenities including pieces of public art for Franklin Avenue/Downtown Districts (see Commercial Areas Plan).
- Brand industrial parks and encourage formal collaboration among industrial neighbors (see Industrial Areas Plan).
- Upgrade key corridors - notably the Grand Avenue local commercial area - through streetscaping treatments such as banners, planters; reclaim underutilized parking areas as green space in multiple corridors (see Commercial Areas Plan).
- Promote alternatives to driving by providing visible bike accommodations (see Transportation Plan).
- Create new and activate existing green space on both private and public property (see Commercial Areas, Industrial Areas, Natural Areas Plans).
- Support efforts of both park districts to upgrade facilities and programming (see Natural Areas Plan).

Implementation

Plan recommendations and strategies must align with implementation approaches. These approaches are prioritized and as near- and long-term in the tables at the ends of Chapters 3-8. Near-term approaches are prioritized for action in the next one-to-four years. Long-term approaches are for within five to 10 years. Appendix B to the Plan is the Funding Source Glossary, which contains general information and links for where to apply for various grants. In addition, the Plan contains hyperlinks throughout, shown in blue, to relevant examples that the Village may be able to draw upon to study and implement certain initiatives. Full URLs are listed on the Links page (Page 92). The following key actions cover multiple topic areas and should be considered as the highest-priority follow-up items.

Create a five-year Capital Improvement Plan (CIP)

This Plan describes infrastructure improvements, from ongoing maintenance of streets and sewers to adding trees in the public right-of-way or constructing stormwater facilities. It should be updated yearly to coincide with the municipal budget. The CIP should be informed by this Plan and the Village Stormwater Master Plan (SWMP) when it is finalized. When improvements are listed in a CIP, they are easier to coordinate in terms of timing, which often leads to significant project cost savings.

In addition to coordinating improvements, a CIP details research of funding opportunities, external and internal, for desired future projects. Example projects to include in the CIP are a pedestrian grade separation at the railroad tracks near the downtown Franklin Park Milwaukee District-West (MD-W) Metra station, bikeway facilities, and the highest-priority stormwater improvement—as identified in the SWMP and Silver Creek Watershed-Based Plan—that will improve flood-prone areas affected by Silver Creek.

Revise ordinances

- Combine the Zoning and Subdivision Ordinances to enable the implementation of several strategies that improve residential, commercial, industrial, and natural areas, and will provide special attention to future development in flood-prone areas. Amendments aimed at specific objectives, such as expanding land for technology-infrastructure businesses, should be accomplished by revising the existing Ordinances, and the full revision can occur subsequently, when resources are available.
- Create design guidelines to correspond with future assistance programs (façade improvement, landscaping). Include guidelines with application materials for local assistance programs.
- Create a Complete Streets Policy to specify how the Village should approach local right-of-way projects and how they should include consideration for non-motorized users.

Establish a downtown commission

- Invite Landmarks Illinois and the School of the Art Institute of Chicago (SAIC). A presentation, perhaps as a commission kickoff event, would discuss the results of the “Recent Past Survey” and lead a walking tour.
- Host a developer showcase with CMAP. This process and event will market Village-owned property in the downtown district to interested and qualified developers.

Install local bike infrastructure

Implement the proposed local bike network, described in Chapter 7 and the technical memo in Appendix C, in phases.

- On-street improvements such as directional signs, shared lanes, and traditional bike lanes on Village-jurisdiction roads, can be implemented in the first phase (near term).
- The proposed Belmont Avenue multiuse sidepath requires coordination with IDOT, so it should be considered a mid-to-long term action.

Study parking in downtown area

Results of the study will guide land use decisions for the old police station parcels and affect the supply and pricing of commuter parking (see Chapter 7). The study should also consider the number of spaces and alignment of spaces (pull-in angle parking) in the Franklin Avenue commercial corridor.

Pursue external financing for near-term capital projects

Grants such as the Invest in Cook program through Cook County Department of Transportation and Highways (DOTH) may be helpful for projects the Village would like to complete. Allocating staff resources toward pursuing these funds is important in the near term.

Build capacity for potential assistance programs

The Drainage & Sewer Cost Share Program is one active Village program that can help homeowners mitigate the risk of flooding. This Plan proposes that the Village explore forming three other local assistance programs:

- Grants, rebates, or low-interest financing for residential rehabilitation and preservation (see Chapter 4)
- Commercial façade improvement (see Chapter 5); and
- Landscaping, buffering, and “depaving” or removing impervious surface (see Chapter 8)



Chapter 3

FUTURE LAND USE



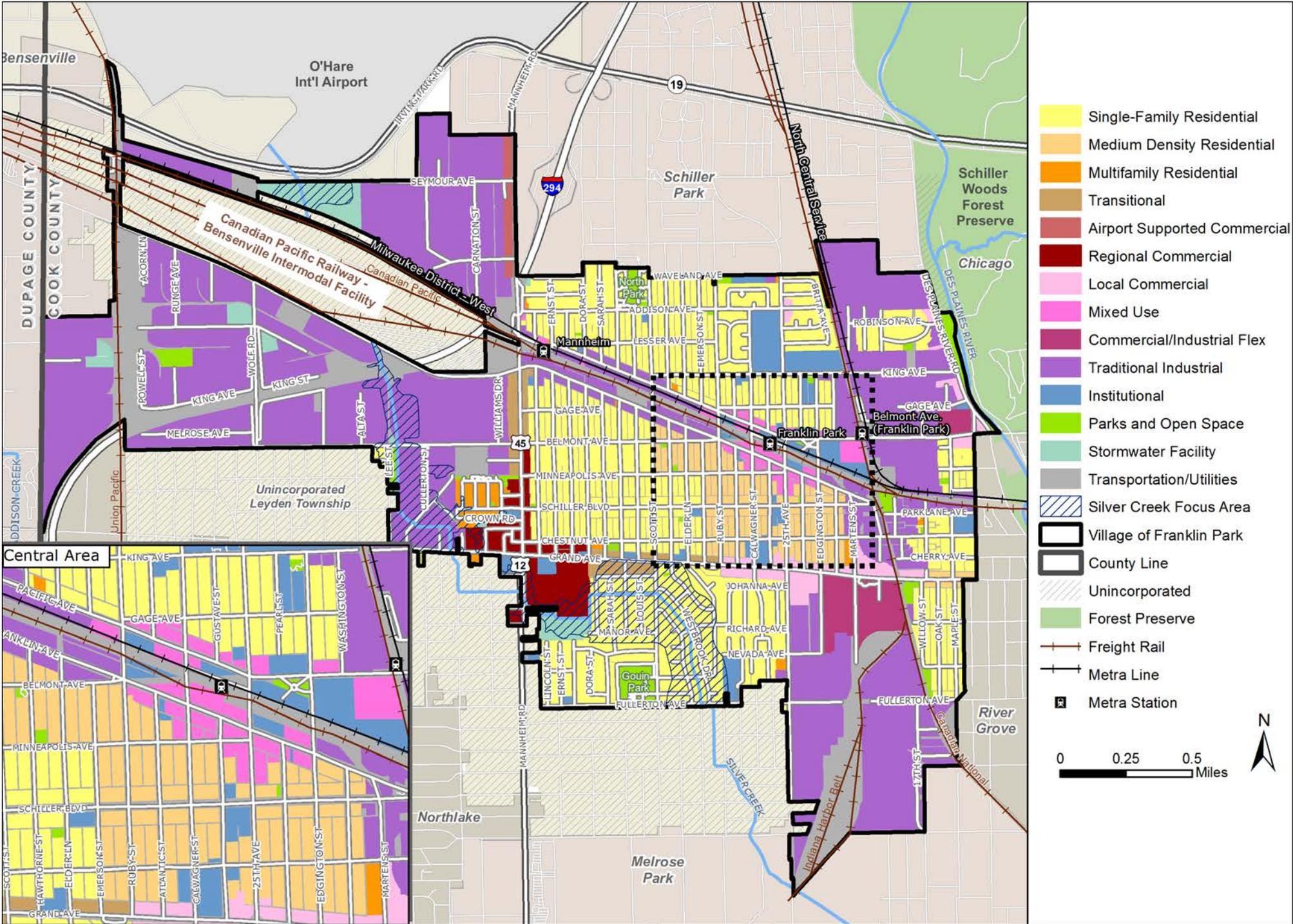
Vision and Existing Conditions

As a built-out community with multiple infill opportunities, the Future Land Use Plan for Franklin Park builds upon the existing pattern and proposes a combination of redevelopment and better utilization of specific areas. Implementing this vision will help the Village achieve strong employers and businesses, resilient and attractive neighborhoods, desirable commercial corridors, and expanded natural areas.

Key findings

- According to stakeholder input and CMAP review, several elements of the Zoning Ordinance need to be revised to meet Comprehensive Plan goals. Though the downtown zoning districts were adopted in 2014 to encourage mixed-use development, the rest of the ordinance needs to be updated. Issues include redundant districts, and unclear landscaping and buffering requirements. These are important in minimizing the neighbor impact where industrial areas are adjacent to residential areas. The Subdivision Ordinance can also be revised and combined with the Zoning Ordinance.
- Industrial parcels make up more than a third of the Village land (35.7 percent). Brownfield parcels of all land uses, including industrial, commercial, and residential, make up 30.9 percent of parcel land. Transportation/Communication/Utilities compose more than 30 percent of Village land. The Transportation/Communication/Utilities classification includes rights-of-way (and adjacent property ownership, if applicable) for major highways, such as the Tristate Tollway (I-294), and all rail lines.
- Twelve percent, or 355 acres, of Franklin Park's land is located within the FEMA regulatory floodplain, which is an area susceptible to flooding during a 100-year storm or equivalent to approximately 7.5 inches of rain received within a 24-hour period. The majority of flood-prone land (279 acres) is situated within the floodplain for Silver Creek. These areas are largely developed with residential and industrial land, although some commercial properties, institutions, streets, and parks are also susceptible to flooding.
- The downtown area, specifically Franklin Avenue, has the highest concentration of mixed-use properties. An effort to preserve and enhance this pattern was made by creating downtown zoning districts in 2014, two of which allow mixed-use development between one and six stories.

Figure 3.2: Future Land Use Plan



Future Land Use Classifications

Figure 3.2 shows additional classifications not shown in Figure 3.1. Key additions include medium-density residential, local commercial, airport-supported commercial, industrial/commercial flex, stormwater facility, and the Silver Creek Focus Area, which adds considerations for properties classified as residential, commercial, or industrial. The additional classifications should help focus development concepts in specific areas and provide guidance when revising the Zoning Ordinance and Map.

Residential

Single-family

Predominantly single-family detached homes. While these areas will continue to contain some multifamily units, the essential character will remain single-family detached.

Medium density

Single-family detached homes are fully integrated with attached single-family townhomes, duplexes, triplexes, and small-scale multifamily. Where this classification appears on the future land use map, it reflects existing conditions, which should be preserved and enhanced.

Multifamily

Condominiums and apartments, or a large cluster of medium density multifamily without a single-family presence (for example, the West Mannheim Residents Association area).

Commercial

Regional commercial

Retail, entertainment, office, and employment services supported by the greater region, not only the Village or its immediate vicinity. This designation encompasses the large-scale retail developments near the Grand Avenue and Mannheim Road intersection.

Local commercial

Retail, office, restaurant, and service-oriented commercial uses that primarily serve the day-to-day needs of local residents. The form is context-sensitive and cohesive, with buildings built closer to roadway frontage. This designation encompasses a segment of Grand Avenue, portions of Des Plaines River Road, and small commercial nodes such as the 25th Avenue and Addison Avenue intersection.

Airport-supported commercial

Serve travelers, employees, and other users of O'Hare International Airport and its cluster of office, industry, and entertainment. Specific commercial uses will be guided by future market analysis.

Transitional

This designation reflects and maintains current smaller-scale auto-oriented commercial and/or residential developments along Grand Avenue and Mannheim Road. It includes some frontage where portions of parcels are classified as another category (e.g. Industrial). Though a use such as airport-supported commercial or open space may be conceivable, converting existing development to these uses is likely not practical over the span of this Plan (the next 10 years).

Industrial

Traditional

Small-scale and larger scale production, warehousing, assembly, and distribution. Trucking, noise, and other functions of property users create some neighbor impact.

Industrial/commercial flex

In visible areas or areas with complementary infrastructure (for example, a fiber-optic line), these parcels reflect a flexible vision for industrial, commercial, or office uses.

The industrial component may consist of newer, modernized space with greater aesthetic appeal and occupant businesses with less neighbor impact than traditional industrial spaces. Commercial uses such as hotels or offices, especially office that supports adjacent industrial, may be located on these parcels.

Mixed/Multiuse

A mix of residential, retail, office, and/or institutional uses arranged in a compact and pedestrian-friendly development pattern. The uses may exist in the same building or in separate buildings that are close and walkable to one another. Open space or recreational facilities may also be a component. This designation is primarily concentrated in what are currently the downtown districts.

Transportation/Utilities

These parcels are restricted to areas directly in rights-of-way, including freight and commuter rail, highways, and the future Elgin-O'Hare Western Access and Bypass. The Village will have limited control of these parcels, which will be utilized for expansion of roadway infrastructure. This designation also includes stormwater facilities with restricted access, such as Structure 102, Structure 106, and the proposed EOWA detention ponds, and generation or substations for electricity providers.

Open Space

Parks and Open Space

These parcels contain all the recreational areas under the ownership of the Park Districts and Village, community gardens, and passive green space not designed for recreational facilities. New open spaces are proposed within the Silver Creek floodplain at Belmont Avenue and Lee Street.

Stormwater Facility

This designation encompasses large stormwater detention facilities, including those constructed as part of the Elgin O'Hare Western Access (EOWA).

Institutional

These parcels contain the Village's religious organizations, hospitals, schools, and public facilities (including affiliated open space).

Silver Creek Focus Area

The intent of the Focus Area is to reduce property damages and restore flood-prone areas back to their natural function in the long term. This designation encompasses parcels that are within the Silver Creek floodplain and are susceptible to overbank flooding and can contribute to water quality and habitat protection by expanding streamside riparian corridor open space. The boundaries are derived from the FEMA Flood Insurance Rate Map (FIRM) and local flood reports. The Comprehensive Plan provides recommendations for redevelopment of property in the focus area based on its location within the floodplain.

- Properties within floodplain should be buffered from the creek, lower in intensity, incorporate stormwater best management practices, and support conservation design where possible.
- Properties within the floodway should be returned to a natural condition or, in limited circumstances, redeveloped to withstand occasional flooding.
- Undeveloped properties in either the floodplain or floodway should remain in a natural condition.

The area's extent may change within the scope of this Plan and may be amended more frequently. For example, the area may contract to reflect future stormwater improvements made within the watershed or expand to incorporate new areas because of increasing storm intensities. In the near term, the Village should remap areas of the regulatory floodplain that are known to be inaccurate and remove them from the focus area.

Recommendations

1. Update development ordinances

The Comprehensive Plan makes general suggestions to consider in the next full update of the Zoning and Subdivision Ordinances, which may be consolidated into one Unified Development Ordinance. The Village should begin identifying resources to update its Ordinances in the near term so that it can capitalize on the economic recovery in the finance and development markets. Some strategies could be employed soon after the Plan is adopted by amending the current Ordinance, while others can wait for a full revision.

Modify zoning districts

Expand downtown zoning districts. The downtown area consists of four districts: DT-1: Downtown Core, DT-2: Downtown Mix, DT-3: Downtown General, and DT-4: Downtown Edge. In general, these districts decrease in intensity from 1 to 4, with 1 through 3 allowing mixed-use development. The area covered by these districts should be expanded to include all of the Village-owned institutional properties east of 25th Street and south of Belmont Avenue (the old and new police stations). Regarding the former Unilever site at 9353 W. Belmont Ave., the Village should consider a DT-2 designation, as this would allow a commercial or institutional component to a residential development concept (see Figure 4.1 in Chapter 4).

Encourage clustering of technology-infrastructure businesses. The Village has potential to host data centers, which are becoming increasingly important to the regional, national, and global economy. Through the presence and recent investment of Digital Realty on Grand Avenue, this trend is already beginning. The uses and standards of districts should steer these businesses next to supportive infrastructure, such as a fiber optic line or a Commonwealth Edison (ComEd) substation. They should not be located near floodplains. More discussion of a Grand Avenue cluster appears in Chapter 5.

Consolidate similar districts. Franklin Park is divided into 15 zoning districts, some of which allow similar or identical uses and cover only a small area. For example, the R-1 and R-2 districts have identical permitted uses. The Neighborhood Convenience (C-1) and Community Shopping (C-2-1) districts permit very similar uses and may be combinable while still supporting the local and regional commercial land use classifications.

Explore a Floodplain Management Overlay district

A Floodplain Management Overlay district would help mitigate risk and regulate development within areas affected by overbank flooding, and could contribute to a healthy and vibrant river ecosystem. A new Unified Development Ordinance would integrate floodplain management by providing a clear process and set of guidelines for property owners within the floodplain to follow when seeking to develop or improve structures on their property. Managing an overlay district will also help the Village meet certain Community Rating System (CRS) criteria, which can help lower National Flood Insurance Program (NFIP) premiums for individuals living within the regulatory floodplain. Techniques that could be employed:

- Establish new bulk requirements, such as increasing or adding a minimum setback from waterways to protect and expand streamside riparian corridor open space, or decreasing the maximum amount of lot coverage.
- Provide site design standards, especially for large industrial sites, that lead to installation of innovative and protective floodproofing.
- Incentivize green stormwater management, such as replacing lawns with native vegetation or redirecting roof downspouts to a rain garden. To encourage activity, waive or reduce permit fees and expedite approvals.
- Incentivize or encourage removal of structures from the floodway to return them to a natural condition.

The Silver Creek Focus Area land use classification should serve as a starting point in identifying district geography.



A small-setback plaza, classified as local commercial land use, on Roosevelt Road in Berwyn.

Unify the physical character of Grand Avenue

The long-term vision for the Grand Avenue corridor is for development to be close to the frontage. The style is already present in part of the corridor, particularly in the local commercial area - roughly Ruby Street east to the rail bridge, where zero-setback buildings and plazas should be preserved. Scattered throughout the corridor are neighborhood strip centers where there is a small amount of parking in front but storefronts are still quite visible from the street and approachable on foot. In visioning and focus group activities, stakeholders generally thought both zero-setback and small-setback were ideal for Grand Avenue.

However, physical distinctions are apparent across the corridor's three land use categories: local commercial (east), transitional (center), and regional commercial (west). In the new Development Ordinance, the Village should ensure bulk standards such as height, setback, and lot coverage are more consistent along the corridor, creating an enhanced pedestrian-oriented scale. For the regional commercial area - Dora Street west to Silver Creek, including centers such as Grand Plaza - and for sites

in the transitional area, such as the U.S. Bank office property, the Village can use bonuses to encourage out-lot development that would replace underutilized parking and space near the frontage. For example, the Ordinance may provide an easy process for subdividing these parcels, or accelerated review and permitting for signs or other elements. In addition, the Ordinance can address access management in this area by attempting to reduce the number of curb cuts. More discussion of treatments to make the corridor more pedestrian-friendly and attractive is in Chapter 5.

Facilitate land transfers, parcel assembly, and lot splits

Particularly in the Grand Avenue and Mannheim Road commercial corridors, the rearranging and assembly of parcels may be necessary to accommodate redevelopment into desired uses. The process for land transfers and lot splits (also known as a minor subdivision, or turning one parcel into two) should be easy to find in a revised Ordinance. These actions can be enabled through a clear, fast, and streamlined approval process that will be friendly to development. When reasonable, administrative approval is typically faster than a process that requires Board of Trustees and/or Commission approval.

Improve screening and buffering between industrial and residential uses, as well as along rail corridors

The current Zoning Ordinance includes requirements for transitional yards and screening to reduce neighbor nuisances that may arise along industrial-residential boundaries. However, some requirements lack specificity and are not easy to implement. For example, the "25 percent screening" requirement may refer to height of trees and shrubbery or to opacity. Further, the minimum buffer distances should be re-evaluated. Based on a review of effective buffering standards implemented in communities regionally and nationally, CMAP recommends the Village consider increasing transitional yards from a minimum of 45 feet to 60 feet. Because shrubbery and trees play an important role in buffering and screening, the Village arborist should be involved in the full Ordinance review.

In addition, the Ordinance should promote fencing and/or screening (trees) for properties that border rail rights-of-way. This goal could be achieved through a mix of requirements or bonuses. To help bring property owners into compliance over the next 10 years, the Village could establish a landscaping, screening, and depaving assistance program to match or partially subsidize private property improvements. More discussion of this proposed program is in Chapter 8.

Further specify green space requirements

To reduce impervious surface - the largest contributor to stormwater runoff - and improve aesthetics, the Ordinance should require large industrial and commercial property owners to include a minimum amount of vegetation. These requirements would come in addition to minimum yard requirements and landscaping, which are present in the current Ordinance but could be expanded. When reviewing applications, Village staff should encourage vegetation that has a site-scale stormwater benefit, as it can diminish the necessary size of costly underground storage.

Examine industrial parking

To allow more space for landscaping and screening, a general principle may be to reduce on-site parking requirements (for example, employee parking). Also, restrictions on truck and trailer parking could lead to a higher and better use of land. The Ordinance should explore a truck parking maximum that is proportional to the number of loading docks. One strategy to audit surface parking in the short term, with regard to the current Zoning Ordinance, is through a restriping permit process. This is introduced in Chapter 8 as a complement to the landscaping, screening, and depaving assistance program.

2. Continue to support brownfield redevelopment

Many Village properties, both currently occupied and vacant, have been marked as “brownfields,” or sites where redevelopment is complicated by the known or potential presence of environmental contamination. In Franklin Park, affected properties include commercial and industrial areas.

In 2014, the Village along with Cook County, Bellwood, Forest Park, Melrose Park, Maywood, Northlake, and Schiller Park received a \$600,000 grant to assist with brownfield redevelopment over a three-year period. Grant benefits include site selection, Phase I and Phase II environmental site assessments, site remediation plan development, and enrollment in the Illinois Site Remediation Program (SRP). The planning and site assessments should be complete during the life of this Plan, so the Village should use the results to help prioritize the readiness of its affected key redevelopment sites (Figure 5.2.4 in the Existing Conditions Report).

In addition, Village staff should monitor additional grant programs such as the Brownfields Area-Wide Planning Grant that could galvanize development interest in vacant brownfield sites. The cost of environmental assessment and cleanup is a consideration when negotiating with property owners over development incentives such as tax-increment financing (TIF) or Cook County 6(b) tax exemptions.

3. Create design guidelines

Design guidelines can be addendums to or separate from the Zoning Ordinance and establish preferred styles, materials, colors, and other features in construction, development, remodeling, and landscaping. Though the Village may not wish to make complying with guidelines as a necessary condition for approval, the Village can use the documents as helpful resources for property owners, developers, and builders. Residential guidelines are discussed in Chapter 4, commercial guidelines are in Chapter 5, and landscape guidelines are in Chapter 8.

Implementation

Table 3.1: Implementation Approaches

NEAR TERM (1-4 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Amend portions of Zoning Ordinance	Lead: Community Development and Zoning Support: Local property owners and developers	Examine industrial truck parking. Expand downtown zoning districts. Explore floodplain management overlay.	Staff time
Remap floodplain upon completion of the most recent FEMA update; include information obtained through Letter of Map Amendments (LOMAs).	Lead: Engineering Support: FEMA	Use the Cooperating Technical Partners Program ² to begin the process with FEMA.	Staff time
Fully revise and combine development ordinances	Lead: Community Development and Zoning Support: Consultant	Identify revenue or grant assistance to hire a consultant for a full Unified Development Ordinance process.	Local revenue, external grants

Chapter 4: RESIDENTIAL AREAS



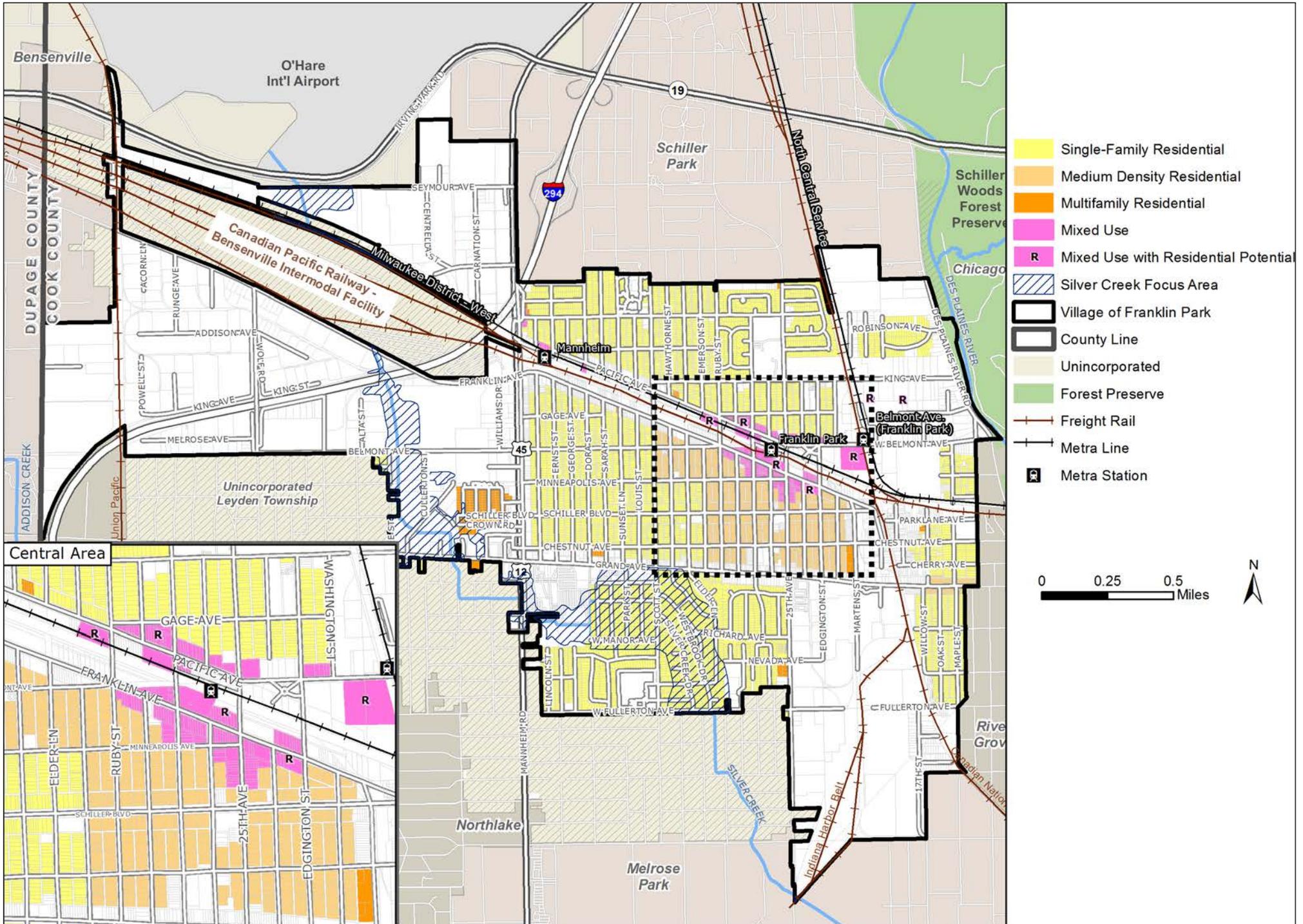
Vision and Existing Conditions

The Village will preserve its established neighborhoods and embrace its solid single-family housing stock while promoting attractive mixed-use and medium-density infill development. It will seek opportunities to diversify and upgrade housing options based on changing demographics.

Key findings

- The Village's median construction year is 1955, with the 1950s as the most active era of single-family homebuilding. The median home will be 70 years old by 2025, the median resident age will likely continue to increase, and the large 50-to-64 cohort (18.4 percent of the Village in 2010 compared with 13.3 percent in 2000) will continue to grow, as well. Recognizing these trends, local stakeholders have expressed desire for strategies to preserve housing and retrofit it for seniors to be able to age in place.
- Relative to Cook County and the region, Franklin Park has a large average household size (2.97), which has remained constant while the county's and region's have declined. Based on demographic trends, it is likely the average household size will remain large. CMAP analysis of CoStar data shows the average number of bedrooms in Franklin Park multifamily rental units (1.11) is less than every community in its market area. The market area includes Franklin Park and six other nearby communities: Bensenville, Elmwood Park, Melrose Park, Northlake, River Grove, and Schiller Park.
- Between 2000 and 2011, the total number of housing units declined from 6,650 to 6,372. The decline mirrored an overall population and household decline. However, since 2011, population has stabilized. The number of multifamily rental units declined from 1,265 in 2005 to 1,155 in 2015.
- The Village is strongly represented with single-family homes (more than 72 percent) but under-represented in residential buildings with two to four units. More than 72 percent of occupied units (6,178) are owner-occupied (4,483), a greater share than the county (58.2 percent) and region (65.5).
- Flood damage caused by overflowing rivers and streams and insufficient stormwater management affects a number of homes. Because the Village has a combined sewer overflow (CSO) system, urban flooding and basement backups occur somewhat regularly. To address flooding concerns, the Village manages two technical and financial assistance programs aimed to reduce the risk and nuisance of flooding for residential property owners.

Figure 4.1: Residential Areas Plan



Recommendations

1. Maintain and preserve existing housing stock

Community input revealed housing character, quality, and relative affordability are points of pride for Franklin Park residents and big components of resident retention. Housing prices are expected to remain competitive with comparable communities in the coming years, so the biggest threat to preserving the housing stock is ongoing aging of properties. The following strategies are intended to ensure stable, well-maintained housing for the next 10 years.

Raise awareness of rehabilitation, maintenance, and other assistance programs

Village staff should focus on promoting programs that aid in the rehabilitation or maintenance of single-family and multifamily residential properties. The audience includes current residents, potential residents, developers, and investors. Many programs are targeted toward low-to-median income households or seniors. Homeownership’s fixed costs such as utilities can create hardships for low- or fixed-income residents.

The Village should promote these programs on its website through a “Residential Services” page that will allow residents and investors to identify assistance programs quickly and easily, as well as provide print materials in appropriate Village buildings.

Through an existing commission or community organization that is separate from the Village, groups of neighbors who demonstrate exemplary home maintenance may receive block awards denoted with signs and placards. These can enhance image and identity.

Continue to engage with the West Mannheim Residents Association (WMRA), invest in neighborhood improvements

The multifamily neighborhood loosely bordered by Mannheim Road, James Avenue, Ruth Street, and Crown Road fills a local and regional niche by providing affordable units. Its residents, many of whom are Latino, have a special sense of neighborhood pride and community. Therefore, the Village should continue to engage WMRA leadership in local events and upgrade street and lighting infrastructure when needed, as was done in 2016. James

Table 4.1: Rehabilitation and maintenance assistance programs

PROGRAM	SOURCE	INTENT AND ELIGIBILITY	VILLAGE ROLE
Cook County Community Development Block Grants (CDBG) ³	Federal (HUD) and Cook County	Affordable housing development and preservation; infrastructure improvement for income-qualified areas.	Consider using future CDBG awards to pilot a residential rehabilitation /preservation matching grant program. For example, see the City of Elgin . ⁴
Community & Economic Development Association (CEDA) of Cook County ⁵	Nonprofit	Multiple assistance programs are administered by this nonprofit organization, including utility cost defrayment, energy assistance, and home weatherization. Homeowner counseling is also available.	Connect residents with resources; invite CEDA to host workshops and events.
203(k) Rehab Mortgage Insurance & Title I Property Improvement Loan ⁶	Federal (FHA)	For single-family property owners and investors, these programs provide needed financing to improve properties.	Direct interested residents and investors to lists of approved lenders . ⁷
Community-based lenders and not-for-profit housing groups	Pan American Bank ⁸ and Resurrection Project ⁹	To serve the Latino community, mission-driven lenders may have an interest in financing housing improvements or first-time purchases.	Invite representatives of the organizations to host workshops and events.

Park is another example of recent investment in this area that should be applauded. Maintenance of this park will continue to be important, as it is likely to serve many residents in this dense area and, therefore, equipment is more likely to wear down.

Support aging in place

Seniors are expected to grow as a share of the local demographics, and they may play a large role in future renter and owner demand. The Village should therefore work to make Franklin Park as age-friendly as possible, and take measures to help senior residents age in place by enabling choice in housing type, accessibility, and affordability.

Village officials should focus on gradually upgrading its multifamily housing stock. A residential component to mixed-use development in the downtown area, which is walkable and well connected to transit, would support aging in place.

The Village may also work with partners to explore the creation of a home-sharing program, which addresses some of the aging-in-place challenges, particularly affordability and social isolation challenges that seniors face. Programs can be structured in a variety of ways. Some programs pair aging homeowners who have room to spare in their homes with people who are looking for affordable rental options. Renters could include students, part-time workers, or fixed-income retirees. The program is mutually beneficial: In exchange for affordable housing, renters assist seniors with household maintenance and activities. Park Ridge's **Center of Concern**¹⁰ offers a good example of this model.

Promote and explore expanding Drainage and Sewer Cost Share Program

The Village Drainage & Sewer Cost Share Program provides homeowners with assistance to decrease the risk of damage and increase home value by reducing yard and basement flooding. The Village should continue to promote both the Rear Yard Drainage Program and Overhead Sewer Program and target priority areas identified in the Stormwater Master Plan. Engineering Department staff should conduct a Village-wide survey to determine whether the program should be expanded; for example, an expanded program could offer assistance to residential rental properties, small businesses, or places of worship. The Village should continue to encourage applications from and provide assistance to property owners to implement drainage solutions such as restoring overland flowpaths.

The Village should require award recipients located in separate sewer areas to repair sewer lateral lines if they are found to be in disrepair and contributing to infiltration during the property assessment that is part of the application process. In addition, recipients must disconnect improper connections to the sanitary sewer, such as roof downspouts and sump pumps. This will help the Village comply with MWRD's Infiltration/Inflow Control Program (ICAP 2) requirements.

As part of the Cost Share Program, the Village should also develop an outreach program that educates participants and others on flooding and drainage topics such as flood insurance, basement seepage, residential solutions, trees, and rain gardens. To expand the program, the Village should monitor external funding opportunities, such as disaster relief funds, which may be made available after large flood events such as in April 2013 (CDBG-Disaster Relief). See Chapter 8 for more discussion.

2. Support new infill opportunities

Franklin Park has vacant sites that may be suitable for new residential developments, which would enhance the market for nearby local businesses and provide more housing options for the many employees of Village businesses. The currently vacant mixed-use sites with residential potential are called out in Figure 4.1.

Enhance existing character in central residential area

The central residential area of the Village, shown as an inset in Figure 3.2 roughly between Franklin and Grand Avenues, already reflects medium density, and this scale should continue with future development. When sharing their visual preferences for residential neighborhoods, community members overall embraced the mix of single-family detached homes with townhomes and small-scale multifamily on the same blocks. Attracting residents to this area, which is walkable to both the Franklin and Grand Avenue commercial corridors and Metra stations, is key in supporting local businesses. This strategy would encourage infill development of residential buildings with two-to-four units (6.6 percent of all Village units), as it is currently under-represented compared to the county (21.9) and region (15.9).

Prioritize multifamily housing in downtown districts

A mixed-use downtown area relies on residents to be customers for commercial uses, and multifamily housing is an efficient way to create a market. Specific sites and projects will depend on market conditions and developer interest, but residents may be attracted by access to transportation (specifically two Metra stations), a walkable, character-rich Franklin Avenue commercial corridor, green space, and the concentration of community institutional uses such as the Park District of Franklin Park's Community Center and the new police station. The Village can continue to reference the **report**¹¹ from the 2012 Developer Panel prepared by the Urban Land Institute (ULI) and the Regional Transportation Authority (RTA). As the development and financing markets have improved, key recommendations from the report such as “increase density downtown” and “explore alternative uses for the municipal campus, or explore ways to incorporate a mix of residential and municipal uses” are more feasible.



Consider senior-friendly development. As mentioned earlier, the median age of the Village, Cook County, and region is climbing, and as Baby Boomers age, the market for potential “downsizers” is expected to grow. The Village has already investing in marketing the Crossings II site at 9600-9640 Franklin Avenue for senior housing development with a commercial, mixed-use component.

However, the Village may wish to consider a “senior-friendly” vision, which differs from age-restricted senior communities. “Senior-friendly” is open to all residents of all ages but pays special attention to senior needs in its development concept, offering walkability, full accessibility accommodations such as ramps and rails, complementary nearby services such as medical offices, a pharmacy, and a grocery or full-service food market.

In the long term, Village staff should ensure that new units built in the downtown area comply with universal design principles, allowing them to be well-suited to a variety of tenants, including seniors.



Host a developer showcase. Since the 2012 Developer Panel, the status of properties and available incentives has changed, which is why the Village should work with CMAP to put together a developer showcase. Similar to the ULI/RTA panel, multiple developers or organizations representing their interests would be invited to visit the site and discuss development concepts and opportunities; CMAP and the Village would be co-organizers. The showcase would focus specifically on a Village-owned site in the downtown zoning districts. The future land use is shown as mixed use with residential potential (Figures 3.2 and 4.1).

Stakeholders shared, however, that it is important for freight train horn noise and congestion to decrease, and pedestrian safety and convenience to increase, to make infill housing development in the downtown area more attractive. Local realtors have said the current train noise is enough of a nuisance that it deters development and decreases property values. Discussion of both of these rail and pedestrian issues is in Chapter 7.

Encourage development that matches neighborhoods' existing character

Though often infill single-family homebuilding is done by-right and does not require planning review, the Community Development and Zoning staff can work with Building Department staff to share information about active projects and maintain dialogue with developers about creating attractive, in-character homes.

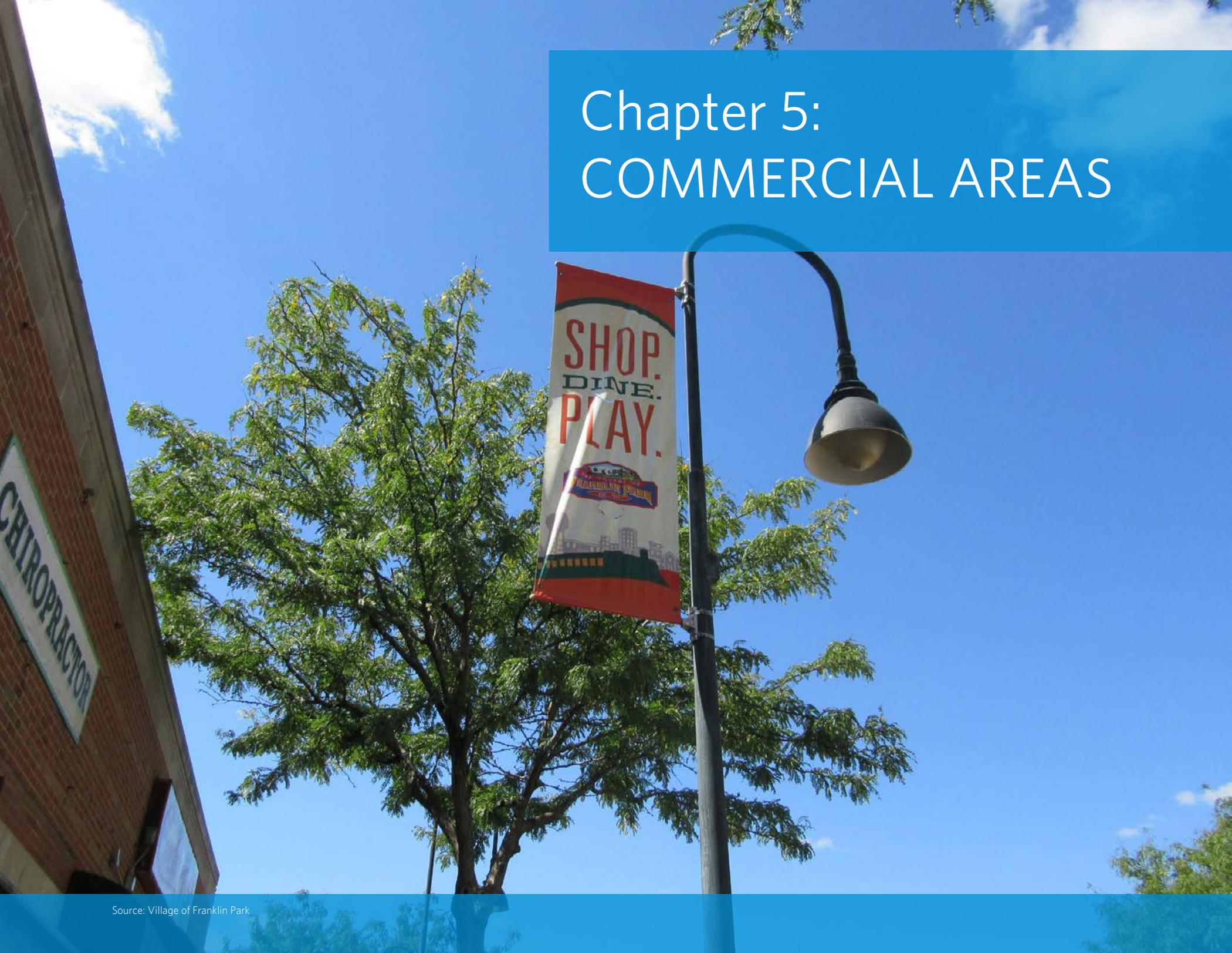
Establish simple residential guidelines. Resident stakeholders shared their pride in the single-family housing stock and a desire to see it preserved. Good residential guidelines can steer builders into replicating successful building plans and concepts. An example is the **Village of Plainfield's Residential Infill Design Guidelines**¹², though Franklin Park may wish to keep the guidelines confined to building-specific discussion of architectural elements such as materials, height, roof angles, and windows.

Implementation

Table 4.2: Implementation Approaches

NEAR TERM (1-4 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Raise awareness of rehab, maintenance, and other assistance programs	Lead: Community Development and Zoning Support: Library District	Create an online “Residential Services” portion of the Village website. This could be an expansion of the current “Resident Assistance” page but should focus on home preservation, maintenance, and upgrade issues.	Staff time, CDBG (to Village), FHA and community-lender financing (directly to residents)
Promote and expand Drainage and Sewer Cost Share Program for property owners	Lead: Engineering	Survey multifamily and non-residential properties to determine whether the program should be expanded.	Staff time; local revenue (i.e. storm-water utility, general fund), grants as they become available (i.e. CDBG Disaster Recovery)
Create residential design guidelines	Lead: Building, Community Development and Zoning Support: Homebuilders	Contact homebuilders to get preliminary feedback; research other communities to find similar guidelines.	Plan commissioners, local architect/volunteer; Landmarks Illinois grant
Host a developer showcase	Lead: ULI, CMAP Support: CMAP, Community Development and Zoning, private developers	Engage with CMAP about hosting event.	CMAP Implementation Team, ULI
Long Term (5-10 years)			
Strategy	Partners	First Steps	Resource and Funding Options
Enhance the medium-density scale of the central residential area (zoning)	Lead: Community Development and Zoning Support: Private homeowners; Cook County housing nonprofits and lenders	Review zoning ordinance and permit process for the appropriate residential districts.	Private investment, Village staff time to revise zoning and building process as necessary
Explore the creation of a home-sharing program	Lead: Nonprofits and senior services groups Support: Community Development and Zoning, Senior Commission	Contact support partners and other communities with successful programs to learn about how they are implemented.	Age-in-place grants, CBDG

Chapter 5: COMMERCIAL AREAS



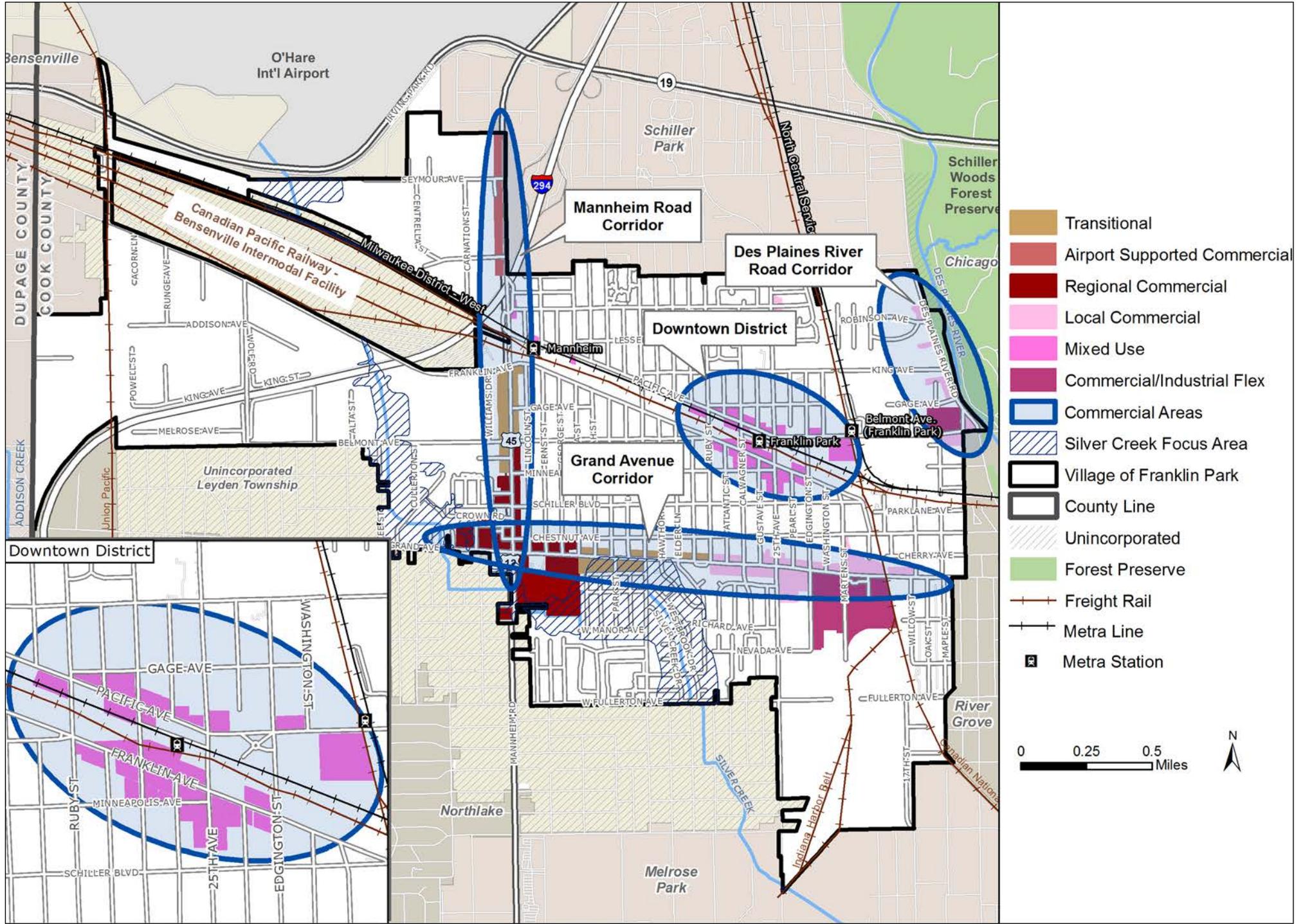
Vision and Existing Conditions

To maintain the richness and diversity of Franklin Park, the Village will support a robust economic base and business environment by fostering greater collaboration and focusing efforts in key areas.

Key findings

- According to CMAP analysis of 2013 American Community Survey (ACS) and Longitudinal-Employer Household Dynamics (LEHD) data, the estimated daytime population of the Village is 26,377, approximately 43 percent greater than the resident population. Local business stakeholders cite workers at the Village's large employment centers as a large portion of their customer base, but point out that communication and cooperation between large and small businesses could be improved.
- Overall retail vacancy in the Village was low (3.7 percent) at the end of third quarter 2015, but competition from nearby areas such as Melrose Park, Northlake, and Rosemont make retail expansion in Franklin Park challenging.
- Stakeholders report observing significant turnover among retail tenants, especially in Franklin Avenue spaces. Many small-business owners are financed by family and friends and do not have adequate support to withstand challenges that occur at or after business launch. At the end of the third quarter of 2015, the retail vacancy along Franklin Avenue was 12.2 percent, which was greater than the Village overall (3.7) and the O'Hare submarket (5.4).
- Grand Avenue is a heavily travelled commercial corridor with between 26,800 and 28,000 vehicles per day. According to CoStar, as of third quarter 2015, the commercial vacancy rate was 3.1 percent, which was less than the Village (3.7) and the O'Hare submarket (5.4). However, Grand Avenue's physical environment, such as varied building setbacks, uninviting pedestrian areas, and inconsistent character may be detracting from visitation.
- The Mannheim Road Corridor is auto-centric and heavily travelled with the average annual daily traffic (AADT) between 36,000 and 43,000 vehicles per day. Not surprising, the corridor has the highest concentration of transportation-related businesses in Franklin Park. At the end of the third quarter 2015, the vacancy rate was very low at 0.6 percent.

Figure 5.1: Commercial Areas Plan



Recommendations

1. Foster greater collaboration

To create a more diverse and stable economic base, the Village should support all businesses, both commercial and industrial, by coordinating services and collaborating with partners both inside and outside of the Village. The Village should foster relationships, lead dialogue, and develop sources of funding for small business that focus on the following areas:

Create a small-business launch and first-year toolkit distributed in partnership with Chamber by O'Hare

The toolkit would fulfill two goals: 1.) Describe all of the formal ways a business may interact with the Village, such as permitting, licenses, and fees (example: Village of Glen Ellyn¹³) 2.) Provide straightforward guidance on effective local marketing, cost management, hiring, and operations. The Center for Business and Professional Development at Triton College¹⁴ can help to identify the core content of the materials. Moreover, subject matter experts could assist with the creation of materials for specific industries, such as restaurants. This content would be readily available online on the Village and Chamber websites, and given to businesses at the time of applying for business licenses.

Partner with Library District and local financial institutions for business counseling and support

Local financial partners have a natural incentive for businesses to be successful and have inherent expertise given the numerous clients they interact with. Therefore, Chamber by O'Hare and the Village should invite financial institutions to lead regular "help" sessions, with entities such as the Village and the Franklin Park Public Library assisting by providing meeting spaces. Beyond these meetings, the Library could provide further ongoing business assistance by subscribing to databases and software useful to small businesses, and setting up co-working space that can be reserved by small businesses and entrepreneurs to conduct meetings, host interviews, participate in teleconferences, or hold trainings. An example of a local

government, chamber of commerce, and library district successfully working together on small business incubation is the Mount Prospect Entrepreneurs Initiative¹⁵. Though the main branch of the library is on Grand Avenue, the District may look to establish a temporary or additional space in the downtown area, potentially through a shared-space arrangement with another institution such as the Village or Park District of Franklin Park.

The nearest MB Financial branch (8300 W. Belmont Avenue, Chicago) attends Chamber by O'Hare events to build inroads with member businesses, and has expressed a desire to be more active in Franklin Park. Pan-American Bank, a mission-driven community development financial institution (CDFI), is based in Melrose Park and is always looking to grow its small-business portfolio with many of the types of businesses that exist in Franklin Park. Both banks and area businesses could benefit from the financial entities providing ongoing counseling or hosting education events. Banks are not the only source of financing, however. Part of this counseling should include explanation of the local and county programs that provide lending and grant assistance to businesses. An example is the Emerging Business Development Loan, which is targeted to qualified minority- or woman-owned businesses.

Strengthen connections to ethnic chambers of commerce

To capitalize on community diversity among both residents and businesses, Chamber by O'Hare and the Village should encourage businesses to affiliate with chambers of commerce that provide special resources and support to their groups. Two examples are the Illinois Hispanic Chamber of Commerce (IHCC) and Polish American Chamber of Commerce (PACC). These entities can provide support and training to Franklin Park business owners, such as IHCC's Coaching for Growth program. Perhaps through its Economic Development Commission, Village staff should ask businesses leaders who are part of these communities to facilitate chamber connections and grow membership in Franklin Park.



Source: Village of Franklin Park

2. Focus efforts in key areas

Though commercial vacancy is generally low, when vacancies are very visible, they can drag down development efforts through a perception that the community or subarea has an unhealthy commercial environment. Therefore, the Village should develop strategies that make all of its commercial corridors' positive assets more apparent.

All corridors

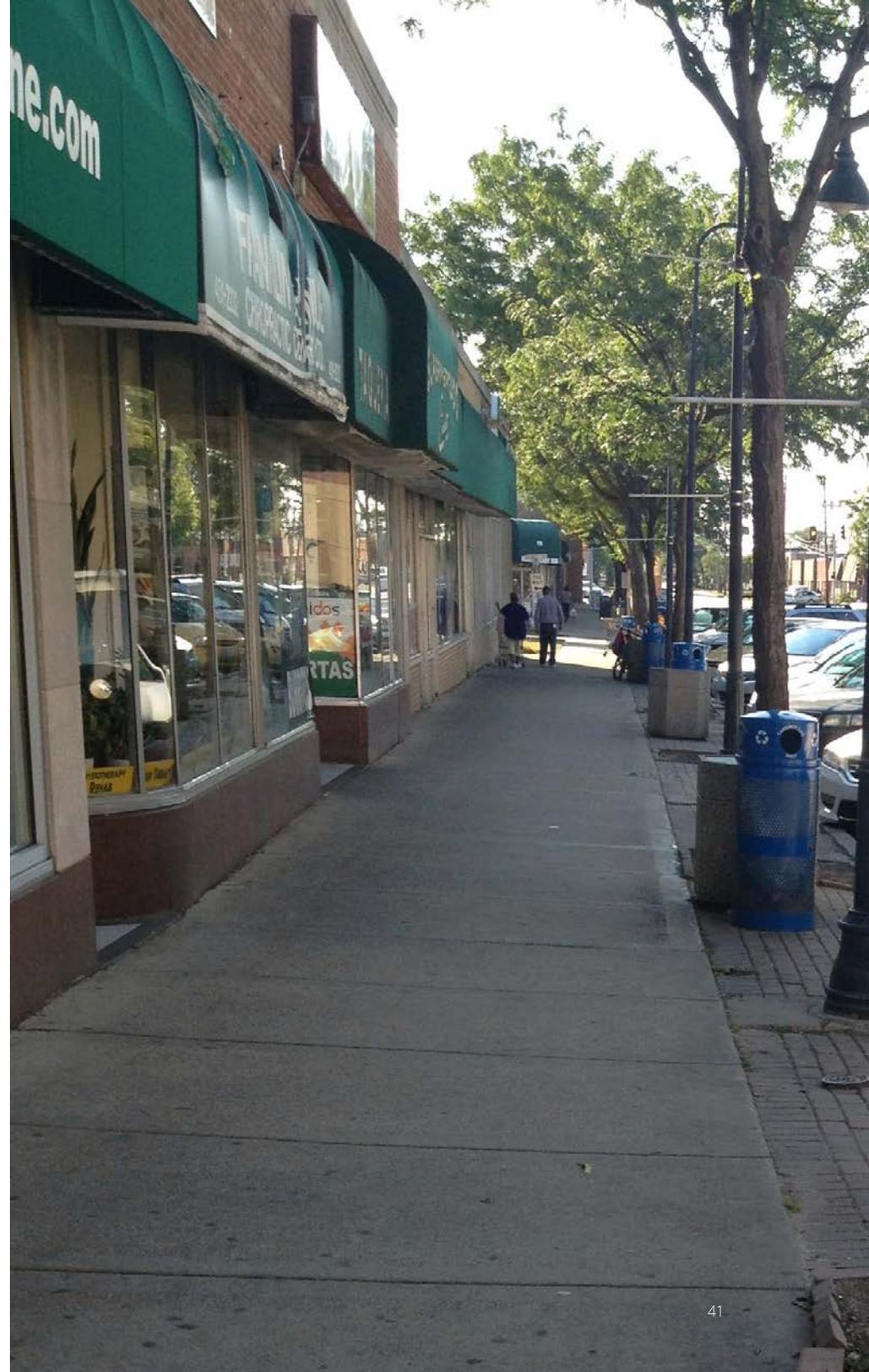
Restructure and relaunch commercial façade improvement program.

A façade improvement program is a financial incentive to inspire private property owners to upgrade their properties' visible, corridor-facing components such as masonry, tuck-pointing, signs, windows, awnings, and lighting. The Village has tried this strategy as a rebate program for a single commercial area, using an allocation of federal block grants as the pool of funds. However, the use of this grant made the application process cumbersome for local businesses and hurt the program's effectiveness.

Therefore, the Village should look to structure the assistance in a different way, seeking a private partner from the financial sector, such as a local bank branch, to provide low- or no-interest loans of a value appropriate for the types of projects desired. The Village could enlist the partnership of Chamber by O'Hare to promote the program and help broker a relationship with a lending partner, as some are members of the chamber. If this structure is unsuccessful or a lending partner cannot be obtained, the Village could pursue alternative sources. These include tax-increment financing (TIF); a set-aside of a portion of commercial development permit revenue (such as signs and business licenses); and grants through nonprofit organizations such as Landmarks Illinois. Through its Recent Past Survey of suburban Cook County, which was done in partnership with the School of the Art Institute of Chicago (SAIC), several commercial properties in Franklin Park were identified as landmark candidates¹⁶.

Create commercial design guidelines for building facades, landscaping, and signage. Many communities with façade improvement programs use them to implement a desired commercial character, as laid out in commercial design guidelines. For example, Special Service Area No. 22 (Andersonville) in Chicago¹⁷ includes their guidelines directly in the application packet. However, the first step is to engage with residents and businesses, often through a visual preference survey, to learn which styles of lighting, awnings, and other elements they would like to see. Then, it may be useful to contact the Illinois Historic Preservation Agency (IHPA) for guidance and review, particularly the Mid-Century Design Guidelines¹⁸. Once Franklin Park guidelines are created, receiving a façade improvement incentive may be contingent upon the project matching the style shown in the guidelines.

Evaluate existing gateway signage sites; consider adding new elements
When traveling on roadways that form a Village boundary, it can be unclear when one is entering Franklin Park. Stakeholder feedback showed pride in businesses in the Des Plaines River Road corridor, so additional signs, banners, or markings that make it clear those businesses are in Franklin Park may be useful. The existing gateway sign on Belmont Avenue, west of Des Plaines River Road, could move farther east, especially when the site at the northwest corner of Elm Street and Belmont is redeveloped. A future attractive industrial/commercial flex development in that location would be a signature gateway property for Franklin Park.



Franklin Avenue and Downtown District

Establish commission to oversee various initiatives. In general, stakeholders envision two goals for the downtown and Franklin Avenue area: new development on available sites and preserved character with improved aesthetics for some of the existing buildings.

Therefore, the Village should support the formation of a downtown commission. Its mission would be separate from the Economic Development Commission or the Plan Commission. Composed of a small group of volunteers, ideally those with varied backgrounds in fields such as business and architecture, the commission would explore and pursue opportunities that preserve local history, provide artistic and aesthetic improvements, promote placemaking, and support local businesses. The group could be responsible for prioritizing, funding, and installing placemaking elements, including public art such as murals, sculptures or banners, window treatments, and lighting. It could oversee the use of Village-owned sites as temporary green space. In partnership with Community Development and Zoning, the commission could assist in administering local grant assistance programs to private property owners. Support could come from start-up grants from external partners or perhaps through the local business community—especially large, nationally or regionally known businesses that are anchored in Franklin Park. For example, the Village of Libertyville has established an Accredited Main Street America¹⁹ program along Milwaukee Avenue through the community's historic downtown. Aside from reviewing possible grant or assistance program applications, the commission should not make development review more difficult or lengthy.

Enhance and expand arts, culture, and outdoor dining. Though the Village has invested in visual markings, including the B-12 Tower, the gazebo in Hammill Square, and the Veterans Memorial monuments, the Village should explore more public art. In addition, Village staff and commissions as well as Chamber by O'Hare can make promoting and preserving cultural diversity in restaurants and shops as a focal point in marketing materials such as newsletters, websites, banners, and signs.



Source: Tufts.edu.

Stakeholders expressed a desire to explore space for a community theater, art gallery, or both. The Village, perhaps through the aforementioned commission, could inventory commercial spaces, speak with property owners, and select candidates for a temporary, if not full-time, theater and gallery space. Possible partners are Teatro Vista²⁰, a theater company focused on sharing Latino culture and engaging Latino actors, and the League of Chicago Theatres.²¹ Once arts spaces are created, they provide a natural catalyst for events such as sidewalk sales. They also drive business at local restaurants, which may be encouraged to create sidewalk cafes for outdoor dining. The Village can look to the Village of Algonquin's Public Art Program²² for guidance on murals and sculptures, and the Union Street Gallery in Chicago Heights²³ for a theater/gallery space. The CMAP Arts and Culture Toolkit²⁴ explains these strategies in greater depth. Outside of the region, the Village may look to Ferndale, Michigan's Nine-Mile Road corridor as an example. It is a comparable inner-ring suburban community with a similar commercial building stock (single-level, mid-century) along the corridor. A commercial facade improvement program to implement design guidelines in Franklin Park could create a similar environment.



The Nine-Mile Rd. corridor in Ferndale, Michigan.

Source: Mapio.net.

Utilize Village-owned sites as green, public “pop-up park” space until time of development. At the time of the Plan, multiple development-opportunity sites exist in the center of the Village, notably at 9353 Belmont Avenue (former Unilever) and 9600-9640 Franklin Avenue (“Crossings II”). Though it is likely these sites will receive development interest in the future, until that time the Village can treat these spaces as temporary public spaces, or “pop-up parks.” The Crossings II site currently functions this way, with the Village providing landscaping and maintenance, but there is opportunity to activate more use of this space. For example, this site could host festival booths and activities, a farmers’ market, a book exchange, outdoor movies, or a community garden similar to the current one next to Village Hall. The school districts or library district may have interest in using the sites, particularly for educational activities regarding gardening and local agriculture. In addition, area restaurants can be encouraged to use benches and tables as outdoor dining spaces if they cannot use their own property or the sidewalk. The Village will have to clarify through signage the rules about public use regarding the property.

Consider repurposing some on-street parking spaces. This Comprehensive Plan does not include a parking study, which is recommended in Chapter 7. However, CMAP staff field visits revealed a significant amount of underutilized parking along Franklin Avenue. Even in a scenario with greater customer activity and visitation, and lower vacancy, along Franklin Avenue in the future, it is unlikely that finding parking will become a hardship. A first step in repurposing parking spaces is to do it temporarily, as an experiment, before committing to policy change. One experiment is to participate in National PARKing Day²⁵, in which an on-street parking space is turning into a mini-park for one day. A local restaurant could be a partner, agreeing to establish an outdoor café for the event. A second experiment is to solicit the action of a “tactical urbanism” group such as The Better Block Foundation²⁶. For a trial period, tactical urbanists use temporary materials to alter the design of a street or vacant space to make it more walkable, bikeable, and lively. See Figure 7.7 and Appendix C for illustration and discussion.

If these temporary actions are well received, the Village may explore incorporating them with a more permanent parking management and revenue strategy. Additional parking revenue may be useful for financing long-term improvements in the downtown MD-W Metra station area or funding grant assistance programs.

Preserve existing and encourage new small office space. Though many Franklin Avenue commercial spaces are small, the vacancy rate has stayed relatively low through the presence of small office businesses with 10 employees or fewer. Many of these businesses occupy spaces that were designed for retail. This creates a small daytime population that supports local restaurants and niche or convenience shopping. The revised Development Ordinance and newly created commercial design guidelines should encourage storefront office space that has sufficient depth, window size, and dimensions to be adaptable to multiple uses.

Grand Avenue

Expand land use for technology-infrastructure businesses. Motorola (Quasar) and Panasonic were historically a part of this corridor, and because of the expanding need for data centers in the region, technology infrastructure could once again become a source of economic activity. For example, Digital Realty at the southeast corner of Grand Avenue and Martens Street redeveloped their space in 2016 to accommodate growing businesses and announced plans to acquire and redevelop more property at the southwest corner. Several parcels around the Grand Avenue-Martens Street intersection are available for redevelopment, and the fiber-optic line in the Grand Avenue right-of-way is supportive infrastructure. The Future Land Use Plan (Figure 3.2, Chapter 3) creates a new commercial/industrial flex land use category designed to reinforce this strategy. Because technology infrastructure requires additional utility access, namely electricity, the Future Land Use Plan shows additional land for utilities to accommodate this need.

Improve right-of-way for better walkability and aesthetics. Though several commercial buildings in the corridor are built to the lot line, which should create a walkable commercial environment, the lack of a continuous parkway, fast-moving traffic, and occasionally narrow sidewalks (less than the standard five feet) make the area less inviting to pedestrians. This problem is most pronounced in the intersection areas of 25th Avenue and Mannheim Road. Milwaukee Avenue in Niles, a similar corridor in terms of traffic pattern and land use, has historically had similar issues, but the Village is currently implementing the Milwaukee Avenue Beautification Plan, which was funded by IDOT through the Illinois Transportation Enhancement Program (ITEP). The plan focuses on both right-of-way improvements and streetscape enhancement projects. Franklin Park can look to Niles' work on Milwaukee Avenue as a model for making improvements to Grand Avenue. These actions can be taken as part of implementing the Complete Streets Resolution:

- Where possible, the Village should plant parkway trees and move sidewalk planters so they provide buffers from traffic but do not impede pathways.
- Paved areas in the parkways could be replaced with greenery, creating a more “complete street” (discussed in Chapter 7). Intersection engineering should be studied so that the rounded corners—which create very narrow, unfriendly, and unsafe standing zones for pedestrians—are more “squared off” in future construction projects where wide turning radii for trucks is not essential.
- On future redevelopment sites, particularly those in the cluster around the Martens Street intersection, a minimum 5-foot parkway should be created, shifting the sidewalk away from the curb if necessary. Crossings at Ruby Street, Calwagner Avenue, 25th Avenue, Edgington Street, and Martens Street, should be prioritized for maintenance, such as the regular re-stripping of high-visibility crosswalks and replacement of damaged tactile domes on sidewalk ramps.
- Concrete sidewalk slabs should extend through commercial driveways, known as a “sidewalk apron.” This technique not only improves safety by alerting drivers to be careful as they turn and drive over the sidewalk but also makes walking more pleasant. See Figure 7.3 in Chapter 7 for photos.
- Outdoor dining should be encouraged and enhanced, as multiple restaurants in the corridor already provide it. These seating areas may exist on private property or as a sidewalk café in the right-of-way depending on space available.

Incorporate green space, stormwater management in redevelopment.

Figure 3.2 shows the vacant parcels in the area northwest of the Grand Avenue and Mannheim Road intersection to be redeveloped as Regional Commercial. At the time of redevelopment, Village staff and developers should pay special attention in site planning to provide green space and possible stormwater retention or detention, especially in the vicinity of 10500 W. Grand Ave., as the floodplain is present. Where underground storage is a logical consideration, it should be strongly pursued.



Implementation in the Milwaukee Avenue corridor in Niles of parkways and parkway trees, bus shelters, and decorative streetscaping.

Source: Village of Niles Multimodal Plan (CMAP, Sam Schwartz Engineering)

Mannheim Road

Foster redevelopment near the Grand-Mannheim intersection. The development-opportunity sites in the vicinity of the northwest corner of Grand Avenue and Mannheim Road continue to be high priorities, as several former buildings have been cleared and a market for regional commercial uses is present. As of early 2017, the Village has received proposals for a phased commercial retail project that would consist of stand-alone retail buildings housing national-brand tenants. The development concept as presented aligns with the Existing and Future Land Use maps (Figures 3.1 and 3.2). The Village should ensure that newly developed commercial space is accessible not only to motorists but also to pedestrians, bus riders, and cyclists. In subsequent phases of development, the Village should respect that portions of land set back from the frontage are part of the floodplain, and a green space component, perhaps with a private stormwater detention or retention area, would be beneficial to this area.

Coordinate with IDOT on signage, wayfinding, and right-of-way landscaping improvements. As the most highly traveled Village roadway, the corridor is an opportunity for branding and wayfinding. Working with IDOT, which has jurisdiction, and property owners, the Village and corridor can become more attractive. Where it exists, a green space or parkway can be converted into site-scale stormwater solutions, such as bioswales and rain gardens. Some underutilized parking, such as in the Rio Valley Shopping Plaza, could be reclaimed as green space for planting vegetation perhaps through a program for commercial and industrial property owners to make their concrete and asphalt space more green (see the depaving recommendation in Chapter 8). Hanging directional signage to downtown Franklin Park and newly branded industrial areas (see Chapter 6) should be installed or enhanced. If possible, a directional sign to downtown should be installed over the intersection with Belmont Avenue.



Replace underutilized parking with green infrastructure and/or landscaping. Described in greater depth in Chapter 8, the initiative to encourage landscaping and depaving, or replacing impervious surface with green space, should aim at commercial parking lots along Mannheim Road, along with any business in the Village that has a large amount of underutilized surface parking. More green space and landscaping, especially near the frontage, will improve aesthetics and character, as well as provide a site-scale stormwater benefit.

Leverage proximity to O'Hare Airport. The Village should consider the possibility of expanding uses along Mannheim Road that would serve travelers and frequent users of O'Hare Airport. Numerous long-term parking and vehicle rental facilities are current uses, but a rental car terminal on airport property is planned for 2018 completion and may cause some of these businesses to relocate. The availability of land for redevelopment should lead to the Village conducting a market analysis with an emphasis on the former car rental sites. The analysis should assess hotel demand and should measure existing lot depths and recommend changes to accommodate desired uses if necessary. The Village should assist with lot reconfiguration through land transfers to fulfill the recommendations of that analysis. Newly created lots farther from the frontage can be retained for long-term industrial use while frontage lots would be commercial.

Implementation

Table 5.1: Implementation Approaches (Part I)

NEAR TERM (1-4 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Create a small-business launch and first-year toolkit to be distributed in partnership with Chamber by O'Hare	Lead: Community Development and Zoning Support: Villages of Schiller Park, and River Grove Triton College, Chamber by O'Hare	Co-host a meeting with Chamber by O'Hare, Triton College, and recently started businesses.	Chamber by O'Hare
Hold regular start-up and post-launch counseling events with financial institutions.	Lead: Community Development and Zoning Support: Franklin Park Public Library, Banks, Chamber by O'Hare	Convene meeting with MB Financial, Chamber by O'Hare.	Village and/or Library facilities
Strengthen connections to ethnic chambers of commerce	Lead: Regional and state ethnic chambers of commerce (i.e. Illinois Hispanic Chamber of Commerce, Polish American Chamber of Commerce) Support: Community Development and Zoning, Chamber by O'Hare	Identify local business representatives (through Economic Development Commission or other channels) to reach out to ethnic chambers of commerce.	Local businesses; staff time
Restructure and relaunch commercial façade improvement program	Lead: Community Development and Zoning Support: Chamber by O'Hare, CMAP	Obtain façade improvement "how to" guide from LTA Implementation Team.. Locate and obtain commitment from financial lending partner for low-to-no-interest loans.	Staff time; low-to-no-interest loans from financial partners to local businesses; set-aside from permit revenue; TIF; Landmarks Illinois grants
Create commercial corridor design guidelines to correspond with façade improvement program	Lead: Building, Community Development and Zoning Support: Consultant, IHPA, Chamber by O'Hare; property owners and businesses	Consider engaging a design consultant, or engage a consultant with design experience when updating development ordinances (could be combined with zoning consultant). Survey property owners and nearby residents to determine visual preferences.	Landmarks Illinois Heritage Fund grant; IHPA Mid-Century Design Guidelines
Evaluate existing sites for gateway signage; consider adding new.	Lead: Community Development and Zoning, Engineering, Public Works Support: IDOT	Audit the visibility and traffic count for each gateway sign.	General revenue
Establish Downtown Commission (Franklin Avenue and Downtown)	Lead: Community Development and Zoning Support: Local residents and businesses	Enlist members from local business community and residents Host kickoff meeting and invite participation from Landmarks Illinois/SAIC.	Landmarks Illinois/SAIC, ULI, local businesses/sponsors

Table 5.2: Implementation Approaches (Part II)

NEAR TERM (1-4 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Enhance and expand arts, culture, and outdoor dining (Franklin Avenue and Downtown District)	Lead: Community Development and Zoning; Downtown Commission (once created) Support: Local property owners/commercial landlords; Chicago-area theater companies	Allocate space for public art. Contact theater organizations. Review CMAP Arts & Culture Toolkit; contact other communities for advice. Organize festivals, weekend sidewalk sales.	Staff time; Chicago-area theater companies; TIF (for public art such as murals or sculpture)
Host Landmarks Illinois and SAIC for presentation as part of Downtown Commission start-up activity	Lead: Community Development and Zoning; Downtown Commission (once created) Support: Landmarks IL, SAIC	Invite these organizations to present their findings and lead a walking tour of sites along the Franklin Avenue corridor.	Staff time, Landmarks Illinois, SAIC
Utilize Village-owned sites as temporary green/public space (Downtown)	Lead: Community Development and Zoning Support: Local nonprofit partners, such as school districts or Library District	Explore a second community garden.	Downtown commission, school districts, Library District
Expand land use for technology-infrastructure businesses (Grand Avenue)	Lead: Community Development and Zoning Support: Private sector real estate brokers and property owners; ComEd	Identify needs of current and prospective businesses. Make amendments, if necessary, to zoning ordinance to accommodate technology-infrastructure uses and complementary uses, such as electricity substations.	Staff time; private investment; ComEd land acquisition
LONG TERM (5-10 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Support greater walkability and pedestrian activity (Grand Avenue)	Lead: Engineering, Community Development and Zoning Support: Public Works, Local businesses and property owners, IDOT	Add crossing maintenance priorities in the Grand corridor to the CIP. Revise ordinance so that 5-foot parkway is required and a 5-foot pedestrian pathway on a sidewalk cannot be infringed upon. Contact Village of Niles to learn about successful strategies for implementation.	Village revenue: Capital improvements, Village 50/50 Sidewalk Program; IDOT ITEP grant
Improve signage, lighting, and landscaping (Mannheim Road)	Lead: IDOT, Private property owners, Community Development and Zoning Support: Engineering, Public Works	Contact IDOT about scheduled future improvements for Mannheim Road; review and suggest parkway enhancements for all future projects.	IDOT ITEP grant
Conduct market analysis for rental car and frontage sites north of I-294 (Mannheim Road)	Lead: Community Development and Zoning Support: Market analysis firm	Plan to engage consultant.	Village revenue
Preserve existing and encourage new small office space (Franklin Avenue and Downtown)	Lead: Property owners, developers, brokers Support: Community Development and Zoning	Identify the needs of existing office tenants and research emerging trends.	Private investment



Chapter 6: INDUSTRIAL AREAS



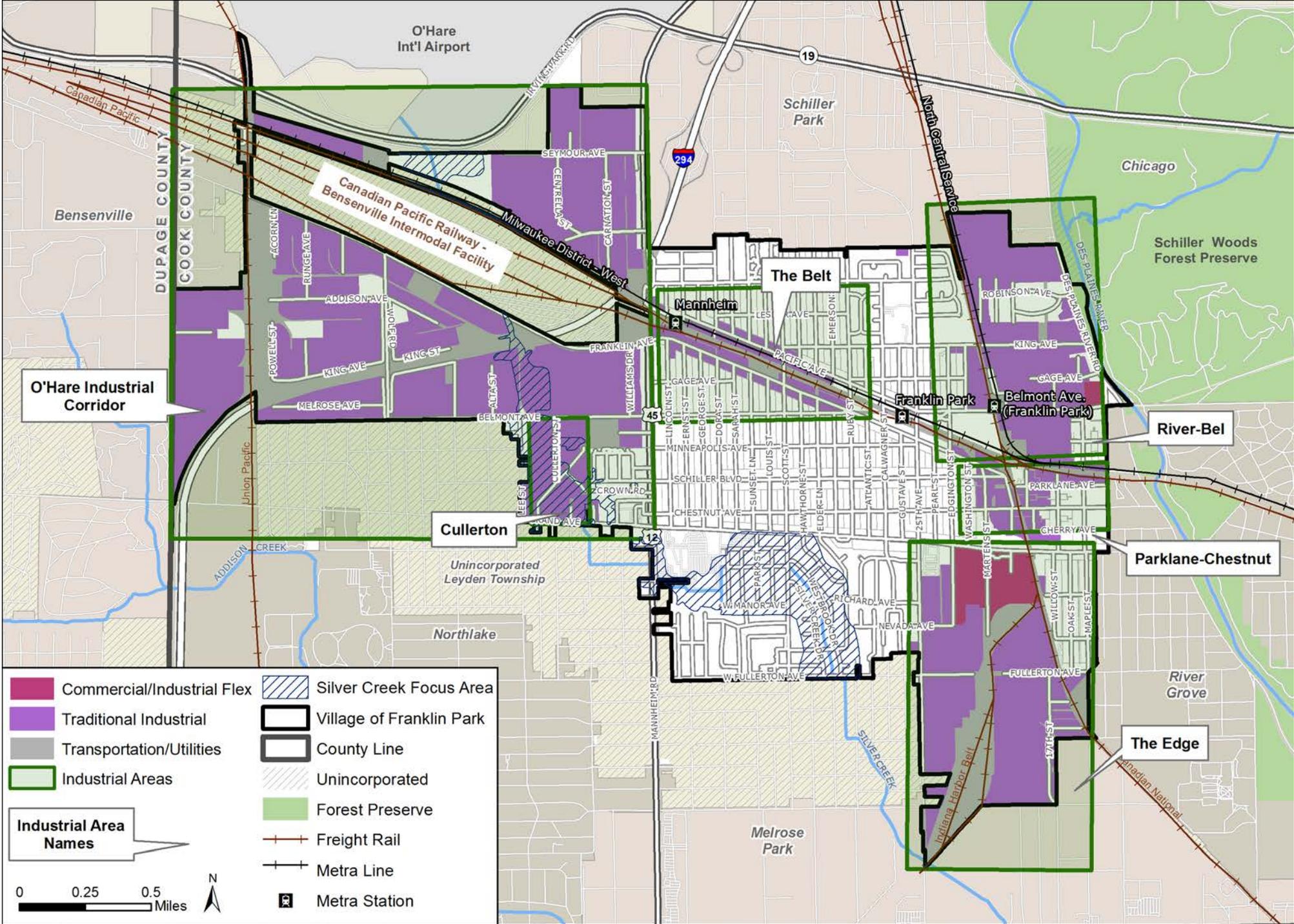
Vision and Existing Conditions

The Franklin Park O'Hare Industrial Corridor will maintain, strengthen, and grow its industrial businesses and employment, and continue to be a key industrial center for the Village and region. This chapter draws on previous CMAP work, including the 2014 O'Hare Industrial Corridor Plan for the Village and the O'Hare Subregional Drilldown Report.

Key findings

- Franklin Park ranks among the top municipalities in Illinois for number of industrial businesses, and the 2014 O'Hare Industrial Corridor Plan re-emphasized this important linkage to the O'Hare Manufacturing and Freight Cluster. Stakeholders agreed industrial character is a point of pride and should be preserved and enhanced.
- In general, many industrial properties in Franklin Park are getting older. The average age of the industrial and flex properties was 48.8 years, and more than 50 percent of the properties are more than 40 years old. However, approximately 1.2 million square feet of modernized space was delivered as of 3rd Quarter 2016, which decreased the average age.
- At the end of the 3rd Quarter 2015, Franklin Park was experiencing its lowest industrial vacancy since 2005, at 5.9 percent.
- The Village's private-sector employment decreased by 32.3 percent between 2002 and 2013, the most recent year available from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics. Much of the job loss was in Manufacturing, which has experienced a global employment decline due to increases in technology and efficiency. However, because of economic recovery, employment increases have occurred in Franklin Park's Manufacturing (1.2 percent), Wholesale Trade (3.8 percent), and Transportation and Warehousing (1.5 percent) since 2011.
- Because of technological advances, local manufacturing firms may be more productive and successful than in the past, even if employment has decreased in the long term
- According to NAICS Business Patterns, the number of firms in Franklin Park (ZIP Code 60131) has grown from 820 in 2010 (a 10-year low) to 855 in 2014, a signal of economic recovery.

Figure 6.1: Industrial Areas Plan



Recommendations

1. Support and encourage industrial modernization

The O'Hare Industrial Corridor Plan helped to identify the needs of local industrial firms. One of the needs was to provide new and renovated industrial facilities that are aesthetically appealing, functional, and energy efficient. Renovated facilities should also incorporate stormwater management, such as surface green infrastructure practices, and follow resilient design standards to reduce risk of flood damages for properties within the floodplains or other flood-prone areas (see discussion in Chapter 8). All of these improvements contribute to the area's competitiveness in the region and submarket.

Facilitate industrial “teardowns” through efficient review and approval process

Because rebuilding modernized industrial space is an active trend, the Village should commit to a fast and thorough planning and building permit review of these projects. When conducting the Zoning Ordinance rewrite recommended in Chapter 3, consider the administrative process, particularly regarding industrial property and projects, as these compose a great percentage of Village land and EAV. The Village may try to set departmental time goals for completing application reviews and site inspections.

2. Enhance character and branding of industrial areas

The Village has multiple distinct industrial areas, each with different types of businesses, spaces, and nearby streets and neighborhoods. Though industrial areas are often planned to be more utilitarian than beautiful, attempting to make these areas more aesthetically pleasing and giving them a name with sense of place can help retain and lure investment. The O'Hare Industrial Corridor encompasses all industrial land west of Mannheim Road and has a strong brand already. It even has subareas with their own identities, such as Cullerton. Therefore, the titles introduced below attempt to raise the profile of other areas.

Install identity markings in industrial areas

Gateway signage, street light banners on key streets that enter the industrial area, or water tower or salt dome labels are visible character elements that will help in branding, which is helpful in brokering and site marketing. Consider the following industrial area identities (Figure 6.1):

- **O'Hare Industrial Corridor:** The O'Hare Industrial Corridor will remain the most visible and expansive industrial portion of the Village.
 - **Cullerton District:** Because of recent investment in this area, special markings could be installed here to call out this unique subarea.
- **River-Bel:** The northeastern industrial area is most noticeable and accessible from Des Plaines River Road and Belmont Avenue.
- **“The Belt”:** This title embodies the small-to-medium-size industrial and refers to the spaces along Franklin and Pacific Avenues.
- **Parklane-Chestnut:** Using the “Parklane” title with which many existing businesses already identify, this industrial district is integrated with a surrounding residential area—which is also associated with Parklane and Chestnut Streets
- **“The Edge”:** Expanding on an existing informal title, the theme is that businesses gain “an edge” by locating here. This area would grow to include any new technology-infrastructure space, such as Digital Realty.

Explore business alliance for O'Hare Industrial Corridor

Driven by the successful effort to organize Cullerton Street and area businesses around a special service area (SSA) for infrastructure improvement (discussion in Chapter 7), the Village should explore the forming of an independent industrial business alliance for the O'Hare Industrial Corridor. Once launched, this group would operate on its own with regular interaction and cooperation from the Village but without any additional financial obligation. A regional example of visible industrial businesses collaboration is occurring in Elk Grove Village.²⁷ There are multiple benefits to existing industrial businesses and property owners, as well as to the entire Franklin Park community in terms of economic development:

- Raise area profile in the eyes of real estate brokers and site selection consultants, in turn increasing desirability and property value
- Aid in the recruitment of complementary businesses that fit into supply chains, or create a cluster.
- Share physical space for new employee training, truck parking, green space, cafeterias, or other shared needs of industrial businesses
- Maintain low vacancy through active business retention efforts
- Closely monitor infrastructure concerns and make collective improvement strategies such as SSAs more feasible and likely
- Improve public and worker transportation (explored in Chapter 7 in the discussion of creating Pace Shuttle Bug service)
- Create a funding option for installing identity markings, aesthetic upgrades such as landscaping or streetscaping, and green space acquisition and management
- Ensure neighbor businesses stay organized and in open communication.

If an alliance for the entire corridor is too daunting to form, a smaller council for one subarea of the corridor may be more achievable. In addition, if an alliance is successfully created, the Village may look at it as a pilot for making the same effort in other industrial areas.



This free-standing monument sign at the Mallard Lake Business Park in Hanover Park adds identity to an industrial area.

Incorporate green space and landscaping in site design

As discussed in Chapter 3, the revised Zoning Ordinance should put additional requirements on industrial property owners to include green space. In addition to the environmental benefits, green space provides critical outdoor space for employees to eat lunch, get fresh air, or do recreational activities, such as exercise. Industrial redevelopment sites where green space should be incorporated are shown in Chapter 8 on Figure 8.1. However, for existing businesses in built-out areas, encouraging landscaping and green space requires a different approach. The Village could use the landscaping assistance and depaving program described in Chapter 8.

3. Be strategic in using incentives

Village staff reports the availability of tax incentives is usually not the top reason why industrial businesses choose to locate in Franklin Park. Regional location, quality of land and available space, and other factors are generally more important. However, the Village does carefully award various incentives to some property owners, including the Cook County 6(b) property tax classification and TIF.

In other cases, incentives are not awarded by the Village but by a larger entity, such as the State of Illinois, so the Village's role is more to market the availability of the incentives so that as many local businesses as possible take advantage.

Establish internal criteria governing the use and prioritization of economic development incentives

Criteria and policies should ensure that incentives provided are in line with established community goals, and 6(b) designations are only renewed if desired outcomes are met. The Village might consider these goals for projects or businesses requesting incentives:

- Provides foreseeable long-term, high-impact employment
- Contributes toward a Village-wide commitment to address stormwater and flooding, improve public infrastructure, and add green space
- Revitalizes a brownfield or other challenging site identified by the Village as a priority redevelopment opportunity but where a clear cash flow “gap” exists for the developer or property owner
- Demonstrates active collaboration with neighbor businesses, such as membership in an alliance or local business group, to provide stability to an industrial or commercial area

More insight on establishing internal criteria, as well as examples of other communities in the region who have ordinances or policies about incentives, is available in the CMAP report *Examination of Local Economic Development Incentives in Northeastern Illinois*.²⁸

Promote and publicize the Enterprise Zone designation

Beginning with 2016, the Illinois Department of Commerce and Economic Opportunity (DCEO) certified that all of Franklin Park's commercial and industry property will be designated as an Enterprise Zone for 15 years. The designation makes several significant incentives available to qualified properties in the Village. Most notable of these is a state sales tax exemption of 6.25 percent on building materials to be used in the Enterprise Zone. The Village already promotes this designation on its website and should continue to do so at events and through publications, particularly those aimed at an out-of-state or national audience.

4. Improve and promote workforce development programs and services

Franklin Park's industrial firms have access to several resources that can support workforce and business development. To address workforce development issues, this Plan and the O'Hare Subregional Drilldown recommend that the Village support strengthening and promoting workforce training on a local and subregional level.

Continue to work with workforce development partners

Expanding workforce development efforts will help ensure that manufacturing in the subregion will continue to prosper. The Village should engage in discussions and facilitate relationships with its local businesses and workforce partners including Triton College, Leyden High School District 212, Chicago Cook Workforce Partnership, Illinois Manufacturing Excellence Center (IMEC), Alliance for Illinois Manufacturing (AIM), the Illinois Manufacturing Association (IMA), and the German American Chamber of Commerce. Invite local businesses to discussions. Together, with the surrounding communities, the Village, its workforce partners, and neighboring communities should write and develop a subregional workforce development strategy.

The Village has been active in facilitating partnerships between employers and organizations. In July, it hosted a connection event where many of the workforce development agencies above presented to dozens of local business owners and discussed initiatives. To celebrate Manufacturing Day in October 2016, the Village and East Leyden High School arranged for tours of several local manufacturing businesses for students who participate in the school's industrial technology program, hopefully inspiring interest in manufacturing careers.



East Leyden High School students attend 2016 Manufacturers' Day events at local businesses. Source: Village of Franklin Park.

5. Participate in regional efforts to boost employment in traded clusters

One of the primary issues identified in the Existing Conditions Report is the overall decline in local jobs between 2002 and 2013. Due to the changing nature of manufacturing, this sector saw a decline of 49.1 percent over that time. However, these losses have not been unique to Franklin Park, and regional economic development efforts are underway to improve industrial employment conditions. In the O'Hare Subregional Freight-Manufacturing Drill-Down,²⁹ CMAP characterized the O'Hare Subregion, which includes Franklin Park, as a diverse economy with high concentrations of freight and manufacturing employment. Specifically, the Village should be part of the regional effort to foster the growth of businesses considered part of "traded clusters." According to CMAP's ON TO 2050 Snapshot: Regional Economy and Clusters,³⁰ traded clusters are the portions of the regional economy that are globally connected and bring in a great value from outside the region.

The Transportation, Distribution, and Logistics cluster, one of three identified by CMAP where the region has a competitive advantage, may present an opportunity for Franklin Park over the next 10 years, especially after EOWA completion. This cluster has experienced significant growth, with employment changes matching or exceeding national trends since 2008. This cluster encompasses freight and limited interurban passenger transportation and operations support services, such as maintenance and repair, inspections, and loading/unloading.

Overall, traded cluster industries tend to pay higher wages than their local cluster counterparts. Nearly 70 percent of jobs in the Transportation, Distribution, and Logistics cluster require a high school degree or less, making them accessible to a large and in-need portion of the workforce. When allocating local economic development resources, Village staff should consider prioritizing firms in Transportation, Distribution, and Logistics, and other traded clusters.

Implementation

Table 6.1: Implementation Approaches

NEAR TERM (1-4 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Develop subregional workforce development strategy	<p>Lead: Chicago Cook Workforce Partnership</p> <p>Support: Community Development and Zoning, neighboring municipalities, Triton College, Leyden High School District, industrial businesses</p>	Approach lead partner and suggest regular conference call or meeting with support partners.	Village facilities, Triton College, industrial businesses
Continue to facilitate discussions with workforce development partners	<p>Lead: Community Development and Zoning</p> <p>Support: Workforce development partners</p>	Meet with workforce partners to discuss challenges.	Village facilities, staff time
Pursue and retain businesses that are part of traded clusters, specifically freight and transportation and logistics	<p>Lead: Community Development and Zoning</p> <p>Support: Place-based industrial economic development groups</p>	Interview current transportation and logistics businesses in Franklin Park about assets and opportunities. Decide on effective marketing outlets (publications, events, etc.).	Local economic development funds and revenue
Incorporate green space and landscaping in site design	<p>Lead: Community Development and Zoning</p> <p>Support: Developers and industrial property owners</p>	Amend zoning before doing full Ordinance rewrite. Prioritize in site permitting and review. Conduct training for Plan Commissioners and Trustees, with participation from Village staff, on how to review projects so that they better incorporate these elements.	Staff time, SSA, private investment, open space “pool” of money (see Chapter 3).
Explore business alliance for O’Hare Industrial Corridor	<p>Lead: Community Development and Zoning</p> <p>Support: Businesses (start with those engaged in O’Hare Industrial Corridor Plan)</p>	Conduct initial outreach to industrial businesses to gauge interest. Consider unveiling alliance at business appreciation event.	Membership dues to councils, donations, SSA
LONG TERM (5-10 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Establish internal criteria governing the use and prioritization of economic development incentives	<p>Lead: Community Development and Zoning</p> <p>Support: Consultant</p>	Work with local commissions and elected officials to decide upon criteria; consider codifying these as an Ordinance.	Staff time
Install identity markings (gateway signs, etc.) in industrial areas	<p>Lead: Community Development and Zoning</p> <p>Support: Industrial businesses</p>	Create map of desired sites for markings. Investigate cost estimate.	TIF, general revenue, property owner/group donations

Chapter 7: TRANSPORTATION



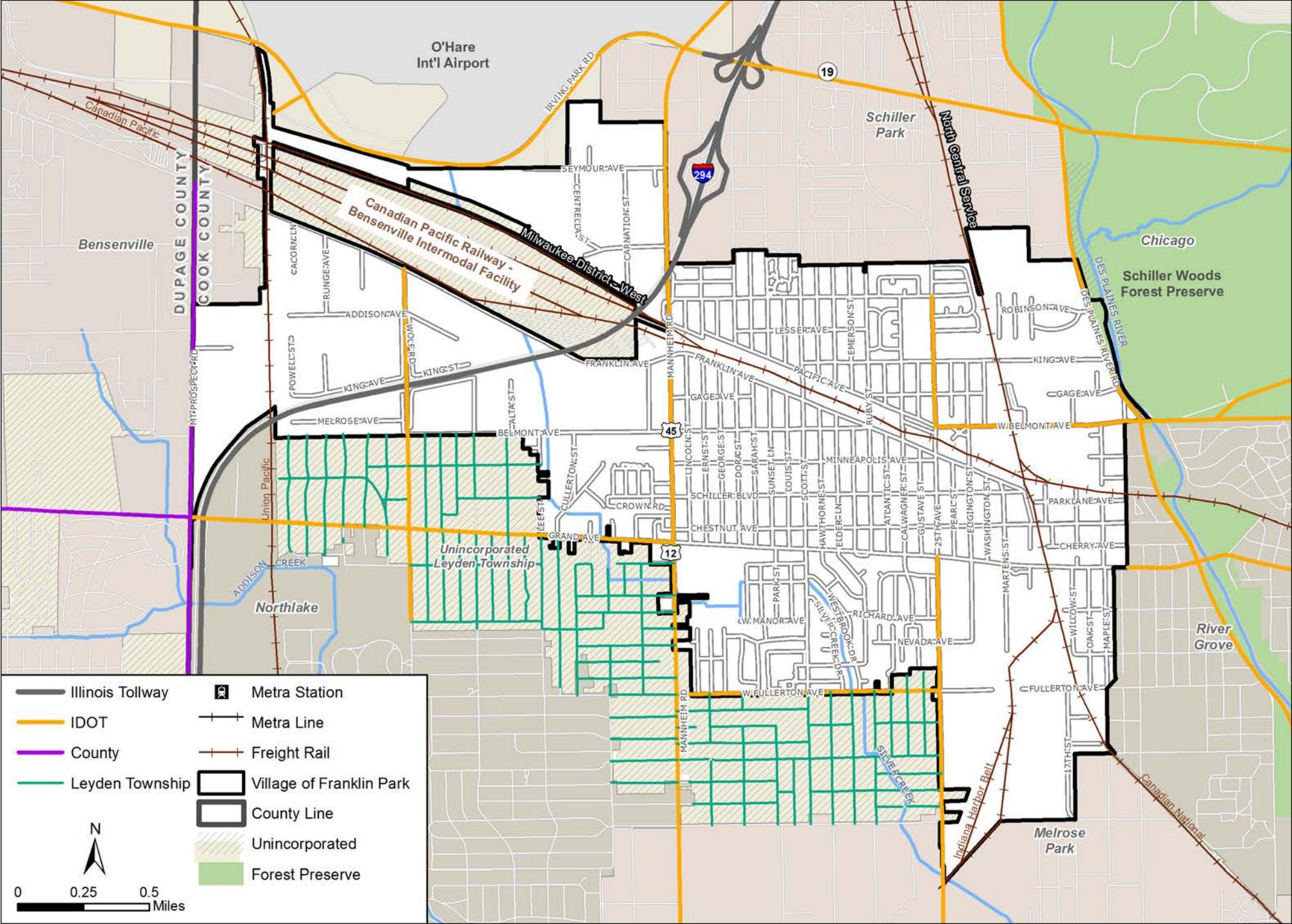
Vision and Existing Conditions

To capitalize on its location near O'Hare Airport, multiple expressways, commuter rail, freight rail, and a street grid that supports multimodal mobility, the Village will prioritize providing residents and businesses with safe, efficient, and equitable transportation options. The Village is committed to supporting regional mobility efforts, such as the Illinois Tollway's EOWA project, the Chicago Region Environmental and Transportation Efficiency Program (CREATE), and Cook County's Long Range Transportation Plan.

Key findings

- Freight train horn noise, as well as train-related congestion and safety where streets intersect the Canadian National (CN) / Milwaukee District-West (MD-W) lines, were cited as the top overall issues.
- Aside from the Tri-State Tollway (I-294), Mannheim Road is the most heavily traveled roadway with average annual daily traffic (AADT) of 40,000 to 46,000 vehicles per day, with approximately 5,000 to 6,000 trucks. Grand Avenue's AADT is 28,000. 25th Avenue traffic varies widely: high between Grand Avenue and the Village's southern border (18,400), moderate between the northern border and Belmont Avenue (10,900), and low between Belmont and Grand (8,450).
- CMAP's 2040 Traffic Model shows a slight increase of vehicular traffic on the Franklin Avenue corridor as a result of EOWA, specifically the Taft Connector bridge and the O'Hare bypass and exit ramps. However, the increase is not projected to warrant adding capacity to Franklin Avenue.
- The Village is fairly well-served by public transportation, but the percent of residents who commute by transit (4.3) is low relative to Cook County (18.4) and the region (13.0). Carpooling is a much more popular mode choice (12.6), and more than 60 percent of residents work within 10 miles of home.
- The Village has three Metra stops on two different lines: MD-W and North Central Service (NCS). There are four Pace bus routes not including the No. 895 Express, which passes through but does not stop. Route 303 connects two CTA Blue Line stations, Rosemont and Forest Park, and has seen the greatest ridership increase since 2007 (more than doubled). In general, Pace ridership is trending upward on three of four routes while Metra ridership has decreased at two of the three stops.
- The Village does not have an official bike network. However, many neighborhood streets are suitable for biking, though rail crossings and high-traffic streets present barriers. The Des Plaines River Trail and Schiller Woods Forest Preserve are just east of the Village, but trails are unpaved.

Figure 7.1: Roadway Jurisdiction



Recommendations

1. Improve circulation and safety near rail

Continue ongoing federal Quiet Zone effort and implement necessary infrastructure changes

Working with the Village of River Grove, Franklin Park has already responded to public concerns about train horn noise. Detailed in the Existing Conditions Report, Village engineers applied to the Federal Railroad Administration to create a Quiet Zone, and the joint plan was approved. Now, the Village will need to make safety improvements at six roadway-rail intersections. The improvements include installing channelization devices and warning devices that would be required at the Metra platform crossing and pedestrian gates at Calwagner Street. In engaging outside engineers for the Quiet Zone improvement, the Village may choose to include other desired improvements, such as a possible pedestrian grade separation, as part of the project scope. After engineering is completed, the Village may also coordinate construction. The Village should list these necessary improvements in its initial CIP.

Pursue funding for a pedestrian grade separation in center of Village

In a March 2016 nonbinding referendum, two thirds of voters supported construction of an underpass in response to pedestrian safety issues in crossing the railroad tracks. The Village is aware of the dangerous pedestrian behavior that results from stopped freight trains, namely East Leyden High School students climbing through and under trains so that students are not late to school. In a previous engineering study, the Village learned the estimated cost of a pedestrian underpass is approximately \$5-7 million. The engineers provided different siting and design scenarios, but in general, the proposed grade separation is between Ruby Street and 25th Avenue (see Figure 7.2). The Village should explore funding sources and contact agency partners, such as CMAP and Metra, to look at how to finance the planning, engineering, and construction for the project. In general, the project should limit the amount of private property to be encroached upon. Repurposing some Metra station parking should

be studied to accommodate an Americans with Disabilities Act (ADA)-compliant ramp. The plan to demolish the old police station just east of 25th and Belmont Avenues for additional Metra parking may minimize or create no net loss in parking from the construction of the underpass and ramp. CMAP provides suggestions for funding and resources in Table 7.1. Partnership and cooperation with Canadian Pacific (CP) railroad and Metra will also be necessary.

Continue to support CREATE

The Village should continue to support the CREATE project³¹, an interagency effort to improve passenger and freight rail infrastructure within Chicagoland. CREATE led to the Grand Avenue underpass³², which was completed in 2007. The MD-W and CN lines will receive new switches and signaling improvements to connect parallel tracks and allow a train on one track to cross over the other. This should improve freight train flow and allow those not destined for the Bensenville facility to bypass it via Metra tracks. Consequently, auto and pedestrian wait times at crossings should be reduced. The current completion year for this project is 2017.

Participate in subregional truck routing plan

The CMAP O'Hare Subregional Freight-Manufacturing Drilldown Report, referenced in Chapter 6, identified opportunities for local governments in the subarea to work across jurisdictions to support growth in the freight and manufacturing industries, and specifically recommended the coordination of truck routing and planned infrastructure improvements across communities in that area. As a result of this report, a number of municipalities in the O'Hare subregion, as well as Cook and DuPage Counties, came together to propose a project that would create a truck routing and infrastructure plan across their communities. At the time of the Plan, CMAP is working on the O'Hare Subregion Truck Routing³³ and Infrastructure Plan with 12 municipalities, including Franklin Park, which has a leadership role. Cambridge Systematics and Sam Schwartz Engineering are consultants engaged to carry out this project.

2. Continue to support EOWA; improve complementary roadways

Though EOWA will provide great access benefits to Franklin Park and the entire O'Hare subregion, it will affect the roadway network, including Village-jurisdiction roads. The Village can continue to support the project in multiple ways: collaborate with the Illinois Tollway throughout the planning, engineering, and construction phases; continue to host project update meetings at its facilities; maintain Village representation on project advisory committees; and consider the Taft Connector bridge (an early phase of the project) in current subregional truck route planning.

Pursue improvements to Franklin Avenue, Williams Drive, and Belmont Avenue

The bypass portion of the project, set to open in 2025, will provide ramps to and from Franklin Avenue in the O'Hare Industrial Corridor, and create a new, visible gateway to the Village and the Corridor. To accommodate not only the anticipated new traffic but also existing traffic, and to address roadway condition issues, the Village should pursue a project to repave, widen, add capacity, and improve turning radii for segments of Franklin Avenue, Williams Drive, and Belmont Avenue (see the "Proposed Franklin-Williams-Belmont Project" symbol in Figure 7.2 for a map). These improvements should occur in the near term, before the completion of EOWA. The improvements will close the gap between where the Tollway project ends—approximately Sandra Street—and Mannheim Road, ensuring that commercial truck and other traffic have an efficient and safe network.

To align with the Village's pending Complete Streets Resolution, this project should include study for a multiuse sidepath along Franklin Avenue between Village boundaries and the vicinity of approximately Ernst Street. Because trucks will be users of the roadway west of Williams, safe crossings that would accommodate cyclists and other users must be included. Engineers should consider a bikeway facility separated from traffic in a manner similar to what is proposed for Belmont Avenue east of downtown (see Recommendation No. 7 and Figure 7.4). Implementation could occur in the long term.

In addition, sidewalks should be installed where gaps exist in this project area, such as along Belmont Avenue between Mannheim Road and Williams Street. The intersection of Belmont Avenue and Mannheim Road should have a high-visibility pedestrian crossing with all appropriate safety elements (i.e. pedestrian countdown timers, refuge island, if needed) to allow for safe crossing of Mannheim, which is a very high-traffic road with fast travel speeds.

The project aligns with the most recent Cook County Long-Range Transportation Plan, Connecting Cook County.³⁴ It specifically serves the goals to "support the region's role as North America's freight capital," by improving a critical segment for trucks and to "maintain and modernize what already exists." With the vision for a multiuse sidepath on Franklin Avenue, which would connect Franklin Park's bike network with Bensenville's, the project would prioritize transportation alternatives.

Once this project is complete, this segment should be prioritized for streetscaping and maintenance, and receive both Village and Industrial Corridor gateway signage as part of the branding effort described in Chapter 6. To the extent local funds are needed, this project should be included in the initial CIP.

3. Pursue external and sustainable internal funding sources

The Village has been successful in obtaining outside funding for projects and has been effective in rallying support around them. For example, in 2015 the Village partnered with Cook County to use innovative financing and a low-interest BUILT (Broadening Urban Investment to Leverage Transportation) in Cook loan to finance infrastructure improvements in the Cullerton Street Industrial Park. The loan includes a job creation requirement and will be repaid from taxes levied on firms within a Special Service Area (SSA). This example is part of a larger effort for the Village to invest \$20 million in infrastructure across the O'Hare Industrial Corridor.

Once created, the CIP should include external, regularly available transportation funding sources and grant opportunities. This list should be examined each time the CIP is updated. Grants and special financing are not always available, though, and some infrastructure improvements cannot be delayed.

4. Encourage and enhance public transit, other alternatives to driving

Reducing reliance on private automobiles, especially for those who most often drive alone (instead of carpooling or ride-sharing), aligns both with regional and local goals toward environmental sustainability and public health. The following objectives address this larger goal.

Improve worker access to industrial areas

A “last mile” missing link between bus and rail stations and workplaces prevents workers from pursuing alternatives to driving. This issue arose not only in the Comprehensive Plan process but also in the O’Hare Industrial Corridor Plan. The Village should explore collaborating with large employers to create a shuttle or bus routes for which Pace can provide the vehicle, known as a shuttle bug. Employers would contribute a portion of operational funding. Pace Route 465 is a good example. Typically, these services are confined to standard commute times (morning and evening rush periods). However, they provide a critical link between a rail station or transit terminal, and a workplace. The Village should start by contacting Human Resources offices at large local employers to gauge interest in a pilot program. As a partner, the Village can apply for grant funding (see Table 7.1) to pilot the new route, especially if the proposed route serves a dense node of employment. In the long term, the Village could use the combined resources of future industrial area organizations (discussed in Chapter 6) to provide funding to Pace to continue to operate a route or shuttle.

Further, where possible, the Village should aim to eliminate sidewalk gaps or improve sidewalk conditions within its industrial areas. For example, the segment of Belmont Avenue between Cullerton Street and Mannheim Road is currently a sidewalk gap. Sidewalk should be installed, and the Mannheim Road-Belmont Avenue intersection should have crosswalk and pedestrian crossing signals and countdown timers installed. The Village sidewalk network is fairly extensive and well-connected, but industrial areas are often bounded by high-traffic streets that can be difficult to cross.



Cullerton Industrial Area rights-of-way were improved in 2016. The project was funded by a special service area and external low-interest financing, such as Cook County's Built in Cook program. Source: Village of Franklin Park.

Crosswalks and pedestrian walk signals should be regularly maintained at Belmont Avenue, Des Plaines River Road, Grand Avenue, Mannheim Road, and the southern segments of 25th Avenue, and intersections should be periodically audited for pedestrian infrastructure condition.

Promote carpooling, ride-sharing, Vanpool, and paratransit

Village residents are already frequent users of carpooling, which the Village should formally embrace as carpooling requires little public investment but is very helpful in reducing congestion and emissions while benefiting individuals economically. The Village can explore discounts or other incentives on parking fees for carpool users. One idea is to create a program in which carpooling participants would receive monthly waivers on overnight-street or Metra station parking. They might also receive designated parking spaces nearest to the Metra stations.

A high rate of carpooling is a sign that ride-sharing may be well received. The Pace RideShare and Vanpool programs are good options for commuters whose schedules cannot be accommodated by fixed-route service such as Pace bus or Metra. Local employers should be encouraged to present these options to workers and collaborate with Pace to distribute materials that discuss the benefits. In addition, planners nationwide are increasingly looking at ride-sharing as a solution to the “first mile, last mile” problem, or a gap between someone’s home or workplace and a transit station. Therefore, the Village may consider contacting the Chicago regional offices of ride-share providers Uber and Lyft to see how they can be good municipal partners. Specifically, UberPool or LyftLine, which encourage riders to ride together, may be good options to connect the local Metra stations to large employment areas. For example, when a short UberPool ride from the Franklin Park MD-W station to Sloan Valve in the O’Hare Industrial Area is split among four people, a one-way ride is approximately \$2-3, comparable to a bus fare with the added benefit of 24-hour, on-demand availability.

Finally, Pace Dial-a-Ride for Leyden Township includes Franklin Park in its service area. Dial-a-Ride not only provides an option for seniors and residents with disabilities but also accommodates pre-arranged transportation for the general public. Paratransit for those with disabilities should be supported, and if asked, the Village should be able to connect residents with information on these services. Both Dial-a-Ride and paratransit should be publicized through Village channels such as the Village website.

Increase Metra and Pace fixed-route ridership

Several strategies can generate more riders of Pace and Metra. First, expanding housing and development in the downtown district can drive Metra ridership. New residents would create more households within walking distance, and an expanded or enhanced Franklin Avenue commercial corridor might inspire visitation. However, development-driven ridership gains are likely long term.

Install bus shelters for greater comfort for Pace riders

Bus stop shelters are lacking in the Village, though they exist in a few locations, such as on Grand Avenue (Route 319) by the Jewel-Osco. Shelters greatly improve the public transportation experience by providing riders with a safe waiting area, protection during inclement weather, and service information. They are usually located in the right-of-way, but they can be placed on private property with the cooperation of property owners. They can be funded through multiple means, such as advertising revenue, external grants, or a mix of both. Highest priority stop areas to study are those either where local routes intersect or where key destinations, such as a nearby shopping, schools, jobs, or institutions, are located. In Franklin Park these priority locations include:

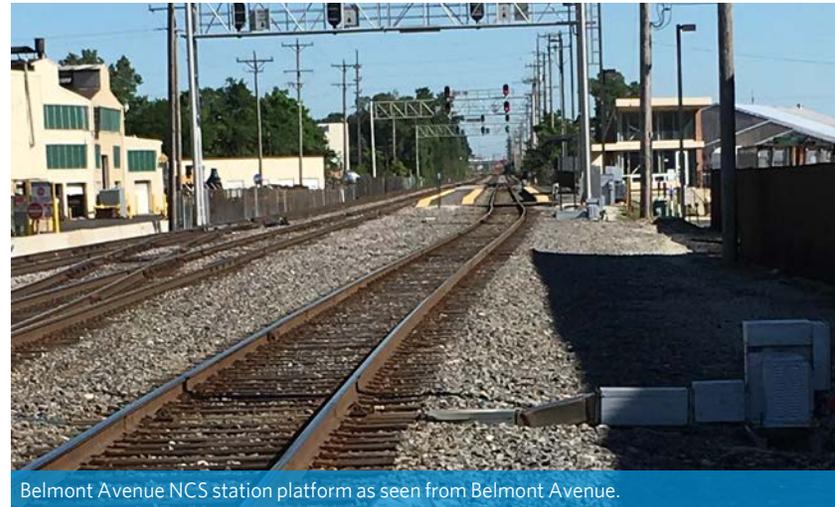
- Belmont Avenue and Mannheim Road (Route 330)
- Franklin Avenue and 25th Avenue (Route 303)
- Fullerton Avenue and 25th Avenue (Route 303)
- Grand Avenue and 25th Avenue (Routes 303, 319)
- Grand Avenue and Mannheim Road (Route 319, 330)
- Grand Avenue and Scott Street (Route 319)

Improve pedestrian access to Metra stations

Though the need for a pedestrian grade separation near the Franklin Park MD-W station has been well established, the Village and Metra should plan to provide a safe pedestrian pathway between Belmont Avenue and the Belmont Avenue - Franklin Park NCS platform. Currently, there is no sidewalk connecting the platform to the Belmont sidewalk, so the only reasonable walking route is via Brzezinski Court and the parking lot, which effectively discourages walking to the station. Pedestrian improvements should coincide with future development on the site at 9353 Belmont, regardless of use. The Village should be willing to provide an easement along the west side of its Utilities Department building if necessary for a path. Crosswalk design and placement will need to be studied so that the siting near the tracks is correct, and the Illinois Commerce Commission will need to be consulted. Further to the east, a pedestrian refuge island is shown in the Conceptual East-West Bicycle Network (Figure 7.4) to accommodate the proposed multiuse sidepath, but an additional crossing nearer to the station platform will likely be necessary to make access truly convenient. The exact siting of the pedestrian refuge island will require further study, and its placement in Figures 7.4 and 7.6 is only conceptual.

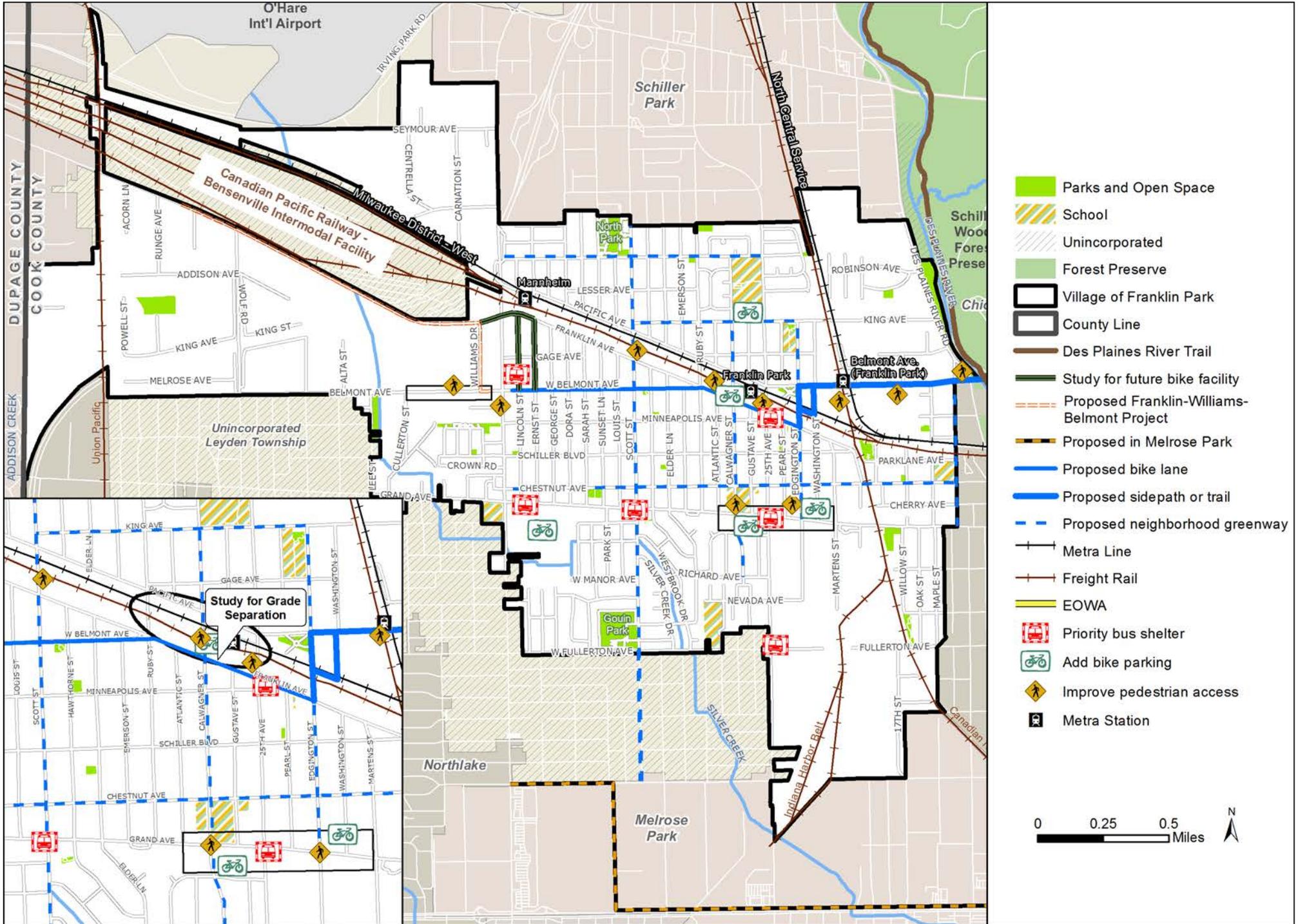
When development interest for Village-owned sites occurs, the Village may negotiate for developer contributions toward pedestrian improvements such as crossings, sidewalks, and the grade separation near the Franklin Park MD-W station, mentioned earlier. Developers of residential or mixed-use concepts may be most willing to contribute, as pedestrian improvements support transit-oriented development (TOD) concepts.

Facilitate Pace-Metra transfers. The outreach process revealed that because Pace buses do not pull up directly next to Metra stations but stop along nearby streets, connecting between the two services can be difficult or confusing. The route most affected is 303. The Village may look to the Interagency Signage Program through the Regional Transportation Authority (RTA) to post additional directional or informational signage, such as those containing a service schedule or route map.



Belmont Avenue NCS station platform as seen from Belmont Avenue.

Figure 7.2: Transportation Plan



5. Encourage developers and property owners to consider bike, pedestrian, and transit circulation

The Village should work with developers to craft the revised Development Ordinance to encourage or require new development to include sidewalks, crossings, bicycling parking, and pedestrian-oriented signage. Existing properties should include these features as they are redeveloped. A possible strategy is to provide density or lot coverage bonuses for providing bike parking or designated pedestrian pathways through parking lots. The revised Ordinance should draw from and cite Pace's Transit Supportive Guidelines.³⁵ The Design Review Assistance for Transit (D.R.A.F.T) should be included in the process for any planned development or highly visible commercial or mixed-use project. In Franklin Park, projects of this nature are very likely to be on sites abutting existing Pace bus routes. Developer contributions toward bus shelters, benches, walkways, or other transit-supportive measures should be discussed in negotiations.

The Village should continue the 50/50 Sidewalk Program, which is especially helpful for homeowners in residential areas as it allows property owners to split the cost of replacing sidewalks near their properties. It should be listed as a funding item in the CIP.

6. Study parking in downtown area

The Village has multiple paid parking lots aimed at Metra commuters in the downtown MD-W station area. While most of the spaces are on the north side of the tracks, some are on the south side, notably behind the Park District Community Center. Staff have already expressed interest in locating all commuter parking in the Franklin Park MD-W station area on the north side of the tracks to leave more space on the south side for commercial parking. The Village has considered razing the former police station on Belmont Avenue to create additional parking capacity. Before committing to this project and use of land, the Village should conduct a parking study, which will better explain current the supply and demand. The study should explore the possibility of creating additional revenue through parking, through either pricing or supply, as additional revenue could be used toward the engineering or construction for capital projects, or maintenance of these projects once built.

7. Create local bikeways

Implementing an official local bike network strongly supports the Village's commitment to lessening its environmental impact, as well as combating obesity among residents. The proposed bicycle network aims to create a safe and efficient system that connects residents with key community destinations such as the Des Plaines River Trail and Schiller Woods forest preserve area, schools, local shopping, employment, public transit, parks, and Village services. Many neighborhood streets already allow for low-stress cycling in traffic, but facilities within the rights-of-way will help people travel longer distances. The proposed network was informed by earlier bike planning work in the area such as the West Central Municipal Conference's 2012 Active Transportation Plan³⁶ and the CMAP Regional Greenways and Trails Plan.³⁷ In addition, the network is derived from CMAP staff analysis, T.Y. Lin International engineering analysis, and public and stakeholder input. The proposed network provides support, guidance, and infrastructure to bike routes, many of which are already used by cyclists.

Install bike infrastructure

The proposed network would install infrastructure that capitalizes on the Village's grid street patterns and encourages cyclist travel in all four cardinal directions. The network is a mix of "on-street" segments, or within the curb-to-curb right-of-way, and "off-street" segments, where the bikeway is separated from the street surface, usually with the parkway acting as a buffer. On-street treatments include various types of bike lanes and shared-lane markings ("sharrows"). Shared lanes allow both cars and bikes, but the on-street markings provide a reminder to drivers that cyclists have a right to the road and encourage cyclists to ride in a designated part of the lane.

Consider various bike and pedestrian facilities

1. **Multiuse sidepath.** Off-street facilities shared by pedestrians and bicyclists. Wide enough to accommodate cyclists and other users simultaneously. Good option for high-speed, high-volume corridors. Minimum 10 feet wide. If on one side of the street only, provide crossing accommodations. Consider driveways as possible conflict points.

2. **Bike lanes: traditional, separated, protected.** On-street facilities on moderate-traffic roadways separating cyclists from other traffic by one solid stripe (traditional), a painted “buffer” area (separated), or a physical object such as a median (protected). Minimum 5 feet wide for traditional, with 2-3 additional feet for separated and protected.

3. **Shared lane (“sharrow”):** Road markings indicate a shared space for bicycles and vehicles. No specific accommodation is necessary for roadways with AADT of less than 2,000 and a speed limit of 30 miles per hour or less. For AADT between 2,000 and 10,000 and a speed limit of 30 mph or more, IDOT recommends 14 feet minimum land width.

4. **Signed route.** Neighborhood routes (often through residential areas) with low traffic volumes and speeds are ideal for this type of facility. In addition to route identification, wayfinding signs should be used to provide directions and distances to specific destinations and route cyclists to streets with bicycle infrastructure.

5. **Pedestrian refuge island with hybrid beacon.** Where a crossing distance is onerous for the average pedestrian or cyclist—typically when it exceeds 80 feet, but depending on the corridor, sometimes a shorter distance – a safe standing area, or pedestrian refuge island, is useful. They are especially helpful at mid-block (non-intersection) crossings.

6. **Sidewalk apron.** Continues the concrete sidewalk through intersections and driveways, creating a visual cue and forcing motorists to drive over the sidewalk upon ingress and egress. Optional enhancement is to raise the sidewalk. Can be implemented through development ordinances.



Source: ATA

1. Multiuse sidepath: North Avenue, Melrose Park.



Source: BikePedImages.org

4. Signed route



Source: BikePedImages.org

2. Traditional bike lane



Source: CMAP Complete Streets Toolkit

5. Pedestrian refuge island with hybrid beacon



Source: BikePedImages.org

3. Share lane (“sharrow”)



6: Sidewalk apron extending though a commercial driveway.

Figure 7.3: Conceptual Rendering: Belmont Avenue Multiuse Sidepath and Mid-Block Crossing



Source: Solomon Cordwell Buenz

Align roadways segments with appropriate facility types

An integral part of the proposed network is an off-street segment in the form of a multiuse sidepath on Belmont Avenue, roughly between the police station and Des Plaines River Road. This segment is designed to link the current Forest Preserve recreational areas – and the future improved Des Plaines River Trail – with the center of the Village. The alignment of on-street parking in the Franklin Avenue commercial area could be altered to better accommodate bike lanes, with two options for realignment illustrated and described.

An additional off-street multiuse sidepath may be possible for portions of Franklin Avenue in the western portion of the Village, roughly between Village limits and Ernst Street. Engineering was not studied for this proposed segment as a part of this Plan, so a preliminary feasibility study and best routes should be included as part of the Franklin Avenue-Williams Street-Belmont Avenue project discussed in Recommendation 2.

Details on specific facility recommendations are illustrated in Figures 7.4 and 7.5 also available in a technical memorandum by T.Y. Lin International (Appendix C). These recommendations are designed to present the Village with options for different treatments to implement based on which is most cost effective and well received by adjacent property owners and other stakeholders. In general, the on-street network on Village-jurisdiction streets could be implemented in the near term, whereas the Belmont multiuse sidepath could be implemented in the mid-to-long term. The multiuse sidepath project need not wait for the Des Plaines River Trail project to be complete or underway, as it will be useful for residents even before the Des Plaines River Trail is improved. The proposed realignment options for the Franklin Avenue downtown corridor and the Belmont Avenue sidepath would require additional outreach to property owners and businesses prior to committing to the projects and implementing.

Conceptual East-West Bicycle Corridor

Belmont Avenue - Lincoln Street to Ruby Street

West of Ruby, Belmont is a lower volume residential street with existing on-street parking and wide travel lanes. The roadway is wide enough to stripe on-street bike lanes or shared lane markings while maintaining parking as shown above. Consolidation of parking to one side would present additional opportunities for bicycle improvements. Future improvements on Lincoln and Ernst would provide a connection from Belmont to Franklin Avenue.

Figure 7.4 (b): Potential Belmont Ave. Lane Configurations

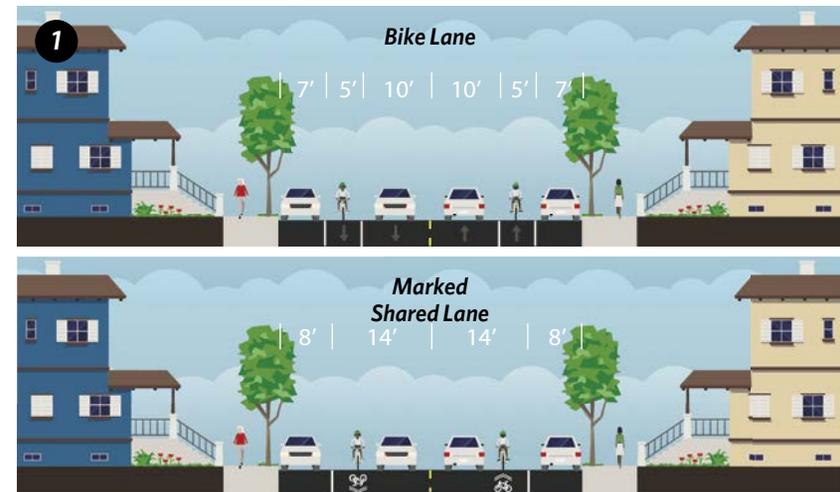
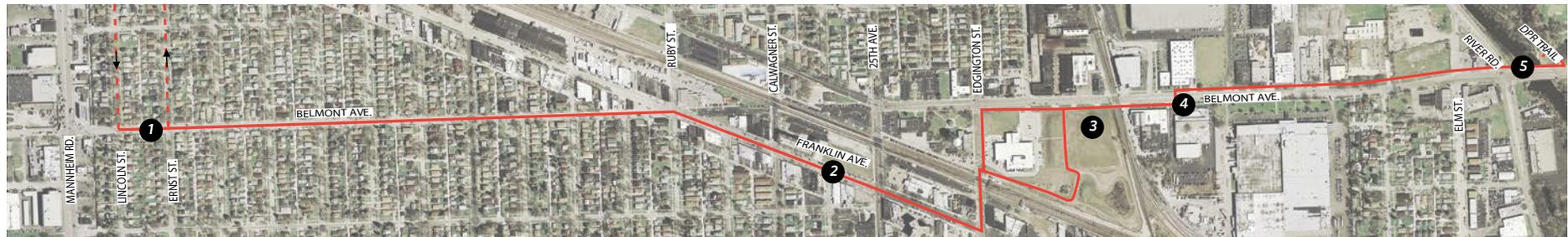


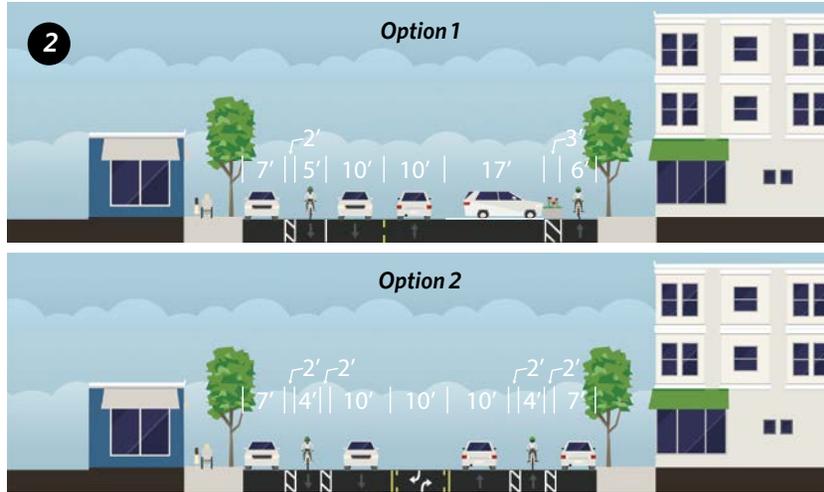
Figure 7.4 (a): Conceptual East-West Bicycle Corridor



Franklin Avenue - Ruby Street to Edgington Street

Franklin may serve as a connection between the east and western segments of Belmont to create a continuous route for people biking. This corridor has multiple opportunities to accommodate bike facilities while maintaining parking. Two possible options are shown here.

Figure 7.4 (c): Potential Franklin Ave. Lane Configurations



Trail Connection - Edgington Street to Belmont Avenue

The connection between Franklin and the Belmont off-street path may be made by using the existing path located behind the police station near Edgington or the sidewalk. This path provides a separated facility for cyclists and pedestrians while also connecting two corridors of the bicycle route. Based on rush hour observations, it appears difficult to provide a comfortable bicycle connection between Belmont and Franklin via 25th Avenue. The proposed connection could provide an alternate route while maintaining existing vehicle operations on 25th Ave. The path is shown to remain off-street across the tracks, providing additional comfort for people walking or riding.

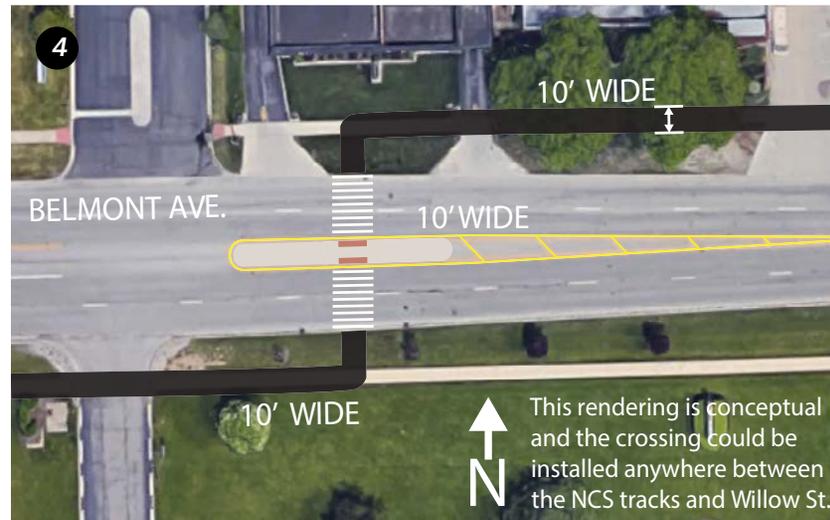
Figure 7.4 (d): Potential Trail Connection



Belmont Avenue - Edginton Street to Des Plaines River Road

Based on observations, on-street bicycle facilities are not recommended for this segment of Belmont. However, the wide parkway provides an opportunity for a new asphalt or widened concrete off-street path connecting downtown Franklin Park to the Des Plaines River Trail. This path is shown on the south side of Belmont east of Edginton and crosses to the north side by way of a pedestrian refuge island east of the NCS tracks. This mid-block crossing could also serve as access to the NCS Metra station and safely route the path across a busy street. This rendering is conceptual and the crossing could be installed anywhere between the NCS tracks and Willow Street. The pedestrian refuge island can include a Pedestrian Hybrid Beacon on overhead mast arms, or other elements to improve safety and visibility of users. Coordination with local businesses and access management will be necessary for implementation.

Figure 7.4 (e): Potential Belmont Ave. Mid-block Crossing



Belmont Avenue and Des Plaines River Road Intersection

The intersection of Des Plaines River Road and Belmont presents challenges for people walking or biking who wish to access the Forest Preserve or Des Plaines River Trail. An off-street path on the north side of Belmont would provide a strong connection to the existing wide sidewalk over the bridge. New corner refuge islands and a smaller radius on the northwest corner would shorten crossing distances for vulnerable roadway users, and offer a more comfortable route through the intersection. A key aspect of this improvement would include restricting right turns at the northwest corner and using southbound Elm Street as an alternate right turn lane. Traffic observation revealed the Elm Street segment already functions in this manner unofficially. Additional work outside of the existing right-of-way may be required to accommodate these improvements.

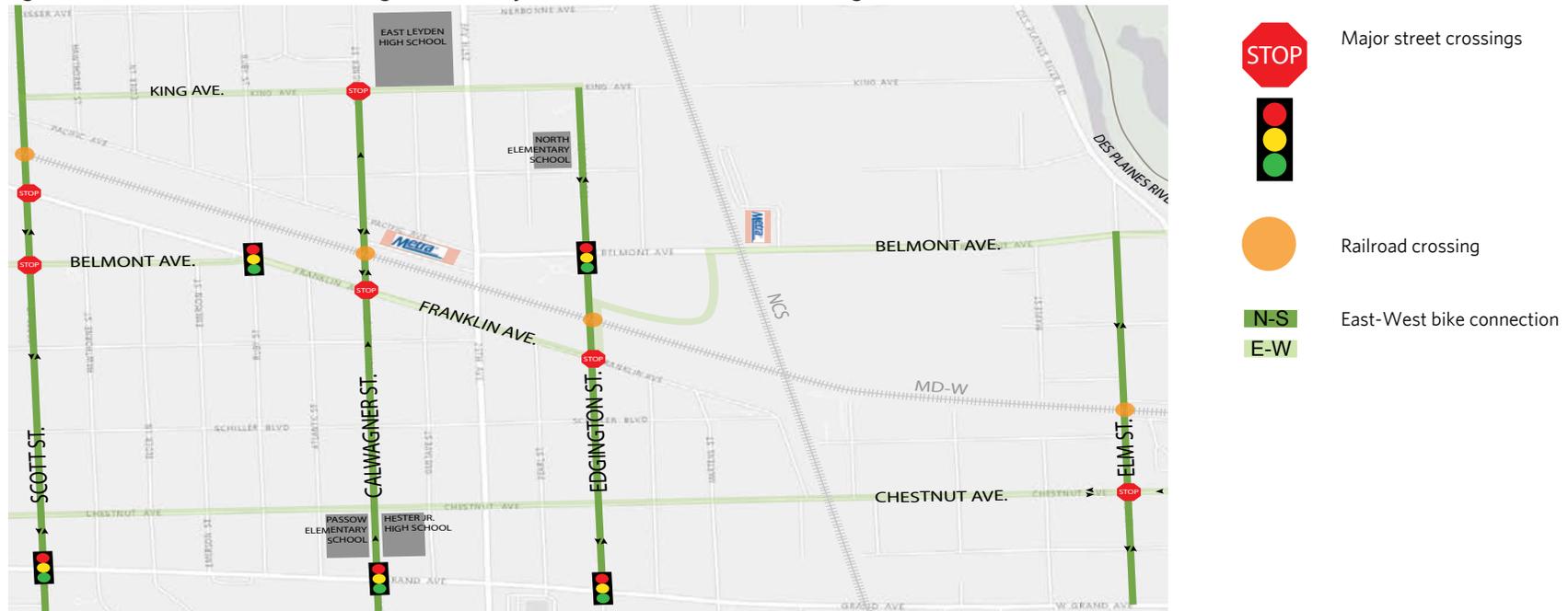
Figure 7.4 (f): Potential Belmont Ave. and River Rd. Intersection Improvements



North-South Neighborhood Bike Routes

Barrier Crossings and Bicycle Connections

Figure 7.5 (a): Potential North-South Neighborhood Bicycle Connections and Barrier Crossings



Major Street Crossings

Major street crossings can act as barriers for people biking absent of traffic control. Existing all-way stops or traffic signals can bridge these barriers and extend the comfortable corridors for people east-west busy streets (Belmont, Franklin, and Grand) are shown on walking and biking. Existing traffic controls at intersections with the exhibit to the left.

Railroad Crossings

All proposed North-South neighborhood bike routes provide comfortable crossings at the railroad tracks for people walking and biking. The rails are nearly perpendicular to the direction of travel, but the crossing surface may be upgraded to rubber panels to be more accommodating to bike tires.

East-West Bike Connections

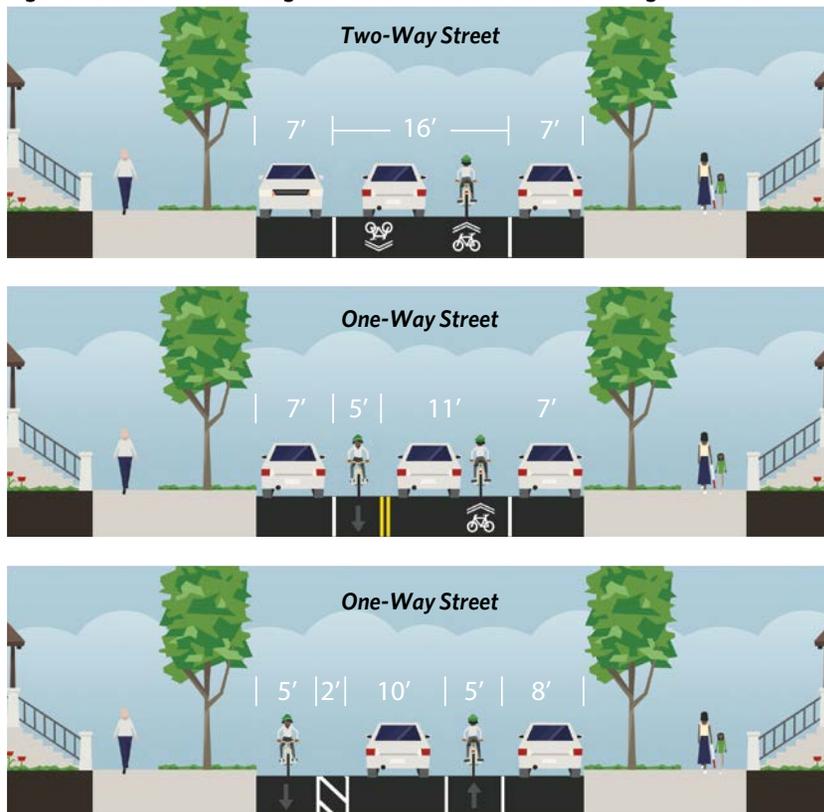
The proposed North-South neighborhood routes will help create a bike network that is comfortable for a wide range of Village residents and improve access to public transit, schools, and other bike routes. These corridors represent a low-stress alternative to biking on 25th Avenue.

Neighborhood Bike Facilities

Shared lane markings are recommended for neighborhood greenways on two-way streets.

Contraflow bike lanes could be installed on one-way streets to accommodate two-way bicycle travel while maintaining one-way vehicle travel. Two options are shown, one maintaining parking on both sides and the other consolidating parking to one side of the street.

Figure 7.5 (b): Potential Neighborhood Bike Facilities Lane Configurations



Intersection and School Crossing Improvements

At major and minor street locations, there are opportunities to improve safety and comfort for bicycles as well as people walking. The rendering to the left shows the implementation of curb extensions at Calwagner Street and Franklin Avenue. This and other traffic calming treatments can be implemented at intersections along neighborhood greenways. Prioritization can be given to intersections that are designated school crossings, such as Chestnut Avenue and 25th Avenue.

Figure 7.5 (c): Potential Curb Extension Treatment



Pavement Markings and Signage

Many of the neighborhood streets in Franklin Park are already comfortable for people on bikes due to lower speeds and low traffic volume. Neighborhood streets that provide access to key destinations can be improved through the use of signage and pavement markings.

Figure 7.5 (d): Pavement Marking and Signage Examples



Figure 7.6: Conceptual Rendering: Franklin Avenue and Calwagner Street Intersection Area



Source: Solomon Cordwell Buenz

Connect to regional network

The proposed network seeks to make connections to bike networks in adjacent municipalities and the region. Bensenville and Melrose Park have recently completed and adopted bike plans. As Franklin Park expands its bike network, it should follow the planning efforts and implementation in neighboring communities, and attempt to connect to those routes.

Continue to support the Des Plaines River Trail

The FPCC has begun exploring a project to pave the trail between Rosemont and North Avenue to bikeway standards. This project would have both a regional and subregional transportation benefit and also activate the Des Plaines River riverfront area.

Already in pursuit of these goals, the Village is working with its partners in the West Central Municipal Conference, FPCC, and neighboring municipalities to conduct Phase I engineering to pave the Des Plaines River Trail to bikeway standards between approximately I-90 and North Avenue. Although this is a long-term project (possibly several years from completion), there are multijurisdictional efforts to apply for grant assistance and that would help fund engineering and construction. T.Y. Lin International recommends considering a bike bridge over Des Plaines River Road and the river that would connect with the trail on the east side.

Figure 7.7: Conceptual Rendering: Intersection of Two Neighborhood Greenways



Source: Solomon Cordwell Buenz

The consultants proposed possible sites at King Avenue in Franklin Park, which is already signalized, and Chestnut Avenue in River Grove. In 2016, the Village of Rosemont was constructing a pedestrian bridge over the Des Plaines River, and though this bridge does not accommodate bikes, it could serve as a model for a bridge in at King Avenue or Chestnut Street.

Once accomplished, the new trail will be a greater asset to the community and the region. The Village should focus bike efforts within its street network now so that once the trail opens, Franklin Park is well positioned as a community with good access to this regional amenity. Even with the current unpaved and hilly status, the trail ranks high along with the Schiller Woods forest preserve area as the two most desired destinations in the outreach process for this plan.

Currently, the closest access point to the trail is from Belmont Avenue, east of the intersection with Des Plaines River Road. However, this intersection is a barrier to pedestrians and cyclists, and the trailhead is currently poorly marked. A proposed realignment that would improve safety by shortening crossing distances and reduce potential conflicts is shown in Figure 7.3. Since Des Plaines River Road is an IDOT facility, the Village should coordinate with IDOT to improve the intersection.

Implementation

Table 7.1: Implementation Approaches (Part I)

NEAR TERM (1-4 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Develop a CIP to coordinate infrastructure improvements	Lead: Community Development and Zoning, Engineering, Public Works	Identify internal or consultant resources to write the plan Involve planning and engineering through the process.	Staff time, consultant
Adopt a Complete Streets Resolution	Lead: ATA, Community Development and Zoning, Engineering, Public Works	ATA leads a complete streets policy creation process.	Project is already funded and underway.
Budget for purchasing and installing Quiet Zone crossing improvements	Lead: Engineering Support: Railroads	Include in CIP.	Village revenue; parking revenue
Continue to support EOWA	Lead: Tollway Support: Village	Schedule project update meetings.	Village facilities, staff time
Improve roadway for segments of Franklin Avenue, Williams Street, and Belmont Avenue; include study for multiuse sidepath; close sidewalk gaps	Lead: Engineering, Community Development and Zoning, Public Works Support: Cook County (DOTH)	Apply for Invest in Cook grant. Begin to search for engineering consultant for Phase I for roadway and bike-pedestrian improvements.	Invest in Cook, Village revenue, STP
Facilitate Pace-Metra transfers	Lead: Community Development and Zoning Support: Pace, Metra, RTA	Approach RTA about resources.	RTA, Village staff time
Study and install more bus shelters	Lead: Pace Support: Community Development and Zoning	Study ridership to determine siting of shelters (Pace assistance); prioritize studying the six intersections introduced in the chapter (primarily along 25th Ave, Belmont, Franklin, Grand, and Mannheim).	Pace, impact fee (tied to greater population, traffic, and demand for ridership), advertising revenue, adjacent property owners, Village revenue
Promote use of ride-sharing pools	Lead: Pace, Uber, Lyft Support: Community Development and Zoning	Contact ride-sharing services to see how the Village can encourage driver activity, especially during commute times.	User fares and payments
Improve pedestrian access (crosswalk, pathway) to Belmont Avenue NCS Metra station	Lead: IDOT, Engineering, Public Works Support: Illinois Commerce Commission, Community Development and Zoning, Metra	Notify Metra and the Illinois Commerce Commission about the lacking crossways Belmont Avenue / CN crossing south of the Metra station. Investigate feasibility of easement at the Village Utilities Department property.	Staff time, IDOT, developer's contribution
Study parking in downtown area	Lead: Consultant or Community Development and Zoning Support: Police	Identify resources and study area.	Staff time (possibly intern), consultant
Install additional bike parking	Lead: Community Development and Zoning, Engineering Support: School Districts 84, 212; Grand Plaza ownership	Include bike parking as part of Grand Avenue revitalization efforts (streetscaping). Include bike parking minimums for some uses as part of revised Development Ordinance.	CDBG, ITEP, private property owners, school districts

Table 7.2: Implementation Approaches (Part II)

NEAR TERM (1-4 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Begin installing on-street bike network with a combination of signed routes, shared lane markings, and other bike treatments on low-traffic local streets	Lead: Engineering, Public Works Support: Community Development and Zoning	Include costs in CIP; align with upcoming street resurfacings on Village-jurisdiction roads. Conduct additional outreach with Franklin Avenue property owners and businesses about possible configurations and alignments, especially parking.	Village revenue; external grants supporting on-street biking: PeopleForBikes Community Grant Program ; ITEP; Surface Transportation Program (STP)
Continue working with partners to begin engineering work for improving the Des Plaines River Trail	Lead: FPCC Support: Community Development and Zoning, Engineering, West Central Municipal Conference, Village of Schiller Park, Village of Rosemont	Apply for external grants to fund Phase I engineering.	Invest in Cook, Our Great Rivers
LONG TERM (5-10 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Construct a pedestrian grade separation near the Franklin Park (MD-W) Metra station	Lead: Community Development and Zoning, Engineering Support: CMAP, Railroad, Metra	Revisit the engineering study and cost estimate completed in 2014. Apply to CMAP for CMAQ funds; consider Invest in Cook (after 2017) for either Phase I engineering or construction.	Congestion Mitigation and Air Quality (CMAQ); Invest in Cook; parking revenue; developer contributions (particularly on Village-owned sites—include vision for grade separation in RFP); set-aside from parking revenue for multiple years; STP
Fund an employer-sponsored Pace Shuttle Bug route to connect industrial areas with Metra stations	Lead: Community Development and Zoning (grant applicant) Support: Group of local industrial employers (O'Hare Corridor to start)	Conduct outreach to large employers in O'Hare Industrial Area about idea. Identify internal resources to prepare grant proposal.	Regional Transportation Authority (RTA) ICE, Pace
Coordinate with IDOT to improve pedestrian crossing at Belmont Avenue and Des Plaines River Road	Lead: IDOT, FPCC Support: Community Development and Zoning, Engineering	Contact IDOT with desire and rationale to improve this intersection for bikes and pedestrians connecting to the forest preserve or Des Plaines River Trail; include FPCC in conversation.	IDOT, FPCC
Close sidewalk gaps in industrial areas, especially near the edge of these areas where sidewalks exist on arterial streets (Mannheim Road, Grand Avenue)	Lead: Community Development and Zoning, Engineering Support: Property owners and businesses	Include in CIP. Prioritize Belmont Avenue west of Mannheim Road.	Local revenue; developer or property owner contributions
Establish an east-west bike corridor - highlighted by a multiuse sidepath in the Belmont Avenue right-of-way in the eastern portion of the Village -- to neighborhoods to Forest Preserve and Des Plaines River Trail	Lead: Community Development and Zoning, Engineering, IDOT Support: CMAP, FPCC, Local businesses and property owners	Review existing or solicit new engineering study to determine the appropriate bikeway facilities and roadway alignment. Develop cost estimates for project.	ITEP, Transportation Alternatives Program (TAP), STP, IDOT



Chapter 8: NATURAL AREAS



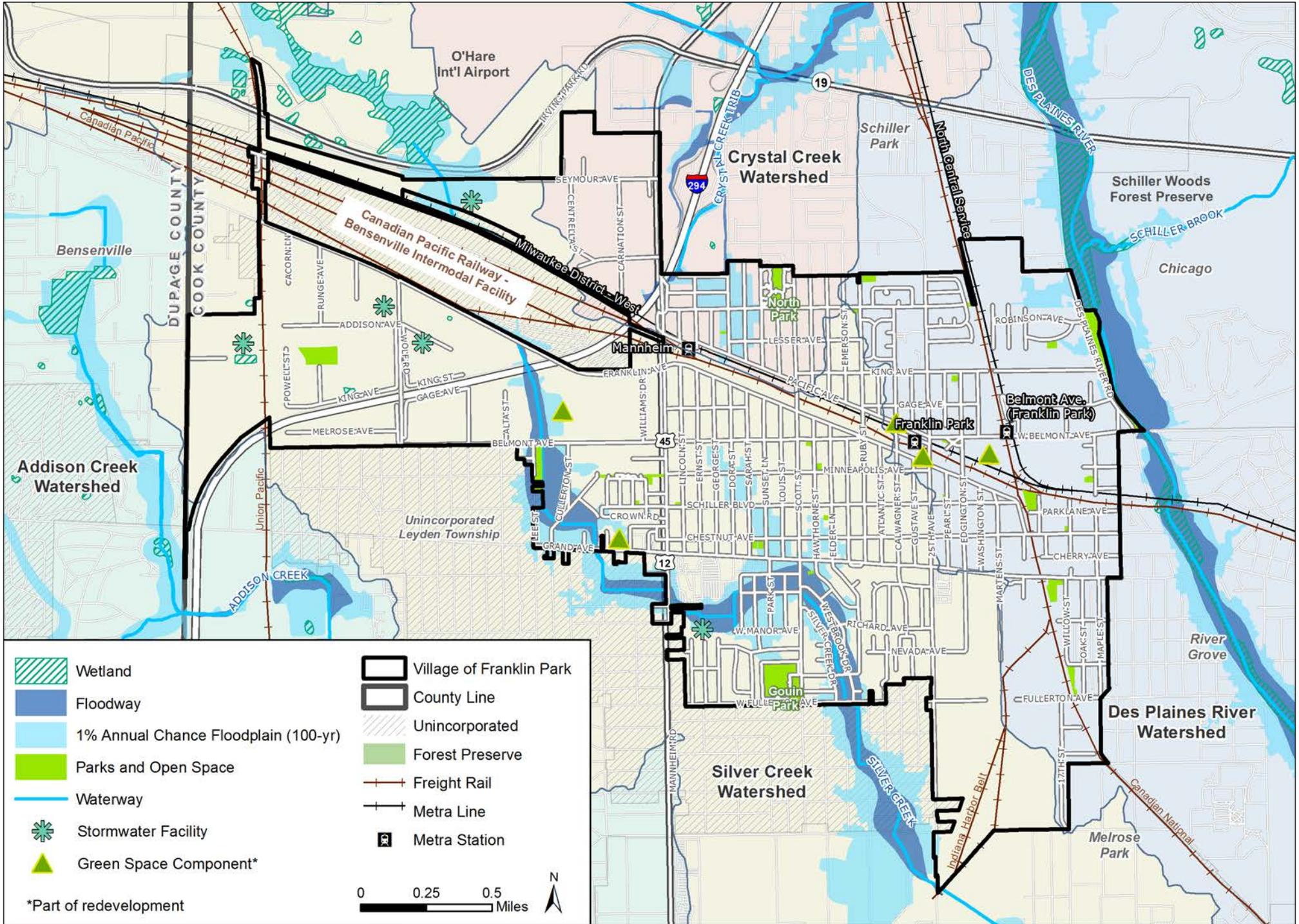
Vision and Existing Conditions

The Village of Franklin Park will implement improvements, policies, and programs to reduce the impacts from flooding on residents, improve water quality of local rivers and streams, and expand open space and recreational amenities for residents to enjoy.

Key findings

- Occasional flooding occurs throughout the Village and is a major concern of residents and businesses. The April 2013 floods, which were declared a major disaster in Cook County, inundated many properties. In several neighborhoods, residents are susceptible to basement backups, roadway ponding, and rear-yard ponding that can damage to property and is a nuisance. The Village Drainage and Sewer Cost Share Program has assisted several homeowners to date. However, some areas require greater investment.
- Several projects led by multiple jurisdictions and agencies are underway or have been completed to mitigate overbank flooding. MWRD's WMO regulates new and redevelopment within the floodplain. However, there is still ongoing risk of flood damage, especially for residential properties within the Silver Creek floodplain.¹
- Floodplains are areas adjacent to waterways that are susceptible to flooding. The regulatory floodplain along Silver Creek contains two flood zones, as defined by FEMA: the floodway and the 100-year floodplain. Silver Creek is susceptible to overtopping its banks during 10-year storms, which are defined as 4.5 inches of rain over a 24-hour period. Properties within the floodway are most prone to overbank flooding, as this area is reasonably expected to come in contact with flood water from Silver Creek. MWRD's WMO regulates development within both the floodway and floodplain.
- The Silver Creek Watershed-based Plan evaluated water quality constraints and recommends improvements at the watershed and community scale to protect and improve the water quality, ecological health, aquatic habitat, aesthetic value, and other benefits of the Silver Creek.
- The Village has a history of promoting sustainability initiatives, such as green building techniques and urban forestry, garnering awards recognizing efforts.
- Franklin Park is served by the Park District of Franklin Park and the Veterans Park District. Though there is general satisfaction with parks, residents would like to see more cooperation between districts.
- While a small percentage of the total land area (1.4 percent), open space is evenly distributed within residential neighborhoods. The majority of remaining open space consists of smaller neighborhood parks, which tend to be less than one-half acre in size. The Village also contains some Forest Preserve District of Cook County (FPCC) property at Schiller Woods.

Figure 8.1: Natural Areas Plan



Recommendations

1. Take a holistic approach to stormwater management and flood risk reduction

Coordinate local and regional efforts to reduce damages from overbank flooding

Reducing risk of overbank flooding, or flooding from waterways, requires coordination among all watershed stakeholders including the Village, upstream and downstream municipalities, MWRD, DuPage County, and the Silver Creek Watershed Committee (SCWC). Future stormwater facilities within the Crystal Creek, Silver Creek, and Des Plaines River watersheds that would provide regional detention upstream of flood-prone properties will be quite costly and take years to complete. The Village should remain engaged in the development of regional improvements and advocate for solutions that provide multiple community benefits.

Prioritize efforts along Silver Creek. Franklin Park can take steps to incrementally restore areas of the Silver Creek floodplain and transform the creek from a liability to a community asset. The Village should develop an acquisition strategy for repetitive-loss, considerably damaged, or foreclosed properties to reduce future damages. This strategy should consider timing, specifically market conditions and property prices. A distressed market or downturn presents an opportunity to acquire properties as inexpensively as possible.

Decreasing development in the floodplain will reduce stormwater runoff and pollutants, provide space for floodwaters, protect and expand streamside riparian corridor open space, and provide opportunities for recreation. The Village should continue to collaborate with MWRD, CCLBA, and SCWC to plan and finance long-term acquisition within the Silver Creek Focus Area (more discussion under Recommendation No. 2). For example, completion of a proposed effort on Lee Street at Belmont Avenue will assist the Village to enter FEMA's CRS program. Properties at moderate risk for flooding within this area should be targeted for

flood-proofing assistance through the Drainage and Sewer Cost Share Program described in Chapter 4. Flood-proofing improvements could consist of elevating the structure, creating barriers for floodwaters, dry floodproofing, or wet floodproofing. FEMA developed a homeowners guide to retrofitting,³⁸ which the Village should promote, especially to property owners in flood-prone areas. For more details on the Silver Creek Focus Area, see Chapter 3.

In the short term, the Village should consider developing a policy that would limit infill or redevelopment in the floodplain. This policy should acknowledge areas that have been removed from the 100-year floodplain because of remapping exercises.

Adopt a community-wide green infrastructure network

The Village has piloted green infrastructure strategies for stormwater management on public land, such as at the new, LEED Gold-certified police station. Green stormwater infrastructure consists of best management practices that use vegetation, soils, and natural processes to mimic natural functions and treat stormwater at its source. Example practices are bioswales, rain gardens, permeable pavement, green roofs, rainwater harvesting, green streets, and vegetative stream buffers. However, most of Franklin Park's flood mitigation projects have focused on single-purpose gray infrastructure, such as sewer separation, concrete-lined streambanks, and stormwater detention facilities. Moving forward, the Village should integrate gray and green infrastructure upgrade strategies for a more holistic approach to stormwater management that can both mitigate urban flooding and improve water quality. Green stormwater infrastructure benefits include:

- Reducing the installation or replacement costs of gray infrastructure.
- Reducing and slowing down runoff at the source before it reaches pipes, lessening the burden on the sewer system and associated urban flood risk.



Source: Village of Franklin Park

- Reducing and treating runoff, lowering pollutant loads to Silver Creek, Crystal Creek, and the Des Plaines River.
- Improving air quality and public health.
- Increasing aquatic and terrestrial habitat diversity.
- Enhancing a community’s visual image and identity. Simple green stormwater infrastructure elements, such as bioswales and street trees, can be used to create friendlier and more attractive pedestrian environments.

Franklin Park can pursue a combination of strategies to expand its green infrastructure network:

- Integrate green infrastructure into gray infrastructure improvements, such as designing parkway bioswales to enhance a sewer separation project. Franklin Park’s clayey soils require special design considerations, such as constructing an underdrain, to ensure proper performance.
- Incorporate natural channel design consisting of vegetative buffers into stream management projects.

- Leverage planned investments to address stormwater improvement priorities simultaneously. Integrating green infrastructure elements in capital improvement projects, such as street reconstruction, can increase the array of possible funding sources and reduce project costs. The Village should use the CIP, previously mentioned in Chapters 2 and 7, to coordinate investments.
- Plan stormwater facilities as multipurpose amenities to increase park and recreation offerings. The Village should also promote the design or retrofit of detention basins as naturalized, wet, or wetland basins, naturally landscaped above and below the water line. These practices serve multiple functions such as recreation, water quality, habitat, and improved aesthetics.
- Create partnerships between the Village and public entities, such as park and school districts, to advance green infrastructure improvements in parks, open space, and institutional campuses. Bioswales planned for Gouin Park of the Veterans Park District is an example of a pilot project.

Green infrastructure maintenance practices differ from gray infrastructure and typical landscaping care. The Village should provide specialized training to staff and interested members of the community.

Update ordinances to support stormwater management

While upgrading the Village's stormwater infrastructure will be an ongoing and long-term endeavor, regulatory measures should also be employed to reduce the burden on the existing infrastructure.

According to a review completed as part of the Stormwater Master Plan (SWMP), several elements of the Village's Floodplain and Stormwater Management Ordinance and Subdivision Ordinance do not meet the minimum requirements of the MWRD WMO and should be updated to facilitate development reviews. The revised ordinances should encourage infill and redevelopment to use surface green infrastructure practices, such as rain gardens, permeable pavement, and naturalized basins to filter and infiltrate stormwater runoff on site. It is also important to reduce the effective impervious area of a site, which means the amount of impervious area that drains runoff directly into pipes and channels without flowing over pervious areas. These practices are allowed within the WMO and should be used in Franklin Park. Additional updates to the Village's zoning and subdivision ordinance may be necessary to remove barriers to implementation.

Performing routine maintenance of existing stormwater facilities and sewer infrastructure is also critical. The Village's Public Works Department should continue to inspect and clean catch basins, culverts, and sewers, and monitor stormwater basins. An inspection program would ensure each facility can accommodate the required runoff volumes and is functioning properly to control the rate of flow leaving the basin.



Launch outreach and education program

Outreach and education activities complement infrastructure improvements and regulation enforcement and are essential to increase public awareness of flooding risk and garner support for stormwater management investments. The Engineering Department, with assistance from the Community Development and Zoning Department, should create a program to educate elected officials, appointed officials, and the general public through workshops, factsheets³⁹ from the Center for Neighborhood Technology (CNT), and events. Examples of outreach and education activities include:

- Posters with information about stormwater runoff and green infrastructure practices at Village Hall and Park District facilities.
- Presentations by Engineering staff on flood insurance and flood-proofing solutions at Village events.
- Presentations by Engineering staff, SCWC, or external agency to elected officials and Commissions on stormwater management best practices, the MWRD WMO, case studies, etc.
- Presentations by Village staff in local schools.
- Tips to prevent property flooding printed on residential water bills.

The Village can modify or expand these activities, as per department capacity and outside resources are available. Outreach, however, should be initiated in the near term and expanded over time. These activities will help the Village meet National Pollutant Discharge Elimination System (NPDES) Phase II requirements and qualify for credit under the CRS. Village departments involved in stormwater and flooding activities should coordinate regularly to identify mutually beneficial initiatives and avoid potentially conflicting goals or strategies.

Seek a sustainable and reliable funding source to finance improvements

Upkeep and expansion of the Village's stormwater infrastructure requires a dedicated revenue stream. The Village should explore alternatives for funding its stormwater program beyond the General Fund. One example applied in a number of communities in northeastern Illinois is a stormwater

utility. A stormwater utility allows a community to establish a user fee based on the demands property owners place on the drainage system. It provides a dedicated revenue stream for stormwater programs as well as an incentive for property owners of all land uses to reduce the amount of runoff they generate. Like other user-fee services, such as drinking water, electricity, and natural gas, a stormwater fee is a more equitable approach for paying for stormwater services. Home-rule and non-home-rule municipalities alike have implemented stormwater utilities, including the Village of Richton Park.⁴⁰ For more information, see CMAP's guide.⁴¹

2. Enhance open space and recreation

Preserve and expand existing open space

Parks are an essential element of a vibrant and healthy community. Given the limited availability of land and stormwater management needs, Franklin Park should ensure that new parks are designed to serve multiple purposes. New facilities or amenities in public parks should not increase the amount of runoff by adding impervious surface, or should manage that runoff on site, and should incorporate vegetation that promotes species diversity and improved water quality in Silver Creek, Crystal Creek, and the Des Plaines River.

Redevelopment areas identified in Figure 8.1 provide some of the best opportunities for the Village to expand open space and recreation. For example, small playgrounds or dog parks could be incorporated into future mixed-use developments in the downtown district, specifically the sites at the southwest corner of Pacific Avenue and Ruby Street, the northwest corner of 25th Avenue and Franklin Avenue, and the large vacant site at 9353 W. Belmont Avenue. Northwest and west of the Grand Avenue and Mannheim Road sites, passive green space or outdoor seating areas that overlook a naturally landscaped retention area might be appropriate, as this design would have an aesthetic, habitat, and water quality benefit. Open space impact fees can be applied during redevelopment but should not be so costly that projects are discouraged.

Over the long term, the future land use plan proposes that high-risk properties in the Silver Creek Focus Area be acquired to reduce risk of damages. Given its proximity to the creek, Franklin Park could create a park that draws residents to the water through the construction of trails, picnic areas, and native landscaping.

Pursue external funding for open space expansion

The park districts should apply for grants, such as KaBOOM!, that will allow for the development of additional open spaces as well as new or expanded facilities within existing parks. KaBOOM! is a national nonprofit dedicated to developing the nation's recreational infrastructure for children. The Illinois Department of Natural Resources (IDNR) administers the federal Land and Water Conservation Fund grant program to fund acquisition for parks and open space. While currently suspended, IDNR's OSLAD and PARC grant programs could be available in the future to support developing new recreational facilities.

Support collaboration, expanded offerings between park districts, school districts, and the Village

Intergovernmental agreements are a creative, low-cost way to expand park offerings for Franklin Park residents. The Veterans Park District and Park District of Franklin Park should consider entering into a formal sharing agreement. Agreements should also be explored with Leyden High School District 212, Mannheim School District 83, Franklin Park School District 84, and the Village to maximize access to existing open space as well as provide a variety of recreational amenities and programming to its residents. These partnerships would allow these actions of the park districts:

- Better maintain parks and recreational facilities due to improved operational efficiency
- Share the cost of personnel
- Share usage of open space and associated buildings
- Explore joint development of facilities or joint contracts for services
- Collaborate on grant applications
- Expand stormwater management capacity

3. Continue to expand and promote sustainability initiatives

Franklin Park should apply sustainable practices to Village property and operations. The Police Station, which incorporates permeable pavement, bioswales, and water-efficient fixtures, should be a model. The following current operations should be continued:

- Electric vehicle charging stations in Village parking lots (encourage on private property where possible)
- Vehicle fleet efficiency and trip reduction
- Snow and ice operations using low-chloride deicers
- Street resurfacing using recycled pavement
- Natural lawn care and turf grass conversion to native landscaping on Village and Park District owned properties
- Composting at Village Hall and other municipal facilities.

Develop a strategy to preserve community forest

Franklin Park's network of trees is a community asset that is a defining feature of its neighborhoods. To maintain and expand its community forest, Franklin Park should develop a tree management plan that outlines how it will protect and care for its trees. The Village already conducted a tree assessment in 2011 that should be used to identify key areas to address and set specific goals to achieve in the near term. Setting indicators, or a set of key metrics, will help Franklin Park measure progress toward goal attainment. An example indicator is the relative canopy cover, which compares the existing canopy cover to its potential maximum, and trees planted compared to trees lost per year. A tree management plan should also outline strategies for educating the public and engaging residents and other stakeholders to help plant and maintain trees. Franklin Park should continue to enforce its Tree Ordinance, which establishes standards and actions for the care, protection, and planting of trees on public or private property. The Morton Arboretum offers guidance to communities on the development of tree management plans and volunteer programs.

Inspire attractive landscaping, enhanced buffering, and depaving for new and existing development

Municipal landscape guidelines list desired vegetation species and sizes for corresponding uses and districts, illustrate how landscaping can be designed to provide stormwater management, and contain photos and sample planning drawings. These guidelines could be an appendix to a new Development Ordinance. However, as with residential design guidelines discussed in Chapter 4 and commercial design guidelines in Chapter 5, the Village may decide whether compliance should be required or simply encouraged through the presentation of best practices. The Village of Glen Ellyn is a regional example, as landscape guidelines are part of more comprehensive appearance review guidelines.

Guidelines are most effective for new development. However, the goal to make Franklin Park greener, more attractive, and a better manager of stormwater extends to retrofitting existing properties. The goal includes adding more sustainable and attractive landscaping as well as reducing impervious surface. Making this a reality will likely require persuasion and outreach to existing property owners, especially commercial and industrial businesses, to understand the benefits. It may also require an incentive.

Explore a landscaping, buffering, and depaving assistance program. Industrial, commercial, and institutional property owners would apply to receive sustainable landscaping assistance, similar to a façade rebate program or the existing Drainage and Sewer Cost Share Program. Eligible projects could include installing native landscape arrangements, planting trees to improve buffering and screening, converting underutilized parking or covered areas to green space, or installing green stormwater solutions. To fund the program, the Village could pursue external funding opportunities and green infrastructure grants (see Table 8.1 and Appendix B) to advance sustainability and best stormwater management practices. The Village can also seek out a nonprofit, environmental advocacy partner to help fund the program altogether or fund projects on a case-by-case basis. Nonprofit organizations across the country, such as Depave in Oregon, have worked with private property owners to make these improvements. In the region, CNT has a proven track record in successfully piloting similar programs and may be a good partner, as well as MWRD. Park District resources

and staff, as well as volunteers, may be useful to reduce installation costs. This fund could be established from external grants, as it would could have stormwater and environmental benefits, and partnership from environmental and advocacy nonprofit organizations.

Introducing the depaving concept may be most achievable through the creation of a “restriping permit,” as used in Charlotte County, Florida. Through this process, when parking lots are repaved and restriped, a small administrative review exists, which would not only introduce the assistance program but also ensure compliance with parking standards such as ADA. If the Village were to pursue a stormwater utility fee based on impervious surface, large users of impervious surface would then have an incentive to depave to save money in the long term.

Encourage sustainable development and energy efficiency among businesses

The O’Hare Industrial Corridor Plan provides recommendations to promote energy efficiency and renewable energy options including developing an informational portal for businesses and establishing sustainable development standards. Franklin Park can undertake a number of initiatives to improve energy efficiency throughout the Village. Initiatives may be to provide informational and financial resources for home and business energy audits, develop a retrofit program to encourage the use of energy conservation measures (ECMs), and develop incentives, such as expedited permitting, property tax credits, or fee waivers, for new buildings built to established green building standards. The Village may wish to assess its current building and zoning regulations to ensure existing regulations do not inadvertently prohibit onsite renewable energy systems. Further, the revised development ordinance may provide bonuses to install green roofs or solar panels.

Franklin Park should take advantage of existing programs such as Energy Impact Illinois to assist residents and businesses in obtaining professional energy audits and funds to assist in implementing audit recommendations. The Village can also partner with ComEd, stores, or manufactures for appliance rebate programs.

Implementation

Table 8.1: Near-Term Implementation Approaches

NEAR TERM (1-4 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Integrate green infrastructure into capital improvements	Lead: Engineering, Community Development and Zoning, Public Works	Identify opportunities to coordinate stormwater and other capital improvements via CIP. Apply for green infrastructure grants.	Staff time; Village revenue, possibly dedicated revenue source (i.e. stormwater utility, permit revenue set-aside); Green infrastructure grants: Five Star & Urban Waters Restoration Program, IEPA State Revolving Fund, MWRD Phase II Stormwater Management Program, MWRD Green Infrastructure Project Partnership, Section 219: Environmental Infrastructure Program, Urban Waters Small Grants Program
Develop policy to limit infill or redevelopment in floodplain	Lead: Community Development and Zoning, Engineering	Research local examples that have been successful. Include Floodplain Overlay District in revised Development Ordinance.	Staff time; Village revenue
Update Floodplain, Stormwater, Zoning, and Subdivision Ordinances	Lead: Community Development and Zoning, Engineering Support: Consultant	Identify discrepancies between WMO and other updates that could remove barriers and increase impact.	Staff time; Village revenue
Launch outreach and education program	Lead: Engineering Support: Park Districts, School Districts	Develop list of outreach and education activities. Develop or find prepared materials.	Staff time; Center for Neighborhood Technology's Rain Ready program; Village revenue
Provide green infrastructure maintenance training	Lead: Public Works, Engineering Support: Consultant, MWRD	Identify trainees and locate readymade training materials for Chicago region.	Staff time; Center for Neighborhood Technology; Village revenue
Seek a sustainable and reliable funding source to finance stormwater improvements	Lead: Community Development and Zoning, Engineering Support: Park Districts	Research similar fees in other communities to settle on best funding strategy.	Staff time; stormwater utility; Stormwater Master Plan for guidance
Develop strategy to preserve community forest	Lead: Community Development and Zoning, Public Works	Assemble a project team to create a tree management plan. Set goals and assess existing conditions.	Staff time; Morton Arboretum; Five Star & Urban Waters Restoration Program

Table 8.2: Long-Term Implementation Approaches

LONG TERM (5-10 YEARS)			
Strategy	Partners	First Steps	Resource and Funding Options
Create new landscape guidelines	Lead: Community Development and Zoning Support: Engineering, Public Works, Consultant	Plan to include in scope of work for revision to Development Ordinance.	Staff time; Village revenue; external grants
Explore sustainable landscaping, screening/ buffering, and depaving assistance program	Lead: Community Development and Zoning Support: CNT, MWRD, Park Districts, business community	Finish landscape design guidelines. Solicit funding and advocacy partners. Recruit local volunteers. Establish a small restriping permit so that large commercial and industrial parking areas can be audited and introduced to the opportunity.	Staff time; CNT; Village revenue; external grants (monitor corporate foundations, IEPA, Sierra Club of Illinois, and the MWRD for future opportunities)
Adopt a voluntary acquisition strategy for flood-prone areas in Silver Creek Focus Area	Lead: Engineering, Community Development and Zoning Support: CCLBA, MWRD	Identify highest priority locations and discuss options for acquisition with MWRD, CCLBA, and communities that have implemented a similar strategy. These activities can take place in the near term.	Staff time; Village revenue; IEMA, MWRD Buyout Program
Plan stormwater facilities as multipurpose amenities	Lead: Engineering, Community Development and Zoning Support: Park Districts	Develop guidelines for new stormwater facilities and basin retrofits.	Staff time
Create intergovernmental agreements	Lead: Community Development and Zoning Support: Park Districts, School Districts	Initiate conversation with park and school districts. Research successful local examples.	Staff time
Continue to build additional recreational amenities	Lead: Park Districts Support: Community Development and Zoning, Engineering	Approach local fitness centers to discuss opportunities for outdoor equipment donation. Apply for grants for acquisition and development.	Staff time; open space and recreation grants: IDNR Land & Water Conservation Fund, KaBOOM!

Links

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Appendix A: SUMMARY OF OUTREACH



Public Engagement Strategy

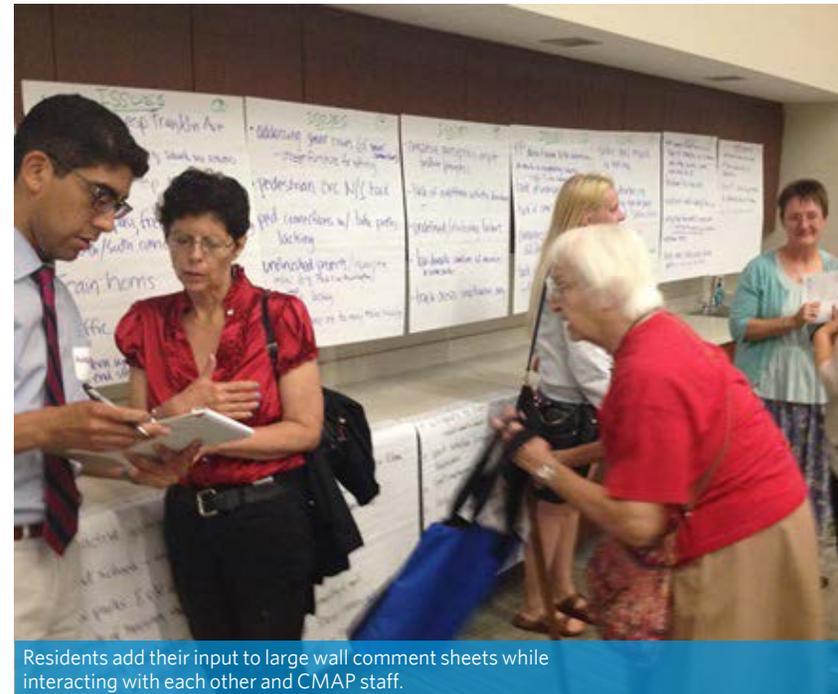
A significant feature of CMAP's LTA program is the commitment to broad-based public involvement. The local planning projects that result from the program's competitive application process are strengthened by the engagement of residents, business owners, and other local stakeholders. This appendix provides a summary of the steps taken to engage the Franklin Park community in the planning process.

The LTA program strives to formulate a public engagement approach that is tailored to each LTA community. The overarching goal of the project's outreach strategy is to draw from a wide variety of people with different perspectives of the community. Outreach included but was not limited to: residents; local business owners and managers; local realtors; partner organization leadership (schools, parks, libraries); and houses of worship.

The Plan was guided by a Steering Committee, the members of which are listed on the Acknowledgments page. The committee advised Village and CMAP staff throughout the outreach strategy process. The steps of engagement were broken down into three phases: Initiation (Phase I), Visioning (Phase II), and Comment and Adoption (Phase III).

Phase I: Initiation

The first phase of outreach began in July 2015 with kickoff meetings with Village staff and the steering committee, and in August 2015, the public kickoff meetings. More than 40 people including residents and representatives of various government agencies attended the first public meeting. In an interactive activity, attendees shared what they believe are Franklin Park's strengths, weakness, opportunities, and threats.



Residents add their input to large wall comment sheets while interacting with each other and CMAP staff.

Key stakeholder interviews

After initial meetings, CMAP staff conducted 10 key stakeholder interviews with additional residents, business owners, and programming agency leaders. These interviews largely echoed the themes that emerged from the public in terms of community strengths and issues. Their feedback helped frame the topics of the Existing Conditions Report. The interviewees also provided valuable strategy ideas in reaching certain populations in Phase II, particularly young families, the local Latino community, and seniors. Strategies such as creating an arts-and-culture-themed Franklin Avenue corridor originated from these interviews.

Phase II: Visioning

After completing the Existing Conditions Report, which identified the issues and opportunities in Franklin Park, the outreach focus shifted to coming up with solutions. The strategy was two-pronged: host interactive public workshop open to the public and the entire community and schedule separate, small, focus group workshops designed at reaching groups that to that point had not participated in a visible way.

Workshop

Approximately 30 attendees came to the March 2016 workshop, which consisted of breakout mapping and brainstorming sessions with multiple tables and themes: housing, commercial revitalization, active transportation, and natural resources. The participants were challenged to work together to come up with “big ideas” that would transform the Village. Here is the summarized feedback:

Housing

“Big Ideas”

- Add townhomes (attached single-family) and quality multifamily.
- Redevelop the central Metra station and old police station with mixed-use commercial and residential.
- Redevelop the former Motorola building at Grand and Martens into mixed-use commercial and residential.
- Create a gated community near Des Plaines River Road, similar to what is in Rosemont.

Where are the strong residential areas in Franklin Park that you would like to see maintain their existing character?

- The variety of single-family home styles gives the community character throughout the Village.
- The predominantly single-family residential neighborhood near North Park is stable, desirable, and affordable.

- The West Mannheim Residential Area has benefited from investment in James Park and infrastructure (streets, lighting) upgrades.
- The Crossings is an attractive existing multifamily development in the core of the Village.
- Some homeowners have remodeled bungalows and upgraded façades.
- The townhomes on Ernst, south of Belmont, have good character and are well maintained despite being older.

What are some areas that you would like to see as a focus for residential redevelopment or new residential development?

- Remodel the entire central Metra station property (on the north side of the tracks), including the parking lots, with housing, retail, and mixed use.
- Develop the vacant land at Ruby Street and Pacific Avenue by the railroad tracks. Multiple individuals thought townhomes would be appropriate here.
- Demolish the old police station near 25th and Belmont and repurpose site for residential development because of the location’s access to transit.
- Generate new development at Grand and Martens.

Other ideas:

- Keep templates of building and architectural plans on-hand for in-character, custom-build single-family homes; the Village could provide these to builders.
- Develop more three- and four-bedroom apartments; there are large households who could be a market for larger multifamily units but currently live in single-family homes.
- Housing near Ernst and Franklin is near an industrial corridor, and improved buffering could help with smell and air-quality impacts.

Visual Preference

- Participants consistently liked the multifamily mixed-use style (pictured top right) for central areas near the Franklin, Belmont, and Pacific corridors. Some proposed it for parcels along Grand Avenue that are currently vacant.
- There was some agreement and support for the other two multifamily styles introduced (5-20 units and 20+ units), but some disagreement about which was better.

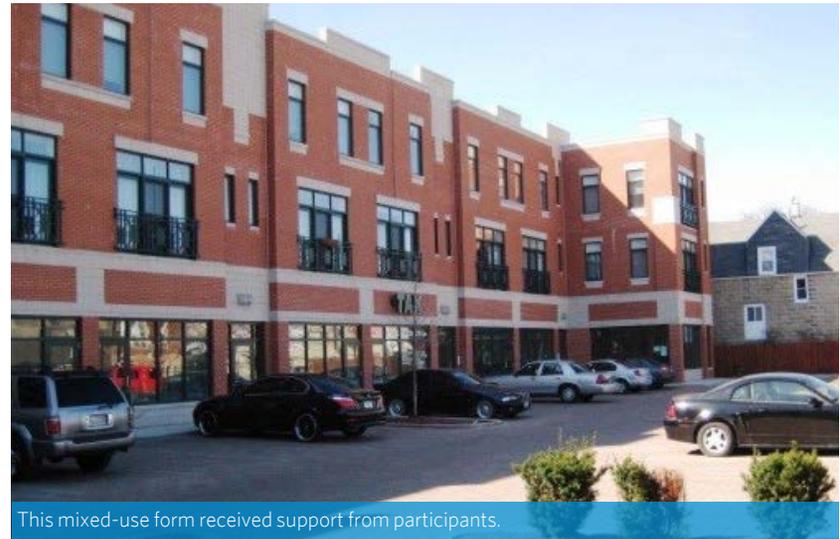
Commercial Corridor Revitalization

“Big Ideas”

- Franklin Avenue should have more restaurants, including an upscale Latin restaurant as part of its cultural mix; a library; a theater; and specialty shops.
- Add to the fire museum to make it a full Franklin Park museum with train and Village history.
- Attract new hotels similar to Westin, Holiday Inn on Mannheim Road.
- Add character and streetscaping along commercial corridors.

What character elements would you like to see on Franklin Avenue?

- There was a large amount of agreement that Franklin should keep the same “Main Street” character it has now, but with new or improved commercial spaces: places to work (offices for small businesses), and places to shop and eat. The participants had a strong preference for the image pictured bottom right.
- There was a large amount of support for retaining a walkable environment with buildings built to the lot line.
- Specific ideas: restore a library presence; recruit a yoga studio; expand mixed-use commercial and residential; attract a movie theater; create a live theater/arts and cultural space; give the area a name through branding.



This mixed-use form received support from participants.



This “Main Street” form was envisioned for Franklin Avenue.

What character elements would you like to see on Grand Avenue?

- There was a large amount of agreement that Grand Avenue should contain places to work. The second most popular option was places to eat and shop. Other popular responses were national-brand businesses and places of entertainment.
- Creating a unified character between the western and eastern portions of the corridor was a popular idea.
- There was most agreement for preference for the neighborhood strip plaza with a small parking lot in the front (pictured top right). They described a vision for a built environment in which people can access businesses by multiple methods, including walking, biking, and driving. Participants also liked office space with retail on ground floor and street parking (pictured middle right).



Neighborhood plaza form envisioned for Grand Avenue.

What vision do you have for Mannheim Road?

- For the vacant parcels near the northwest corner of Grand & Mannheim, near Sonic, a few participants expressed interest in entertainment, food, shopping, and a movie theater.
- For Mannheim north of the I-294 bridge, near O'Hare, participants liked mid-rise office without retail and parking onsite (pictured bottom right). They generally believed hotels could be a complement.



Office and retail form envisioned for Grand Avenue.

Active Transportation

“Big Ideas”

- Improve the Des Plaines River Trail and other segments to create a trail that connects several communities.
- Install wayfinding signs for bikes and pedestrians.
- Where should bike and pedestrian infrastructure be installed?
- Consider marking on-street routes for segments of 25th, Schiller, Addison, Scott (south of Schiller), Pacific and Calwagner.
- Extend a bike route parallel to Pacific Avenue west along the Milwaukee District-West line



Office form envisioned for Mannheim Road.

- Create a better north-south connection for kids getting to school.
- Preserve the generally good sidewalk network throughout the Village.
- Aside from the central area of the Village and the railroad crossings, where are there safety issues that should be resolved?
- Grand Avenue may need traffic calming as cars move fast.
- On 25th, near East Leyden High School, there are some “almost crashes” between students and cars.
- Near the Jewel-Osco on Grand, a new traffic light and crosswalks would make access between the residential neighborhood and shopping easier.
- Street lighting can be dim in certain areas.

Natural Resources

“Big Ideas”

- Acquire homes and properties in floodplains, and repurpose them as open space.
- Plant a community nursery to share vegetables.
- Enact reciprocal agreements to allow residents to use park district facilities across different jurisdictions.
- Create larger tracts of open space to complement the small neighborhood parks and playgrounds.

Where are some elements of Franklin Park’s open space and recreation resources that you like?

- The Park District of Franklin Park is good, and parks are well distributed in the community.
- Latoria Park (Veteran’s Park District) is a good example of establishing a park using underutilized space next to the railroad.
- Overall, participants said parks in the community are in good shape. Chestnut Park was just improved and includes a putting green.

What natural resources and amenities would you like to see?

- Create more green space in all residential areas, especially near multifamily.
- Collaborate between park districts. Several individuals commented on how Franklin Park is split between two park districts, which forces residents to pay out-of-district prices to use pool facilities and programs such as yoga classes at North or Gouin Parks.
- Create larger parks with more amenities. Many of the new parks are pocket parks with playgrounds (wood chips) and benches. While the participants generally liked that these areas were established and well-maintained, some viewed these as playgrounds, not parks with green space and plantings, with few places for people, other than children, to enjoy and recreate.
- Install more splash pads in parks.
- Re-establish the Franklin Park baseball and softball leagues.
- Consider a second ice arena. Participants commented that the current ice arena is at capacity and programming continues into the night (2 a.m.).
- Allow public use of school ground facilities (recreation fields, etc.) when they are not in use. East Leyden was specifically mentioned.
- Improve access to the Des Plaines River (via bike and walking paths) and increased recreation activities at the river (such as kayaking). A participant mentioned that these activities are offered elsewhere on the Des Plaines River.
- Improve access to the forest preserve areas.
- Implement traffic calming on Fullerton across from Gouin Park. Children cross the street in the summer to access the ice cream truck on the opposite side.
- The Pool on Pacific is directly next to the railroad tracks is unattractive and has limited parking, so improve development quality and parking near the pool.

- Start a community nursery to repopulate trees lost to emerald ash borer and other diseases. Participants specifically discussed possibly using the vacant site on Mannheim near Minneapolis.
- More community gardens would be good; near Village Hall, the Village is starting one that will include 16 boxes and rain barrels.
- Consider a dog park. Suggested locations were the intersections of Willow and Grand or Nevada and Mannheim, where there's a retention area.

What can the Village do to better manage stormwater?

- Village is pursuing buyouts along Lee Street. Participants thought this was a good way to remove people from harm's way and restore flood-prone areas to parks and open space that can be enjoyed during dry weather.
- Transform the floodplain of Silver Creek to open space through buyouts of properties in the floodway.
- Provide residents with more parks, recreation, and open space by having stormwater management facilities and restored floodplains serve multiple uses.
- Several individuals discussed the discrepancy between areas mapped within the regulatory FEMA floodplain and whether or not they actually flood. One group thought the Village should re-map the floodplain to reduce the number of properties that are required to purchase flood insurance from the National Flood Insurance Program.
- Basement backups were noted around Franklin and Ernst Street.

Targeted Focus Groups

CMAP staff conducted focus groups throughout March and April 2016 to get input from representatives of groups important to the future of Franklin Park: high school students, local businesses (Chamber by O'Hare), seniors, and young families and professionals.

Local Businesses

In a survey of several local businesses at a Chamber by O'Hare networking event at Underpass Restaurant and Lounge in March 2016, representatives indicated that lower taxes and more business retention activities could help make businesses successful and more likely to remain in the Village. Several owners identified the friendly community and responsive local government as an attractive part of doing business. In five years, most owners saw their business staying in Franklin Park, while a small number were unsure.

Students

A focus group with Franklin Park students who attend East Leyden High School was held in March 2016. Students were mixed on whether they envisioned themselves returning to live in Franklin Park as adults. They proposed several ideas for redevelopment and revitalization of Franklin Park's commercial corridors through a mapping activity.

Seniors

In April 2016, CMAP staff conducted a focus group with Franklin Park seniors at the Center at North Park. The discussion covered traffic congestion, high property taxes, safety, and environmental concerns, with possible solutions.

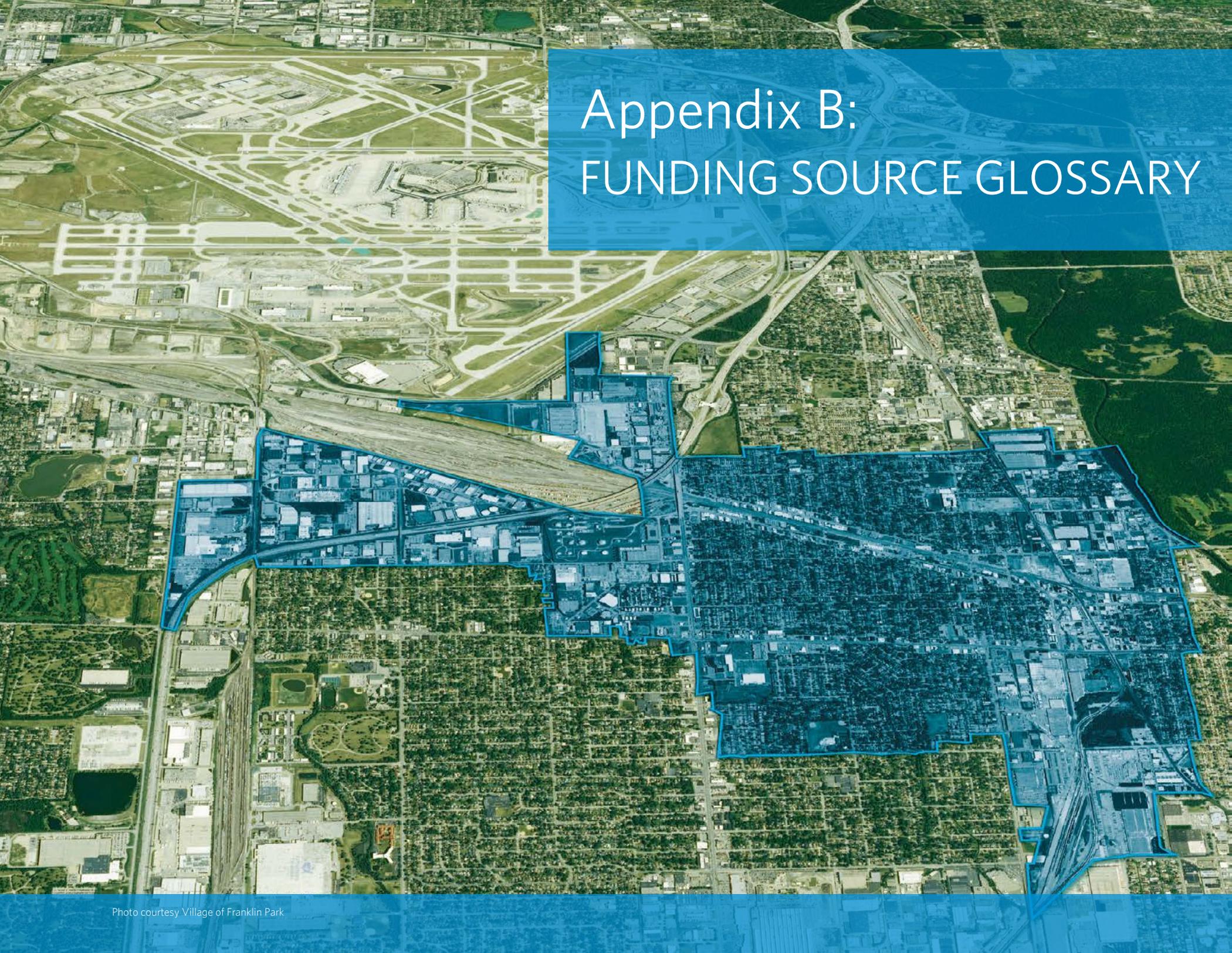
Young Families and Professionals

In April 2016, young families and professionals participated in a survey and mapping activity at Aracely's Bakery, 9667 Franklin Avenue. Via the survey, attendees listed attractive features about Franklin Park and shared how local government could improve their quality of life. Through a mapping activity, several planning ideas were proposed. In general, people would like to see more community involvement in Franklin Park through establishment of neighborhood groups, block clubs, and other social functions. Several members of the local Latino community attended.

Phase III: Comment and Adoption

CMAF and Village Community Development and Zoning staff hosted a Public Open House to review the draft plan in late April 2017. Residents and all stakeholders were invited to attend to learn about the plan, ask questions, and submit comments. Those who could not attend in person could download the full draft plan from the project webpage and e-mail comments to CMAF. A recorded and narrated PowerPoint presentation explained the key themes and recommendations, and electronic version of the posters displayed at the meeting could also be downloaded. CMAF revised the draft based on Village, public, and steering committee comment, and formally delivered the plan to be adopted in Summer 2017.



An aerial photograph showing an airport with runways and taxiways in the upper left, and a dense urban area in the lower right. A blue semi-transparent overlay covers the right side of the image, with a white text box in the top right corner. A blue outline highlights a specific area within the urban region, extending from the airport towards the center and then curving to the right.

Appendix B: FUNDING SOURCE GLOSSARY

Opportunities by Topic

The following is a summary of key potential grant funding sources that the Village should explore as an applicant or monitor and encourage residents, businesses, developers or partner agencies to pursue. In general, Village staff should continue to monitor and research possible funding sources to help fund recommended capital projects.

Housing

Community Development Block Grant (CDBG)

CDBG is a federal program that provides communities with resources to address a multitude of infrastructure and development needs. The Village has historically received allocations of CDBG funding from Cook County.

Cook County HOME Program

These funds are allocated to Cook County through HUD. Cook County currently utilizes HOME funds to support development loans for both owner-occupied and rental single-family or multifamily properties. Acquisition, rehabilitation, and/or new construction are eligible activities.

Community and Economic Development Association (CEDA) of Cook County

Multiple assistance programs are administered by this nonprofit organization, including utility cost defrayment, energy assistance, and home weatherization. Homeowner counseling is also available.

Economic Development

Illinois Department of Commerce and Economic Opportunity

The Illinois Department of Commerce and Economic Opportunity (DCEO) offer a number of grant programs that can assist with economic and workforce development projects. The programs fund a variety of uses and activities, such as public infrastructure for specific economic development projects, training programs, and land and building acquisition.

Landmarks Illinois Heritage Fund

These funds are allocated to Cook County through HUD. Cook County currently utilizes HOME funds to support development loans for both owner-occupied and rental single-family or multifamily properties. Acquisition, rehabilitation, and/or new construction are eligible activities.

Special Service Area

A Special Service Area (SSA) is a taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements in a defined geographic area within a municipality or jurisdiction. This type of district allows local governments to establish such areas without incurring debt or levying a tax on the entire municipality.

Tax Increment Financing

Tax Increment Financing (TIF) is a financial tool used to incentivize and attract desired development within a community. TIF dollars can be used for infrastructure, streetscaping, public improvements, land assemblage, pre-development costs, and offsetting the cost of development. Franklin Park currently has 10 TIF districts. The Village should continue to monitor the progress of the TIFs as priority investment tools to implement recommendations of the Comprehensive Plan.

Transportation

Congestion Mitigation & Air Quality (CMAQ) Improvement Program

CMAQ is a federally funded program for surface transportation improvements designed to address air quality improvement and mitigate congestion. Franklin Park should consider CMAQ funding for intersection improvements, bicycle facility projects, and bicycle encouragement projects. CMAP receives and reviews applications, and administers funds.

Illinois Transportation Enhancement Program (ITEP)

ITEP is administered by IDOT. ITEP provides funding for community based projects that expand travel choices and enhance transportation experience in communities. ITEP is designed to promote bike and pedestrian travel and streetscape/beautification projects.

Innovation, Coordination, and Enhancement (ICE)

ITEP is administered by IDOT. ITEP provides funding for community based projects that expand travel choices and enhance transportation experience in communities. ITEP is designed to promote bike and pedestrian travel and streetscape/beautification projects.

Invest in Cook

In 2017, the Cook County DOTH established an \$8.5 million program to cover the cost of planning and feasibility studies, engineering right-of-way acquisition, and construction associated with transportation improvements sponsored by local and regional governments and private partners. Eligible project proposals should expand the County's involvement in multimodal projects and can include proposals for the adoption of new technologies and policies as well as those for transit, bicycle, pedestrian, freight, roadway and bridge improvement projects.

PeopleforBikes Community Grants

The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Surface Transportation Program (STP)

The STP provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, or pedestrian and bicycle infrastructure as well as transit capital projects. Though CMAP administers the funding, applications begin through the local municipal conference, which is the West Central Municipal Conference (WCMC) for Franklin Park.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a federal funding program that focuses on non-motorized transportation projects. Local TAP funds are administered by CMAP.

Our Great Rivers

Funded by the Chicago Community Trust and in partnership with the Metropolitan Planning Council, this opportunity funds planning and engineering efforts toward placemaking in riverfront areas that border Chicago, including the Des Plaines River. Franklin Park is an eligible recipient.

Natural Areas

Community Development Block Grant (CDBG) Disaster Recovery Program

Community Development Block Grant Disaster Recovery Program (CDBG-DR) is a federal program designed to help cities, counties, and States recover from presidentially declared disasters. Like CBDG, the program's focus is on low-income areas. Cook County was awarded \$83.6 million in CDBG-DR funding to assist recovery efforts from flooding disasters that occurred in the county in 2013. Funds must be used for disaster recovery-related activities, including infrastructure projects. Within the Metropolitan Water Reclamation District (MWRD) service area, the County will be allocating CDBG-DR funding toward Phase II projects. As such, the Village should encourage the County to apply CDBG-DR funds to projects to be developed through the MWRD Phase II program. The Suburban Cook County Residential Resilience Program, managed by the North West Housing Partnership, provides flood remediation and mitigation assistance to low income households.

Five Star & Urban Waters Restoration Program

The STP provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, or pedestrian and bicycle infrastructure as well as transit capital projects. Though CMAP administers the funding, applications begin through the local municipal conference, which is the West Central Municipal Conference (WCMC) for Franklin Park.

IEMA Property Acquisition Program

This program helps to fund voluntary buyouts for homeowners that have been subject to repeated flooding. For eligible communities, FEMA typically funds 75 percent of the cost of property acquisition with the municipality and state contributing the remaining 25 percent. Franklin Park may pursue this opportunity as an option to implement flood risk mitigation recommendations in Chapter 8.

KaBOOM!

KaBOOM! is a national nonprofit dedicated to developing the nation's recreational infrastructure for children. Franklin Park is eligible for the Build It Yourself program, to fund playground equipment purchase, and Creative Play grants.

Land and Water Conservation Fund

The Land and Water Conservation Fund provides matching grants for the acquisition of land to develop public outdoor recreation areas and facilities. While currently suspended, IDNR's OSLAD and PARC grant programs, could be available in the future to support developing new recreational facilities. The funding opportunity may be an option in implementing open space recommendations in the Comprehensive Plan (Chapter 8).

MWRD Phase II Stormwater Management Program

This program provides funding in three areas: local projects, green infrastructure, and buyouts. Eligible local projects range from shovel-ready to conceptual designs and will be accepted through a call for projects in the near future. The green infrastructure program has funded school yard retrofits through the Spaces to Grow initiative with Chicago Public Schools and will be accepting new applications through a call for green infrastructure projects in summer 2017. The buyout program provides reimbursement for flood-prone properties purchased by a local government, land bank, or other entity. This buyout program can also serve as a local match for IEMA funding. Projects that incorporate green and gray stormwater infrastructure could be eligible for partial or full funding under the Phase II program.

MWRD Green Infrastructure Project Partnership Opportunity

Available as of May 2017, MWRD is willing to provide partial funding to municipalities, townships, and county agencies to implement construction of green infrastructure projects on public property. The opportunity may continue to be available in the near term (the next 1-4 years).

Section 219: Environmental Infrastructure Program (USACE)

This program provides technical, planning, and/or design assistance for water-related environmental infrastructure and resource protection and development projects. Projects may address water supply and storage, treatment and distribution systems, stormwater impacts to wastewater systems, and wastewater treatment systems. There is a 25 percent non-federal cost share and, once completed, the non-Federal sponsor will be responsible for the operation, maintenance, repair, rehabilitation, and replacement costs associated with the project. Contact Project Manager Monica Ott at monica.a.ott@usace.army.mil or David Bucaro at david.f.bucaro@usace.army.mil

Section 319 Grant Program

Section 319 of the Clean Water Act was enacted in 1987 and established a national program to control nonpoint source pollution. IEPA is the designated Illinois state agency to receive 319 federal funds and administer the grant program. Projects must address water quality issues relating directly to nonpoint source pollution. Funds can be used for the implementation of IEPA approved watershed management plans including the development of information/education programs and for the installation of best management practices. Franklin Park is specifically eligible to apply for a Section 319 Grant to fund activities that implement the Silver Creek Watershed Plan.

State Revolving Fund

The Illinois EPA's Infrastructure Financial Assistance Section (IFAS) provides low interest (1.75 to 1.86 percent) loans to local governments through the State Revolving Fund (SRF). The SRF includes two loan programs: the Water Pollution Control Loan Program (WPCLP), which funds wastewater and stormwater projects, and the Public Water Supply Loan Program (PWSLP) which funds drinking water projects. Eligible projects include infrastructure upgrades or rehabilitation and stormwater projects that benefit water quality, such as green infrastructure.

Urban Waters Small Grants Program

This grant program is administered by U.S. Environmental Protection Agency to help communities restore urban water resources and promote community and economic revitalization. Projects should mitigate urban runoff pollution, provide additional community benefits, actively engage underserved communities, and foster partnerships. Eligible applicants include States, local governments, institutes of higher learning, and public or private nonprofit organizations within an Eligible Geographic Area (EGA). Franklin Park is within the EGA for the Chicago region.



Photo courtesy Village of Franklin Park

Appendix: C and D



Appendix C

BIKE NETWORK TECHNICAL MEMORANDUM

TO: Chicago Metropolitan Agency for Planning,
Village of Franklin Park

FROM: T.Y. Lin International; Veronica Ward and Eric
Grzeskowiak, P.E., PTOE

DATE: December 29, 2016

SUBJECT: Village of Franklin Park Comprehensive
Plan (Project #0123-A), Cursory Bicycle Network
Review Summary Memorandum

The Village of Franklin Park is updating their Comprehensive Plan. One of their goals is to provide a network of infrastructure that provides safe and comfortable connections for people walking and riding bikes to local and regional destinations, including the Schiller Woods Forest Preserve and Des Plaines River Trail. One of the major barriers in providing these connections is crossing the Des Plaines River, which only has two bridges that serve the Village; Grand Ave. and Belmont Ave. Both of these roadways have high motor vehicle volumes and large intersections that are difficult to make comfortable for people walking and riding bikes. Other major barriers include railroad crossings and large skewed intersections along the Metra MD-W line. These barriers were carefully considered while developing bike routes and recommendations for improvements that will result in a network of Village streets that are safe and comfortable for people of all ages and abilities to bike on.

Field Visit Observations

T.Y. Lin conducted peak hour observations on Tuesday, October 4, 2016 and Wednesday, October 5, 2016 on streets throughout the Village. Observations occurred along streets and at intersections as shown in Figure 1, included at the end of this memorandum. As part of the evaluation for potential bicycle facility locations, T.Y. Lin considered existing conditions that impact level of comfort for bicyclists, including motor vehicle volumes, speeds, and truck traffic. A summary of these observations are provided below.

East-West Corridors: Based on our observations, we recommend retaining the existing number of travel and turn lanes on both Belmont Ave. and Grand Ave. at mid-block and signalized intersections. Intersections with River Rd. operate at or below capacity with consistent traffic on all approaches, but residual queues clear at the end of traffic cycles. On-street bicycle improvements are not feasible on either of these roads, though the wide parkway on Belmont Ave. provides opportunity for an off-street path. The intersections of Franklin Ave. and Belmont Ave. with 25th Ave. are both at capacity, with consistent traffic volumes and little opportunity to reduce travel lanes. Queuing vehicles at these intersections were observed on all legs and no major impacts to capacity are recommended. Many of the neighborhood streets that run parallel to Franklin Ave. and Belmont Ave. have traffic volumes and speeds low enough to be compatible with a shared on-street bicycle facility. However, very few of the parallel neighborhood streets provide access across the Metra tracks or comfortable crossings at arterial streets. King Ave. and Chestnut Ave. should be considered as alternate east-west bicycle routes providing connections to important destinations, such as the Metra Station, Schools, and shopping areas.

North-South Corridors: Much of the residential and commercial land uses in Franklin Park are bordered by River Rd. on the east and Mannheim Rd. on the west. These streets can act as barriers since crossings are limited to intersections with major east-west corridors that are widely spaced from one another. Based on field observations and traffic volumes, we recommend retaining the existing number of travel lanes on both streets. Franklin Park is bisected by 25th Ave. which acts as a collector within the north-south network. Based on observations, on-street bicycle facilities are not recommended on 25th Ave. due to the Belmont Ave. intersection which poses the main constraint for capacity and may be difficult to make comfortable for people biking. Calwagner St. and Edgington St. are low volume streets that run parallel to 25th Ave., providing connectivity across the Metra tracks and to several schools. Shared lane markings coupled with traffic calming and intersection improvements is recommended to make these routes comfortable and appropriate as designated bike routes.

Des Plaines River Barrier: The Des Plaines River is one of the most prominent barriers for bicyclists and pedestrians in Franklin Park accessing the Forest Preserve and trail. Currently, only two bridges provide access over the Des Plaines River, and both are located on high volume corridors that are not comfortable for bicyclists. Improvements over the existing bridges would include geometric adjustments and physical protection between users on Belmont Ave. An additional bridge crossing for people walking and biking is recommended as a long term improvement for access to the Des Plaines River Trail.

Summary of Recommendations

Belmont Ave./Franklin Ave.

Belmont Ave. is recommended as the primary east-west corridor for bicycle improvements between Mannheim Rd. and River Road. Franklin Ave. provides a connection between Ruby St. and Edgington St.

The western segment of Belmont Ave. between Mannheim Rd. and Ruby St. is a residential street with on-street parking and is currently comfortable for people riding bikes. With an average 44' street width, short term improvements include providing shared lane markings or striped bike lanes and signage. On-street parking can be maintained with this option. With the exception of the Scott St. intersection, traffic on Belmont Ave. is prioritized at minor intersections with two-way stops for the side streets. The existing configuration of stop signs prioritizes Belmont Ave. users and provides bicyclists with an efficient route by not requiring them to stop at every intersection. This section of Belmont Ave. can be further improved for bicyclists and pedestrians with a combination of short and medium-term traffic calming solutions, such as speed humps, traffic circles, or curb extensions.

Franklin Ave. is a strong connection between the two segments of Belmont Ave. providing access to downtown Franklin Park's shopping district and the Franklin Park Metra station. The corridor has on-street angle parking and signalized intersections at busy streets. Franklin Ave. can be improved for people walking and biking by adding curb extensions, bike lanes, and high-visibility crosswalks at school crossings. Back-in angle parking can be considered to improve visibility between bicyclists and motorists. The intersection of Franklin Ave. and Calwagner St. is a popular school crossing location that can be made more comfortable for all users by implementing curb extensions to shorten pedestrian crossing distances and calm traffic. Buffered or protected bike lanes are recommended and may be installed while maintaining almost all of the on-street parking.

The Franklin Ave. bike route connects to the eastern portion of Belmont Ave. via Edgington St. and the existing off-street path behind the Police Station, providing a low-stress alternative to the busy intersection of 25th Ave. and Belmont Avenue. Edgington St. may be improved to accommodate an on-street bicycle facility over the tracks in the short term, or an off-street path adjacent to the sidewalk on the east side of the street can be considered as a long term option. Edgington St. and Franklin Ave. meet at an all-way stop controlled intersection that can be improved for all users with wayfinding signage, high visibility crosswalks, and on-street markings for people biking along the route.

Due to existing traffic volumes, we recommend a long-term solution for the eastern segment of Belmont Ave. A new off-street path utilizing existing right of way on the south side of Belmont Ave. would provide a safe crossing at the North Central Service (NCS) tracks. We recommend utilizing the existing striped median on Belmont Ave. to install a pedestrian and bicyclist refuge island between the NCS tracks and Willow St. to route the path to the north side of Belmont Ave. to connect to the bridge over the Des Plaines River. Since the proposed pedestrian refuge island would result in a new mid-block crossing, we recommend including a Pedestrian Hybrid Beacon, which includes pedestrian/bicyclist activated signals on overhead mast arms to improve the visibility, comfort, and safety of people crossing Belmont Ave. The wide parkway on the north side of Belmont Ave. can accommodate a 10-foot concrete or asphalt path to provide access to the NCS Metra station as well as provide a strong connection between the Des Plaines River Trail and downtown Franklin Park.

The off-street path on Belmont Ave. is proposed to cross River Rd. on the north side where the existing sidewalk across the bridge is wide enough to accommodate people walking and biking. The intersection of River Rd. and Belmont Ave. can be improved by adding new corner refuge islands and a smaller turning radius on the northwest corner. Based on our observations, motorists are currently utilizing Elm St. to turn westbound on Belmont Ave. from River Rd. Signage coupled with the new configuration at the corner would formalize the existing travel patterns by restricting right turns from southbound River Rd. onto Belmont Ave.

The turn restriction and geometric changes would allow for the needed space to continue the proposed path to the intersection, provide a shorter crossing distance for people walking and biking, and result in less conflict points between users. The north side of the Belmont Ave. bridge may be improved by adding physical separation, such as a railing or concrete barrier, between the travel lane and sidewalk.

Neighborhood Bike Routes

Identifying bike routes that connect to Belmont Ave./Franklin Ave. and other key destinations is critical to creating a well-connected bike network in Franklin Park. Due to the existing traffic volumes and operational characteristics previously discussed on Mannheim Rd., 25th Ave., and River Rd., we recommend utilizing parallel residential streets that only require short term improvements, such as signage and pavement markings. Calwagner St. and Edgington St. are adjacent to 25th Ave. and provide access to multiple schools, shopping areas, community buildings, and crossings at the Metra tracks. Both streets have lower traffic volumes and speeds than 25th Ave. and are existing school routes. Both streets meet Franklin Ave. at all-way stop controlled intersections, intersect the proposed east-west bicycle routes, and would be strong additions to a Village-wide bicycle network.

We recommend a contraflow bike lane on Calwagner St. to accommodate two-way bike traffic while maintaining northbound motor vehicle traffic. Contraflow bike lanes provide dedicated space for people biking to take the most direct route to their destinations and reduces sidewalk riding. Calwagner St. provides a safe and direct route between Passow Elementary School, Hester Jr. High School, and East Leyden High School. As mentioned previously, the intersection of Calwagner St. and Franklin Ave. is a popular school crossing and may be improved for people walking and biking using curb extensions and upgraded crosswalk markings.

Edgington St. runs parallel to 25th Ave. to the east and provides a connection to the proposed Belmont Ave. bicycle route. Edgington St. is a two-way street that can be made comfortable for bicyclists in the short term with signage and shared lane markings. This corridor crosses Belmont Ave. at a signalized intersection and is an important corridor for the bike network, providing access to North Elementary School as well as the East Leyden High School athletic fields.

Scott St. and Elm St. are residential streets that can serve as comfortable alternate routes to Mannheim Rd. and River Road. Both Streets cross the MD-W tracks at crossings that are currently comfortable for people riding bikes. All grade crossings in Franklin Park are suitable for bicyclists but can be improved with the addition of rubberized panels and striping across the tracks. Scott St. and Elm St. are both two-way streets that can accommodate various bike facilities in the short term, including marked shared lanes, striped bike lanes, and wayfinding signage. Traffic calming can be considered as a longer term improvement.

Chestnut Ave. and King Ave. are two east- west residential streets that run adjacent to Belmont Ave. and provide lower stress corridors while connecting to important destinations including multiple schools and community areas. Both of these streets are currently comfortable for people riding bikes and have adequate crossings at busy streets. Chestnut Ave. is a continuous corridor between Mannheim Rd. and River Rd. and may be improved with shared lane markings and signage, as well as improved crosswalks at school locations. King Ave. provides a strong east-west connection near East Leyden High School between various north-south neighborhood bike routes including Calwagner St. and Edgington Street. King Ave. is a candidate for a long-term solution including a new railroad crossing and direct access to the Des Plaines River Trail via a new bridge for pedestrian/bicycle use only. The intersection of King Ave. and River Rd. is signalized and may be improved as part of the Des Plaines River Trail project. This should be considered as a long-term solution for bicycle and pedestrian connectivity to the Des Plaines River trail within the Franklin Park bicycle network.

Conclusion

The Village of Franklin Park can create a well-connected bike network through a combination of on-street and off-street improvements. Belmont Ave./Franklin Ave. is the primary east-west route through the village providing connections to downtown, public transit, and the Des Plaines River Trail. Improvements on Belmont Ave./Franklin Ave. include improved signage and markings in the short term and traffic calming and off-street paths in the long term. Supplementary east-west bike routes are feasible in the short term on King Ave. and Chestnut Ave. Neighborhood routes provide the opportunity for north-south connections to local schools, public transit, and crossings at the railroad tracks. The north-south routes can be formalized largely in the short term with longer term improvements focused on busier crossings and intersections.

Figure 1: Map of Possible Bike Corridors to Consider



Source: T.Y. Lin

Background Material

Figure 1 shows various corridors that were reviewed, along with existing barriers and potential improvements. Each of the corridors is also listed in Figure 2 – Summary Table, on the following page, which estimates the level of improvement needed to make the corridor bicycle friendly. The evaluation criteria are listed in Figure 3. The corridors are shown as individual segments which could be combined together to make longer connected corridors throughout Franklin Park. Please note that some of the corridors extend beyond the municipal boundaries to provide connections to desired destinations.

Figure 2: Summary Table

Street	Limits	Width	Ability to make corridor comfortable	Ease of Implementation	Connections to Destinations	Rail Road Crossing	25th St. Crossing	River Road Intersection	Bridge Over River	Connection to Trail	Corridor identified from Public Input
East-West											
King Ave.	Scott St. - NCS Tracks	27'	Y	2	2	1	3	1	N/A	N/A	N
King Ave.	Tracks - River Rd.	40'	Y	1	2	1	N/A	3	1	1	N
Pacific Ave.	Ernst St. - Calwagner St.	29'	Y	3	2	N/A	2	1	N/A	N/A	N
Belmont Ave.	Mannheim Rd. - Franklin Ave.	44'	Y	2	1	N/A	N/A	1	N/A	N/A	N
Belmont Ave.	Edgington St. - River Trail	47' (varies)	Y	1	3	2	2	3	2	2	Y
Franklin Ave.	Belmont Ave. - Commerce St.	27'-60' (varies)	Y	2	3	N/A	2	1	N/A	N/A	Y
Schiller Blvd.	Mannheim Rd. - Franklin Ave.	27'-36' (varies)	Y	3	2	1	2	1	N/A	N/A	Y
Chestnut Ave.	Mannheim Rd. - River Trail	27'	Y	3	3	3	3	2	1	N/A	N
Grand Ave.	Mannheim Rd. - River Trail	54' at trail	N	1	3	1	2	3	2	2	N
North-South											
Calwagner St.	Addison Ave. - Grand Ave.	30'	Y	2	3	3	N/A	N/A	N/A	N/A	Y
25th Ave.	Addison Ave. - Grand Ave.	36'	Y	1	3	2	N/A	N/A	N/A	N/A	Y
Edgington St.	King Ave. - Grand Ave.	30-37' (varies)	Y	2	2	3	N/A	N/A	N/A	N/A	Y
Elm St.	River Rd. - Grand Ave.	40'	Y	2	2	3	N/A	N/A	N/A	N/A	N

Figure 3: Evaluation Criteria

Criteria	Rating				
	Yes	No	1	2	3
Ability to make corridor comfortable	Corridor may accommodate bikes	Corridor cannot accommodate bikes			
Ease of Implementation			Major changes and time needed	Minor changes needed	Minimal changes needed
Connections to Destinations			Few connections	Some connections	Many connections
Rail Road Crossing			No Crossing	Crossing difficult for bikes	Crossing good for bikes
25th St. Crossing			No Crossing	Crossing difficult for bikes	Crossing good for bikes
River Road Intersection			No intersection	Un-signalized intersection	Signalized intersection
Bridge Over River			No bridge	Bridge difficult for bikes	Bridge good for bikes
Connection to Trail			No connection	Connection difficult for bikes	Connection good for bikes
Corridor Identified from Public Input	Included with public comments	Not Included with public comments			

Appendix D

Existing conditions report, March 2016

Available at <http://cmap.is/zurEfBo> or by contacting the Village Department of Community Development and Zoning

Acronyms

AADT	Average Annual Daily Traffic	IHPA	Illinois Historic Preservation Agency
ADA	Americans with Disabilities Act	ITEP	Illinois Transportation Enhancement Program
ATA	Active Transportation Alliance	LEED	Leaders in Energy and Environmental Design
CCLBA	Cook County Land Bank Authority	LOMA	Letter of Map Amendment
CDBG	Community Development Block Grant	LTA	Local Technical Assistance
CIP	Capital Improvement Program	MD-W	Metra Milwaukee District West line
CMAP	Chicago Metropolitan Agency for Planning	MWRD	Metropolitan Water Reclamation District
CMAQ	Congestion Mitigation and Air Quality Improvement Program	NCS	Metra North Central Service line
CN	Canadian National	NFIP	National Flood Insurance Program
CNT	Center for Neighborhood Technology	OMP	O'Hare Modernization Project
CP	Canadian Pacific	PACC	Polish American
CSO	Combined Sewer Overflow	RTA	Regional Transportation Authority
DCEO	Illinois Department of Commerce and Economic Opportunity	SAIC	School of the Art Institute of Chicago
DOT	DuPage County Division of Transportation	SCB	Solomon Coldwell Buenz
EOWA	Elgin-O'Hare Western Access	STP	Surface Transportation Program
FEMA	Federal Emergency Management Agency	TAP	Transportation Alternatives Program
FPCC	Forest Preserve District of Cook County	TIF	Tax Increment Financing
ICE	Innovation, Coordination, and Enhancement Grant	TOD	Transit-Oriented Development
IDNR	Illinois Department of Natural Resources	ULI	Urban Land Institute
IDOT	Illinois Department of Transportation	USACE	U.S. Army Corps of Engineers
IEPA	Illinois Environmental Protection Agency	VSKA	Valerie S. Kretchmer Associates
IHCC	Illinois Hispanic Chamber of Commerce	WMO	Watershed Management Ordinance

The Chicago Metropolitan Agency for Planning (CMAP) is our region's official comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.



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