

Village of Franklin Park Transit Oriented Development Study



January 6, 2006



Village of Franklin Park

Transit Oriented Development Study

Prepared for the Village of Franklin Park

by

S. B. Friedman & Company

The Lakota Group

Metro Transportation Group, Inc.

January 6, 2006

This document summarizes work conducted for the Village of Franklin Park's Transit Oriented Development Study. This document was prepared by *S. B. Friedman & Company*, under contract to the Village of Franklin Park. Preparation of this document was financed in part through a grant from the Regional Transportation Authority, and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act, and/or the Illinois Department of Transportation. The contents do not necessarily reflect the official views of the Regional Transportation Authority, U.S. Department of Transportation, Federal Transit Administration, or the Illinois Department of Transportation.

January 26, 2006

Mr. Jeffery A. Eder
Dir. of Economic Development & Planning
Village of Franklin Park
9500 Belmont Avenue
Franklin Park, IL 60131

Dear Mr. Eder:

Pursuant to our agreement, the consulting team of *S. B. Friedman & Company*, The Lakota Group, and Metro Transportation Group is pleased to present this final Transit Oriented Development Study to the Village of Franklin Park.

In preparing the study, we assessed opportunities for physical development and transportation improvements in relation to the market potential of the downtown and Metra station area. The plan includes market findings and a potential development program that highlights specific priority projects and action steps.

The planning process included extensive research and analysis as well as public forums that included residents, business owners, community leaders, and elected and appointed officials. The end result of this work is a plan designed to capitalize on the existing strengths and future potential of the downtown and Metra station area.

We have appreciated this opportunity to assist the Village of Franklin Park and look forward to working with you again in the future.

Sincerely,



Stephen B. Friedman, AICP, CRE
President



Daniel T. Gardner
Director of Consulting Services

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Executive Summary

The consultant team of *S. B. Friedman & Company*, The Lakota Group, and Metro Transportation Group (“the Consultant Team”) was engaged by the Village of Franklin Park (“the Village”) to prepare a transit oriented development (TOD) study for the downtown and Metra station area. The Village received a grant from the Regional Transportation Authority (RTA) through its Regional Technical Assistance Program (RTAP) to conduct this study. The goal of this study is to foster improvements to the downtown area and the area served by the Metra station in order to attract and retain businesses, increase tax revenues to the Village, enhance transit access, and increase transit ridership. The study also will serve as a component of the Village’s overall comprehensive plan, which is currently being revised and updated.

Overview of TOD Study

The research conducted in preparing the TOD study included:

- An analysis of existing physical and transportation conditions
- A market analysis of the area to determine a potential future land use mix including the market potential for residential, commercial, and office uses
- An assessment of constraints to and opportunities for development in the study area based on existing physical conditions

The following summarizes the concept plan, associated transportation recommendations, and implementation strategies:

- The refined concept plan envisions an enhanced downtown with an improved pedestrian shopping district, civic buildings clustered around an expanded Village Green, a range of new residential opportunities, and coordinated and clearly defined commuter facilities.
- In order to improve existing traffic and parking conditions within the study area and to help accommodate future development, the plan incorporates numerous transportation improvements including consolidated and expanded commuter parking locations, reconfigured access and circulation, new enhanced pedestrian facilities, and improved transit amenities.
- The implementation strategy identifies key projects and recommended action steps to complete projects, including public and private sector responsibilities and potential funding sources. The implementation strategy attempts to synthesize the ideas, opportunities, and priorities presented throughout the report into a manageable number of projects. The key projects are as follows:
 1. Encourage and assist with redevelopment of LaSalle Bank site
 2. Encourage and assist with redevelopment of current Post Office site

3. Actively encourage rehabilitation and redevelopment of retail centers along Franklin Avenue
4. Encourage and assist with redevelopment of Metra station block
5. Solicit developers for other key development sites around Metra station (as Village acquires large, developable tracts of land)
6. Design and implement comprehensive streetscape program for Franklin, Belmont, and 25th avenues including signage
7. Prioritize and implement transportation, circulation, and roadway improvements

1. Introduction and Background

The goal of this study is to foster improvements to the downtown area and the area served by the Metra station in order to attract and retain businesses, increase tax revenues to the Village, enhance transit access, and increase transit ridership. The study also will serve as a component of the Village's overall comprehensive plan. Key study considerations include integration of the Metra station with downtown, identifying and analyzing key redevelopment sites, recommending appropriate land uses, densities, and site configurations, improving parking, pedestrian, and bike access and circulation, and accommodating increased rail ridership.

Context of Study Area

The Village of Franklin Park is located near O'Hare International Airport, just west of the City of Chicago. The estimated 2004 population of Franklin Park was approximately 19,100, with about 6,200 total households, and a median household income of approximately \$58,400. The study area we defined for the purposes of this study includes the area generally bounded by Pacific and Belmont avenues to the north, Ruby Street to the west, Schiller Boulevard to the south and Washington Street to the east. The study area includes a variety of uses, including retail and service-oriented uses, as well as multi-family residential.

Study Components

The study involved a comprehensive approach based on public involvement, including three community workshops and ongoing feedback from Village staff. The consultant team completed detailed analyses of existing physical, transportation, and market conditions of the study area. The final steps in the study involved developing a concept plan that reflected analysis and public input, and identifying implementation strategies associated with the final concept. The TOD study includes the following components:

- An analysis of existing physical and transportation conditions
- A market analysis of the area to determine a potential future land use mix including the market potential for residential, commercial, and office uses
- An assessment of constraints to and opportunities for development in the study area based on existing physical conditions
- A summary of the selected concept plan for the area and a review of the transportation issues associated with the selected concept plan
- An implementation strategy detailing the steps involved in carrying out the projects described in the concept plan

2. Analysis of Existing Physical & Transportation Conditions

As an initial step in the planning process, the Consultant Team conducted a field reconnaissance of the study area to observe existing conditions and collect the relevant data needed to analyze physical and transportation constraints to and opportunities for development. Additionally, community input concerning existing study area conditions was obtained through a community input workshop (workshop notes can be found in **Appendix A**).

Existing Physical Conditions

The study area includes a variety of land uses, including several civic facilities, a mix of retail and service commercial buildings, and residential uses at various densities (see **Existing Land Use** exhibit on page 6). The Milwaukee District West rail line crosses through the area from northwest to southeast, dividing it into north and south sections, each with its own physical character and land use settings.

NORTH SECTION

The majority of the uses on the blocks north of the tracks are institutional or related to the Metra commuter rail station, such as commuter parking lots. At the southeast corner of Ruby Street and Pacific Avenue, is the American Legion Post parking lot. Sharing the block is the Park District's pool facility.

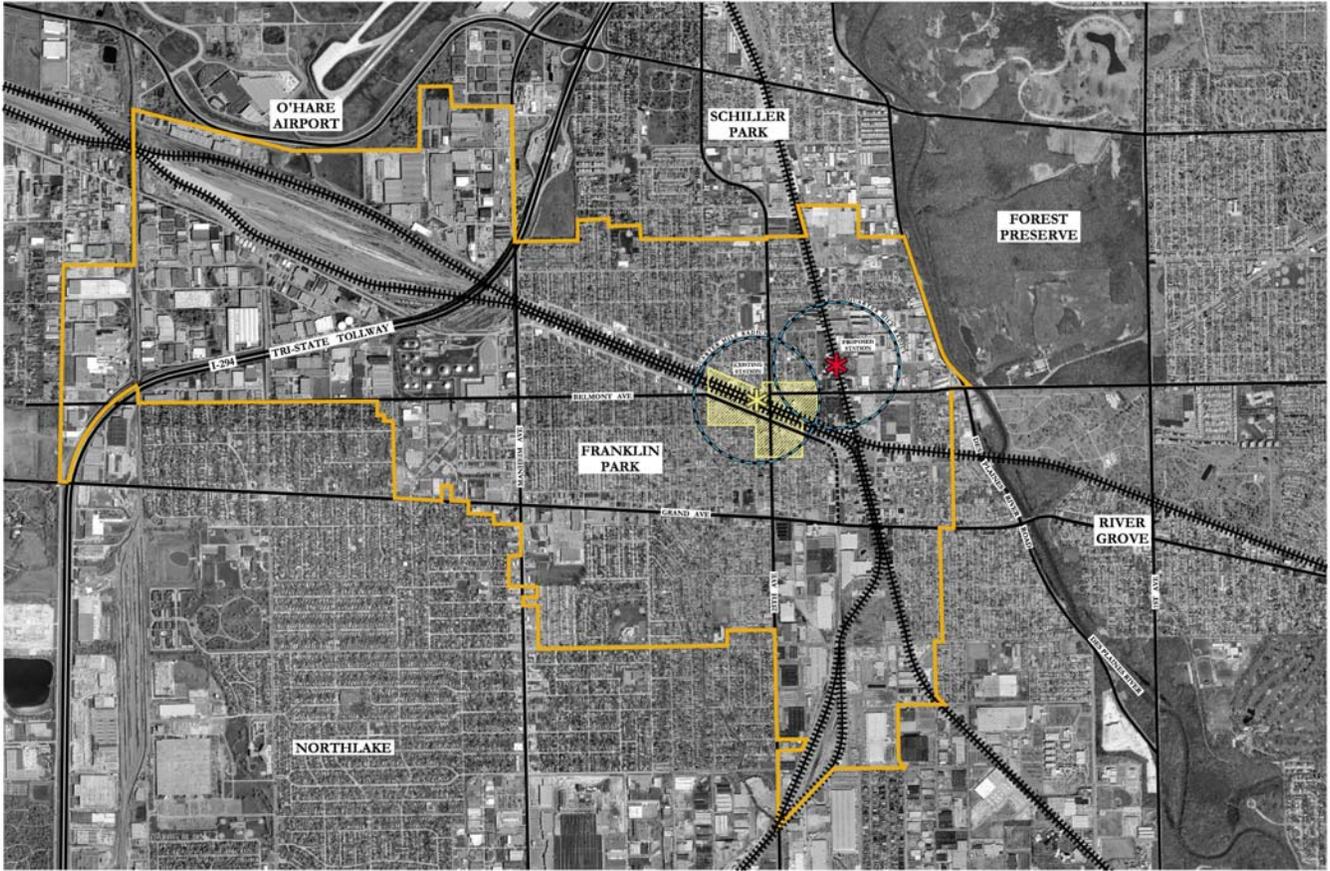
The majority of the next block, between Calwagner Street and 25th Avenue, is taken up with the Metra Station and commuter parking lots. Three apartment buildings, a vacant property, a small office building, and a small green space are also on this block.

The next block to the east, between 25th Avenue and Edgington Street, contains the Police Department and Public Works. These two uses frame the Village Green, an open space at the southwest corner of Belmont and Edgington. Long Metra parking lots are south of the civic buildings along the tracks.

Metra has planned a new station on the North Central Service line just east of the study area. It will be accessible from Belmont approximately two blocks east of Edgington and will be just over one quarter mile from the existing station. (see **Area Context** exhibit on the following page)

There is very little commercial activity north of the tracks. Introducing new commercial or residential uses east of 25th Avenue will be difficult due to the lack of developable land available and the presence of large, active civic/public uses and parking lots. There are several sites west of 25th Avenue that may have potential for new development.

Physically, these north blocks are disconnected from the core retail blocks south of the tracks because the large parking lots, lack of a building "streetwall" with active storefronts along Pacific, and lack of distinctive signage or streetscape features.



Franklin Park
Downtown TOD Plan Franklin Park, Illinois
 Area Context

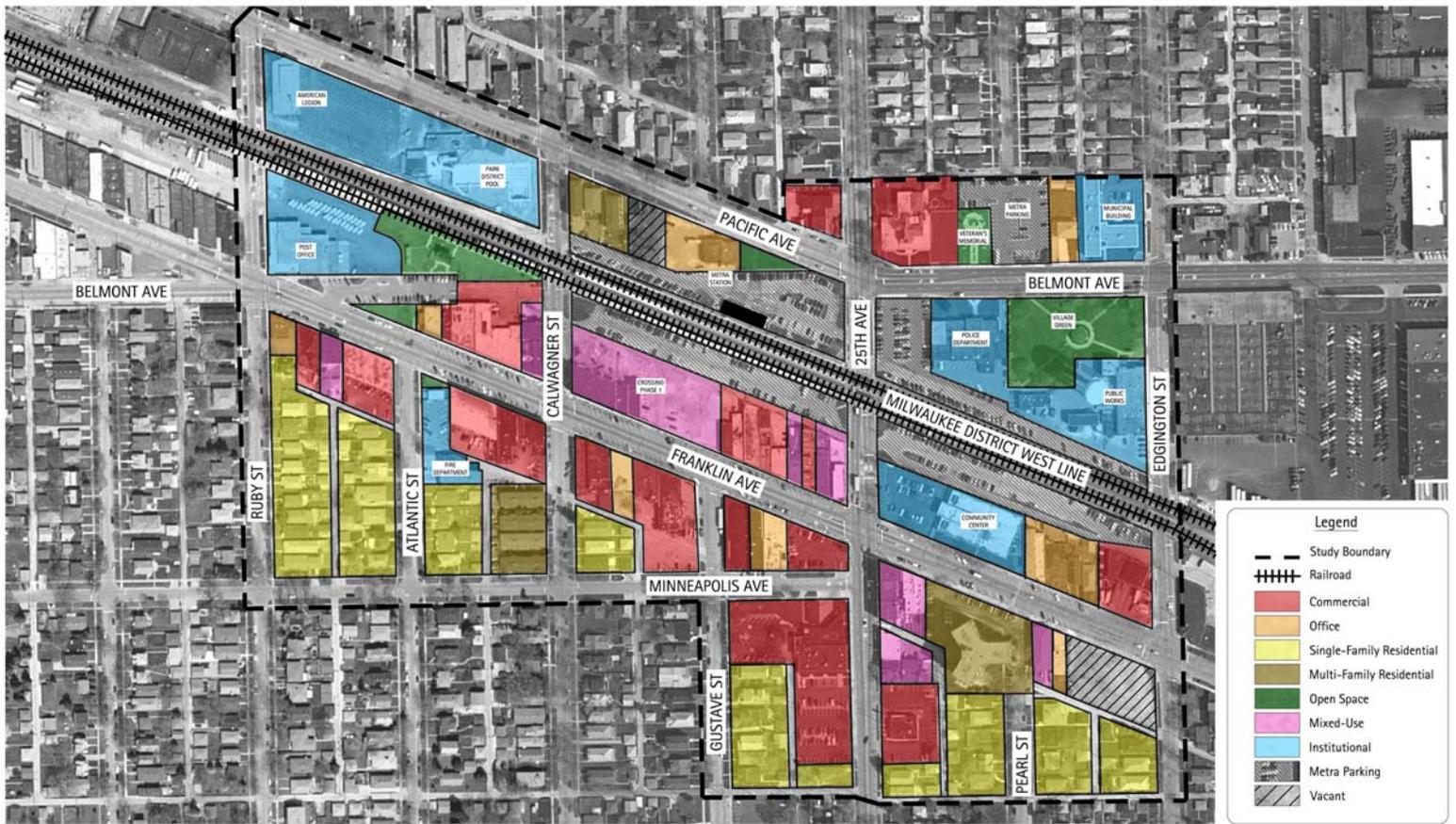


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Legend

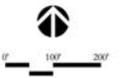
- Study Boundary
- Railroad
- Commercial
- Office
- Single-Family Residential
- Multi-Family Residential
- Open Space
- Mixed-Use
- Institutional
- Metra Parking
- Vacant

Village of Franklin Park
Downtown TOD Plan Franklin Park, Illinois
 Existing Land Use



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SOUTH SECTION

The study area south of the tracks is a mix of retail, service and office uses, with a few institutional facilities. At the west end of this zone, at the corner of Ruby and Franklin, is the Post Office. Along the tracks on that block are the historic B-12 Tower and B-12 Park. A mix of retail, commercial and office uses finish off the block.

The next block to the east, between Calwagner and 25th, contains the new Crossings development. This mixed-use, five-story development includes four stories of condominiums over first-floor retail shops. A second phase of development is planned to finish off this block, replacing the existing mix of retail buildings located along the north side of Franklin Avenue. The block between 25th and Edgington along the tracks, includes the Village's Community Center, some office and service uses, and Metra parking.

South of Franklin, the majority of the frontage buildings are a mix of retail, service, and office uses. An established residential neighborhood is south of these blocks.

A Village Fire station is at the southeast corner of Atlantic Street and Franklin, with a small green space and historic fire engine display along Franklin.

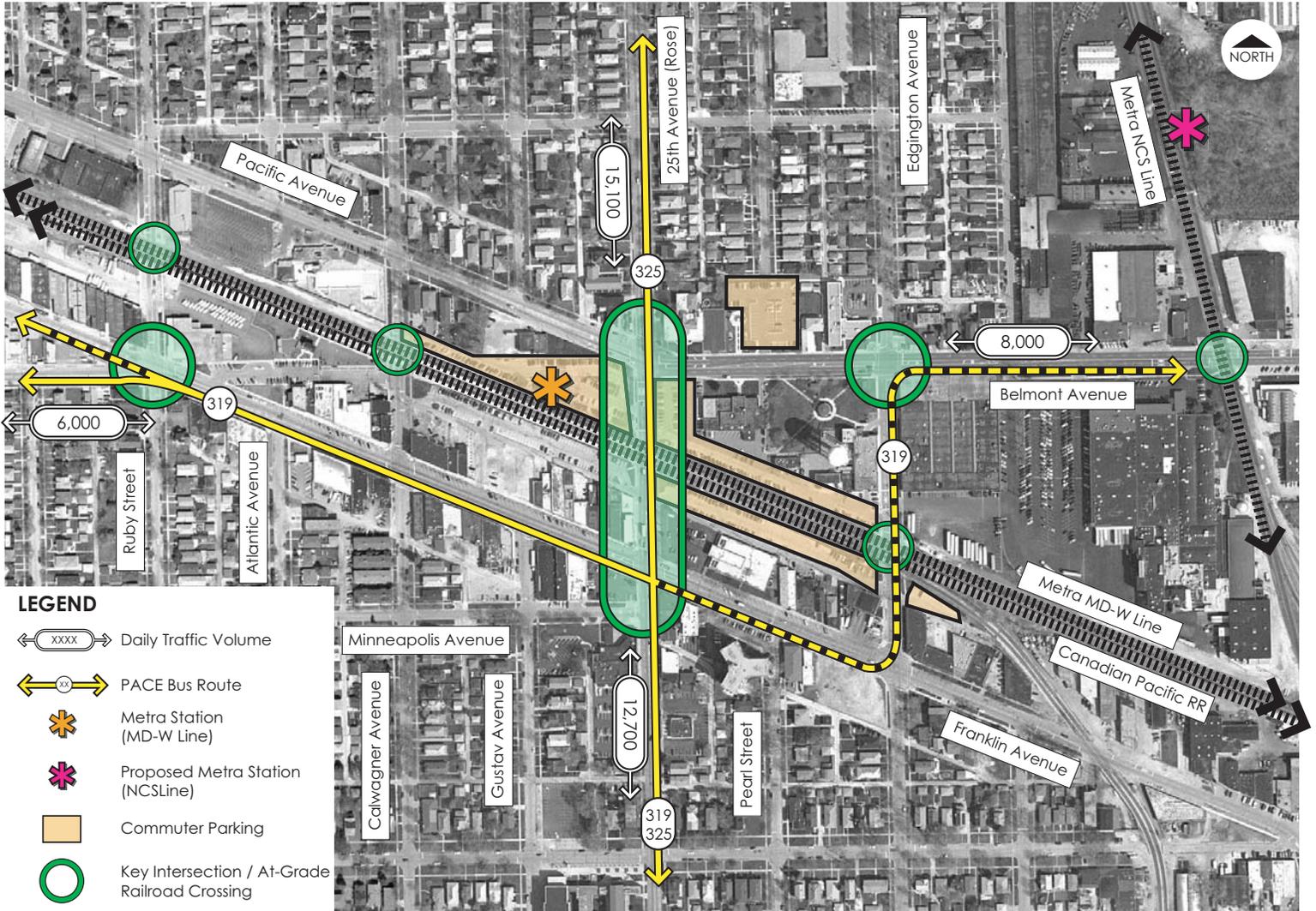
Retail uses extend farther south along 25th, including LaSalle Bank and its parking on the west side of 25th and the Kwick Mart on the east side. A 10-story apartment building is on Franklin between 25th and Edgington, which is set back from the building "streetwall" that frames both sides of the street. Further east of this building, there are small office and retail uses, with a large vacant lot at the southwest corner of Franklin and Edgington.

Downtown, south of the tracks along Franklin Street, has a "main street", pedestrian-oriented character with active open storefronts, restaurants and diagonal parking. It functions as the commercial core of the area and also includes multi-family housing. The new Crossing development, which is a large mixed-use building, retains the active retail streetwall along Franklin and introduces new housing opportunities into Downtown near shopping, transit, and civic/public facilities.

Existing Transportation Conditions

The following presents a summary of the existing transportation system within the Franklin Park Station Area. Information is provided regarding existing traffic volumes, on-street parking occupancy rates along Franklin Avenue, and transportation characteristics associated with the Franklin Park Metra station. In addition, current transportation issues and deficiencies are identified. Potential roadway and parking concepts are presented for consideration to improve traffic and pedestrian flows and parking conditions within the study area.

The **Existing Transportation Analysis** exhibit on the following page summarizes the existing traffic volumes, Metra station locations, Pace Bus routes, commuter parking lots, and key intersections and at-grade railroad crossings.



Village of Franklin Park - Downtown TOD
Existing Transportation Analysis

EXISTING TRAFFIC VOLUMES

In order to gather current traffic volumes within the station area, Metro referenced Illinois Department of Transportation (IDOT) data for daily traffic volumes (counted in 2002) as summarized below.

- 25th Avenue - South of Franklin Avenue: 12,700 vehicles per day
- 25th Avenue - North of Belmont Avenue: 15,100 vehicles per day
- Belmont Avenue - East of 25th Avenue: 8,000 vehicles per day
- Belmont Avenue - West of Ruby Avenue: 6,000 vehicles per day

METRA CHARACTERISTICS

As of 2002, the Metra station located in downtown Franklin Park ranked 11th in passenger boardings among stations on the Milwaukee District - West Line. Over approximately the past 20 years, passenger boardings at the Franklin Park Metra Station have been stable. **Figure 2.1** presents boarding count data collected by Metra between 1983 and 2002.

Figure 2.1
Metra Existing Weekday Boardings: Milwaukee District - West Line

Station	Year									
	1983	1985	1987	1989	1991	1993	1995	1997	1999	2002
Franklin Park	446	464	533	553	490	506	547	496	499	506

Note - Data provided by Metra Planning Division

In Fall 2002, Metra collected boarding/alighting data and organized the information by time-of-day and inbound versus outbound direction. The data indicates that most riders commute inbound from Franklin Park to Chicago in the morning and vice versa in the evening. However, the Franklin Park Metra station ranks 3rd on the Milwaukee District - West Line in riders arriving from outlying stations in the morning and returning in the evening. **Figure 2.2** presents the Year 2002 boarding/alighting data.

Figure 2.2
Fall 2002 Station Boardings/Alightings by Time-of-Day and Direction

Station	AM Peak				Midday				PM Peak				Evening			
	Inbound		Outbound		Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
	On	Off	On	Off												
Franklin Park	319	67	25	28	37	7	19	58	26	18	63	295	3	4	13	39

Note - Data provided by Metra Planning Division

There are currently five dedicated parking lots serving commuters at the Franklin Park station immediately adjacent to the tracks and adjacent to Village Hall. All Metra commuter parking has a daily \$1.00 fee. No permit parking spaces are available. In 2003, Metra collected parking

occupancy data at the three lots adjacent to the tracks. Based on this data, the five Metra parking lots are approximately 86 percent occupied during typical weekday conditions. This data is summarized in **Figure 2.3**.

Figure 2.3
Existing Metra Parking Use - 2003

Station	Number of Spaces		Occupied Spaces		Percent Occupied
	Daily	Permit	Daily	Permit	
Franklin Park	247	0	212	0	85.8%

Note - Data provided by Metra Planning Division
 Note - Station also provides 7 handicap spaces and 5 employee spaces

In 2002, Metra conducted mode-of-access surveys to determine the modal breakdown of how Metra riders arrive to the Franklin Park station. Based on the data, the highest percentage (63 percent) of riders drive to the station in a single occupancy vehicle. Approximately one fifth walk to the station (19 percent) and one tenth (10 percent) of riders are dropped off (kiss-n-ride) at the station. The remaining riders arrive by carpool, Pace Bus, bicycle, or other means.

Compared to the rest of the stations along the Milwaukee District - West Line, the Franklin Park station experiences a higher percentage of walkers and a lower percentage of riders arriving by car (drive alone, kiss-n-ride, and carpool). The Franklin Park station experiences a higher percentage (10 percent difference) of riders arriving by single occupancy vehicles and a slightly lower percentage of kiss-n-ride and walkers. The mode-of-access data for the Franklin Park station, the Milwaukee District - West Line, and the entire Metra system is summarized in **Figure 2.4**.

Figure 2.4
Mode of Access - 2002

Mode of Access	Percent		
	Franklin Park	MD - West Line	Systemwide ¹
Drive Alone	63%	68%	53%
Kiss-n-Ride	10%	13%	14%
Walk	19%	12%	21%
Carpool	3%	5%	4%
Bus	1%	1%	3%
Bike	1%	0%	1%
Other	2%	1%	3%
Total	100%	100%	100%

Note - Data provided by Metra Planning Division
¹ - Weighted Total by Ridership

PACE BUS SERVICE

Two Pace Bus routes currently operate within the study area and serve the Franklin Park Metra station. Route 325 operates regular service along 25th Avenue between the Rosemont CTA Blue Line station on the north and 17th Street/Cermak Avenue in Broadview on the south. Route 319 operates regular service through the study area on Belmont Avenue (west) - Franklin Avenue - 25th Avenue and rush hour service on Franklin Avenue west of Ruby Street to the Bensenville Metra station and along Franklin Avenue - Edgington Avenue - Belmont Avenue (east) to the River Grove Metra station.

EXISTING PARKING OCCUPANCY AND TURNOVER SURVEY

To gain a sense of existing on-street parking characteristics, Metro conducted a parking occupancy and duration survey for on-street parking along Franklin Avenue and some adjacent side streets within the study area in November 2004. The parking occupancy data is summarized in **Figure 2.5** and **Figure 2.6** on the following pages.

Parking demand and duration data was collected hourly between 8:00 AM and 5:00 PM at the selected on-street locations. Based on the available parking supply and the observed parking demand, Metro determined the existing parking occupancy (percent) and minimum number of spaces available at the peak parking period. Based on the data, the peak parking demand occurred between 1:00 PM and 2:00 PM (108 occupied spaces out of 179 total spaces or 60 percent occupancy). The surveyed parking spaces were generally not occupied for long periods of time. The average parking duration for the surveyed spaces was 1 hour 51 minutes. The location of the longest average parking duration was the south side of Franklin Avenue between 25th Avenue and Edgington Avenue (approximately 3 hours 41 minutes).

Although the overall peak parking demand occupied 60 percent of the surveyed spaces, key areas within the survey area experienced much higher parking occupancies. Different times throughout the survey, specific blocks along Franklin Avenue and Calwagner Avenue experienced periods when the parking occupancy was greater than 90 percent and even during the peak and throughout the day, there were always spaces available in each parking area.

EXISTING TRANSPORTATION ISSUES

The issues discussed below reflect current conditions within the downtown study area.

- The numerous at-grade railroad crossings and their proximity to Franklin Avenue and Belmont/Pacific Avenues can negatively impact adjacent intersections. Although the effects are not lingering, closures of the at-grade railroad crossings on Edgington Avenue, 25th Avenue, Calwagner Avenue, and Ruby Street can impact the traffic operations at their intersections with Franklin Avenue and Belmont/Pacific Avenues due to their close proximity. Due to the crossing durations, freight trains have a greater impact than the Metra trains.

Figure 2.5
Parking Occupancy Survey

Location		Supply	Occupied Spaces									
			8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Franklin Avenue	South Side between Ruby & Atlantic	9	3	4	3	2	5	5	4	2	3	5
	South Side between Atlantic & Calwagner	17	6	8	7	6	12	13	0	0	0	0
	North Side between Ruby & Calwagner ¹	17	7	10	11	12	13	14	5	10	13	9
	South Side between Calwagner & Gustav	18	2	5	9	11	9	10	17	6	9	7
	South Side between Gustav & 25th	25	0	0	1	2	4	5	3	2	4	3
	North Side between Calwagner & 25th	17	3	4	7	6	7	14	10	8	7	10
	South Side between 25th & Edinger	16	6	9	7	12	7	9	10	7	7	7
	North Side between 25th & Edinger	20	4	5	10	12	12	11	12	10	10	9
Calwagner Avenue	Both sides between Franklin & Alley	15	4	8	14	9	12	11	8	8	10	8
	Both sides between Franklin & Railroad	11	10	10	6	4	10	9	3	3	4	3
Gustav Avenue	Both sides between Franklin & Alley	14	2	4	3	4	8	7	7	8	8	7
Total		179	47	67	78	80	99	108	79	64	75	68

¹ - Does not include parking spaces occupied for construction staging

Figure 2.6
Parking Occupancy and Duration

Location		Supply	Maximum Percent Occupied	Minimum Spaces Available	Average Parking Duration (hours)
Franklin Avenue	South Side between Ruby & Atlantic	9	56%	4	1.5
	South Side between Atlantic & Calwagner	17	76%	4	1.27
	North Side between Ruby & Calwagner	17	82%	3	1.6
	South Side between Calwagner & Gustav	18	94%	1	1.21
	South Side between Gustav & 25th	25	20%	20	1.71
	North Side between Calwagner & 25th	17	82%	3	2.11
	South Side between 25th & Edinger	16	75%	4	3.68
	North Side between 25th & Edinger	20	60%	8	2.50
Calwagner Avenue	Both sides between Franklin & Alley	15	93%	1	2.24
	Both sides between Franklin & Railroad	11	91%	1	1.88
Gustav Avenue	Both sides between Franklin & Alley	14	57%	6	1.93
Total		179	60%	71	1.85

¹ - Does not include parking spaces occupied for construction staging

- Traffic along 25th Avenue queues across the railroad tracks. Due to the close proximity between the railroad tracks and Belmont Avenue (approximately 170 feet) and Franklin Avenue (approximately 235 feet), the vehicle queue spans across the railroad tracks. This condition is especially apparent when large trucks are present.
- Pedestrian routes between commuter parking, the Metra station, and nearby destinations are not designated and are unclear. A lack of signage and wayfinding does not orient pedestrians and visitors to nearby destinations. The numerous at-grade railroad crossings, access driveways, and parking lots present pedestrian circulation and safety concerns.
- Franklin Park is a large employment destination attracting numerous daily commuters, mostly arriving/departing by auto.
- The Pearl Street approach at Franklin Avenue is too narrow to accommodate two-way traffic.

POTENTIAL IMPROVEMENTS

The following summarizes potential improvement opportunities to address existing transportation issues.

- Establish designated pedestrian routes, with improved facilities and signage, to link parking, the Metra station, and downtown businesses and attractions.
- Coordinate with Metra and Pace to develop a local shuttle bus system between the Metra station and employment centers.

To reduce the amount of commuter traffic and need for employee parking in Franklin Park, an employee shuttle bus system could operate between the Metra station and the various employment centers. Pace has recently completed a feasibility study of a shuttle bus system at stations along the NCS Line. A similar shuttle bus system currently operates along the Lake Cook Road corridor between the Deerfield Metra station and numerous business centers.

- Conduct a review of the railroad crossing/traffic signal operations similar to those conducted by IDOT at nearby at-grade railroad crossings on Grand Avenue in Elmwood Park. The review could identify potential operational and safety improvements.

3. Market Analysis

S. B. Friedman & Company conducted a market assessment for the study area. This assessment evaluated the competitive position of the study area, its existing land use/business mix in relation to other areas in the local and sub-regional market, and socio-economic indicators to determine the potential future mix and amount of uses that can be supported by the market. Residential, commercial, and office uses were considered in the analysis.

This chapter begins with definitions of the market areas and a demographic overview of these market areas. Following the demographic overview, is an assessment of the market potential for residential, retail, and office uses.

Demographic Overview

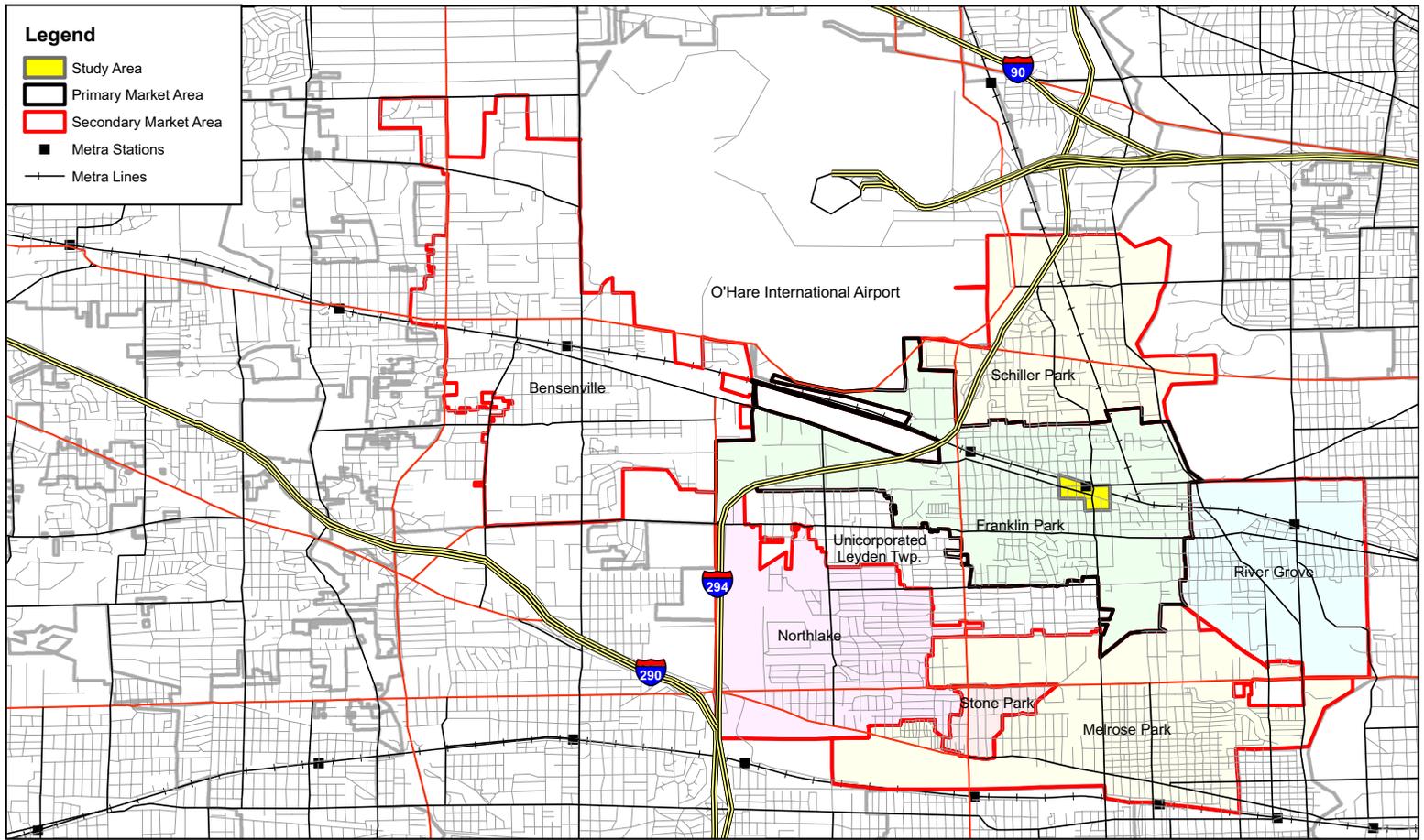
STUDY AND MARKET AREAS

We defined the study area to be generally bounded by Pacific and Belmont avenues to the north, Ruby Street to the west, Schiller Boulevard to the south and Washington Street to the east.

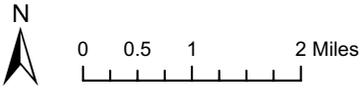
We defined a Primary Market Area (PMA) and Secondary Market Area (SMA) for the purposes of collecting demographic data and competitive market information. The PMA is the geographic area from which the potential redevelopment sites are likely to draw most of their market support. The SMA is contiguous to and generally surrounds the PMA, and represents an area where, based on our assessments of local development patterns, the potential redevelopment sites could be expected to draw additional market support. Certain commercial uses, such as restaurants, can draw customers from a larger area than the immediate local market. Similarly, some homebuyers come from a larger area than the immediate local market.

The PMA is defined as the Village of Franklin Park. The SMA is defined as the municipalities of Bensenville, Melrose Park, Northlake, River Grove, Schiller Park, and Stone Park and the unincorporated portion of Leyden Township bounded by Franklin Park on the north and Northlake and Melrose Park on the south. **Figure 3.1** on the following page shows the general boundaries of the Study and Market Areas.

Figure 3.1 - Market Area Boundaries Village of Franklin Park - TOD Study



- Legend**
- Study Area
 - Primary Market Area
 - Secondary Market Area
 - Metra Stations
 - Metra Lines



MARKET AREA POPULATION

The table below presents a summary of population data from the 2000 U.S. Census, and short-term projections by Claritas, a nationally recognized provider of demographic data, for both the Primary and Secondary Market Areas. Demographic profiles of both market areas derived from the 2000 U.S. Census are shown in **Figure 3.2** on the following page.

Market Area Population Projections

	PMA	SMA
2000 Total Population	19,434	92,853
2004 Population Estimate	19,129	92,215
2009 Population Projection	18,716	91,374
CAGR 2000-2004*	-0.39%	-0.17%
CAGR 2004-2009*	-0.44%	-0.18%

* CAGR = Compound Annual Growth Rate

Source: US Census Bureau, Claritas, and *S. B. Friedman & Company*

Both the Primary and Secondary Market Areas are projected to experience steady population decline over the next five years. The Village of Franklin Park is expected to decline in population at a compound annual rate of slightly less than one half of one percent over the next five years, while the SMA population is expected to decline at a compound annual rate of slightly less than one fifth of one percent.

HOUSEHOLD INCOME AND HOUSING VALUES

The table below presents a summary of estimated 2004 household income and housing value data for both the Primary and Secondary Market Areas.

2004 Estimated Household Income and Housing Values

	PMA	SMA
Median Household Income	\$ 49,006	\$ 48,089
Average Household Income	\$ 55,996	\$ 57,036
Median Per Capita Income	\$ 18,365	\$ 19,079
Median Housing Value, Owner-Occupied Units	\$ 178,651	\$ 180,605

Source: US Census Bureau, Claritas, and *S. B. Friedman & Company*

Median Household Income is slightly higher in the Village of Franklin Park compared with the Secondary Market Area; while housing values are slightly higher in the in the SMA.

Village of Franklin Park - TOD Study

Figure 3.2 - Demographic Summary

	PMA [1]		SMA [2]	
Population				
2009 Projection	18,716		91,374	
2004 Estimate	19,129		92,215	
2000 Census	19,434		92,853	
1990 Census	18,473		85,618	
CAGR '04-'09	-0.44%		-0.18%	
CAGR '00-'04	-0.39%		-0.17%	
CAGR '90-'00	0.51%		0.81%	
Households				
2009 Projection	5,959		29,557	
2004 Estimate	6,247		30,500	
2000 Census	6,484		31,288	
1990 Census	6,529		31,098	
CAGR '04-'09	-0.94%		-0.63%	
CAGR '00-'04	-0.93%		-0.64%	
CAGR '90-'00	-0.07%		0.06%	
2004 Estimated Average Household Size	3.04		2.99	
2004 Estimated Households by Household Type				
Family	73.14%		70.02%	
Non-Family	26.86%		29.98%	
Income				
2004 Estimated Median Household Income	\$ 58,415		\$ 56,537	
2004 Estimated Population by Age				
Under 5 Years	1,411	7.4%	7,025	7.6%
5 to 9 Years	1,277	6.7%	6,432	7.0%
10 to 14 Years	1,419	7.4%	6,281	6.8%
15 to 17 Years	845	4.4%	3,855	4.2%
18 to 20 Years	790	4.1%	3,970	4.3%
21 to 24 Years	1,085	5.7%	5,647	6.1%
25 to 34 Years	2,817	14.7%	14,833	16.1%
35 to 44 Years	2,839	14.8%	13,768	14.9%
45 to 49 Years	1,318	6.9%	6,104	6.6%
50 to 54 Years	1,152	6.0%	5,356	5.8%
55 to 59 Years	886	4.6%	4,479	4.9%
60 to 64 Years	743	3.9%	3,570	3.9%
65 to 74 Years	1,197	6.3%	5,005	5.4%
75 to 84 Years	992	5.2%	4,182	4.5%
85 Years and Over	358	1.9%	1,707	1.9%
Total	19,129	100.0%	92,214	100.0%
2004 Estimated Educational Attainment of Persons 25+				
Less than 9th grade	2,091	17.0%	9,073	15.4%
Some High School, no diploma	2,001	16.3%	9,986	16.9%
High School Graduate (or GED)	3,960	32.2%	18,337	31.1%
Some College, no degree	2,264	18.4%	11,626	19.7%
Associate Degree	602	4.9%	2,684	4.5%
Bachelor's Degree	998	8.1%	5,076	8.6%
Master's Degree	307	2.5%	1,484	2.5%
Professional School Degree	78	0.6%	590	1.0%
Doctorate Degree	1	0.0%	149	0.3%
Total	12,302	100.0%	59,005	100.0%
2004 Estimated Employment by Occupation of Persons 16+				
Management, Business, and Financial Operations	747	8.7%	3,835	8.9%
Professional and Related Occupations	1,026	11.9%	4,273	9.9%
Service	996	11.6%	5,734	13.3%
Sales and Office	2,526	29.4%	12,993	30.1%
Farming, Fishing, and Forestry	9	0.1%	80	0.2%
Construction, Extraction and Maintenance	825	9.6%	4,170	9.6%
Production, Transportation and Material Moving	2,476	28.8%	12,137	28.1%
Total	8,605	100.0%	43,222	100.0%

[1] Includes the Village of Franklin Park.

[2] Includes the municipalities of Bensenville, Melrose Park, Northlake, River Grove, Schiller Park, Stone Park, and portions of unincorporated Leyden Township.

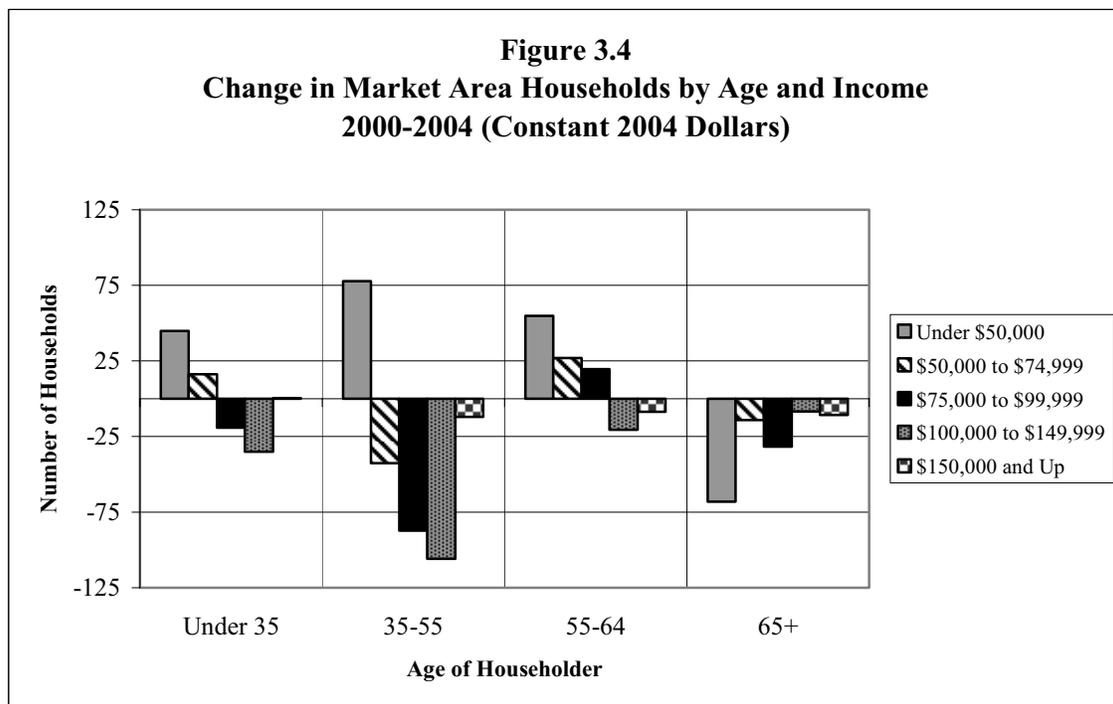
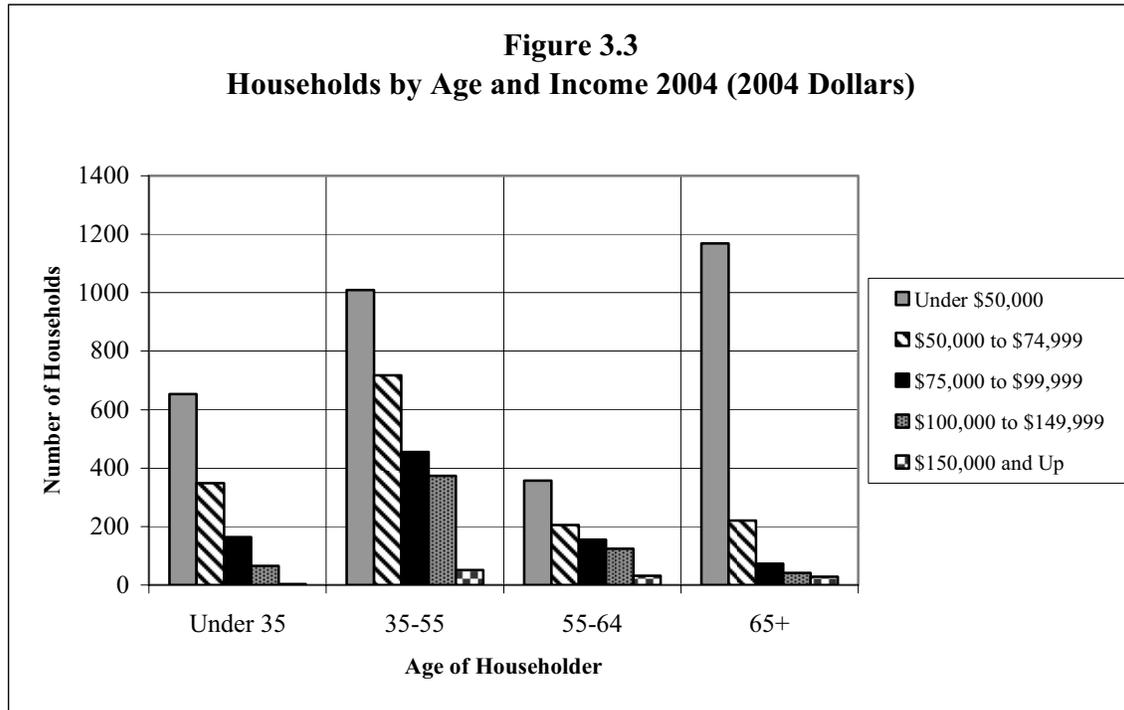
Source: US Census Bureau, Claritas, and S. B. Friedman & Company

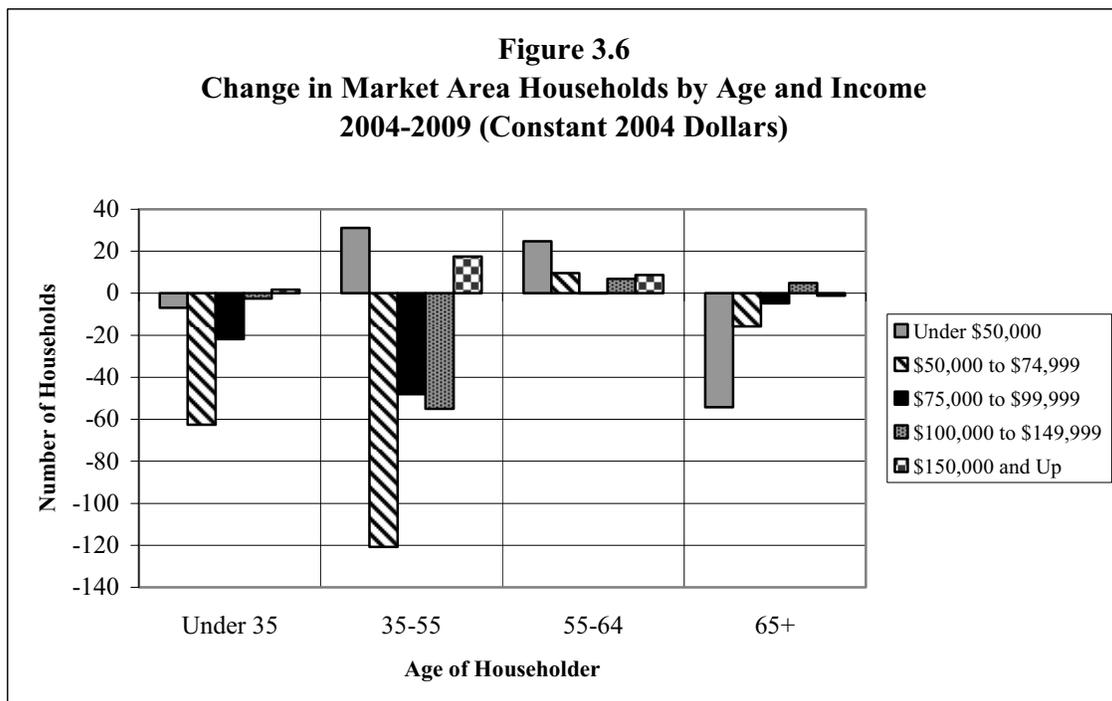
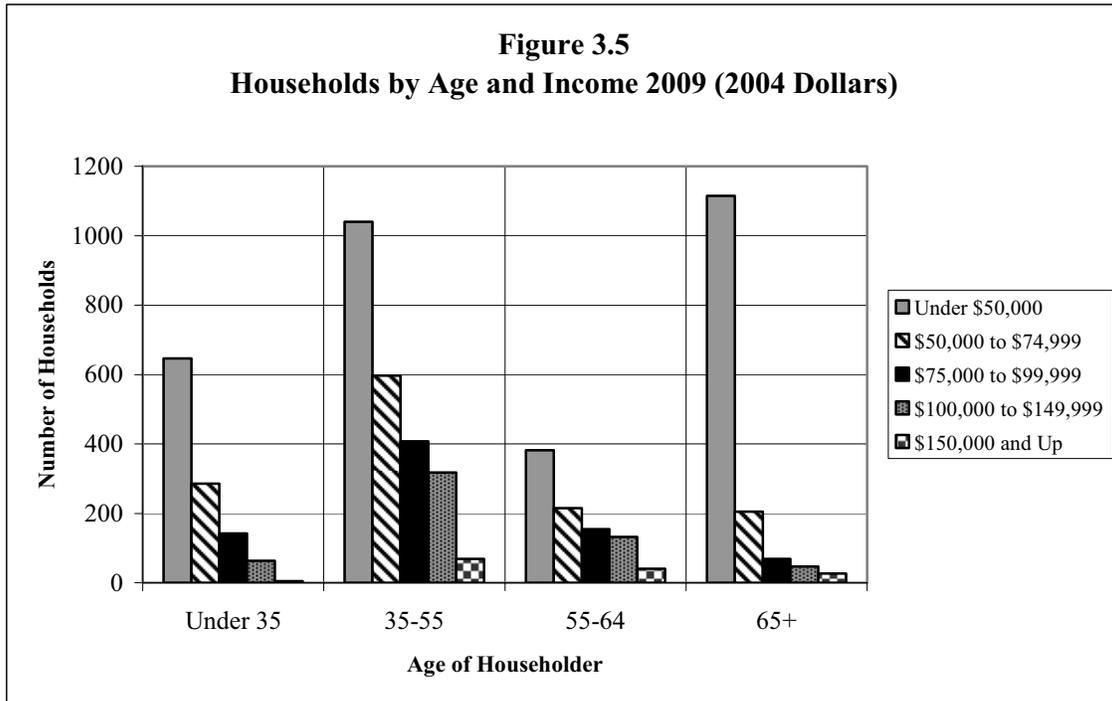
HOUSEHOLD CHARACTERISTICS BY AGE AND INCOME

Data was obtained from Claritas which details the distribution of households in the primary market area by household income and age of householder for 2000, 2004, and 2009. By analyzing this data, specific segments of the population that are projected to experience growth can be identified. Since the household is the basic unit of consumption, the growth in households is important in evaluating retail market conditions. All household income data were adjusted to constant 2004 dollars to allow comparisons across different time periods. The distribution of households in 2004 and change in households from 2000 to 2004 for each combination of age and income brackets are displayed in **Figures 3.3 and 3.4** on the following pages. Projected distribution of households in 2009 and household growth by age and income 2004 to 2009 are displayed in **Figures 3.5 and 3.6** on the following pages.

The following observations can be made about household growth in the Village of Franklin Park:

- The Under \$50,000 income bracket is the largest group across all age groups in the Village of Franklin Park and is projected to be the largest group across all age groups over the next five years.
- The group projected to experience the most growth over the next five years is the 35 to 55 group with household incomes less than \$50,000. This group is expected to gain 31 households over the next five years. The group projected to experience the greatest decline over the next five years is the 35 to 55 group with household incomes of \$50,000 to \$74,999. This group is expected to lose 121 households over the next five years.
- All income brackets in the Village of Franklin Park have exhibited a decline from 2000 to 2004 except the lowest two brackets – Under \$25,000 and \$25,000 to \$49,999 – which have exhibited modest compound annual growth rates of 1.5 and 0.4 percent respectively over this time period.
- The highest two income brackets—\$150,000 to \$199,999 and \$200,000 and Over—are projected to experience the greatest compound annual growth rates over the next five years. These brackets are expected to grow at compound annual rates of 3.4 and 5.9 percent respectively; however, in real numbers these two income brackets only account for a positive gain of 27 households from 2004 to 2009. The \$50,000 to \$74,999 income bracket is expected to experience the greatest decline during this period. This bracket is projected to decline at a compound annual rate of 2.7 percent or 38 households per year from 2004 to 2009.
- The fastest growing age group in the Village of Franklin Park is the Under 25 group, which added 34 households from 2000 to 2004, at a compound annual growth rate of 4.65 percent. The 55 to 64 age group is projected to grow the fastest between 2004 and 2009, adding 10 households annually, at a compound annual growth rate of 1.1 percent.





- Overall, there was an average decline of 56 households per year from 2000 to 2004 in the Village of Franklin Park. This trend is expected to continue from 2004 to 2009 with an average decline of 58 households per year.

HOUSEHOLD TYPE, EDUCATION, AND OCCUPATION

Some other observations related to market area demographics, based on the 2000 U.S. Census, are as follows:

- Approximately 73 percent of households in the Primary Market Area are considered Family Households, while approximately 69 percent of households in the Secondary Market Area fall into this category.
- Approximately 8.1 percent of the population over the age of 25 in the Primary Market Area and 8.7 percent of the population over the age of 25 in the Secondary Market Area has a Bachelor's Degree or higher level of education.
- Sales and Office occupations represent the largest groups for both the Primary and Secondary Market Areas accounting for 29.4 and 30.1 percent of persons over 16 years of age respectively. Production, Transportation and Material Moving occupations are the second largest groups for both the Primary and Secondary Market Areas accounting for 28.8 and 28.2 percent of persons over 16 years of age respectively.

Housing Market Potential

S. B. Friedman & Company tested the market for for-sale residential development within the study area. The residential development program could potentially consist of multi-family condominiums, townhouses, or a combination of both types.

KEY DEMOGRAPHIC FINDINGS

Franklin Park is projected to experience the most growth in the empty-nester population. Households headed by persons aged between 55 and 64 years grew by approximately 72 households from 2000 to 2004 (or 2.2% on a compound annual basis) more than any other age group. The projected growth for this age group is expected to be approximately 10 households per year over the next four years; this represents a compound annual rate of 1.1%. In the SMA, the 55 to 64 age group was also the fastest growing group between 2000 and 2004, adding 463 households over this period, translating into a compound annual growth rate of approximately 3.2 percent. The second fastest growing age group over this same period in the SMA was the 45 to 54 group, adding 55 households per year at a compound annual rate of one percent. Empty-nester households tend to be the primary buyers of condominium and townhouse units, the type of residential development typically found in a town center/TOD environment.

In addition, Franklin Park's lower housing prices may draw first-time home buyers and young professionals who may not be able to afford the higher housing prices in the surrounding

communities. While the Village has experienced a decline in the 25-34 year age group from 2000 to 2004, diversifying its housing stock may provide an opportunity to regain that segment of the population. Tables summarizing household age and income data for both the Primary and Secondary market areas are shown in **Figure 3.7** and **3.8** on the following page.

COMPETITIVE MARKET CONDITIONS

In order to assess the competitive market for residential development in the study area, we examined the existing housing stock in the competitive market, evaluated data on existing homes sales in the local area, and surveyed new and active for-sale development projects, and high-end rental housing.

Existing Housing Profile

We obtained and analyzed data from the U.S. Census on the current housing stock and building permit activity for the market areas. Our findings are summarized below.

- Franklin Park's housing stock mostly consists of owner-occupied homes. According to the 2000 U.S. Census, approximately 73 percent of occupied housing units in Franklin Park are owner-occupied. Single-family detached homes are the most prevalent housing type. Approximately 73 percent of Franklin Park's housing stock consists of single-family detached units. Roughly 88 percent of residential structures in Franklin Park were built before 1970.
- Recent building permit trends in Franklin Park are shown in the table on page 26. Within the Village a total of two residential building permits were issued between 1998 and 2003 (the most recent five-year period for which complete data was available). This total does not include permits issued for the under-construction Crossings project, as permits for this project were issued after 2003.
- In the SMA (the SMA in this case does not include any unincorporated portions of Leyden Township, as data was not available), a total of 198 permits were issued for single-family homes in the past five years, averaging approximately 40 permits per year. Building permits for 246 multi-family units were issued over the past five years, averaging 49 units per year. Most of these multi-family units were in the Village of Melrose Park.

Village of Franklin Park - TOD Study

Figure 3.7 - Households by Age and Income

Primary Market Area

Households By Income (In Constant 2004 Dollars)

Income Brackets	2000		2004		2009		Change 2000-2004			Change 2004-2009		
	HHs	%	HHs	%	HHs	%	HHs	Ann. Chg.	CAGR	HHs	Ann. Chg.	CAGR
\$ - \$ 24,999	1,302	20.1%	1,383	22.1%	1,412	23.7%	81	20	1.5%	29	6	0.4%
\$ 25,000 \$ 49,999	1,777	27.5%	1,805	28.9%	1,771	29.7%	28	7	0.4%	(34)	(7)	-0.4%
\$ 50,000 \$ 74,999	1,506	23.3%	1,492	23.9%	1,303	21.9%	(14)	(3)	-0.2%	(189)	(38)	-2.7%
\$ 75,000 \$ 99,999	966	14.9%	847	13.6%	772	13.0%	(119)	(30)	-3.2%	(75)	(15)	-1.8%
\$ 100,000 \$ 149,999	776	12.0%	606	9.7%	560	9.4%	(170)	(42)	-6.0%	(46)	(9)	-1.6%
\$ 150,000 \$ 199,999	101	1.6%	73	1.2%	86	1.4%	(28)	(7)	-7.7%	13	3	3.4%
\$ 200,000 Over	44	0.7%	41	0.7%	55	0.9%	(3)	(1)	-1.8%	14	3	5.9%
Total	6,471	100.0%	6,247	100.0%	5,959	100.0%	(224)	(56)	-0.9%	(288)	(58)	-0.9%

Source: Claritas and S. B. Friedman & Company

Households By Age

Age Brackets	2000		2004		2009		Change 2000-2004			Change 2004-2009		
	HHs	%	HHs	%	HHs	%	HHs	Ann. Chg.	CAGR	HHs	Ann. Chg.	CAGR
<25	173	2.7%	207	3.3%	216	3.6%	34	9	4.6%	9	2	0.9%
25-34	1,054	16.3%	1,027	16.4%	926	15.5%	(27)	(7)	-0.6%	(101)	(20)	-2.1%
35-44	1,444	22.3%	1,362	21.8%	1,225	20.6%	(82)	(20)	-1.4%	(137)	(27)	-2.1%
45-54	1,332	20.6%	1,244	19.9%	1,206	20.2%	(88)	(22)	-1.7%	(38)	(8)	-0.6%
55-64	802	12.4%	874	14.0%	924	15.5%	72	18	2.2%	50	10	1.1%
65+	1,666	25.7%	1,533	24.5%	1,462	24.5%	(133)	(33)	-2.1%	(71)	(14)	-0.9%
Total	6,471	100%	6,247	100%	5,959	100%	(224)	(56)	-0.9%	(288)	(58)	-0.9%

Source: Claritas and S. B. Friedman & Company

Village of Franklin Park - TOD Study

Figure 3.8 - Households by Age and Income

Secondary Market Area

Households By Income (In Constant 2004 Dollars)

Income Brackets	2000		2004		2009		Change 2000-2004			Change 2004-2009		
	HHs	%	HHs	%	HHs	%	HHs	Ann. Chg.	CAGR	HHs	Ann. Chg.	CAGR
\$ - \$ 24,999	5,854	20.8%	6,298	22.8%	6,306	23.5%	444	111	1.8%	8	2	0.0%
\$ 25,000 \$ 49,999	8,028	28.5%	8,534	30.9%	8,315	31.0%	506	127	1.5%	(219)	(44)	-0.5%
\$ 50,000 \$ 74,999	6,562	23.3%	6,139	22.2%	5,789	21.6%	(423)	(106)	-1.7%	(350)	(70)	-1.2%
\$ 75,000 \$ 99,999	4,074	14.4%	3,700	13.4%	3,394	12.7%	(374)	(94)	-2.4%	(306)	(61)	-1.7%
\$ 100,000 \$ 149,999	2,803	9.9%	2,196	7.9%	2,191	8.2%	(607)	(152)	-5.9%	(5)	(1)	0.0%
\$ 150,000 \$ 199,999	467	1.7%	392	1.4%	359	1.3%	(75)	(19)	-4.3%	(33)	(7)	-1.7%
\$ 200,000 Over	415	1.5%	366	1.3%	441	1.6%	(49)	(12)	-3.1%	75	15	3.8%
Total	28,203	100.0%	27,625	100.0%	26,794	100.0%	(578)	(145)	-0.5%	(831)	(166)	-0.6%

Source: Claritas and S. B. Friedman & Company

Households By Age

Age Brackets	2000		2004		2009		Change 2000-2004			Change 2004-2009		
	HHs	%	HHs	%	HHs	%	HHs	Ann. Chg.	CAGR	HHs	Ann. Chg.	CAGR
<25	1,226	4.3%	1,217	4.4%	1,209	4.5%	(9)	(2)	-0.2%	(8)	(2)	-0.1%
25-34	5,370	19.0%	5,162	18.7%	4,692	17.5%	(208)	(52)	-1.0%	(470)	(94)	-1.9%
35-44	6,762	24.0%	6,027	21.8%	5,468	20.4%	(735)	(184)	-2.8%	(559)	(112)	-1.9%
45-54	5,267	18.7%	5,488	19.9%	5,382	20.1%	221	55	1.0%	(106)	(21)	-0.4%
55-64	3,459	12.3%	3,922	14.2%	4,231	15.8%	463	116	3.2%	309	62	1.5%
65+	6,121	21.7%	5,809	21.0%	5,814	21.7%	(312)	(78)	-1.3%	5	1	0.0%
Total	28,203	100%	27,625	100%	26,794	100%	(578)	(145)	-0.5%	(831)	(166)	-0.6%

Source: Claritas and S. B. Friedman & Company

Note: Above data do not include unincorporated portion of Leyden Township

Building Permit Trends 1999-2003 (by Unit)

Year	PMA			SMA		
	Single-Family Permits	Multi-Family Permits	Total Permits	Single-Family Permits	Multi-Family Permits	Total Permits
1999	-	-	-	42	4	46
2000	-	-	-	55	12	67
2001	2	-	2	34	6	40
2002	-	-	-	28	107	135
2003	-	-	-	39	117	156
Total	2	-	2	198	246	444
Average	0	-	0	40	49	89

Source: U.S. Census Bureau

Existing Home Sales

Sales data from the Multiple Listing Service (MLS) were obtained for existing unit sales of detached and attached (condominiums and townhomes) homes for the period between April 2004 and March 2005 in both the PMA and SMA. MLS data typically consist of home sales that are handled by realtors and primarily are re-sales of existing homes. However, new and rehabilitated units listed through brokers are sometimes listed through MLS. The table below summarizes MLS data for the Village of Franklin Park and for the SMA. In analyzing the MLS data, particular focus was placed on homes in the upper price quartile (or top 25%) of sales price in order to test potential price levels for new construction. In addition, since many potential buyers of townhouses and condominiums would be moving out of existing single-family homes, the price level and selling time of detached homes will affect their ability to purchase new townhouse and condo units, such as those envisioned for the study area.

- The market for existing single-family detached homes is fairly large in the Village and the SMA. Approximately 225 homes sold in Franklin Park last twelve months; 96 percent of these sales (or 216 homes) were single-family detached homes. In the SMA, detached home sales and attached homes sales split less decidedly; a total of 770 detached homes and 301 attached homes were sold over the past twelve months.
- In Franklin Park, the upper quartile of detached homes sold for approximately \$265,000 and higher. In the SMA, the upper quartile of attached homes sold for approximately \$280,000 and higher.
- In Franklin Park, the upper quartile of attached homes (townhomes and condominiums) sold at a price of about \$179,000. In the SMA, the upper quartile of attached homes sold at a price of about \$179,000 and higher as well.
- Once on the market, the time for units to sell was moderate. Detached units sold at a faster pace than attached units in Franklin Park with a median market time of 28 days on the market versus 93 days for attached units. In the SMA, the median market time for detached units was 35 days while attached units spent approximately of 41 days on the market. The median market times show a moderate demand for housing and suggest that

empty-nesters and other potential buyers should be able to sell their homes within a reasonable period of time.

Existing Home Sales Summary - April 2004 to March 2005

	PMA		SMA	
	Detached	Attached	Detached	Attached
Closed Sales	216	9	770	301
Average Price	\$ 241,428	\$ 169,167	\$ 248,717	\$ 152,534
Median Price	\$ 240,000	\$ 163,500	\$ 240,000	\$ 147,900
Upper Quartile Price	\$ 264,925	\$ 179,000	\$ 279,675	\$ 179,000
Average Market Time (days)	48	70	62	69
Median Market Time (days)	28	93	35	41

Source: MLS and *S. B. Friedman & Company*

For-Sale Market Conditions: New and Active Developments

We collected data on two comparable condominium/townhome developments in the PMA and SMA. Although we surveyed some inactive projects, we focused our analysis on active developments, including the Crossings developments in Franklin Park, because it is considered to be the most competitive with potential residential development within the study area. This project is expected to be completed in two phases. Construction of the first phase, which consists of 75 residential units, is under way and nearly complete. This first phase is over 90 percent sold (71 of 75 units) as of May 2005 according to the developer. According to the data provided by the developer, the absorption rate for the first phase of the project is approximately 3.9 units per month. Units range in size from 768 to 2,090 square feet, and are priced between \$125,000 and \$275,000. Commercial uses are planned to be located on the first floor of both buildings. A table summarizing unit types and pricing for the Crossing project is shown below.

The Crossings - Unit Mix and Price Summary

Name	# of BR	Size (SF)	Base Price	Qty.	\$ PSF	Total SF
A	1	768	\$ 125,000	5	\$ 163	3,840
A1	1	815	\$ 135,000	5	\$ 166	4,075
B	1	910	\$ 150,000	5	\$ 165	4,550
C	1	925	\$ 150,000	5	\$ 162	4,625
D	2	1,080	\$ 160,000	10	\$ 148	10,800
E	2	1,105	\$ 155,000	5	\$ 140	5,525
F	2	1,255	\$ 175,000	20	\$ 139	25,100
F1	2	1,225	\$ 175,000	5	\$ 143	6,125
G	2 + Den	1,545	\$ 190,000	5	\$ 123	7,725
G1	2 + Den	1,499	\$ 195,000	5	\$ 130	7,495
H	3	2,090	\$ 275,000	5	\$ 132	10,450
TOTAL/AVERAGE		1,202	\$ 171,333	75	\$ 143	90,310

Source: The Crossings at Franklin Station

The other active residential project in the market areas is the Thatcher Woods development located at 8305 West North Avenue in Melrose Park. This project is expected to consist of 120 condominiums and 18 townhomes with average unit sizes of approximately 1,500 and 2,900 square feet respectively. Condominium units are currently selling for an average of \$176,000,

while the upper-end townhomes are listed for as high as \$401,000. The average price per square foot is \$200 per square foot for condo units, \$180 per square foot for townhomes. Sales pace information for this project is currently not available. A table summarizing unit types and pricing for the Thatcher Woods project is shown below.

Thatcher Woods - Unit Size/Pricing Summary

Type	Avg. Price	Avg. SF	Avg. \$ PSF
Condo	\$ 260,300	1,300	\$ 200
Townhome	\$ 369,713	2,051	\$ 180

Source: MLS

Overall, the analysis of existing housing conditions and active competitive residential projects shows that there is a potential market for condominiums and townhomes in the Village, indicating that Franklin Park could be a likely market area for the PMA and SMA's pool of potential buyers. In addition, empty-nester sellers of upper-quartile detached homes may be potential buyers of condominium housing as they downsize to smaller, attached units geared toward their needs. MLS data suggest a potentially large pool of home sellers who could afford to purchase attached units after selling their detached homes, but the Village may need to attract empty nesters from surrounding communities. This is further emphasized by the demographic data discussed previously that indicate a growing population of empty-nester households in the SMA.

Our analysis of residential building permits indicates that there has been nearly no multi-family construction in Franklin Park aside from the Crossings projects in recent years. This data, coupled with the sales pace of the Crossings project suggest that there may be a potential multi-family market that has been constrained by the unavailability of a suitable multi-family product. As previously mentioned, the population of both the PMA and SMA are projected to decline in the near future; however, these projections are based on historic development patterns, and do not take into consideration potential future changes in development patterns.

Retail Market Potential

The potential for retail and service uses in the study area is assessed by examining its existing commercial mix and considering competitive retail market conditions in the PMA and SMA.

KEY DEMOGRAPHIC FINDINGS AND SITE CHARACTERISTICS

According to projections by Claritas, in 2004 Franklin Park had a population of approximately 19,100 and about 6,200 total households, with a median household income of approximately \$58,400. Population growth over the past decade has been comparable to that of surrounding communities. The SMA had a total population of about 92,200 and 30,500 households. The median income of the SMA was approximately \$56,500.

The competitive position of Franklin Park as a major regional or sub-regional retail destination appears to be limited because of several factors. Heavy concentrations of retail surround the study area and intercept the potential draw of customers, including retail clusters along the Grand

Avenue and North Avenue corridors to the south. Moderate traffic volume along Belmont Avenue and 25th Avenue provides an additional source of demand for area retailers, but is not heavy enough to interfere with creating the pedestrian-oriented environment conducive to a town center/TOD environment.

A key advantage of the study area in the context of its competitive environment is the proximity of the Metra station to Franklin Park's core downtown retailing area. In contrast to the competitive downtown areas in the Secondary Market Area (with the exception of downtown Bensenville), the study area already exhibits the centralization of uses which typify the town center/TOD environment.

The study area will primarily function as a neighborhood- and community-level shopping destination, with a possibility for "town center" redevelopment around the train station, particularly if the Village continues to develop a strong residential base in the station area. Activity generators near the station, such as the swimming pool, community center, and municipal buildings also promote town center uses around the station. Development in this area will provide easy pedestrian connectivity between various development components, between new development and the current activity generators, and between the study area and the neighborhoods surrounding it.

COMPETITIVE BUSINESS INVENTORY

S. B. Friedman & Company inventoried competitive retail destinations in the Primary and Secondary Market Areas (see **Figures 3.9** and **3.10** on the following pages). The following summarizes the key competitive shopping destinations:

Downtown Bensenville - This downtown is centered around the Bensenville Metra Station and a recently constructed Village Hall. The downtown area includes a mix of smaller commercial uses and both rental and for-sale multi-family buildings.

North Avenue Corridor - Several stand alone big-box businesses including Target, Wal-Mart, Sam's Club, and Value City are located on the portion of North Avenue that runs through Northlake, Stone Park and Melrose Park. Also located along this corridor are several fast food and chain-type sit-down restaurants.

Downtown River Grove - This downtown is situated around the River Grove Metra Station and the intersection of Grand Avenue and Thatcher Street. Directly north of the Metra Station are two cemeteries on both sides of Thatcher Street. The area south of the station is characterized by residential, municipal, and commercial uses.

Downtown Schiller Park - This area located generally at the intersection of Irving Park Road and Wesley Terrace consists largely of municipal and service-oriented uses.

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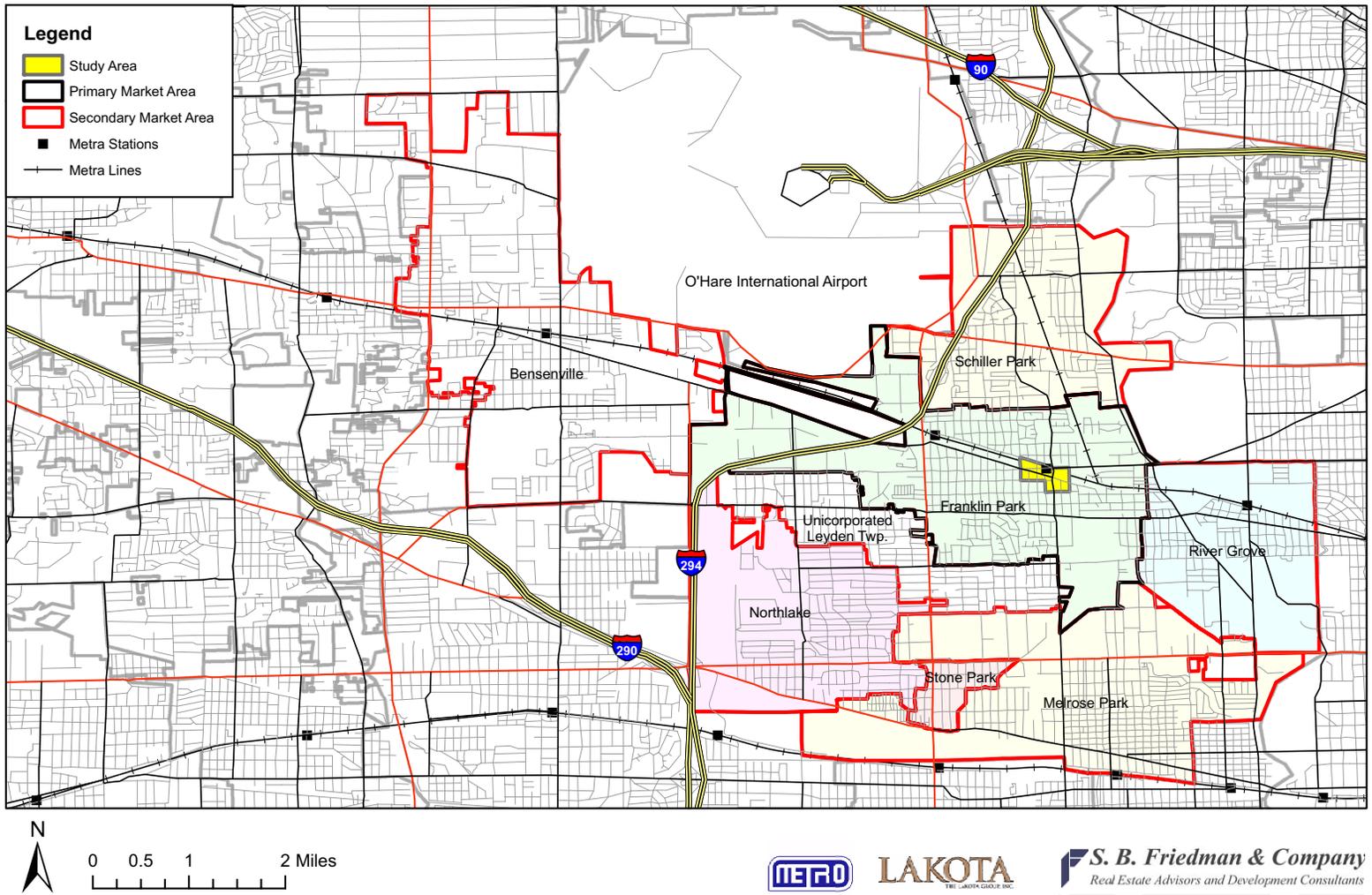
Figure 3.9 - Competitive Shopping Centers

ID	Name	Location	City	Type	GLA [1]	Avg. Rent	Occupancy	Tenants
1	The Franklin Park Mall	NWC Grand Ave & Manheim Rd	Franklin Park	Neighborhood	58,761	\$ 22.50	N/A	Century 21, Radio Shack, Tacos La Palma, Supermercado y carniceria
2	Grand Plaza	SEC Manheim & Grand	Franklin Park	Community	22,000	N/A	N/A	Dollar Tree, Just Tires, Payless Shoe Source, Sally Beauty Supply
3	Leyden Park 'N Shop	Manheim & Grand	Franklin Park	Neighborhood	85,000	N/A	73%	Action Video, Magnum Insurance, Formost Liquors
4	Per Tutti Plaza	SWC Grand & 25th Ave	Franklin Park	Neighborhood		N/A	100%	Per Tutti, Your Nails, Regal Touch Cleaners
5	Rose Shopping Center	Rose & Addison Streets	Franklin Park	Neighborhood	20,000	N/A	N/A	All-Star Video, Montrose Family Dentistry, Giuseppe's Pizza
6	Unnamed Shopping Center	NWC Grand & Sarah St.	Franklin Park	Neighborhood		N/A	100%	H&R Block, Cleaners Dentist, Coin Laundry
7	Unnamed Shopping Center	NWC Grand & Atlantic Ave	Franklin Park	Neighborhood		N/A	100%	Grand Stand Pizza, Mike's Den Barber Shop, Verlare Cleaners
8	Unnamed Shopping Center	SWC Grand & Sarah	Franklin Park	Neighborhood		N/A	N/A	Ace Hardware, Nick & Bruno's Pizza, RLB Realty
9	Bensenville Park & Shop Shopping Center	NWC Main & Addison St.	Bensenville	Neighborhood	60,000	N/A	N/A	Faro Banquet Hall, Andreson's Bakery, Dollar General, Edmar Foods
10	Brentwood Commons	NEC York Rd. & Grand Ave	Bensenville	Community	123,856	N/A	81%	Great Clips, Pasta Deli, Radio Shack, Dollar Tree
11	Center Street Center	S. Center Street	Bensenville	Neighborhood	20,000	N/A	100%	Theatre
12	York-Green Shopping Center		Bensenville	Neighborhood	30,000	N/A	100%	Green Street Food Market, Walgreens
13	Fox Run Plaza	SWC Lake & Manheim	Melrose Park	Community	101,620	\$ 13.00	22%	Dominick's Finer Foods, Bo Rics, Melrose Plasma Center
14	Fretter Square	North Ave & 15th Street	Melrose Park	Neighborhood	46,000	N/A	95%	
15	Melrose Crossing	NEC North Ave & Manheim	Melrose Park	Regional		\$ 14.00	N/A	Rent a center, Burger King, Fantastic Sam's
16	Melrose Park Venture	SEC North Ave & 1st	Melrose Park	Neighborhood	87,000	N/A	N/A	Menard's, Omni Superstore
17	Melrose Place	I & North Ave	Melrose Park	Neighborhood	56,000	N/A	N/A	
18	North & 9th Shopping Center		Melrose Park	Community	210,000	N/A	100%	Jewel/Osco, Target Greatland, Arby's, Bank of America
19	Winston Plaza Shopping Center	9th and North	Melrose Park	Regional	370,000	N/A	99%	Best Buy, Cub Food, Marshalls, Office Max
20	Northlake Commons	SWC Wolf Rd. and North Ave	Northlake	Community	236,000	N/A	N/A	Home Depot, Office Depot, Value City Furniture
21	Northlake Shopping Center	North Ave & Wolf	Northlake	Neighborhood	20,800	N/A	N/A	
22	Unnamed Shopping Center	North Side	Northlake	Neighborhood		N/A	100%	White Hen Pantry, Vito's Barber Shop, Cleaners
23	Thatcher Woods Shopping Center	S. Side at Thatcher	River Grove	Community	193,313	N/A	97%	Blockbuster Video, Subway, Dunkin Donuts
24	Unnamed Shopping Center	Grand & Thatcher	River Grove	Neighborhood	15,000	N/A	100%	Tower Records, Toys r Us, House of Hunan
25	Schiller Park Commons	NEC Irving Park Rd & Old River Rd.	Schiller Park	Neighborhood	46,346	N/A	N/A	Aldi, Bank One, Subway
26	Schiller Park Plaza	25th Ave & Ruby	Schiller Park	Neighborhood	19,000	\$ 10.00	N/A	Fantastic Sam's, White Hen Pantry, Little Caesars Pizza
AVERAGE						\$ 14.88	91%	

[1] Gross Leaseable Area

Source: 2005 Shopping Center Directory and S. B. Friedman & Company

Figure 3.1 - Market Area Boundaries Village of Franklin Park - TOD Study



SBFCo inventoried 26 shopping centers in Franklin Park and the surrounding area, relying on a combination of field observations and published data sources to obtain information on rents, tenants, occupancy rates, and gross leasable areas; in some cases, information was not available. Occupancy levels ranged from 22 percent to 100 percent, and the average occupancy rate of the surveyed floor space was 91 percent. Rent levels in the competitive shopping centers for which there were data depended on location and type of shopping center. Net lease rates ranged from approximately \$10 to \$22.50 per square foot in shopping centers on commercial strips in nearby communities. Net rents typically ranged from approximately \$10 to \$14 per square foot in Franklin Park's neighborhood-level shopping centers located mostly along Grand Avenue and in downtown Franklin Park according to local brokers.

DOWNTOWN FRANKLIN PARK RELATIVE TO OTHER SUBURBAN DOWNTOWNS

S. B. Friedman & Company compared the retail uses in the study area to several destination downtowns in suburban Chicago, as shown in the table below. The average frequency of each category of ground floor use occurring in these downtowns was calculated and compared to the *SBFCo* inventory of ground floor uses in the study area. The study area contains approximately 77 ground floor businesses/uses. To highlight the predominant uses, approximately 21 percent of these businesses/uses are professional/financial services; 20 percent are personal/household services, 14 percent are bars/restaurants, and 13 percent are retail stores. In general, the study area has proportionally less retail uses than most suburban downtowns.

Downtown Franklin Park Business Mix

	Typical Downtown [1]		Study Area	
	#	%	#	%
Auto-Oriented Uses/Services	2.6	1.8%	1	1.3%
Bars & Restaurants	17.2	11.9%	11	14.3%
Cultural/Institutional	2.9	2.0%	1	1.3%
Entertainment/Recreation	1.8	1.3%	0	0.0%
Food & Liquor Stores	5.2	3.6%	4	5.2%
Hotel/Motel	0.2	0.1%	0	0.0%
Industrial/Warehouse	0.3	0.2%	0	0.0%
General Office Space	3.2	2.2%	1	1.3%
Personal/Household Services	28.6	19.9%	15	19.5%
Professional/Financial Services	21.3	14.8%	16	20.8%
Public	3.5	2.4%	5	6.5%
Residential	6.3	4.4%	8	10.4%
Retail Stores	44.1	30.7%	10	13.0%
Vacant Storefront/Business	6.7	4.6%	5	6.5%
	143.8	100.0%	77	100.0%

[1] Based on *SBFCo* local suburban downtown database

At the same time, the study area has a higher proportion of service uses than other downtowns. While services are a key component of consumers' downtown shopping experience, an overabundance of these uses tends to limit the attractiveness of a downtown environment as a shopping destination. While office and professional uses can complement retail and provide a

daytime population in a downtown, an abundance of such uses in ground floor spaces tends to indicate a lack of appropriately configured retail buildings and/or limited demand for retail space.

PRESENCE/ABSENCE ANALYSIS

Because the study area also serves a neighborhood shopping function, *SBFCo* also studied the presence/absence of retail store types in the study area based on the most common tenants and anchors found in neighborhood- and community-level shopping centers. Data was gathered from *Dollars & Cents of Shopping Centers: 2004*, published by the Urban Land Institute.

While this analysis of tenant mix generally reflects the same patterns identified when comparing the study area to other suburban downtowns it also highlights some specific uses that are missing as compared to neighborhood- and community-level shopping centers. Some of the common uses currently absent from the study area include apparel/shoes/accessories, cards/gifts/stationary, and hardware/garden supply. Another key gap is in the coffee/tea category. The study area's lack of a suitable coffee/tea shop has been brought up numerous times at the public forums. The absence of these types of businesses currently limits the attractiveness of downtown Franklin Park as a destination shopping location. A summary of the key business gaps in the study area compared to these shopping center tenants and anchors is included below.

Key Business Gaps Relative to Neighborhood/Community Shopping Centers

Bars & Restaurants	Retail Stores
Coffee/Tea	Apparel/Shoes/Accessories
Ice Cream Parlor/Yogurt Shop	Bookstore
Cultural/Institutional	Camera/Photo Processing
Daycare/Nursery	Cards/Gifts/Stationary
Entertainment/Recreation	Hardware/Garden Supply
Music Studio/Dance/Martial Arts	Housewares/Home Décor
Food & Liquor Stores	Pets/Pet Food/Pet Accessories
Meat/Poultry/Fish	Sporting Goods/Equipment
Public	
Library	

Office Market Potential

The potential for office uses in the study area was assessed by examining the existing office uses in the study area, and by considering competitive office market conditions in the PMA and SMA. *S. B. Friedman & Company* utilized published data sources such as *Black's Guide*, the Multiple Listing Service (MLS), information from local brokers, and targeted field research to assess the competitive office market and to make recommendations for downtown Franklin Park in terms of the type of office uses that could potentially be supported.

We surveyed larger office complexes in the Primary and Secondary Market areas to determine the location of large concentrations of this use. Although large office complexes, or even large office buildings, may not be suitable for the study area, we surveyed these locations to better understand the competitive market. The average lease rate for office space in the Primary and

Secondary Market Area was approximately \$15 per square foot, with lease rates for office space near O'Hare Airport as high as \$26.50 per square foot. The average occupancy rate for these offices was around 82 percent. **Figures 4.11** and **4.12** on the following pages summarize this data.

We also surveyed storefront-type office uses in the Primary and Secondary Market Areas. This office space tends to be located in neighborhood- and community-level shopping centers and usually house professional/financial users. We found the average rental level for this type of office space to be between \$9 and \$12, with minimal leaseable areas of around 500 square feet.

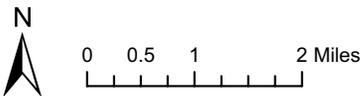
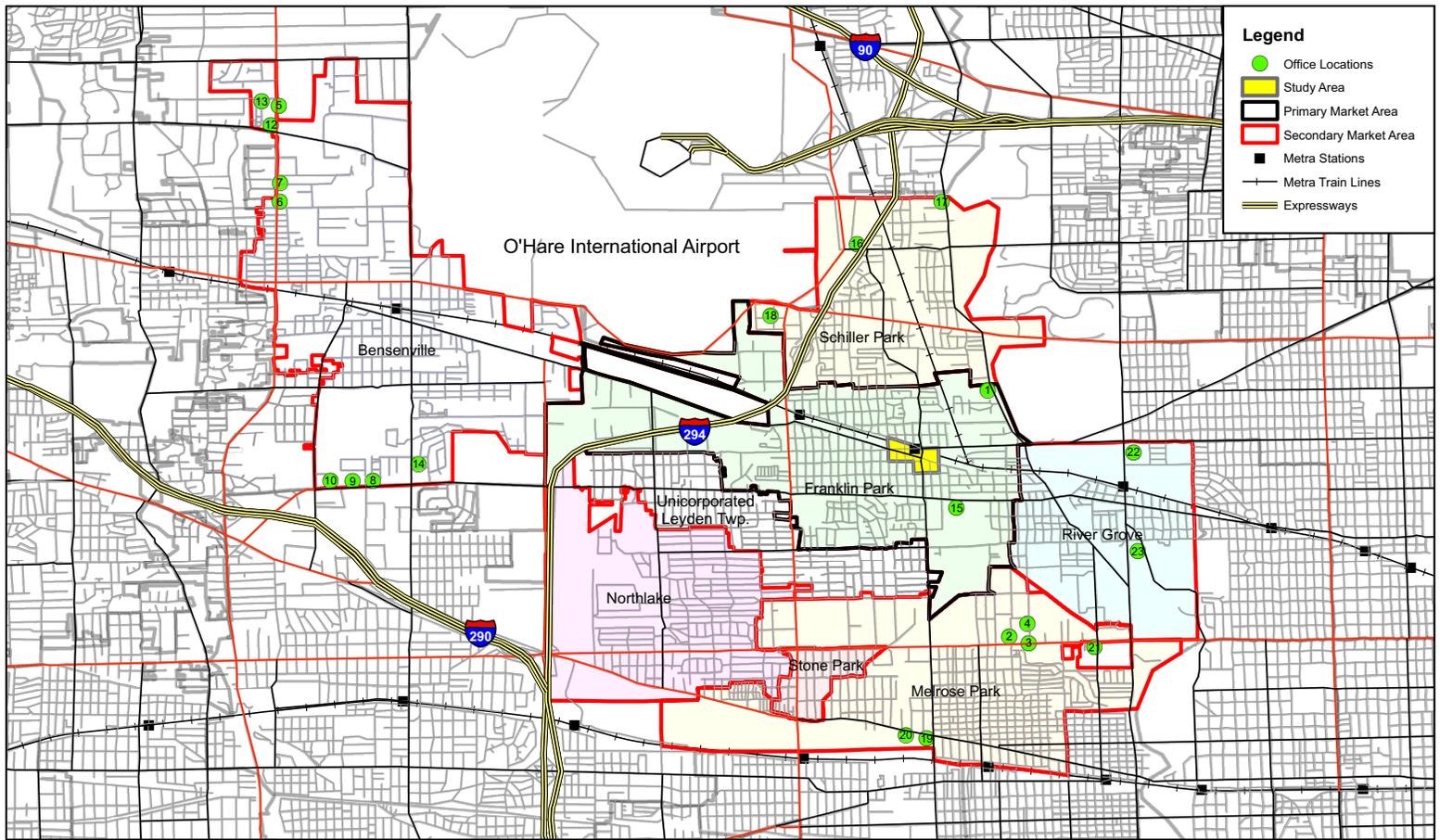
Village of Franklin Park - TOD Study

Figure 3.11 - Competitive Office Centers

Map ID	Name	Address	Community	Total SF	Occ. Rate	Average Rent
1	O'Hare East Business Center	3702 River Rd	Franklin Park	20,000	0%	\$ 15.00
2	1440 West North Building	1440 W North Ave	Melrose Park	36,000	88%	\$ 15.00
3	Melrose Corporate Center	1951 N 15th Ave	Melrose Park	20,000	63%	\$ 14.75
4	Melrose Corporate Center	1953 N 15th Ave	Melrose Park	15,050	n/a	\$ 6.00
5	Thorndale Office Center	1050 Busse Hwy	Bensenville	60,310	71%	\$ 15.00
6	621 Busse Road	621 Busse Rd	Bensenville	38,965	100%	n/a
7	O'Hare West Office Plaza II	631 Busse Rd	Bensenville	25,200	100%	n/a
8	White Pines Office Centre	205 W Grand Ave	Bensenville	26,860	92%	\$ 13.25
9	207-211 West Grand Avenue	207-211 W Grand Ave	Bensenville	20,300	89%	\$ 13.00
10	Bensenville Plaza Office Building	225 Grand Ave	Bensenville	21,000	92%	\$ 9.50
11	729-765 North Route 83	729-765 Route 83	Bensenville	66,079	99%	n/a
12	Thorndale Business Park	1000 Tower La	Bensenville	69,280	100%	n/a
13	Thorndale Corporate Center	1101-1171 Tower La	Bensenville	86,087	100%	n/a
14	York Tower Office	1043 S York Rd	Bensenville	70,000	98%	n/a
15	O'Hare Telecom Center	9401 W Grand Ave	Franklin Park	342,600	100%	\$ 16.00
16	O'Hare Aerospace Center	9950 W Lawrence Ave	Schiller Park	260,000	96%	\$ 20.00
17	5100 River Road Building	5100 River Rd	Schiller Park	139,987	27%	\$ 26.50
18	Southgate O'Hare Center	4333 Trans World Rd	Schiller Park	100,000	0%	\$ 20.00
19	2695 Lake Street	2695 Lake St	Melrose Park	17,370	100%	n/a
20	2705 Lake Street	2705 Lake St	Melrose Park	11,330	100%	n/a
21	Midwest Centre	501 W North Ave	Melrose Park	42,991	100%	n/a
22	Banco Popular	8383 W Belmont Ave	River Grove	28,000	100%	n/a
23	Triton Towers	2725 N Thatcher Ave	River Grove	42,000	77%	n/a
			AVERAGE	67,800	81%	\$ 15.33

Source: *Black's Guide*

Figure 3.12 - Competitive Office Map Village of Franklin Park - TOD Study



4. Development Opportunities & Constraints

Opportunities

The study area offers several unique development opportunities that could positively affect the future of Downtown. These opportunities include a concentration of “activity generators” that draw people into the area on a regular basis (see **Opportunities and Constraints** exhibit on the following page). These include the Metra Station, Village Hall, Village Green, Community Center, Park District Pool, Post Office and American Legion Post. Improving the pedestrian environment around and among these uses will facilitate pedestrian access to shops, restaurants, and service businesses.

The rail line corridor could possibly be used to link these activity generators to the Metra station and Franklin Avenue commercial businesses. The station and boarding platform is adjacent to the tracks between Calwagner and 25th Avenue. There is potential to create a physical link between the platform, Village Green, Post Office, Community Center, and shops.

Downtown contains few vacant properties for development. However there are several sites that have redevelopment potential because they are underutilized or underdeveloped, have sub-optimal land uses for a downtown setting, contain deteriorating or outdated buildings, and/or are at highly visible or key corner locations.

POTENTIAL SITES

The following sites have potential for redevelopment of the land uses, new buildings, parking, and/or open spaces noted in the Master Plan.

- **The vacant property on Pacific Avenue, east of Calwagner Street and west of 25th Avenue**, between the existing multi-family buildings and the office building.
- **The vacant property at the southwest corner of Franklin Avenue and Edgington Street.**
- **The American Legion Post property and adjacent parking lot.** This is one of the largest single sites in Downtown. At a minimum, the large parking lot should be considered for shared parking.
- **The small office building mid-block on Pacific Avenue, between Calwagner and 25th.** This building, along with its adjacent parking lot and green space, could be combined with the adjacent vacant parcel to create a larger development site.



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Downtown TOD Plan Franklin Park, Illinois
 Opportunities & Constraints



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- **The parking lot at the southwest corner of Franklin and 25th.** LaSalle Bank parking takes up a corner at a key Downtown intersection. Redevelopment should be considered if adequate parking can be provided for the bank.
- **The properties at the northwest corner of Franklin and Edgington.** There is an automobile service shop located directly on the corner with two adjacent office uses in existing single-family homes. More intensive development of these properties should be considered.
- **Commuter parking lots.** Redevelopment, relocation or reconfiguration of commuter parking lots should be considered in conjunction with each adjacent site to possibly provide more efficient or optimal sites for redevelopment. Each development plan would need to accommodate the number of existing commuter parking spaces or provide for such spaces in another convenient location.

Constraints

There are several issues and challenges that must be addressed in planning for future development in Downtown.

The rail line divides both the study area and the Village. It also creates pedestrian and vehicular conflicts. The Village is fortunate to have several rail crossings, including four crossings within the study area. However, none of the crossings is grade-separated, and trains can cause some traffic back-ups on the major roads.

In addition to the rail intersections, several of the major street intersections need additional review. These key intersections need further study of turning movements, signal timing, and pedestrian crossing locations and signalization.

The width of Franklin Avenue with its diagonal parking creates a large separation between the two sides of this shopping street. This makes pedestrian crossings more difficult, and emphasizes the vehicular character and scale of the Downtown. The streetscape should receive additional review. Potential enhancements, including curb bump-outs at pedestrian crossings and additional street trees, could be used to improve the character and safety of the pedestrian experience.

The industrial character of the community and the past uses of the rail corridor have led the community to orient the service areas of the buildings toward the rail lines, which are highly visible from passing trains. These areas could be improved, which would enhance views of Downtown from Metra trains, as well as from the major streets that bring people to the area.

5. Concept Plan

Based on the existing physical and transportation conditions, residential, retail, and office market analysis, the constraints and opportunities identified for the study area, and community input, a concept plan for the study area was developed. This concept plan includes: recommendations on the mix of new retail, commercial, and residential development; the general placement of these uses throughout the site; the layout of parking; landscaping improvements; and transportation, circulation, and wayfinding improvements.

This chapter begins with a description of the process involved in drafting a concept plan followed by a discussion of the preferred development direction and concludes with a summary of recommended transportation improvements.

Concept Plan Process

Following study of and public input regarding the area's land use, transportation, market issues, and opportunities, the Consultant Team prepared alternative improvement and development concepts. Alternative concepts for the study area included a "minimum" concept (basic improvements needed), a "maximum" concept (the maximum development possible given physical, transportation, and market constraints), and a "mid" concept (a balance between the "minimum" and "maximum" approaches).

The alternative concepts were presented at a workshop to gather input from the community and build consensus for a preferred improvement and development direction. Attendees of this meeting included Village officials and staff, local business owners and organizations, developers, community organizations, and residents. The preferred concept for the study area was then refined based on further input from Village staff, public officials, downtown business owners, RTA, Metra, Pace, and residents.

Downtown Master Plan Summary

The refined concept plan envisions an enhanced Downtown with an improved pedestrian shopping district, civic buildings clustered around an expanded Village Green, a range of new residential opportunities, and coordinated and clearly defined commuter facilities. The following presents a detail summary of the Downtown Master Plan. Block by block concepts and designs follow.

Starting on the northwest corner of Downtown, the Plan introduces a residential development of 16 townhomes and two 28-unit condominium buildings on the south side of Pacific Avenue between Ruby and Calwagner Streets. These uses would act as a transition between Downtown commercial uses and residential neighborhoods to the north.

To the east, the block of Pacific Avenue between 25th Avenue and Calwagner shows a large mixed-use transportation center. This block would include a three-level parking deck with retail frontage near the Metra station, a new or renovated Metra station, and a stand-alone retail development. The parking deck would include approximately 260 spaces, with the majority

provided for commuter parking. About 13,000 square feet of retail development would frame the view to the Metra station as well as create a retail presence on the highly visible corner of 25th and Pacific. Forty-four surface parking spaces would support short-term retail parking and commuter parking and drop-off. (See **View West on Belmont Towards 25th** exhibit on the following page)

As part of the Metra station, the Plan introduces a pedestrian overpass across the tracks that connects to the planned plaza between the two phases of The Crossings. Further study is needed to determine appropriate height, sight lines, and costs for the overpass. (See **View of Potential Pedestrian Overpass** exhibit on page 44)

The existing Police Station has been relocated from the south side of Belmont east of 25th Avenue to allow the Village Green to expand. This improved public space would allow more room for festivals and public events. It would also allow for the relocation of an enhanced Veteran's Memorial into the park, where it would be more visible and accessible.

The parking between the Village Green and the tracks would be reconfigured and used for commuter parking. Some of the Public Works functions would be relocated to allow for expanded parking.

The Plan shows the Village Hall being relocated, allowing two four-story condominium buildings to be developed on the north side of Belmont west of Edgington Street. These two buildings would have a total of 63 units, with 70 first-floor parking spaces and an additional 45 surface spaces.

At the northeast corner of Belmont Avenue and Edgington Street, the concept shows the existing buildings removed and 10 rear-loaded rowhomes being developed.

The Plan envisions a new Civic Campus developed on the existing industrial site at the southeast corner of Belmont and Edgington. The Campus would include a new Village Hall, Police Station, and Public Works facilities, with a shared, landscaped parking lot in the center. The Civic Campus, along with the expanded Village Green, would create a civic anchor at the east end of Downtown.

On the west side of Downtown, south of the tracks, the Plan shows a new mixed-use building on the current Post Office site. This building, at the northeast corner of Franklin and Ruby, is shown at five stories with 17,000 square feet of retail on the first floor, 36 condominium units with 38 indoor parking spaces, and a shared surface parking lot of 68 spaces. Additional parking is provided on this lot to support the adjacent buildings to the east as well as provide for festival uses at the B-12 tower and park.

Ruby Street marks the western edge of retail on Franklin in Downtown. The first segment of Franklin, from Ruby to Calwagner, is shown with façade improvements on the existing buildings. Consolidation and improvement of parking behind these buildings is also shown. On the north side of the block, the existing park is expanded, with a more prominent entrance created on Franklin Avenue.

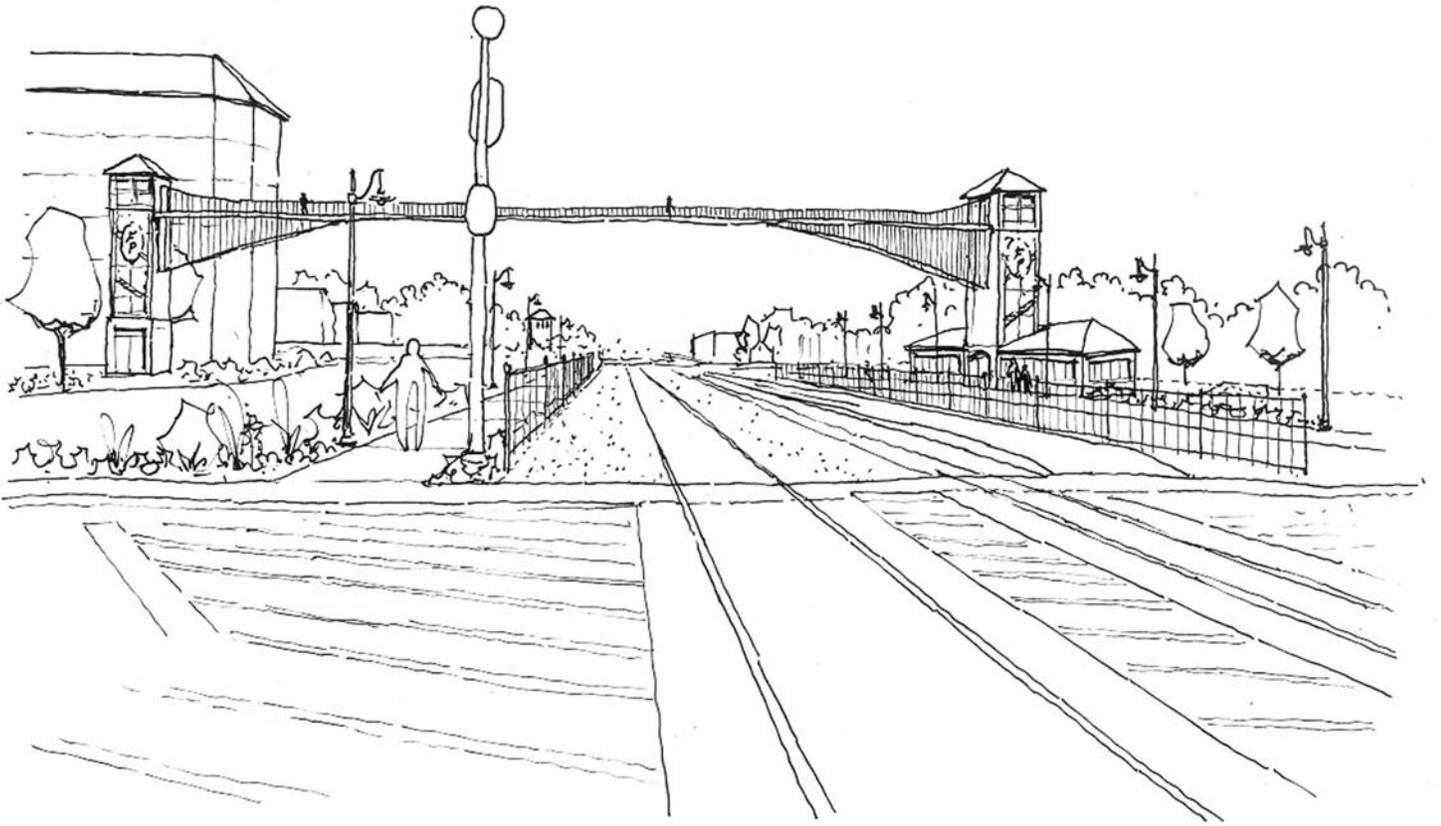


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View West on Belmont Towards 25th



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View of Potential Pedestrian Overpass



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The north side of Franklin, between Calwagner and 25th, is the location of the planned Crossings development. On the south side of Franklin, there are existing storefronts that are shown with façade enhancements. In the Plan, additional parking is shown at the northeast corner of Minneapolis Avenue and Calwagner, the current site of three single-family homes.

This additional parking would help support redevelopment at the southwest corner of Franklin and 25th. The concept shows a five-story, mixed-use development with 20,000 square feet of first-floor retail, 60 underground parking spaces, 60 condominium units, and 58 surface parking spaces. This development would require vacating the Minneapolis right-of-way between Gustav Street and 25th.

South of this new development, LaSalle Bank's building with the development of 12 new townhomes facing 25th. On the east side of 25th, the concept shows an additional 12 rowhomes. These new residential units would act as a transitional use between Downtown commercial uses and adjacent residential neighborhoods.

At the northeast corner of Franklin and 25th, the Plan shows an expanded Community Center, that would house an indoor pool, and additional meeting and banquet rooms and recreational space. A 157-space parking lot is shown on the block to support both the Community Center and a new 14,000-square-foot library at the northwest corner of Franklin and Edgington. These community facilities would complement the Village Green and Civic Campus to the north of the tracks.

At the southwest corner of Franklin and Edgington the Plan shows a five-story condominium on a currently vacant site, with 40 total units, 40 indoor parking spaces, and 13 outdoor visitor spaces.

The Plan shows the removal of existing industrial buildings at the northeast corner of Franklin and Edgington and introduces 23 rowhome units along with 38 visitor parking spaces. The development of these rowhomes would also use the vacated railroad spur right-of-way.

The Downtown would be tied together through enhanced streetscape along Franklin, Belmont, and Pacific as well as a railwalk north and south of the rail right-of-way from Ruby to Edgington. This railwalk would include a pedestrian walk, lighting, signage, and a decorative fence to increase safety along the rail corridor.

ALTERNATE PLAN

If the southeast corner of Belmont and Edgington is not available for a new Civic Campus, the Alternate Plan envisions improving the civic buildings at the current Village Hall location at the northwest corner of Belmont and Edgington. In the Alternate Plan, a new two-story, 24,000-square-foot Village Hall is shown adjacent to the existing building. Once the new Village Hall is completed, the current Village Hall is removed to make room for a new two-story, 30,000-square-foot Police Station developed as an addition to the Village Hall. This new Civic Campus will have 123 parking spaces wrapping the north and west sides of the building. When the Police

Station is completed, the current station is removed to make way for an expanded Village Green on the south side of Belmont between 25th and Edgington.

The **Downtown Master Plan** (Overall and Alternate concepts) and associated maps appear on the following pages.

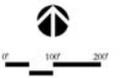


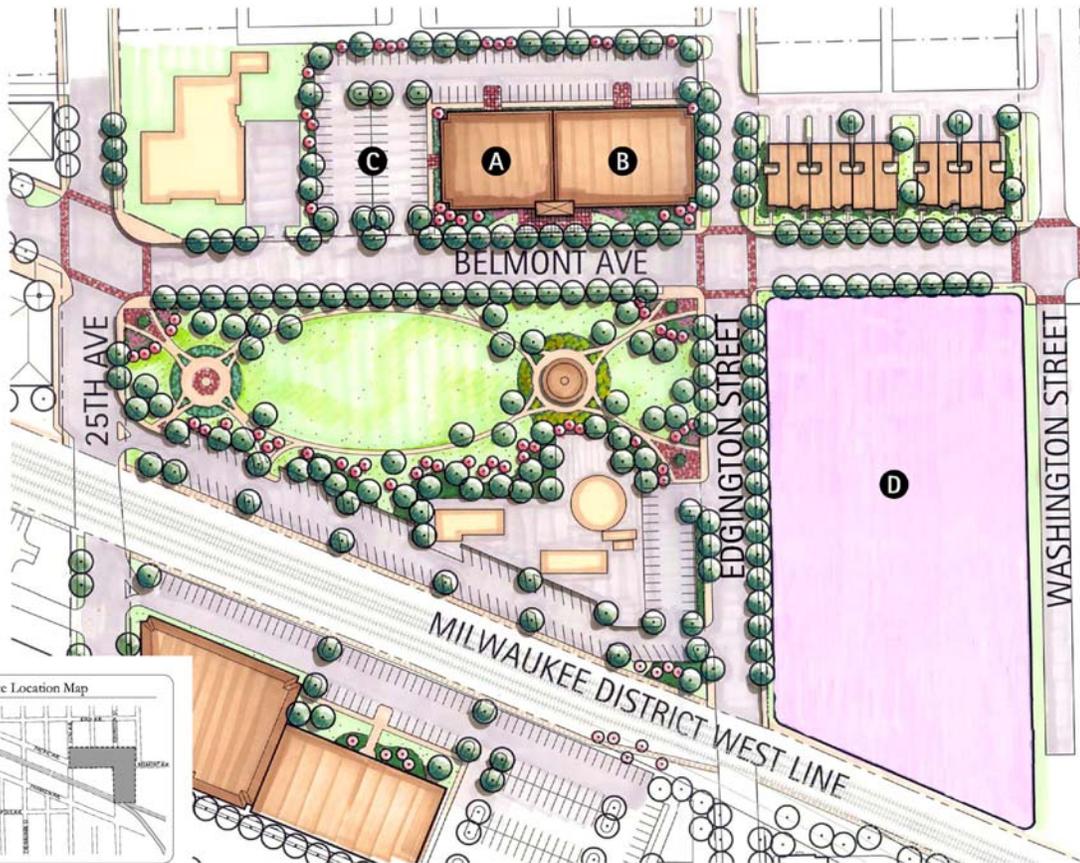
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 Downtown Master Plan - Overall



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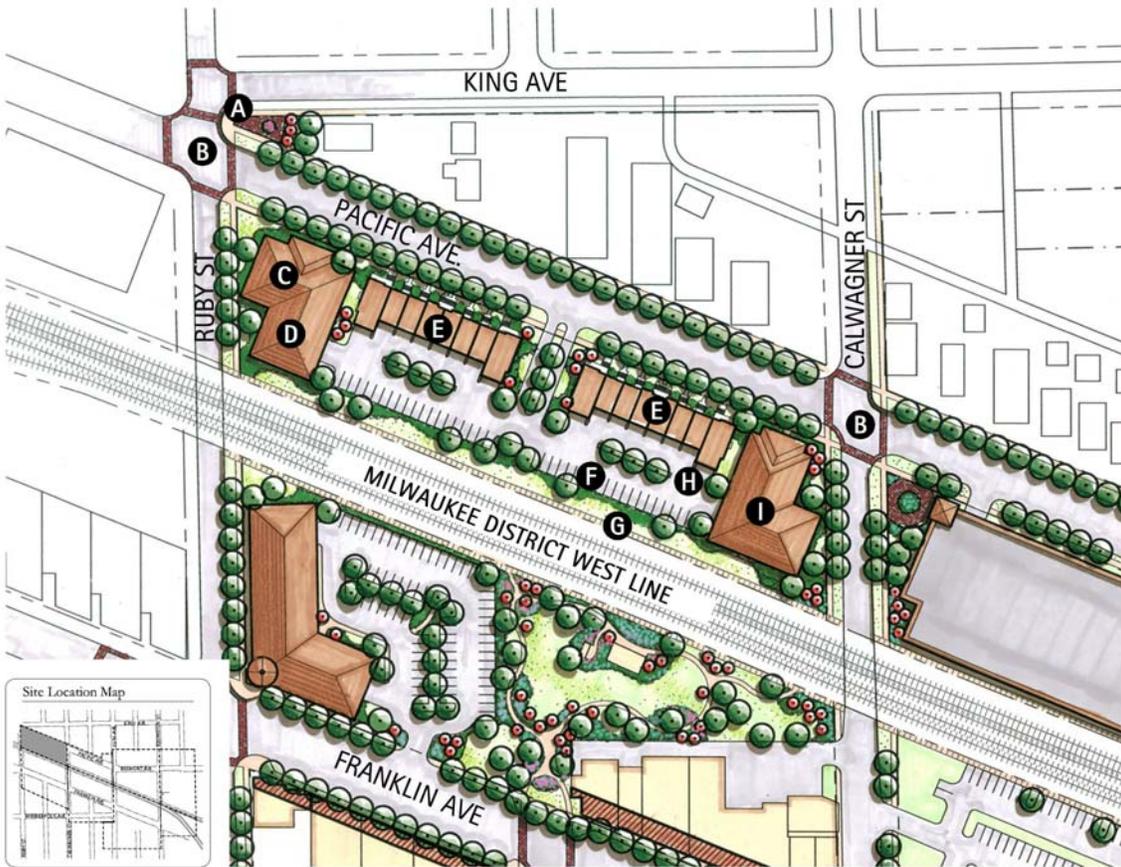
Village of Franklin Park

Downtown Master Plan - Alternate

Development Concepts

- A** Develop new 24,000-square-foot, 2-story Village Hall on existing Village Hall site.
- B** Add 30,000-square-foot, 2-story Police Station to Village Hall, creating a centralized Civic Campus.
- C** Provide 123-space public lot to support Civic Campus.
- D** Expand existing adjacent industrial facility.



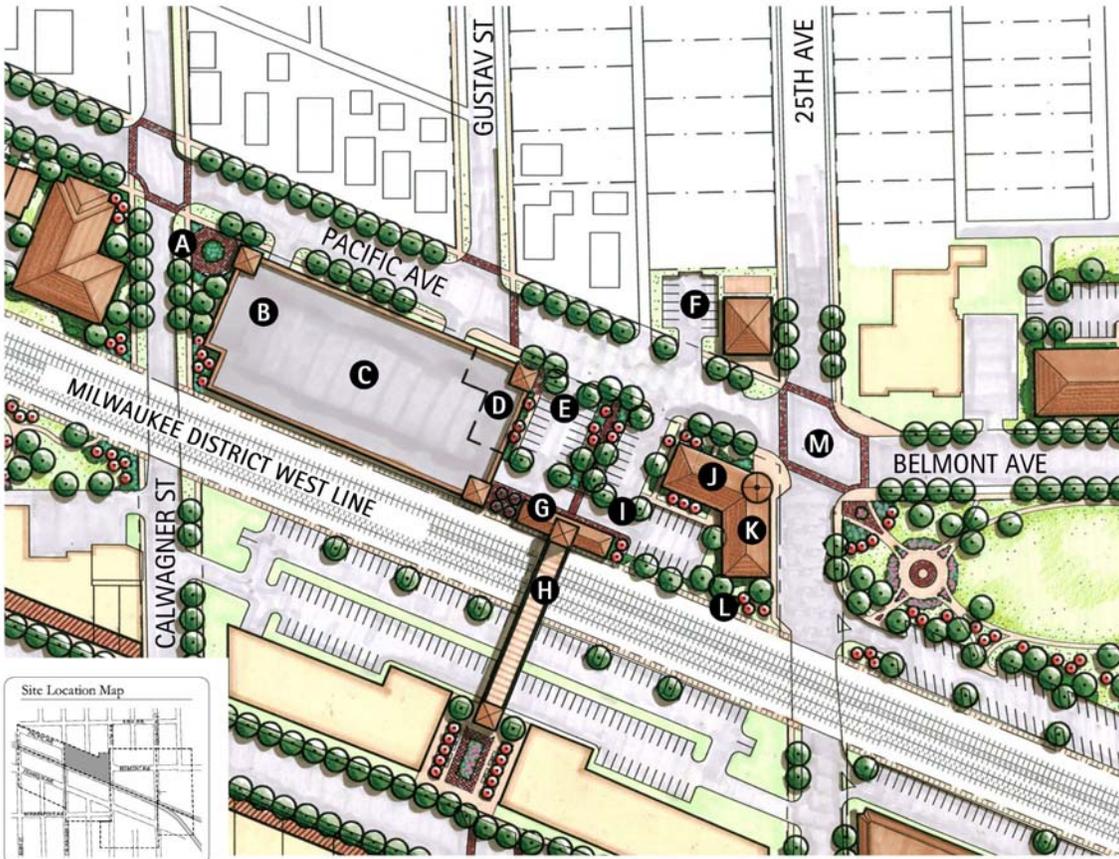


Village of Franklin Park
Downtown Master Plan - Sub Area 1

Development Concepts

- A** Enhance corner with new public plaza.
- B** Enhance intersections with special pavers at crosswalks.
- C** Relocate American Legion Post.
- D** Develop 4-story condo building with 28 units and 22 underground spaces.
- E** Develop 16 rear-loaded townhome units facing Pacific Avenue.
- F** Create 40 resident and visitor parking spaces.
- G** Create new pedestrian friendly railwalk adjacent to rail right-of-way.
- H** Relocate community swimming pool.
- I** Develop 4-story condo building with 28 units and 22 underground spaces.





Village of Franklin Park

Downtown Master Plan - Sub-Area 2

Development Concepts

- A** Enhance corner with new public plaza.
- B** Remove existing multi-family buildings.
- C** Create 3-level parking deck to accommodate approximately 260 cars for commuter and retail use adjacent to train station.
- D** Incorporate a 5,000 square-feet of restaurant space into parking deck.
- E** Remove existing office building.
- F** Introduce 3,000-square-foot Day Care with small outdoor recreation area and 13 parking spaces on site of existing auto use.
- G** Enhance or create new Metra train station.
- H** Study creating pedestrian overpass to reduce pedestrian/train conflicts and increase safety.
- I** Provide landscaped plaza space and 44 short-term surface parking spaces for commuter and retail use.
- J** Consolidate existing surface commuter parking lot into new parking deck.
- K** Develop a new 8,000-square-foot corner retail anchor.
- L** Connect new railwalk to existing train platform.
- M** Enhance intersection with special pavers at crosswalks.



Village of Franklin Park

Downtown Master Plan - Sub-Area 3

Development Concepts

- A** Develop 4-story condo building with 27 units and 30 underground spaces.
- B** Create 45 spaces for residential/visitor parking.
- C** Develop 4-story condo building with 36 residential units and 40 underground parking spaces.
- D** Relocate existing Police Station and expand Village Green to 25th Avenue.
- E** Relocate Veteran's Memorial from site north of Belmont Avenue to a more prominent location within expanded Village Green.
- F** Upgrade landscape and amenities throughout expanded Village Green.
- G** Enhance pedestrian crosswalks along Edgington Street.
- H** Expand existing parking to accommodate 110 spaces for commuter or Village parking while providing landscaped islands with shade trees.
- I** Create new pedestrian-friendly railwalk to existing train platform.

Village of Franklin Park

Downtown TOD Plan

Franklin Park, Illinois

Downtown Master Plan - Sub-Area 3



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Village of Franklin Park

Downtown Master Plan - Sub-Area 4

Development Concepts

- A** Develop 10 new rear-loaded rowhomes with two-car garages and visitor parking on drive apron.
- B** Create corner plaza to form green connection between Civic Campus and expanded Village Green.
- C** Remove existing vacant industrial buildings and construct new 2-story, 10,000-square-foot Village Hall as part of new Civic Campus.
- D** Construct new 10,000 square foot single story Police Station.
- E** Create 160-car landscaped shared parking lot with pedestrian-friendly walkways to serve Civic Campus buildings.
- F** Construct 10,000-square-foot single-story Public Works buildings as part of Civic Campus.

Site Location Map



Village of Franklin Park

Downtown TOD Plan

Franklin Park, Illinois

Downtown Master Plan - Sub-Area 4



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Village of Franklin Park

Downtown Master Plan - Sub-Area 5

Development Concepts

- A** Create new pedestrian-friendly railwalk adjacent to rail right-of-way.
- B** Relocate Post Office trucking operations and remove building to allow for additional Downtown development. Include Post Office retail component as part of new retail development.
- C** Develop 5-story mixed-use Downtown gateway building at with 36 condo units, 17,000 square feet of retail space, and underground parking for 36 cars.
- D** Create shared 68-car surface parking lot for residential and retail use.
- E** Preserve historical switching station and train car in an expanded public park with pedestrian entrance at visual terminus of Atlantic Street.
- F** Clean up retail service area with combined trash enclosures, resurfaced lot, landscaping, and screening.
- G** Enhance pedestrian environment along Franklin Avenue with corner sidewalk bump outs, improved streetscape, and paver crosswalks.
- H** Improve building facades of existing buildings along Franklin Avenue.
- I** Preserve and enhance existing cultural site.

Village of Franklin Park

Downtown TOD Plan

Franklin Park, Illinois

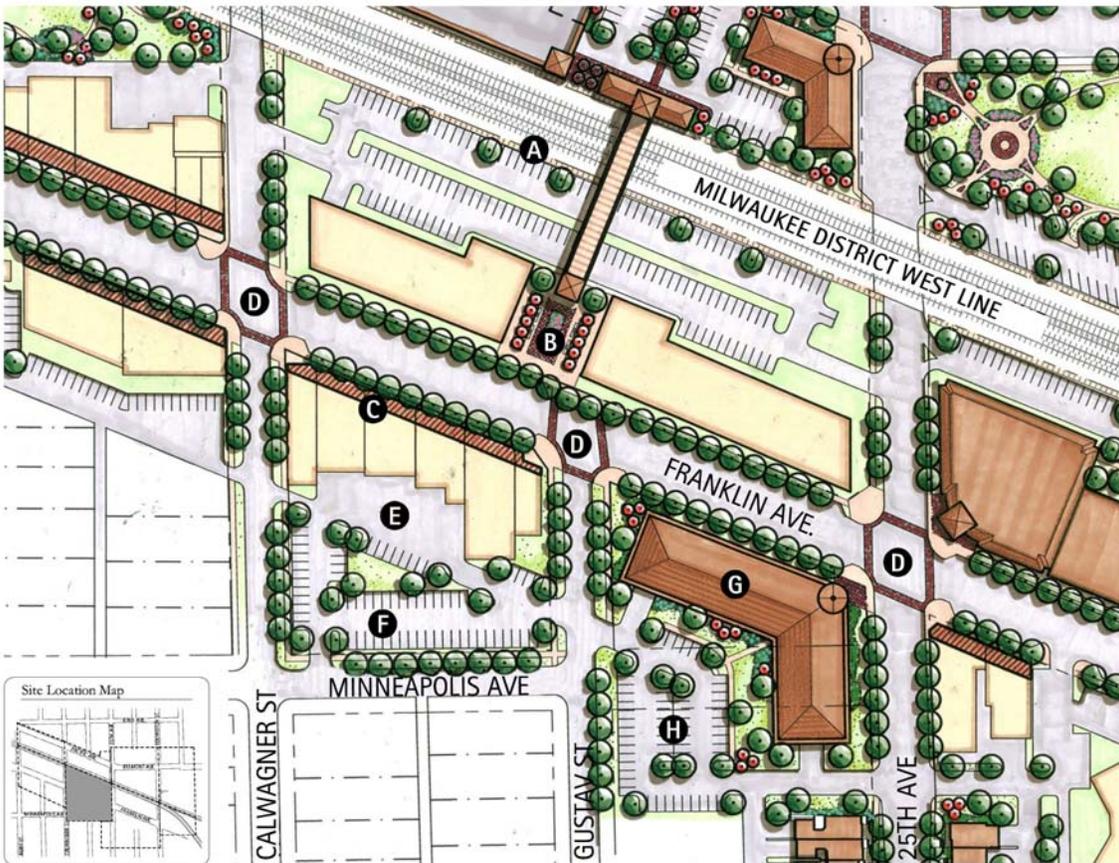
Downtown Master Plan - Sub-Area 5



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Village of Franklin Park

Downtown Master Plan - Sub-Area 6

Development Concepts

- A** Create new pedestrian-friendly railwalk to existing train platform.
- B** Incorporate entrance to pedestrian overpass into planned plaza.
- C** Improve facades of existing buildings along Franklin Ave.
- D** Enhance pedestrian environment along Franklin Avenue with corner sidewalk bump-outs, improved streetscape, and paver crosswalks.
- E** Clean up retail service area with combined trash enclosures, resurfaced lot, landscaping, and screening.
- F** Create new 69-car public parking lot with landscape screening shade trees in place of existing residential buildings.
- G** Develop 5-story mixed-use facility to anchor the corner with 60 condo units, 25,000 square feet for retail, and 56 underground parking spaces.
- H** Create 58-space shared surface parking lot for residential and retail use.

Site Location Map



Village of Franklin Park

Downtown TOD Plan

Franklin Park, Illinois

Downtown Master Plan - Sub-Area 6



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Village of Franklin Park

Downtown Master Plan - Sub-Area 7

Development Concepts

- A** Expand existing community center with 40,000 square feet for an indoor pool and additional recreation/meeting space.
- B** Existing community center to be preserved, renovated, or reconstructed depending on community needs.
- C** Create new pedestrian-friendly railwalk to existing train platform.
- D** Provide shared, landscaped parking lot with 157 spaces.
- E** Develop 14,000-square-foot public library.
- F** Improve facades of existing buildings along Franklin Avenue.
- G** Clean up existing retail service area with combined trash enclosures, resurfaced lot, landscaping, and screening.
- H** Develop 5-story, 40-unit condo building with 32 indoor and 14 outdoor parking spaces.
- I** Enhance corner with public plaza and green space.
- J** Remove existing retail and develop 12 townhomes on the west side of 25th Avenue as transitional use into Downtown.
- K** Develop 12 townhomes on the east side of 25th Avenue in place of current retail.

Village of Franklin Park

Downtown TOD Plan

Franklin Park, Illinois

Downtown Master Plan - Sub-Area 7



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

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Village of Franklin Park

Downtown Master Plan - Sub-Area 8

Development Concepts

- A** Remove industrial uses and vacated railroad and develop 23 rear-loaded rowhomes with central green courtyard, and landscaped a 38-space landscaped parking area.



Transportation Review of Preferred Plan

The transportation components and improvements incorporated in the preferred plan will provide a benefit to the residents, businesses, commuters, and visitors of downtown Franklin Park. The following highlights the transportation components associated with the plan and presents an overall station area circulation plan.

CONSOLIDATED AND EXPANDED COMMUTER PARKING

Currently, a total of 302 off-street Metra parking spaces are provided at numerous off-street lots generally along the north and south sides of the railroad tracks east of Calwagner Street.

The transit oriented development plan consolidates most of the off-street commuter parking to a 3-level parking structure north of the railroad tracks and just west of the Metra station. A larger and more efficient parking facility adjacent to the Metra station will allow more commuters to park closer to the station. The parking structure and an adjacent surface parking lot accommodate approximately 304 spaces, with 222 spaces dedicated for commuter and kiss-n-ride parking and 82 spaces for the adjacent retail and restaurant uses planned for the block. In addition, a portion of the commuters already parking in the structure/lot will also patronize the retail businesses and the day care center before and/or after their commute, creating synergy between the uses and reducing the overall parking requirement.

Metra parking will remain along the north side of the railroad tracks between 25th Avenue and Edgington Street. With relocation of the police station and some of the public works facilities, this area includes 110 Metra parking spaces. An additional 38 Metra parking spaces are available if necessary between the railroad tracks and Franklin Avenue east of Edgington Street. The dedicated Metra parking in the plan totals 370 off-street spaces, thus creating an additional 68 commuter parking spaces compared to the existing parking supply.

In addition to providing off-street parking for commuters using Metra, the parking spaces also serve downtown businesses and restaurants on weekday evenings and weekends, when commuter parking demand is low.

IMPROVED ACCESS TO METRA STATION AND PARKING

Vehicles may currently access the Metra station and the adjacent parking lot via full access driveways on 25th Avenue and Calwagner Street. Due to safety and operational issues created by close proximity along 25th Avenue between the station access, the traffic signal at Belmont Avenue, and the at-grade railroad crossing, the preferred development plan includes eliminating the 25th Avenue Metra station access. Multiple access driveways on Pacific Avenue will serve the Metra station, surface and structured parking, and the planned retail and restaurant properties. The curb area along 25th Avenue just south of Belmont Avenue is now planned to include a bus stop turnout lane.

The current access on 25th Avenue serving the police station and Metra parking between 25th Avenue and Edgington Street is planned to be restricted to right-in/right-out movements.

Restricting the turning movements at the access reduces the potential vehicle-vehicle and vehicle-pedestrian conflicts and minimizes vehicle queues on 25th Avenue near the railroad tracks. In addition, the current access to this parking area on Edgington Street will be shifted north to increase the distance from the at-grade railroad crossing.

The planned access consolidation and turning movement restrictions at these locations of these existing access driveways will help relieve congestion along 25th Avenue and Edgington Street between Belmont Avenue and Franklin Avenue, improve safety by eliminating conflict points and enhance pedestrian conditions along 25th Avenue.

PEDESTRIAN OVERPASS CONNECTING NORTH AND SOUTH SIDES OF RAILROAD TRACKS

One of the most noticeable components of the transit oriented development plan is the proposed pedestrian bridge spanning over the railroad tracks between the Metra station on the north and Franklin Avenue on the south. With the considerable freight rail traffic that travels through the study area, the long-term closures of the at-grade railroad crossings temporarily disconnects the north and south portions of the study area from each other. Often times, commuters arriving from the south may miss one or two Metra trains while waiting for the freight trains to pass.

The pedestrian bridge spanning over the tracks will provide a constant link between the north and south sides of the tracks. In order to accommodate the height of the trains as well and lines of sight for the rail signals, the pedestrian bridge will be approximately 40 feet tall. Due to the long distance, user convenience issues, and physical requirements associated with a ramp system to access either side of the pedestrian bridge, the plan includes stairs and elevators to provide access from ground level to the bridge crossing. The south side of the bridge is planned to be located in a public plaza and the north side provides direct access to the Metra station. If the pedestrian bridge also connects to the parking structure adjacent to the Metra station, sharing elevator/access systems may reduce overall costs.

IMPROVED TRANSIT FACILITIES

To support the use of public transportation, improvements at Pace bus stops are recommended. Based on coordination with Pace, the plan identifies bus stops (existing and recommended) along the two existing routes (Routes 319 and 325) through the study area. The bus stops should include appropriate signage and passenger amenities such as shelters and dedicated loading/unloading areas.

As previously mentioned, a turnout lane is included on the plan along the west side of 25th Avenue between Belmont Avenue and the railroad tracks for southbound buses operating on Pace Route 325. By allowing buses to use a dedicated turnout lane to pick-up/drop-off riders, buses are able to exit the main flow of traffic and minimize their impact on traffic operations, especially within close proximity to the 25th Avenue/Belmont Avenue intersection and the at-grade crossing on 25th Avenue. This bus stop is also a key location it serves an intermodal connection between Metra and Pace bus service. In addition to a turnout lane, this stop should also provide an appropriate shelter, seating, and other passenger amenities.

Other key bus stops that are recommended to include shelters and amenities include the following:

Pace Route 325

- 25th Avenue just south of Franklin Avenue

Pace Route 319

- Edgington Street just south of Belmont Avenue
- Franklin Avenue opposite Gustav Street near the pedestrian bridge
- Franklin Avenue just west of 25th Avenue
- Franklin Avenue just west of Pearl Street in front of the senior living facility

Franklin Avenue provides angled on-street parking that is vital for businesses and destinations in downtown Franklin Park. Bus stops along Franklin Avenue should be positioned so that any removal of on-street parking is avoided or minimized.

CLOSE MINNEAPOLIS AVENUE BETWEEN GUSTAV STREET AND 25TH AVENUE

The station area plan includes consolidating residential properties and existing off-street parking north of Minneapolis Avenue between Calwagner Street and Gustav Street to create a new 69-space off-street parking lot to serve new development and businesses along Franklin Avenue.

In order to provide a larger development site at the southwest corner of the 25th Avenue/Franklin Avenue intersection, the station area plan includes eliminating Minneapolis Avenue between Gustav Street and 25th Avenue. The former segment of Minneapolis Avenue will accommodate new retail/restaurant uses and 68 off-street parking for businesses in addition to new condominium units and associated off-street parking. Access to the new off-street parking via 25th Avenue is shifted south from the old Minneapolis Street alignment to gain more distance from the 25th Street/Franklin Avenue intersection.

PEDESTRIAN RAIL-WALK

To improve pedestrian circulation and connectivity between the many destinations in downtown Franklin Park, the station area plan includes a rail-walk along the south side of the railroad. As an attractive pathway, the rail-walk contributes to the pedestrian-friendly and walkable environment within the study area. It provides safe pedestrian circulation in addition to the current street sidewalks to link commuter parking, new residential units, a new library branch, recreational facilities, and more.

STREETSCAPE IMPROVEMENTS ALONG BELMONT AVENUE EAST OF STUDY AREA

North of Belmont Avenue and east of the study area, Metra is planning to construct a new Metra station with service on the NCS Line operating between downtown Chicago and north suburban Antioch. Although the new Metra station is not within this study area, linking the new station to

the existing Metra station on the MD-West Line and downtown Franklin Park is would be desirable. In order to improve and promote walkability between the downtown and the future Metra station, sidewalk and streetscape along Belmont Avenue east of Edgington Street and north of the planned station should be improved. These improvements would provide a direct, safe, and attractive route to the new station for residents, employees, and visitors of downtown Franklin Park.

SHARED PARKING OPPORTUNITIES

In addition to providing a net gain of 68 parking spaces for Metra commuters, shared parking opportunities are available within the study area between parking serving Metra, retail uses, and Recreation/Pool/Community Center facilities. While the peak parking demand for Metra commuters is generally on weekdays between approximately 6:00 AM and approximately 5:30 PM, the peak parking demand for retail and restaurant uses are during weekday evenings and weekends. By the time the peak parking demand for the retail and restaurant uses occurs, the peak parking demand for Metra commuters is generally over. The offset periods of peak parking demand present the opportunity to share parking spaces and efficiently use the available land within the study area.

Special events at Village Hall, Village Green, and the Recreation/Pool/Community Center in the evening and on weekends may utilize the additional Metra parking spaces after the peak parking demand for Metra commuters. By applying shared parking, valuable land that might otherwise be used to accommodate peak parking demand separately for each individual development may be used more efficiently for further development, open space, or other uses.

TRAFFIC SIGNAL PRIORITY FOR TRANSIT SERVICE

In order to improve Pace bus service and operations within the study area, consideration should be made to implement traffic signal priority at signalized intersections within the study area. Traffic signal priority for transit service is a strategy that dynamically adjusts the traffic signal timing to better facilitate the movement of buses, reduce the delay a bus will experience along a service route due to waiting at a red light, increase schedule adherence, and reduce operating costs. Improving bus operations within the study area helps make public transportation a more attractive option for residents, employees, and visitors of downtown Franklin Park.

Currently, Pace service operates on 25th Avenue, Franklin Avenue, Edgington Street, and Belmont Avenue through the study area. Transit signal priority could be implemented at the traffic signals along 25th Avenue at Belmont Avenue and Franklin Avenue, the Franklin Avenue/Belmont Avenue intersection, and the Edgington Street/Belmont Avenue intersection. Coordination with Pace will be necessary to determine the specific needs and requirements to implement traffic signal priority for transit at the signalized intersections within the study area.

EMPLOYEE SHUTTLE PROGRAM

A potential shuttle program should be considered to connect the Metra station to the many employment centers within the Village. Franklin Park businesses employ a significant number of

workers who live outside of the community. A shuttle program, which may be subsidized by various employers, would provide an important link between the Metra station and places of work that are beyond a 1/4-mile to 1/2-mile walking distance.

Pace currently facilitates a municipal van-pool program offering vans to the Village to use for \$260 per month and the option to purchase for \$1 after five years. An employee shuttle program enables Metra to be an attractive transportation option for many people who may currently drive to and from work and is an opportunity to increase Metra ridership.

WAYFINDING DIRECTIONAL AND INFORMATION SIGNAGE

There are a variety of destinations located within the study area including the Metra station, Village Hall, the Veterans Memorial and Village Green, the Pool/Rec and Community Centers, a new library branch, and various retail/restaurant businesses among others. The station area will attract and must provide access for vehicles, pedestrians, bicycles, and Pace bus service. In order to safely and efficiently guide visitors to their destinations, directional signage and information kiosks should be provided at key locations throughout the study area.

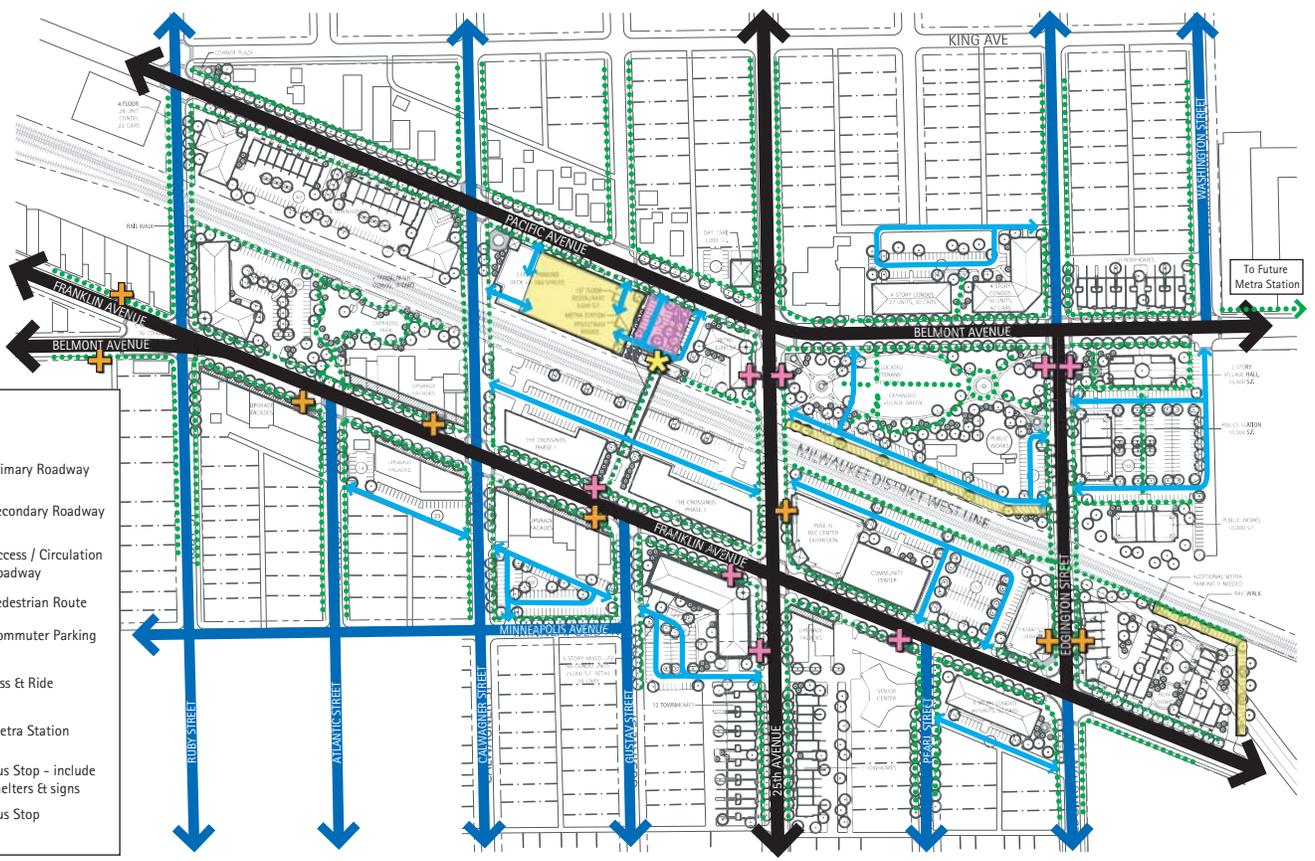
Information and directional guide signs are recommended in various locations to designate the use of specific locations and to lead visitors as they access the station area to the various connections and destinations. Comprehensive kiosks displaying station area maps, Pace Bus routes and schedules, and other information on events occurring in the station area should also be provided.

CIRCULATION PLAN

A **Circulation Plan** illustrating the vehicular and pedestrian circulation and access routes, commuter parking locations, the Metra station, and bus stops is shown on the following page.

Legend

-  Primary Roadway
-  Secondary Roadway
-  Access / Circulation Roadway
-  Pedestrian Route
-  Commuter Parking
-  Kiss & Ride
-  Metra Station
-  Bus Stop - include shelters & signs
-  Bus Stop



Village of Franklin Park - Downtown TOD
Circulation Plan

6. Implementation Strategy

The Franklin Park TOD implementation strategy identifies key projects and recommended action steps to complete projects, including public and private sector responsibilities and potential funding sources. Some strategies refer to the development of specific sites, while others refer to broader area-wide efforts. The implementation strategy attempts to synthesize the ideas, opportunities, and priorities presented throughout the report into a manageable number of projects. The key projects are as follows:

1. Encourage and assist with redevelopment of LaSalle Bank site
2. Encourage and assist with redevelopment of current Post Office site
3. Actively encourage rehabilitation and redevelopment of retail centers along Franklin Avenue
4. Encourage and assist with redevelopment of Metra station block
5. Solicit developers for other key development sites around Metra station (as Village acquires large, developable tracts of land)
6. Design and implement comprehensive streetscape program for Franklin, Belmont, and 25th avenues including signage
7. Prioritize and implement transportation, circulation, and roadway improvements

Phasing of Redevelopment

Redevelopment of the study area will occur over a period of several years given the size of the area, the multiple owners, and potential need to relocate some existing businesses and civic uses. Certain projects have been identified as high-priority or catalytic projects. Catalytic projects are expected to spur the most activity, investment, and redevelopment in the study area because of their high visibility. In addition, these projects appear to be the most feasible given land ownership and private sector development interest.

Redevelopment of the study area may occur in three general phases, as described below. The relative priority of projects could change if developer interest emerges or ownership patterns change.

Short/Immediate-Term projects refer to those sites that appear to have potential for redevelopment in the near future. Implementation of these projects should be underway within the next two to five years, although project completion could take longer. In general, these areas are characterized by vacant land and/or vacant and underutilized buildings, favorable ownership patterns, and developer interest. This category includes catalytic projects that will help jump start development in the study area and projects that are critical for future development.

Intermediate-Term projects include sites that have potential for development in the future, but where site acquisition and assembly is more difficult due to multiple property owners or lack of immediate development interest. Implementation of these projects should be underway within the next five to seven years, although project completion could take longer.

Long-Term projects include sites where acquisition and assembly characterized by multiple property owners, small site sizes, and/or other conditions or characteristics that suggest development in the near future would be unlikely. Implementation of these projects should be underway within approximately ten years, although project completion could take longer.

Roles and Responsibilities

In order for the various recommendations in the Plan to be successful, the Village must work in coordination with other public agencies, local business and property owners, private sector developers, neighborhood organizations, and specialized professionals. Key participants in the implementation of the Franklin Park TOD Plan should include the following:

Village of Franklin Park. The Village will have a key leadership role in implementing the Plan. The Village's continued active participation in promoting, coordinating, and facilitating public improvements and redevelopment within the study area will be critical for successful implementation. The Village will also need to provide continued technical and financial resources for redevelopment and public improvements.

Key roles and responsibilities of the Village will include:

- Coordinate with other governmental entities, private land owners, and developers to ensure that the projects conform to the guidelines and objectives presented in the Plan
- Administer technical and other assistance to property owners, developers, and businesses
- Initiate studies and plans for transportation improvements to existing roadways and coordinate with necessary agencies to implement feasible transportation improvements
- Assemble sites for redevelopment where necessary
- Initiate the preparation of developer Requests for Qualifications and Requests for Proposals for Village-owned development sites
- Seek out grants and funding sources for public improvements
- Relocate existing businesses, where necessary, to other suitable locations within the Village to allow for redevelopment of key sites
- Ensure that codes and ordinances that govern land and building development , including zoning, storm water management, sub-division regulations, and building codes, support and complement redevelopment projects proposed in the Plan

Other Governmental Agencies. Although the Village will have a key leadership role in implementing the plan, other governmental agencies will be involved in the process, including, but not limited to:

- **Metra and Pace.** The Village will need to coordinate with Metra on the reconfiguration of commuter parking, construction of the pedestrian bridge (if deemed feasible), and any redevelopment of the commuter station. Funding for these projects would be coordinated by the Village. Also, the Village should coordinate with Pace regarding drop off/pick up locations in the transit center, the location of bus shelters, and potential future employee shuttle services.
- **Illinois Department of Transportation (IDOT).** The Village will need to coordinate with IDOT for roadway improvements, and for technical studies and grant related to roadway improvements.
- **Illinois Commerce Commission (ICC).** The ICC establishes and regulates general safety requirements regarding tracks, facilities, and equipment belonging to rail carriers within Illinois. The ICC will ultimately approve potential traffic signal modifications adjacent to railroad crossings.
- **Federal Railroad Administration (FRA).** The Village will need to coordinate with the FRA on safety and operational issues related to improvements on, along, and crossing passenger and freight railroad facilities.

Private Sector. Developers, local businesses, and financial institutions can play a key role in the redevelopment of the study area and implementation of the plan:

- **Private Developers.** The Village should coordinate with interested developers to ensure that proposed development in the study area is consistent with the plan. In addition, private developers should be recruited to develop residential, retail, and mixed-use projects that comply with the goals and objectives of the Plan as the Village acquires large, developable tracts of land.
- **Local Businesses and Property Owners.** Individual businesses and property owners within the study area should maintain and upgrade their property to conform to the overall guidelines and improvements of the plan. In some cases, existing businesses may need to relocate, with the Village's assistance, to other suitable locations within the Village to accommodate the recommendations of the plan.
- **Financial Institutions.** Local lenders can provide assistance in upgrading existing properties by offering special programs for building and facade improvements and repairs, and can facilitate redevelopment by financing projects within the study area.

Specialized Professionals. The Village may need to coordinate with specialized professionals to conduct more detailed studies and plans to assist the Village with the implementation of the plan, including:

- Engineering professionals for existing roadway improvements and construction of new roadways, environmental testing of key sites for acquisition, and other key public improvement projects

- Architecture/landscape architecture professionals to prepare urban design and streetscaping improvements
- Real estate and development professionals to assist with land assembly/acquisition and developer recruitment/negotiation

Financing Sources

Many of the recommended projects and improvements will require financial assistance to be implemented. Where possible, local, state, and federal funding sources should be used to leverage private sector dollars.

The following summarizes key financing tools and programs to implement the recommendations of the plan:

TAX INCREMENT FINANCING (TIF)

Tax Increment Financing (TIF) is a program that allocates future increases in property taxes from a designated area to pay for improvements only within that area. Under TIF, the increases in taxes from new development and redevelopment of existing structures, or increases in taxes due to equalization or rate changes are all allocated to the Village. The other districts continue to share the taxes that were being paid prior to creation of the district. All properties in the district are assessed in the same manner as all other properties and are taxed at the same rate. TIF is not an increase in taxes; it is only a re-allocation of how they are used. Increases in property taxes are due to reassessment and rate increases, not TIF.

There are three general categories of activities that may be supported by tax increment funds under the provisions of the Act:

Public Improvements

- Provision or rehabilitation of public improvements and facilities
- Streets
- Streetscaping
- Other infrastructure
- Parking

Development/Redevelopment/Rehabilitation Activities

- Assembly and acquisition of sites, demolition, and site preparation including engineered barriers addressing ground level (or below) contamination
- Rehabilitation, reconstruction or repair or remodeling of existing public or private buildings or fixtures.
- Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by Federal or State law.

- Environmental remediation
- Interest costs incurred related to the construction, renovation or Rehabilitation of a Redevelopment project (generally up to 30 percent of interest, but up to 75 percent of interest costs incurred for rehabilitated or new housing units for low- and very low-income households)
- Costs of the construction of low income housing (up to 50 percent)

Administrative Support and Financing

- Job training, “Welfare to Work,” and related educational programs
- Costs of studies, surveys, development of plans and specifications, implementation and Administration of the Redevelopment Plan
- Financing costs related to the issuance of obligations
- Payments in lieu of taxes

TIF is one of the few funding mechanisms available to local governments and has proven to be very effective in spurring redevelopment and public improvements within communities.

SPECIAL SERVICE AREAS (SSA)

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. In short, an SSA allows local governments to tax for and deliver services to limited geographic areas within their jurisdictions.

SSAs are a unique financing tool that can be used to support and implement a wide-array of services, physical improvements and other activities. Among the list of common services and activities provided by SSAs are the following:

Infrastructure Improvements

- Streetscaping/landscaping
- Lighting
- Benches
- Trash receptacles
- Alley repaving
- Curbs
- Sidewalk paving
- Street improvements
- Storm sewers
- Sanitary sewers
- Parking lots or garages

Land and Building Improvements

- Redevelopment
- Store front improvements, grants or loans
- Interior rehab/build-out assistance

Support Services

- Marketing
- Special events
- Seasonal decorations
- Promotion/advertising
- Tenant search/leasing support
- Transportation (e.g., trolley)
- Improved snow and trash removal services
- Security improvements/services
- Improved parking enforcement services
- Maintenance staff/activities
- Planning/marketing consulting
- Program administration
- Membership services
- Public relations activities
- Store window display assistance

The steps in creating an SSA are not overly complex. However, success depends largely in obtaining the support of property owners and tax payers in the SSA.

TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS

A number of state and federal funding sources are potentially available to assist the Village in implementing the transportation and infrastructure improvements detailed in the plan. Several of the funding sources may be committed until the next funding cycle. Programs discussed below should be considered in combination with one or more other funding sources.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Includes the Illinois Transportation Enhancement Program (ITEP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Surface Transportation Program (STP), and generally requires that a project have a local sponsor (Village of Franklin Park) and evidence of local support. Some programs must be reauthorized as part of the federal transportation legislation in order for projects to receive funding beyond 2009.

Illinois Transportation Enhancement Program (ITEP). A competitive program administered by the Illinois Department of Transportation, eligible projects expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the transportation infrastructure. Project sponsors can receive up to 80 percent

reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.

Congestion Mitigation and Air Quality Improvement Program (CMAQ). A federally funded competitive program that targets projects reducing congestion and/or improving air quality. Eligible project types include bike/pedestrian projects, transit service improvements, traffic signal interconnects, bottleneck elimination, and demonstration projects.

Surface Transportation Program (STP). STP provides flexible funding that can be used, among other uses, for roadway reconstruction, intersection improvements, and traffic signal improvements. STP funds are allocated to regional councils who then distribute the funds to local sponsors. Award of this funding takes into account the regional benefits provided by the project among other factors.

Transportation Community and System Preservation Program (TCSP). This program provides funding for planning and implementation grants for transportation improvement strategies. Eligible projects reduce environmental impacts of transportation, reduce the need for future investments in public infrastructure, provide access to employment, and identify strategies to encourage private investment. This is a more competitive funding source obtained directly through the United States Department of Transportation for innovative transportation projects.

Illinois Tomorrow. This program is administered through the Illinois Department of Transportation. Goals of the program include reducing traffic congestion, promoting economic development to reduce infrastructure costs, and promoting intergovernmental cooperation. Projects that qualify include TOD development plans to increase transportation options, improve walkability, and enhance access to transit. According to IDOT, the program has completed its five year funding cycle, but will likely be available in the future, given the popularity of the program.

Action Steps for Key Projects

1. ENCOURAGE AND ASSIST WITH REDEVELOPMENT OF LASALLE BANK SITE

Redevelopment of the current LaSalle Bank site as mixed-use residential/retail and townhomes should be pursued immediately because most of the land is under the control of a single owner, LaSalle Bank has expressed interest in redeveloping the site, and there is interest from private developers. The Village should collaborate with LaSalle Bank and interested developers to maximize developable land and ensure that the site planning is coordinated.

- Priority: High Priority
- Timeframe: Immediate/Short-Term (two to five years)
- Responsible Parties: Village, LaSalle Bank, Interested Developer
- Potential Funding Sources: TIF, SSA, Private Sector Funds, Land Sales/Swaps, CMAQ, STP, ITEP

Action Steps

The Village should initiate the following activities for the redevelopment of this site:

- Meet with LaSalle Bank to discuss redevelopment of the site
- Assist in the relocation of LaSalle Bank to a more optimal location within the Village
- Prepare appraisals of site and obtain estimates of demolition costs
- Prepare environmental studies to establish remediation needs, including both a Phase I and Phase II assessment for the site
- Review property value and determine strategy for acquisition
- Decide to purchase or not to purchase the site
- Investigate the possibility of using TIF to assist with property acquisition and demolition
- Hire broker or and/other specialist to assist the Village with the land acquisition
- Review and negotiate terms
- Solicit a developer through RFQ/P process

2. ENCOURAGE AND ASSIST WITH REDEVELOPMENT OF CURRENT POST OFFICE SITE

The Village should assist in the redevelopment of the current Post Office site as mixed-use residential/retail and develop the B-12 Tower site into an expanded park area. This is considered a high priority project because of the uniformity of land ownership on the site. In addition, only a very small portion of the current Post Office is utilized by Village residents and downtown shoppers. Redeveloping the site as mixed use and park land would be a more appropriate use in light of the Village's desire to create a TOD environment in the downtown area. In addition, expanding the B-12 site into a larger park site will increase the visibility of the historic B-12 Tower as well as reinforce the Village's rail heritage.

Phasing, Responsible Parties, and Potential Funding Sources

- Priority: High Priority
- Timeframe: Immediate/Short-Term (two to five years)
- Responsible Parties: Village, United States Postal Service (USPS), Private Developer/Retailer
- Potential Funding Sources: TIF, SSA, Private Sector Funds, Land Sales/Swaps

Action Steps

- Meet with USPS to discuss redevelopment of the site
- Assist in the relocation of USPS to a more optimal location within the Village, and potentially relocate retail operation of the Post Office to another location in the downtown area
- Prepare appraisals of site and obtain estimates of demolition costs
- Prepare environmental studies to establish remediation needs, including both a Phase I and Phase II assessment for the site
- Review property value and determine strategy for acquisition
- Decide to purchase or not to purchase the site
- Investigate the possibility of using TIF to assist with property acquisition and demolition
- Hire broker or and/other specialist to assist the Village with the land acquisition
- Review and negotiate terms
- Solicit a developer through RFQ/P process

3. ACTIVELY ENCOURAGE REHABILITATION AND REDEVELOPMENT OF RETAIL CENTERS ALONG FRANKLIN AVENUE

The Village should collaborate with the current owners and tenants of the retail areas along Franklin Avenue in planning the rehabilitation, modernization, and possible redevelopment of these sites. Recommended improvements are detailed in the report.

Phasing, Responsible Parties, and Potential Funding Sources

- Priority: Medium to High Priority
 - Timeframe: Short-Term (two to five years) to Intermediate-Term (five to seven years)
 - Responsible Parties: Village, IDOT, ICC
- Potential Funding Sources: TIF, SSA, CMAQ, STP, ITEP, TCSP

Action Steps

The Village should work closely with developers and property owners to ensure consistency in the quality of rehabilitation. The Village could provide TIF assistance through a Small Business Improvement Fund (SBIF) and/or work with local financial institutions to create funding pool for façade and other improvements. A SBIF program could provide matching grants or loans to the owners of commercial properties to rehabilitate buildings.

4. ENCOURAGE AND ASSIST WITH REDEVELOPMENT OF METRA STATION BLOCK

The redevelopment of the block that currently accommodates the Metra station and associated parking will serve as a major focal point for the transit oriented redevelopment of downtown Franklin Park. The proposed redevelopment of this block includes the construction of a parking deck to accommodate Metra parking and a Pace bus drop-off area, a pedestrian bridge connecting the Crossings development to the Metra station/parking garage, and a rehabilitated/reconstructed Metra station.

The redevelopment of this block is important because the proposed commercial uses on this block will likely be major activity generators due to their proximity to the Metra station and high visibility with commuters and pedestrians. Furthermore, the proposed 260 space parking structure will accommodate a large portion of Metra parking. This project is a medium to high priority because it will take time for the Village to acquire the land on this block which it currently does not control. It should be noted that as phasing and reconfiguration of commuter parking spaces occurs, given Metra's Federal Transit Administration (FTA) agreements, the total number of commuter parking spaces will need to remain at their current level throughout the entire development process.

Phasing, Responsible Parties, and Potential Funding Sources

- Priority: Medium to High Priority
- Timeframe: Intermediate-Term (five to seven years) to Long-Term (10+ years); Dependent on land acquisition and funding
- Responsible Parties: Village, Metra, ICC, Pace
- Potential Funding Sources: TIF, SSA, Private sector funds, Land sales/swaps; CMAQ, STP, ITEP, TCSP

Action Steps

The process for constructing the parking structure, pedestrian bridge, and possibly reconstructing/rehabilitating the train station includes the following general steps:

- Create a financing plan, defining the role of Metra and the Village in the construction process, and developing an agreement that defines ownership and maintenance responsibilities
- Secure funding for any project costs to be incurred by the Village
- Select an architect for the project and complete the transit complex design process
- Begin construction of parking structure and pedestrian bridge; begin reconstruction/rehabilitation of station

- Work with Pace to coordinate and plan the placement of bus drop-off areas as development of the station area progresses

5. SOLICIT DEVELOPERS FOR OTHER KEY DEVELOPMENT SITES AROUND METRA STATION (AS VILLAGE ACQUIRES LARGE, DEVELOPABLE TRACTS OF LAND)

Once the Village has acquired large, developable parcels of land, it should begin the developer solicitation process for other key sites in the study area. Projects to be developed on these sites include, but are not limited to, the expanded community center/indoor pool, municipal buildings complex, and satellite library projects.

Phasing, Responsible Parties, and Potential Funding Sources

- Priority: Medium to High Priority
- Timeframe: Intermediate-Term (five to seven years) to Long-Term (10+ years); Dependent on land acquisition
- Responsible Parties: Village, Private Developer
- Potential Funding Sources: TIF, SSA, Private sector funds, Land sales

Action Steps

Municipalities often solicit developers through the Request for Qualifications/Proposals (RFQ/P) process, which typically involves the following steps:

- Refine concept plan for specific site(s) and draft development guidelines
- Determine developer strategy and identify developers
- Prepare prospectus for developers
- Contact and solicit developers
- Review developer proposals/capabilities and recommend a developer for negotiation (may be a two-step process of initial review of qualifications followed by specific proposals)
- Select a developer
- Negotiate redevelopment agreement and development details (usually Planned Development)
- Detailed planning, permit review, and complete private financing
- Financing of public sector portions

- Ground breaking

6. DESIGN AND IMPLEMENT COMPREHENSIVE STREETScape PROGRAM FOR FRANKLIN, BELMONT, AND 25TH AVENUES INCLUDING SIGNAGE

The Village should prepare and implement an urban design and streetscaping program for main corridors that serve as arterials throughout the Village and serve as gateways into the community. Specific urban design elements can help shape the identity and character of these areas and maintain the positive image of the community. Specific design elements can include streetscape, identity/wayfinding signage, bus shelters, and gateway monuments.

Phasing, Responsible Parties, and Potential Funding Sources

- Priority: Medium to High Priority
- Timeframe: Intermediate-Term (five to seven years)
- Responsible Parties: Village, IDOT, ICC
- Potential Funding Sources: TIF, SSA, CMAQ, STP, ITEP

Action Steps

The Village should include the following activities to implement a comprehensive streetscape and signage program along major corridors in the study area:

- Prepare prototype design/design palette (landscape architect)
- Identify corridors and placement of gateway treatments
- Design engineering/working drawings (engineer & landscape architect)
- Prioritize construction
- If necessary, consider funding mechanisms such as TIF or SSA
- Implement

7. PRIORITIZE AND IMPLEMENT TRANSPORTATION, CIRCULATION, AND ROADWAY IMPROVEMENTS

The implementation strategy recommends a number of transportation, circulation, wayfinding, and roadway improvements around the station area, along major commercial corridors, and at key intersections. These recommendations are detailed in the Transportation Improvements section.

Phasing, Responsible Parties, and Potential Funding Sources

- Priority: High Priority for Key Improvements; Medium to High Priority for Other Improvements
- Timeframe: Immediate/Short-Term (two to five years) to Intermediate-Term (five to seven years)
- Responsible Parties: Village, IDOT, ICC, Private sector developer
- Potential Funding Sources: TIF, SSA, CMAQ, STP, ITEP, TCSP

Action Steps

The Village should include the following activities to implement the transportation improvements presented in the implementation strategy:

- Prioritize improvements
- Meet with necessary agencies (e.g., IDOT, Illinois Commerce Commission, Metra, and Pace)
- Coordinate with developers of specific sites to incorporate transportation improvements and recommendations
- Prepare necessary engineering and construction documents
- Prepare cost estimate
- Seek funding and consider funding mechanisms such as TIF, SSA, SAFETEA-LU funds
- Begin construction and implement improvements

Appendix A
Community Meeting Summaries

Village of Franklin Park

Community Input/Listening Workshop February 15, 2005

Meeting Notes

The consultant team of *S. B. Friedman & Company*, The Lakota Group, and Metro Transportation Group is preparing a Transit Oriented Development (TOD) study for the Village of Franklin Park, for the area surrounding its Metra Station.

The purpose of the February 15th Community Input/Listening Workshop was to receive input on area issues, opportunities, goals, and objectives from a variety of participants, including Village officials and staff, local business owners and organizations, developers, community organizations, and residents.

After a brief introduction, project team members presented an overview of preliminary findings concerning demographic, market, community, land use, and traffic conditions in the study area. Following this presentation, participants were divided into several “break-out” groups. Participants were instructed to focus on three primary questions:

1. What kind of development would you like to see in the study area?
2. What kind of development would you not like to see in the study area?
3. What actions do you recommend that the Village take regarding the study area?

Participants then regrouped to report the results of each small group’s discussion to the entire workshop. The project team concluded the workshop with an overview of the next steps in the planning process. A Community Review and Feedback Workshop is scheduled for a yet to be determined time. At this workshop the consultant team will present draft plans and strategies. The objective of this meeting is to achieve consensus on the recommended development opportunities and strategies for the study area.

The following is a summary of the development ideas/opportunities for the study area as reported by the break-out groups:

- ❑ Move Library Downtown
 - Create a downtown branch library
 - 25th and Minneapolis as a potential location
- ❑ Community Center
 - Expand existing community center
 - Offer night classes for residents
- ❑ American Legion
 - Build new shared banquet facility
- ❑ Desired Downtown Businesses
 - Retail copy shop
 - More restaurants
 - Bring businesses supportive of retail
- ❑ Swimming Pool
 - Relocate pool
 - Build indoor pool facility
 - Create indoor park/conservatory
- ❑ Post Office
 - Move back end operations out of downtown
 - Only need smaller retail facility
- ❑ Create More Pedestrian Linkages
 - Greenway along railroad tracks
 - Convert Forest Preserve bridal path into a bike path
 - Create linkages between activity centers
 - Create pedestrian crossing over railroad tracks
- ❑ Parking
 - Look at other commuter parking options
 - Create parking deck with aesthetically pleasing façade
 - Add more parking downtown
 - Back-in parking
- ❑ Combine Civic Uses
- ❑ Train Stations
 - Include second train station in study area
 - Connect two train stations
 - Utilize shuttle or gondola service between train stations
- ❑ Traffic Improvements
 - Make Calwagner a two-way street
 - Roundabout at Ruby/Franklin/Belmont
- ❑ Create a Diversity of Housing Types Downtown
 - Is there a need for more senior housing?
- ❑ Potential Development Opportunities
 - 25th and Minnesota
 - Parking on Gustav south of Franklin
- ❑ Need More Festival Space
- ❑ Move Auto-Related Uses Out of Downtown
- ❑ Think of How to Exactly “Downtown” is Defined
- ❑ Take Advantage of Adjacent Industry

Village of Franklin Park TOD Study

April 19, 2005 Review and Feedback Workshop

Meeting Notes

The consultant team of *S. B. Friedman & Company*, The Lakota Group, and Metro Transportation Group is preparing a Transit Oriented Development (TOD) Study for the Village of Franklin Park for the area surrounding its Metra Station. The plan will seek to make the area more transit friendly, determine compatible land uses, improve access, alleviate congestion, determine the area's development potential, and provide realistic development strategies to implement its recommendations.

The purpose of the April 19th Review and Feedback Workshop was to consolidate input on recommended development opportunities and TOD strategies for the Study Area from a variety of participants, including Village officials and staff, local business owners and organizations, developers, community organizations, and residents.

After a brief introduction, project team members presented three potential development concepts for the Study Area. Land use, parking, traffic, and development opportunities were addressed. Following this presentation, participants divided into "break-out" groups to discuss their preferred concepts, any concerns they may have about the concepts, and any ideas they felt were missing from the concept plans. Participants then regrouped to report the results of each group's discussion to the entire workshop.

The following is the list of comments recorded on the easel boards at the April 19, 2005 workshop:

- Pedestrian underpass needs further exploration.
- Why no road underpass shown? Problem getting worse at tracks.
- Like development of post office site.
- Consider moving B-12 tower to village green?
- Support for townhomes at Pacific/Calwagner.
- Preference for retail not library at southeast Belmont/25th Avenue.
- Feel the range of products offered at existing downtown grocery should be diversified.
- Feel the railwalk shouldn't take people off shopping street.
- Like transit center shown in Concept D.
- Improve southeast corner 25th Avenue/Franklin.
- Feel that Concept A doesn't do enough.

- Bring industrial into downtown – retail only or civic.
- Prune public works back to minimum area needed.
- Residential north side of Belmont good.
- Expand village green.
- Like civic at southeast corner of 25th Avenue/Belmont.
- Explore if library can share parking with Metra?
- Maybe retail at southwest corner 25th Avenue/Belmont.
- Explore parking deck on $\frac{3}{4}$ of Metra block.
- Like Green/drop-off in front of station.
- Like residential/townhomes at Pacific/Calwagner/Ruby block.
- Like new development on post office site – new building.
- Preference for mixed-use at southwest corner of Franklin/25th Avenue or plaza.
- Consider upgrading existing retail to multi-story mixed use over time?
- Prefer retail at southwest corner of Edgington/Franklin.
- Prefer Community Center expansion for northeast corner 25th Avenue/Franklin.
- Further study of parking and employee parking issues on Franklin.
- Feel that closing Minneapolis in Concept C is good.
- Liked combining community center and pool.

The project team concluded the workshop with an overview of the next steps in the planning process, which begin with incorporating community input into a final development plan and then developing a progression of phased implementation to accomplish the objectives of this plan. The implementation plan will identify key projects and action steps required to complete the project.

Village of Franklin Park TOD Study

September 22, 2005 Presentation of Final Plan

Meeting Notes

The consultant team of *S. B. Friedman & Company*, The Lakota Group, and Metro Transportation Group is preparing a Transit Oriented Development (TOD) Study for the Village of Franklin Park for the area surrounding its Metra Station. The plan will seek to make the area more transit friendly, determine compatible land uses, improve access, alleviate congestion, determine the area's development potential, and provide realistic development strategies to implement its recommendations.

The purpose of the September 22nd Workshop was to present the Final TOD Concept Plan to the community, elected officials, and other stakeholders, and to receive feedback in preparation for any final refinements.

After a brief introduction, project team members presented the Final Concept Plan for the Study Area. Following this presentation, participants divided into "break-out" groups to discuss the Final Concept Plan, any concerns they may have about the Plan, and any ideas they felt were missing from the Plan. Participants then regrouped to report the results of each group's discussion to the entire workshop.

The following is the list of comments recorded on the easel boards at the September 22, 2005 workshop:

- General support for the Master Plan as presented with some small modifications.
- Majority seemed to support Civic Campus and think that it was the highest priority project, with a preference for consolidating it on the east side of Edgington.
- Many felt that shared parking lot behind the grocery was a high priority.
- Many liked the increase greenspace of the expanded Village Green.
- There were mixed feelings on relocating the Veteran's Memorial, but most felt as long as the Memorial was enhanced as part of the relocation, it was okay.
- Most like synergy created by combining the Community Center with the pool.
- Many recommended relocating the day care elsewhere in the Downtown, possibly to the small site at the northwest corner of 25th and Pacific.

- Many recommended moving the Library to the day care site for increased synergy with the Community Center and to increase the Village Green further.
- Create book drop-off as part of satellite Library.
- General desire to keep the retail component of the Post Office within the Downtown, making sure the site has easy access for quick drop-offs.
- Support for additional residential units, recognizing that it is important to the retail vitality.

Appendix B
Design Guidelines

Design Guidelines

The following standards provide the community and developers with general guidelines for site and building design. They are not intended to supercede the Village code or ordinances.

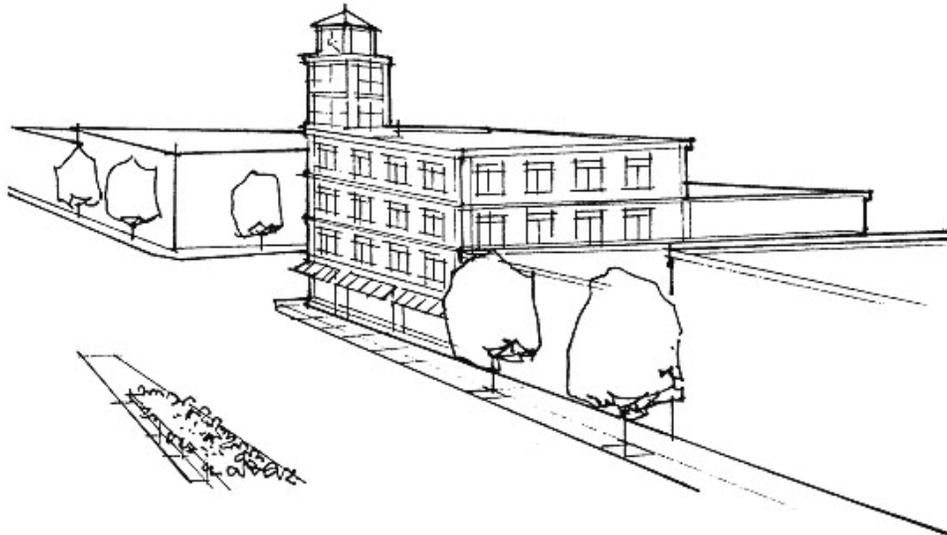
LAND USE

- A mix of uses should be encouraged throughout Downtown. Retail and restaurant uses should occupy the ground floors of multi-story, mixed-use developments.
- Uses that conflict with pedestrian activity, such as drive-through establishments, or that compromise established building patterns along the streets are discouraged.

STREETS

Building Setbacks

- New construction should have a zero-setback from the street property line where possible to reinforce the streetwall. Existing buildings set back from the sidewalk should include landscaping and fencing to maintain the streetwall and enhance the pedestrian experience.
- Corner buildings should have a zero-setback from the street and the secondary street property line to hold or frame site corners along both street frontages. Interesting architectural elements at corners and in locations with prominent views from the train tracks should be encouraged.
- New construction should have a zero-setback from the interior side property line unless necessary for pedestrian access through the site.



- Gangways and narrow alleys between buildings are discouraged unless necessary for pedestrian access to and from parking areas to front entrances.
- Where gangways and narrow alleys between buildings exist, they should be gated with decorative fencing and/or arches, lit with decorative fixtures, or clearly signed for visibility and security if they are used for pedestrian access.
- Primary store entrances should be located along the primary street frontage, with secondary entrances located behind or along a secondary street.
- Setbacks are allowed and encouraged if an outdoor café is planned. The village will determine the appropriate setback distance required.



Parking Areas

- Parking spaces and lots should be at the rear of the building where possible. Off-street parking areas in front of buildings are discouraged. Shared parking between businesses and uses in lots and decks is encouraged wherever possible.
- Dedicated parking for single businesses is discouraged. Shared parking should be considered to minimize the visual impact of land devoted to parking and to provide parking more efficiently.
- Parking curb cuts along the street should be minimized and businesses encouraged to share access points.
- Owners, employees, and residents should be encouraged to park on secondary streets, in the rear of parking lots, or in future parking decks rather than occupy spaces on primary streets or prime parking areas.
- Parking areas should be screened with fencing and landscaping if they cannot be located behind buildings. Parking areas along the tracks also should be screened.
- Parking area lighting should be designed to Village standards and to minimize impact to surrounding properties.
- Parking areas should be designed to accommodate snow removal and storage.

Outdoor Cafés

- Outdoor cafes/seating areas are encouraged throughout Downtown to make the street more active and enhance the overall pedestrian-oriented character.
- Outdoor cafes should allow at least 5 feet of sidewalk clear space to maintain proper pedestrian circulation. Second-story terraces and recessed café spaces for outdoor dining are encouraged where sidewalk space is limited. Second-story terraces or recessed cafes should be integrated into the design of restaurants when possible.
- Outdoor cafes should be defined with removable decorative fencing, pavers, walls, and/or landscaped planters.



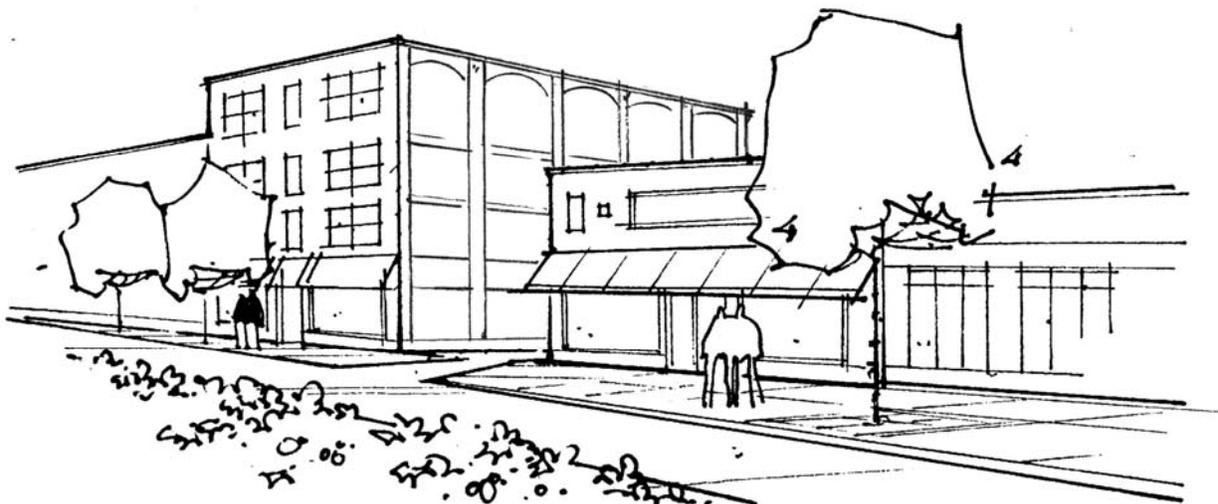
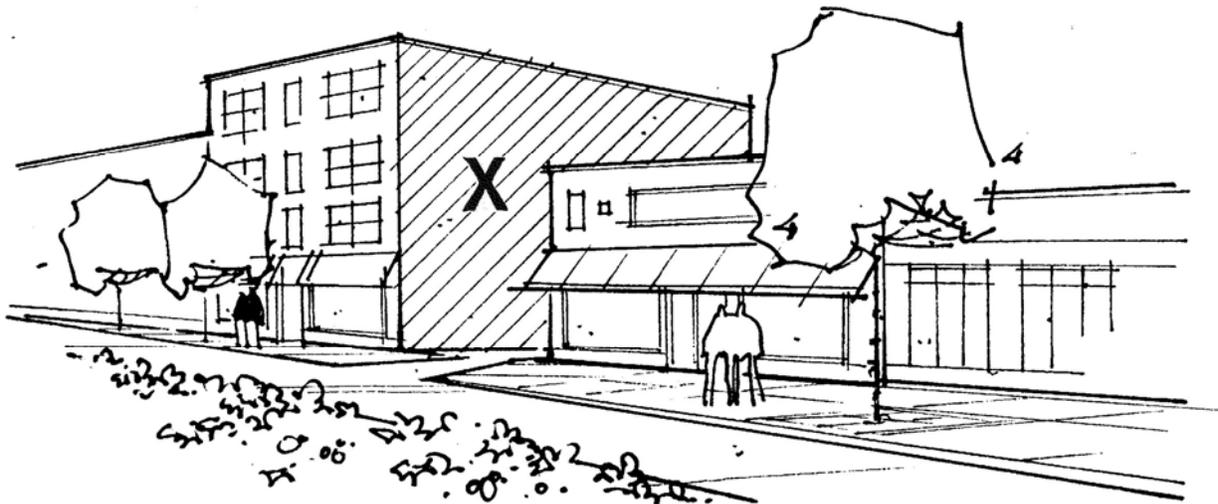
Service Areas

- Accessory service areas behind buildings are not always designed in a manner consistent with the front or sides, and are often visible to pedestrians or train passengers. Loading, trash, and utility areas should be incorporated into site plans and building designs.
- Loading, trash, and utility areas should be enclosed and screened from street, sidewalk, and train views. Screening materials should complement adjacent buildings and be effective in every season.
- Loading, trash, and utility areas adjacent to a building should be designed as an integral component of the building.
- Individual loading, trash, and utility areas for businesses are discouraged. Shared service areas between businesses should be considered for ease of maintenance and improved aesthetics.
- Loading, trash, and utility areas should be designed to accommodate snow removal and storage.



~~BDDEE~~

- Building design in the Downtown should be oriented toward pedestrians and transit. To maintain an active pedestrian environment, buildings should be oriented toward streets, sidewalks, and/or public plazas.
- Architectural design should articulate and enhance buildings, especially those at street corners or with prominent views from the train tracks because of their prominence and visibility. Where appropriate, features such as a cupola, atrium, clock tower, and/or varying rooflines should be considered to add visual interest to the Downtown.
- Solid, windowless walls should be avoided wherever possible. If such walls are a necessary part of a building's function, they should include arches, piers, murals, planters, awnings, or other elements that reduce building scale and add visual interest.





- Display windows should be installed on the sides of buildings adjacent to pedestrian paths, plazas, and outdoor cafes where feasible.
- Architectural design at the ground level should reflect and preserve the retail street character of Franklin Park.
- Where possible, buildings should include a low knee wall (18 inches to 24 inches) at the ground level with clear glass and open window displays to allow views into building interiors from streets and sidewalks.
- Building walls along streets and pedestrian paths should include at least 60% and a maximum of 75% glass at ground level.
- Building entries on mixed-use buildings should be clearly defined and articulated to decipher between residential and retail entrances.
- Rear building entrances and facades should be designed in a manner consistent with the front and side facades, especially when the rear of buildings face the tracks or parking is located behind buildings.
- Buildings that attempt to use the building itself as “advertising” are discouraged, particularly where the proposed architecture is a “corporate” or franchise style.

Building Materials

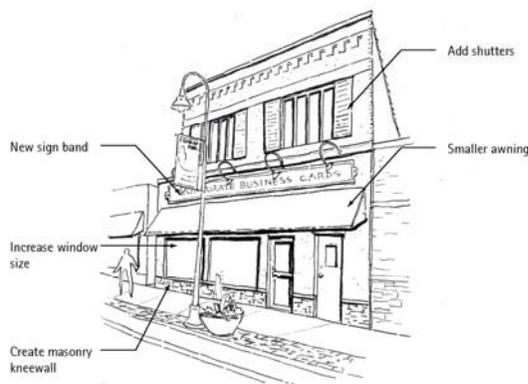
- Buildings should be constructed of high-quality materials such as brick, stone, and glass.
- Tinted or reflective glass is discouraged.
- Concrete block, stucco, metal, plywood, exterior finish insulation systems, unfinished pre-cast concrete, or poured-in-place concrete should not be used on building facades or on walls that are visible from streets, driveways, sidewalks, the train tracks, and/or parking lots.



- The number of materials on an exterior building face should be limited to prevent clutter and visual overload.
- Decorative block, synthetic stone, smooth/textured synthetic plaster, and wood trim should be used only for decorative accent purposes and limited in use on building facades and visible walls.

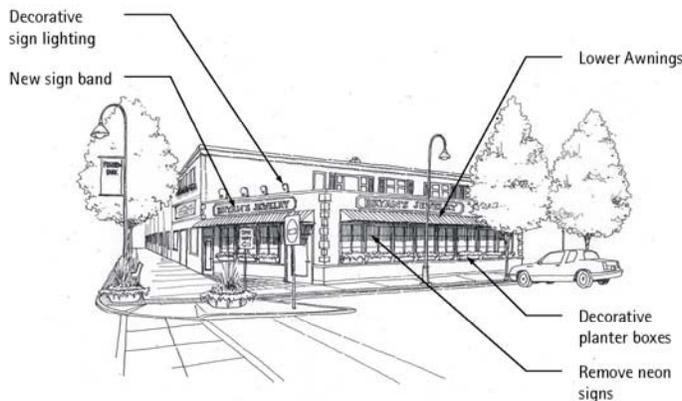
Building Colors

- Building color should be compatible with downtown’s character and enhance the building’s visual character.
- Primary, bright, or excessively brilliant colors are discouraged unless used sparingly for subtle trim accents.



Scale & Massing

- Building scale and massing should be determined by the relationship of the subject site to adjacent structures. Buildings should maintain the streetwall rhythm and relate to secondary building facades. Rehabilitations and additions to existing buildings should also respect these relationships and contribute to the overall continuity of the streetwall.
- Recessing of residential components of mixed-use development should be encouraged in all new development and required of any building over three stories tall.
- New development should be designed to provide a seamless transition between differing uses and adjacent buildings through the use of step-backs, building design elements, landscaping, and/or screening.



Building Heights

- Building heights should respect surrounding uses, streetscape context, building scale and massing and design.
- Building heights in Downtown should respect the adjacent residential neighborhoods.

BUS SIGNS

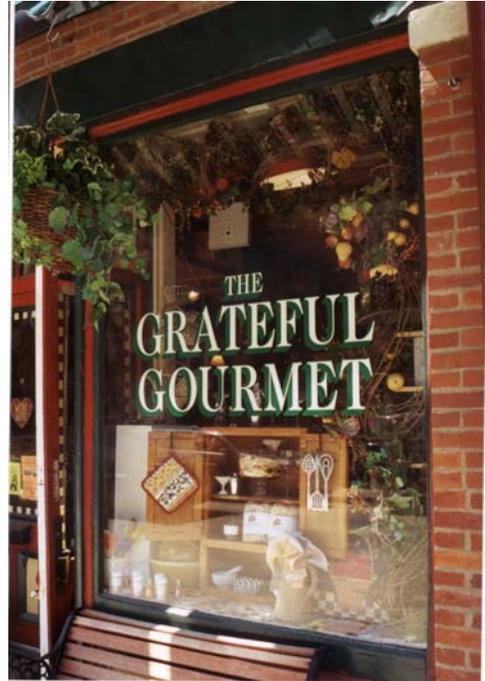
- Business identity signs can take a variety of forms, and a range of business signage options should be encouraged. These include:

- Wall- or Building-Mounted Signs
- Window Lettering
- Small Overhanging or Blade Signs

▪ Business signs that are discouraged include:

- Neon Signs
- Fabric Banners
- Backlit Plastic Signs

▪ Window lettering, either painted or vinyl-applied, is also encouraged to minimize visual clutter along the street, but should also be proportional to the size of the window. Coordinating and balancing the size of signage creates a more attractive streetscape that minimizes competition between sign messages.



▪ Business signs should be proportional to the building facade and oriented toward viewing by pedestrians. These signs should not project more than 3 feet from the face of the building.



▪ Business signage should be simple and incorporated into a building’s architecture. Such signs should serve to identify a business, while contributing to the attractiveness and pedestrian friendliness of Downtown. The quality, size, placement, and look of signs should all be considered in the overall design of the building.

▪ Decorative overhanging or blade signs should be allowed in Downtown with the size controlled and coordinated with a building’s façade design. Decorative “icon” signs such as coffee cups, barber poles, toothbrushes, and ice cream cones should be considered. Sign brackets, hardware, and lighting systems should be kept to a minimum and screened or incorporated as decorative elements in the overall building design.

▪ Decorative overhanging or blade signs should not exceed 6 square feet in size with a maximum height of 3 feet and placed at a minimum 9 feet above the sidewalk. They should extend no more than 3 feet from the face of the building.

- Business signs that protrude from building facades should be oriented to pedestrian rather than vehicular traffic in size and placement.
- Overhanging signs should be limited to one sign per business, including “icon” signs.
- Signs should be constructed of high-quality, solid, and durable materials.
- Sign colors and materials should be consistent with the colors and materials of the building and awnings.
- Business signs should be placed on the front of buildings only, unless the building is on a corner or has a façade facing the train tracks.
- Business signs should not obstruct or obscure architectural details or significant architectural elements.
- Business signs should be placed at least 1 foot below the cornice lines of buildings.



vandal-resistant glass/lexan plastic.

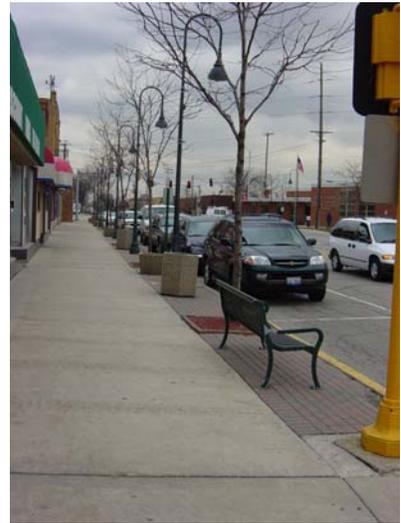
- Sign lighting should be carefully considered in the building design. Back-lit panel signs are discouraged. If direct lighting is used, glare, brightness, visible hardware, and maintenance issues should be addressed. Strategically placed lamp fixtures that are compatible with the sign design and building architecture are encouraged for illuminating signs.
- Reader-board signs and billboards are not allowed in the Downtown.
- Where feasible, restaurants should provide menus in decorative, wall-mounted boxes on the outside of the building at or near the front entrance. Menu boxes should be about 18 inches wide, 27 inches tall, and 3 inches deep and covered in

Temporary Signage

- Temporary signs, window pin-ups, and fliers are discouraged.

STREETScape

- An attractive and effective streetscape will provide visual continuity from block to block and define the Downtown as a special place.
- The current streetscape design along Franklin Avenue should be maintained and improved. The Village has attractive, matching decorative light poles and benches. Planter boxes and decorative trash cans that match/complement the light poles and benches should be added to complete the streetscape.
- The streetscape design should be continued on other Downtown streets, especially on streets with retail shops and those that provide important pedestrian links to activity generators.



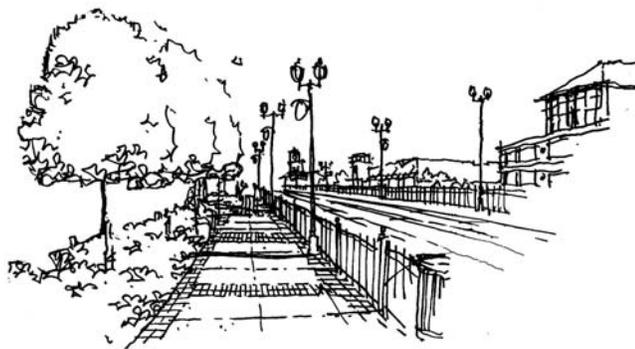
- An effective and efficient street lighting system consistent with the character of the community is encouraged.
- Developers are responsible for installing Village-approved streetscaping within all new developments in the Downtown.
- Painted and/or paved crosswalks should be provided at important intersections.
- Pedestrian bump-outs should be installed at key intersections to slow traffic and shorten crossing distance for pedestrians, adding to the pedestrian-friendly environment.
- All paths and pedestrian-ways should be Americans with Disabilities Act accessible.
- All plazas and open space must be designed to meet ADA requirements.
- Decorative metal benches, trash receptacles, and bike racks should be provided at high-activity pedestrian areas, such as important intersections in the Downtown.
- Decorative stands for newspaper vending machines should be considered to consolidate clutter.
- Pedestrian paths, bicycle routes, and multi-purpose trails are encouraged throughout the Downtown to provide strong connections to activity generators. These paths should incorporate decorative pavers, lighting, and seating.

- Additional plazas and open spaces should be considered as parts of new development or redevelopment, including:

- An expanded B-12 Park west of Calwagner Street along the railroad tracks.
- A landscape buffer or railwalk along the railroad tracks.
- An expanded Village Green along Belmont Avenue between 25th and Edgington Street, including a potential relocated and enhanced Veterans’ Memorial.
- A plaza adjacent to a potential new Village Hall site at Belmont Avenue and Edgington Street.



- An improved approach to and landscaping around the train station.
- A corner plaza east of the intersection of King and Pacific Avenues and Ruby Street.
- A corner plaza on the southeast corner of Calwagner Street and Pacific Avenue.
- A corner plaza on the southwest corner of Edgington Street and Franklin Avenue.



- Decorative planters should be placed in plazas and along pedestrian paths and sidewalks where they will not impede safe flow of pedestrians.
- Decorative paving such as brick, clay pavers, stone, or stamped concrete should be considered when designing the hardscape for new plazas and open spaces.

- Existing and future open spaces should incorporate special features such as fountains, artwork, plantings, and other elements.

