

2024 RICHTON PARK TOWN CENTER PLAN

Village of Richton Park, IL

SAUK TRAIL

GOVERNORS HIGHWAY

METRA ELECTRIC



2024 RICHTON PARK TOWN CENTER PLAN

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 This plan was completed through the
RTA's Community Planning Program.



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1 Introduction

The Village of Richton Park, in collaboration with the Regional Transportation Authority (RTA), initiated the development of a new Town Center Plan in March of 2023. As shown in the map on this page, the study area generally encompasses the area within a 10-minute walking distance from the Metra Electric Station and is centered around Sauk Trail and Governors Highway, the two major roadways at the heart of the Village.

The plan development process involved robust community engagement through various avenues, including three Public Forums, Steering Committee meetings, stakeholder interviews, online community surveys, and regular working meetings with village and RTA staff. This inclusive approach ensured that the needs and aspirations of the local residents and stakeholders were incorporated into all phases of the plan development process.

The 2024 Town Center Plan builds upon the recommendations of earlier plans, including the 2004 and 2007 Town Center and Station Area Plans, and the 2018 Town Center Stormwater Master Plan.

A significant departure from previous plans is the fundamental principle that “Public Investment should come before Private Investment.” This shift in approach underscores the importance of leveraging public resources to create a unique “sense of place” first and lay the foundation for attracting community desired private development.



Town Center Area Today



The Study Area generally includes a mix of commercial uses, multi-family residences, and single-family residences, all located within a five-to-ten-minute walking distance of the Metra Electric station. There are also vacant and underutilized buildings, parcels, and parking areas that offer opportunities for redevelopment, reuse, and infill development. A detailed analysis of existing land use, transportation, open spaces, and natural areas is provided in Appendix B: Existing Conditions Report.

Existing Major Land uses in the area include:

1. Richton Park Metra Station
2. Park Tower Apartments
3. Richton Square Apartments
4. Cedar Ridge Apartments
5. Carriage Creek Apartments
6. Town Center Point
7. Lion Crest Townhomes
8. Retail Centers
9. Single Family Neighborhoods
10. Butterfield Creek
11. Metra Parking Lots

A Catalytic Opportunity to build on recent development activity

The Town Center Plan offers a catalytic opportunity to build on recent development momentum and economic activity in Richton Park.

In the last three years, the Village of Richton Park has secured significant private investments that go against the decades-long trend of disinvestment in the south suburbs of Chicago.

While only offering modest economic incentives, the Village is realizing the addition of 60,000 square feet of new senior housing, reactivation of 47,000 square feet of vacant commercial, and construction of 10,000 square feet of new retail.

New national retail brands, a regional medical clinic, a new location for a regional specialty vegan bakery, a startup craft cannabis grower and dispensary, and a new senior apartment building each represent notable milestones for the Village on timescales ranging from five to thirty years. In other words, recent investment activity

demonstrates that Richton Park is capable of fostering further development that is consistent with community goals and strikes a balance between the offering of incentives and the retention of new revenues.

Examples of recent development activity are provided below:

Recently Completed Development

Starbucks, 4871 Sauk Trail, 2022

- First new commercial construction in the Village in 5 years
- \$2.5MM new construction cost for a 2,200 sqft retail use
- Village incentives will not exceed \$250,000

Dollar Tree, 4889 Sauk Trail, 2021

- Reuse of former Walgreens building that was vacant for 4 years
- \$750,000 renovation, 15,000 sqft retail use
- No incentives were offered by the Village

Town Center Pointe, 4121 Sauk Trail, 2023

- First new multifamily building in 15 years, bringing a new 55-unit, affordable age-restricted senior housing development to the Town Center
- \$18MM new construction, 5-stories, 60,000 sqft
- Project financing included LIHTC
- Village incentives were limited to donation of land

Galaxy Labs Craft Cannabis Grower, 22240 Governors Hwy, 2023

- First independent social equity craft grower in the State of Illinois
- Most significant new employer in 7 years in the Village; 30 new jobs that will be created once the facility is fully operational

- \$12MM renovation of 23,000 sqft of former grocery store building that was vacant for 10 years
- No incentives were offered by the Village

Three-Unit New Commercial Strip, (4801 Sauk Trail), 2023

- First new multi-tenant commercial building in Village in over 30 years
- Tenants: Midwest Express Clinic and Tropical Smoothie Café
- \$4.2MM, 8,500 sqft new commercial building
- Village incentives will not exceed \$750,000

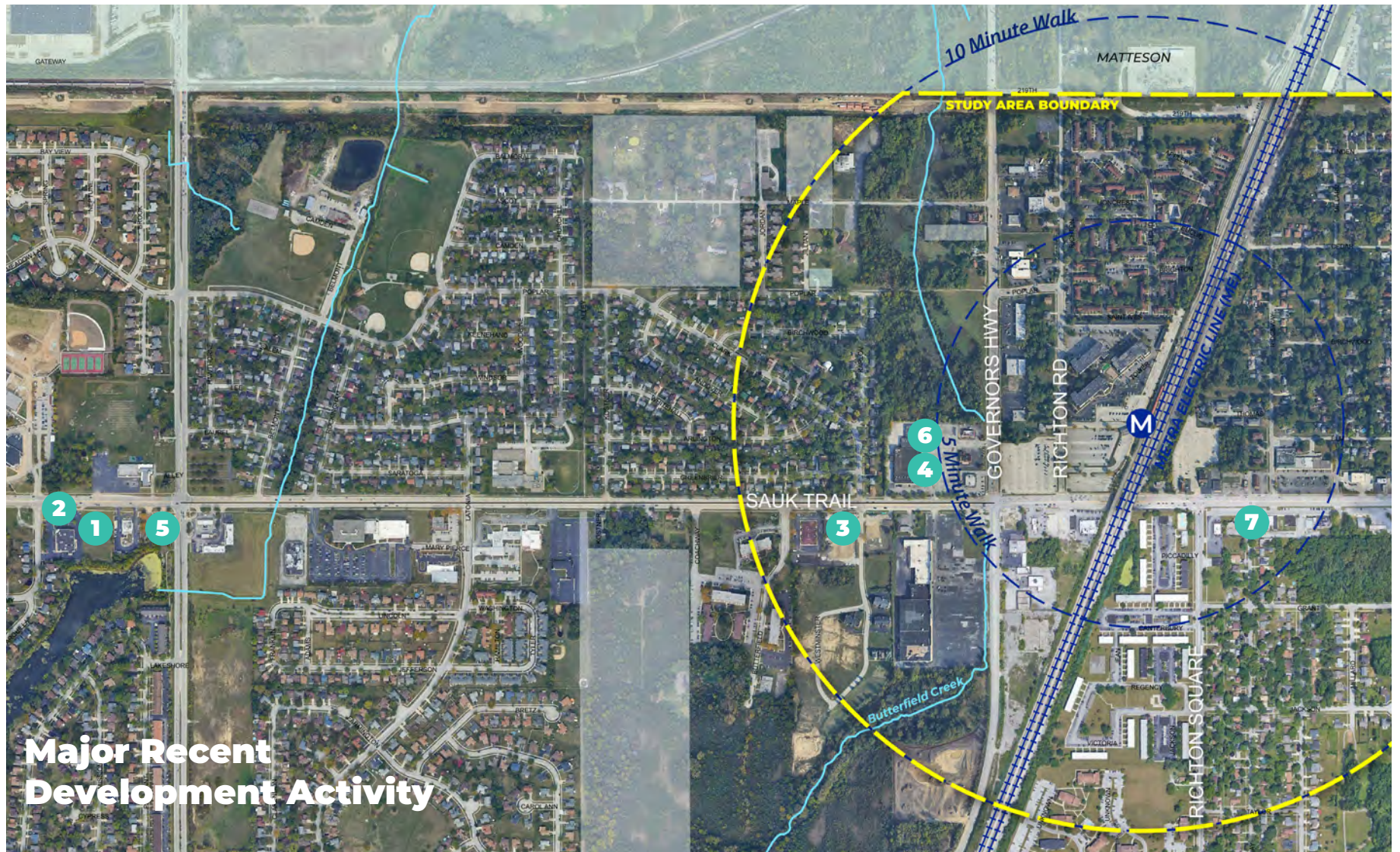
Galaxy Labs Cannabis Dispensary, 22214 Governors Hwy, 2024

- Reuse of 4,000 sqft of tenant space that has been vacant for 10 years
- Planned to add 15 new jobs
- \$500,000 renovation
- No incentives offered by Village

Development Under Construction

Sweet Vegan Bakes, 3721 Sauk Trail, expected 2024

- Nationally recognized vegan restaurant and production bakery will be a great new anchor for the Town Center
- Reuse of former 5,000 sqft commercial building that was vacant for 5 years
- Will create 10 new jobs
- \$500,000 renovation
- Village incentives will not exceed \$100,000



Major Recent Development Activity

Recently Completed Development

1. Starbucks, 4871 Sauk Trail, 2022
2. Dollar Tree, 4889 Sauk Trail, 2021
3. Town Center Pointe, 4121 Sauk Trail, 2023

4. Galaxy Labs Craft Cannabis Grower, 2023
5. Three-Unit New Commercial Strip, 2023
6. Galaxy Labs Cannabis Dispensary, 2024

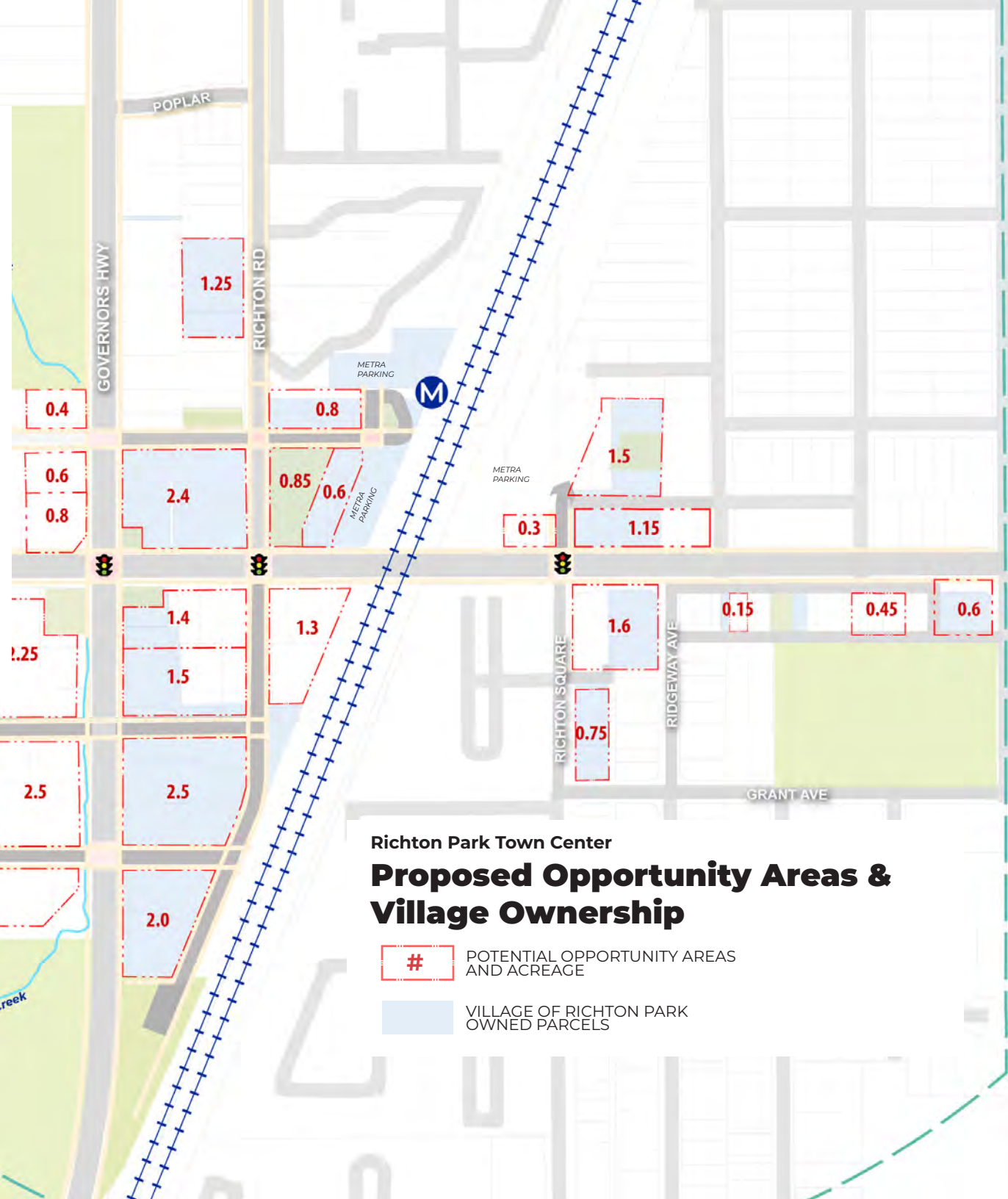
Development Under Construction

7. Sweet Vegan Bakes, expected 2024

Opportunity Areas for New Development

The Town Center area offers a total of approximately 31 acres of land to attract new development. As shown on the map, these Opportunity Areas offer a broad range of parcel sizes that can accommodate a wide variety of community desired new development. Large parcels can be developed in multiple phases to better respond to market demands.

Also shown on the map are the significant number of parcels that are currently owned by the Village of Richton Park. Village control of these sites position these well to attract new development to the Town Center in the near-term.









Illustrative Plan at Full-Buildout

The Illustrative Plan shows the potential development of the overall Town Center area at full-buildout. A connected framework of multimodal streets creates walkable blocks with a variety of parcel sizes and development opportunities. Potential building footprints, shown in red, can accommodate a variety of uses including commercial, diverse multifamily housing types, mixed-use, civic, institutional etc.

10 minute walk radius from station

Richton Park Town Center Illustrative Plan

-  PROPOSED PUBLIC OPEN SPACES
 -  POTENTIAL NEW DEVELOPMENT
 -  PROPOSED NEW STREETS
 -  TRAILHEAD PARKS AND PLAZAS
 -  EXISTING BIKE PATH
 -  PROPOSED NEW TRAILS AND BIKE PATHS
- Detailed concepts for all plan elements and focus areas are provided in the following sections.*



A Plan authored with great community support

The Town Center Plan was crafted through extensive collaboration and engagement with the Richton Park community. A summary of the robust feedback received from the community is provided in Appendix A.

Over the course of twelve months, various avenues were explored to ensure broad participation from residents, local businesses, community organizations, stakeholders, and Village leadership. This inclusive approach not only solicited diverse perspectives but also garnered widespread support for the plan's major recommendations. By involving key stakeholders at every stage of the process, the Town Center Plan reflects the collective aspirations and priorities of the Richton Park community, paving the way for the implementing the plan in the coming years.

Community Engagement Opportunities

Key community engagement opportunities included:

- Three Public Forums (held in June and September of 2023, and March of 2024)
- Steering Committee meetings
- Stakeholder interviews
- Online community survey (90 responses)
- Regular working meetings with village and RTA staff
- Meetings with Metra, Pace, IDOT, and County





Community Partners

Local groups participated as community partners through the plan process, including:

- DBC Gifts Of Love
- The Pantry of Rich Township, Inc.
- Friends of Richton Park Foundation

Local community partners received stipends for assisting in community outreach, particularly in encouraging residents to take the online survey and to attend the public forums. All public forum attendees also received gift cards for taking the time to come to evening meetings and provide feedback on the plan concepts.

Online Survey

90 respondents took the online survey that was posted on the project website early in the planning process. Appendix A provides a full summary of all responses. Winners were randomly selected from respondents to receive gift cards at regular intervals during the planning process.

Examples from the many aspirational ideas from the community are showcased throughout the plan document, as shown on the graphic to the right.



“Our Town Center needs to have an upbeat, urban style.”

Community Feedback

“Look at spaces in Old Frankfort and provide a similar atmosphere for residents. Well landscaped. Variety of restaurants, free parking. Accessible for seniors.”

Community Feedback

“A Family Friendly Place to take small children.”

Community Feedback

Metro Station

M

GOVERNORS HIGHWAY

SAUK TRAIL

1

THE PLAN

Our Vision for Our Town Center

Our Town Center is poised to become the vibrant epicenter of our Richton Park community, a central hub where residents and visitors gather for dining, shopping, community events, and everyday socializing. A new Village Green at the Metra Station will be the focal point for year-round gatherings and festivals, fostering interaction among friends and family. Our pedestrian and bike-friendly streets will feature safe intersections, connected sidewalks and trails, decorative lighting and landscaping, and a user-friendly wayfinding system. A new bike trail network will weave through our Town Center, connecting the Metra Station, open spaces, and other destinations in our Village.

Butterfield Creek will be transformed into a “greenway,” offering residents and visitors an immersive experience with connected nature trails, recreational areas, and creek restoration zones. Trailhead parks will serve as gateways to this green haven, providing easy access, seating, trail maps, and other amenities.

Our Town Center will be a hub for food and shopping. From restaurants and cafes to bakeries and local stores, the array of choices will cater to the diverse preferences of our community members. Civic, institutional, and other job-producing uses will create a dynamic landscape that will foster economic growth while creating a lively and engaging atmosphere for residents and visitors alike.

The abundant opportunity sites within the Town Center will attract a variety of housing options, ensuring there is a perfect home for everyone. From rowhouses, condominiums and apartments to senior housing and innovative live-work units, our vision is to offer a comprehensive spectrum of housing choices, all within easy walking distance of the station and other amenities.

Our Town Center will be a vibrant hub of activity for residents and visitors, creating a dynamic and enduring legacy for generations to come.



Photos from the First and Second Public Forums in 2023

Overall Illustrative Plan

A bold and buildable plan for our Town Center has been crafted with robust community and stakeholder feedback and participation.

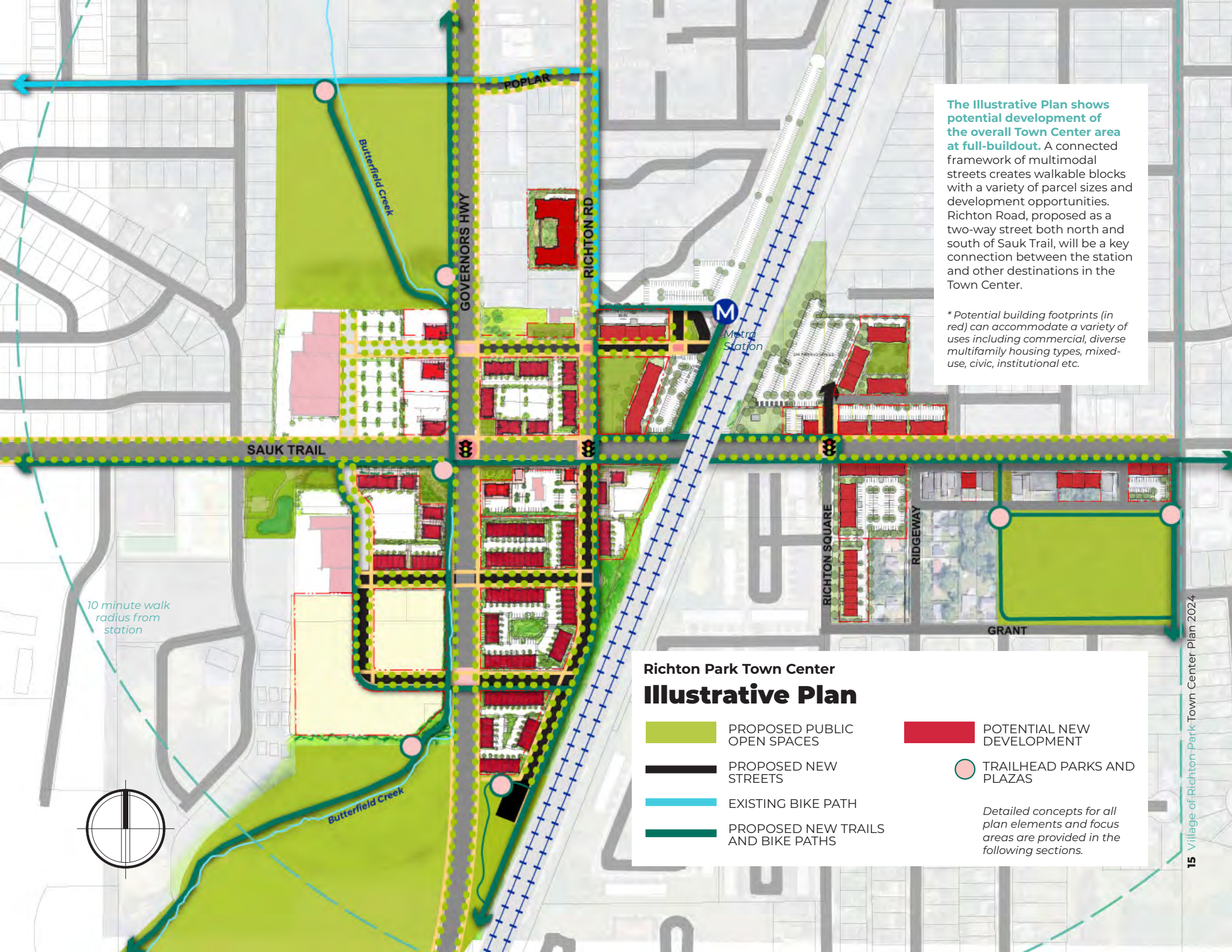
The Illustrative Plan, shown on the following page, strives to capture community vision, catalyze desired development, and inspire leaders into action.

*The Plan showcases **6 Plan Principles** that were identified with the community.*

Plan Principles

1. **Create a “Village Green” that defines the heart of the Town Center** with a public open space for year-round community gathering and events.
2. **Transform Sauk Trail and Governors Highway** into attractive tree-lined streets that are people and bike friendly.
3. **Create a vibrant Town Center mixed-use core with** restaurants, shops, outdoor seating, diverse housing choices, civic and institutional uses, *and more!*
4. **Re-energize the Sauk Trail east area** as a “Main Street” setting for local commercial uses and new development.
5. **Create a “ Butterfield Creek Greenway”** with trails and outdoor recreational opportunities.
6. **Connect all areas of the Town Center** with pedestrian friendly and accessible tree-lined streets, safe intersections, trails and bikepaths.











The Illustrative Plan shows potential development of the overall Town Center area at full-buildout. A connected framework of multimodal streets creates walkable blocks with a variety of parcel sizes and development opportunities. Richton Road, proposed as a two-way street both north and south of Sauk Trail, will be a key connection between the station and other destinations in the Town Center.

** Potential building footprints (in red) can accommodate a variety of uses including commercial, diverse multifamily housing types, mixed-use, civic, institutional etc.*

Richton Park Town Center Illustrative Plan

	PROPOSED PUBLIC OPEN SPACES		POTENTIAL NEW DEVELOPMENT
	PROPOSED NEW STREETS		TRAILHEAD PARKS AND PLAZAS
	EXISTING BIKE PATH		
	PROPOSED NEW TRAILS AND BIKE PATHS		

Detailed concepts for all plan elements and focus areas are provided in the following sections.

10 minute walk radius from station



Street Framework Plan

Our Town Center will showcase a multimodal framework of people-friendly streets and trails.

The Draft Recommendations emphasize investing in public spaces and infrastructure first to create a unique and walkable “sense of place” that can attract desired development. The proposed “Overall Framework Plan”, shown in the following page provides a long-term plan for a connected system of multimodal streets and open spaces, including the following major recommendations:

1. Richton Road South

- Implement the Village’s plans to extend Richton Road south of the Sauk Trail signalized intersection as a new two-way public street. The street can be extended southwards parallel to the tracks and can terminate at a new detention/open space area at the southern end.

2. Richton Road North

- Richton Road is currently a one-way road between Sauk Trail and Poplar Avenue, creating a circuitous route to and from the Metra Station. The Village has plans to convert this section to a two-way public street that takes advantage of the existing signalized intersection at Sauk Trail and provides better access to the station and the planned Village Green.

3. Sauk Trail and Governors Highway

- Transform Sauk Trail and Governors

Highway from car-oriented arterials to attractive multi-modal streets.

- Provide connected sidewalks, bikepaths, street trees, median landscaping, attractive lighting, way finding, and signage as shown in conceptual cross sections on page 18.
- IDOT is currently performing a Phase I (Preliminary Engineering and Environmental) engineering study for improvements to the intersection of Governors Highway with Sauk Trail. As currently proposed, the improvements include dual left-turn lanes on the northbound and southbound approaches, exclusive right-turn lanes on the eastbound, southbound, and northbound approaches, and modernization of the traffic signal. In addition, a ten-foot shared use path is proposed on the northwest corner of the intersection, a seven-foot sidewalk at the back of curb is proposed on the southeast quadrant of the intersection, and a five-foot sidewalk is proposed at the other intersection quadrants.
- To further promote a walkable Town Center, it is the Village of Richton Park’s desire that any intersection improvements prioritize the movement of pedestrians and bicyclists over vehicles. To this end, the Village’s main goal is to minimize or eliminate any unnecessary lanes at this intersection in order to reduce the crossing distances for pedestrians and bicyclists. The Village contends that the vehicle storage capacity provided by the added turn lanes will be superfluous following the construction of the planned conversion of Richton Road from one-way to two-way and the new proposed east-west roads. The construction of these roadway projects will distribute vehicle traffic across all of the intersections in the area and also reduce the volume of

left turning vehicles from the southbound approach of Governor’s Highway, thereby eliminating the need for additional vehicle storage capacity through the construction of new turning lanes. In addition, the Village proposes that any intersection improvements should include enhanced or additional pedestrian and bicycle infrastructure (complete street design) that could include wider/more visible crosswalks, pedestrian countdown traffic signals, pedestrian lead intervals, pedestrian refuge islands, no right-turn on red when pedestrians are present restrictions, etc.

4. A new east-west street to the Village Green north of Sauk Trail

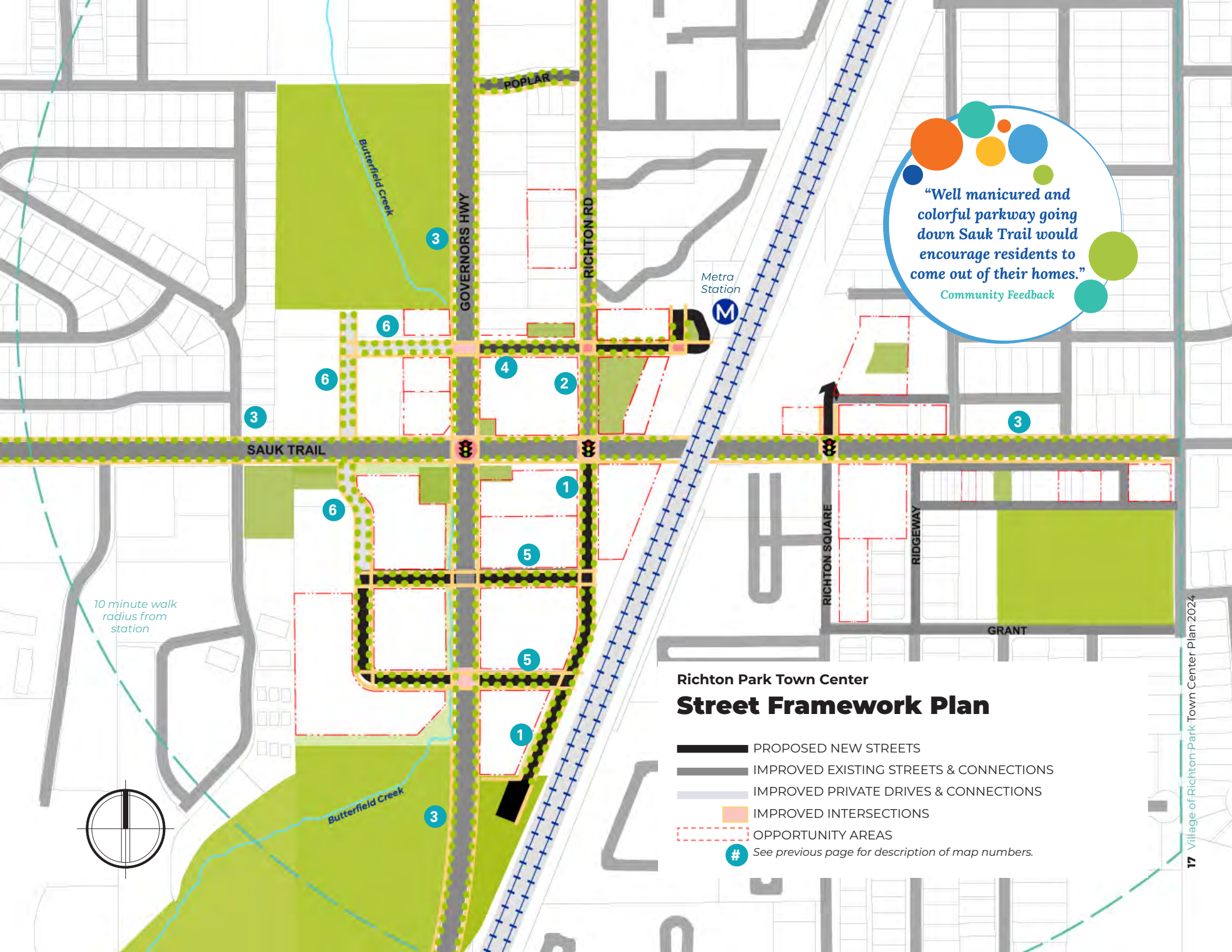
- Construct a new street connection to the Train Station from Governors Highway that aligns with the retail center access drive to the west.

5. Two new east-west streets south of Sauk Trail

- Construct two new street connections from Richton Road south to Governors Highway and align these with the retail center access points and curbcuts to the west.
- The two new east-west street alignments might be too close to the Governors Highway and Sauk Trail intersection for a full or signalized intersection, but this could be revisited in the future as the area develops.

6. Private Drives and Roads

- Where feasible, major existing and future private roads and connections should be improved to meet public R.O.W. design standards with sidewalks and landscaping.

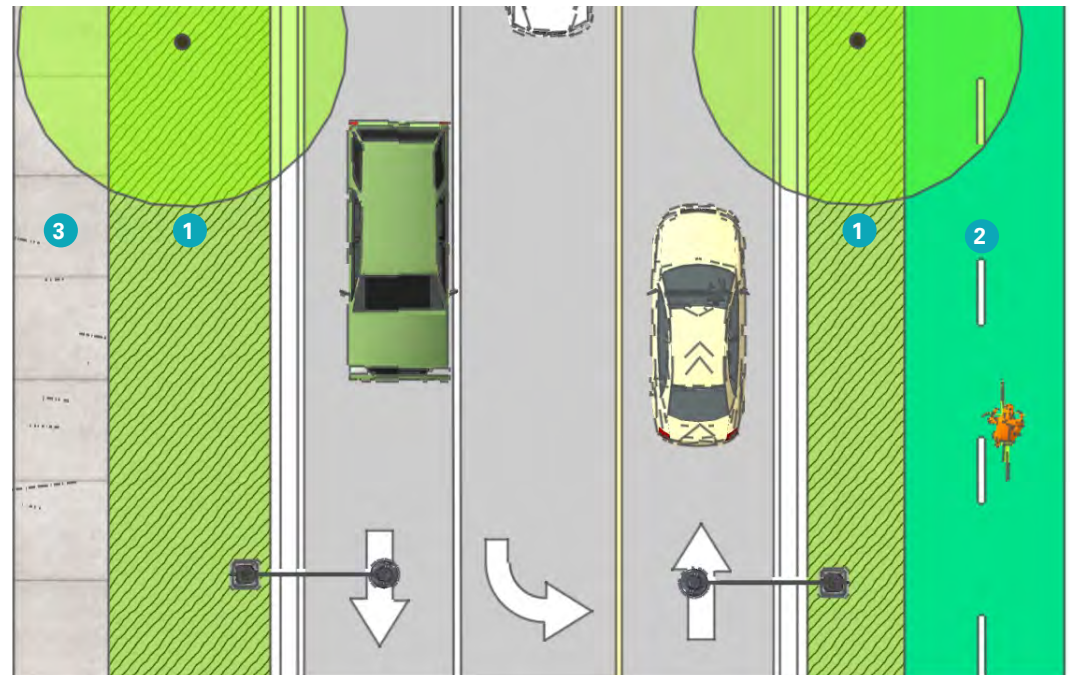
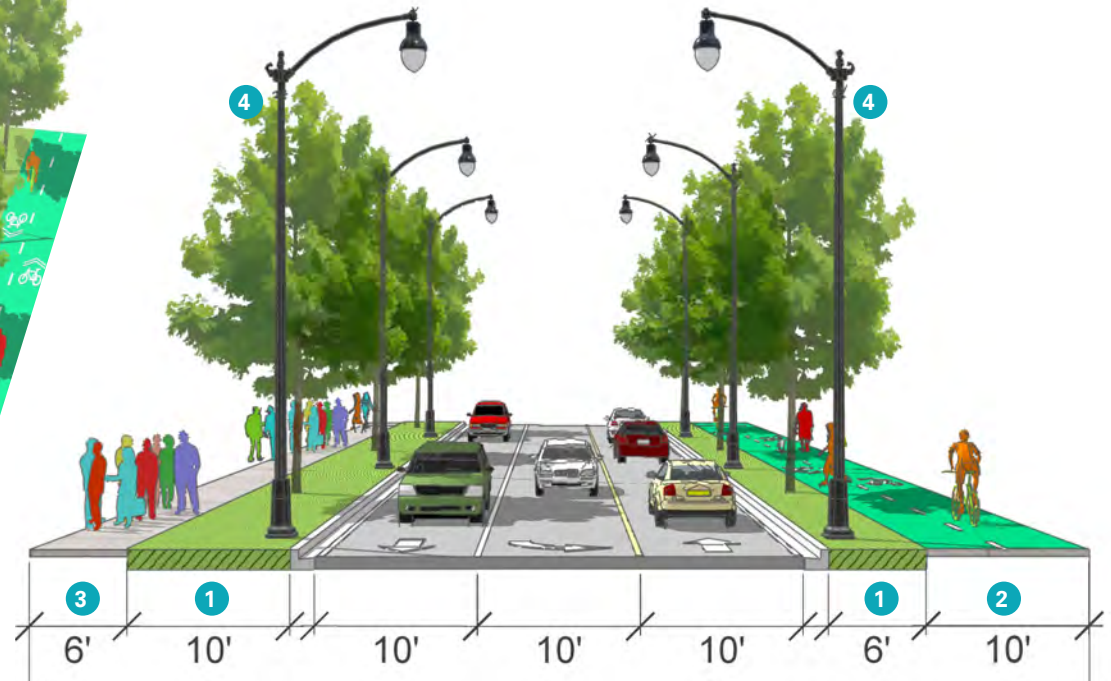
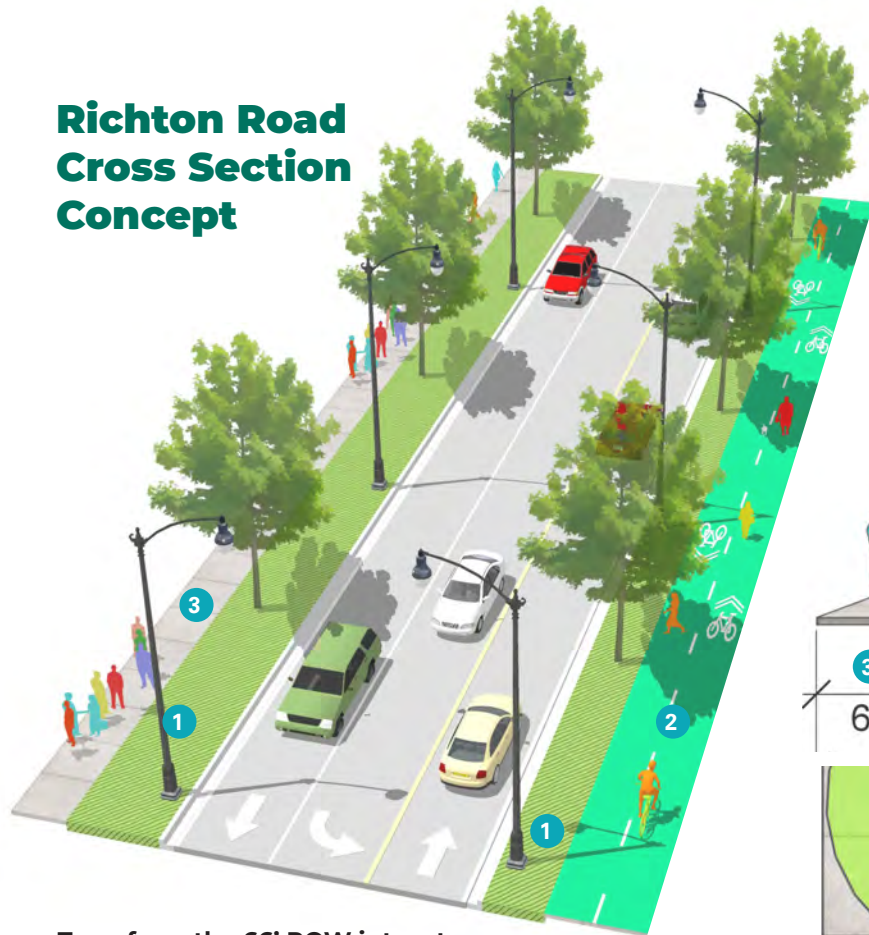


“Well manicured and colorful parkway going down Sauk Trail would encourage residents to come out of their homes.”
Community Feedback

Richton Park Town Center Street Framework Plan

-  PROPOSED NEW STREETS
-  IMPROVED EXISTING STREETS & CONNECTIONS
-  IMPROVED PRIVATE DRIVES & CONNECTIONS
-  IMPROVED INTERSECTIONS
-  OPPORTUNITY AREAS
-  # See previous page for description of map numbers.

Richton Road Cross Section Concept



Transform the 66' ROW into a two-way pedestrian and bike friendly street

Potential Key Elements

1. Landscaped Parkway with Street Trees to add shade for pedestrians and greenery
2. Dedicated Shared Use Path on east side
3. Continuous Sidewalks
4. Decorative Street Lights

Cross section is shown for the road segment north of the Sauk Trail intersection. North of Mill Drive, the center turn lane could be eliminated and on-street parking added. Cross sections do not assume any change to current curbs. This concept could also be applied to Richton Road south.

Drawings are conceptual only. Detailed cross sections based on accurate surveys will need to be developed in future phases.

Sauk Trail (County) and Governors Highway (IDOT) Cross Section Concept

Transform the approx. 100' ROWs into attractive pedestrian and bike friendly streets

Both major arterials have an approx. 100' ROW and the same general concept could be used for both.

Potential Key Elements:

1. Sidewalks (5'-6')
2. Landscaped Parkway with Street Trees to add shade for pedestrians and greenery (varies, 8'min.)
3. Landscaped median in midblock locations and where feasible without impending turn movements near intersections (varies, 8' min.)
4. Dedicated Shared Use Path on west side of Governors Highway and south side of Sauk Trail (10' min.)
5. Decorative Street Lights

Drawings are conceptual only. Detailed cross sections based on accurate surveys will need to be developed in future phases.



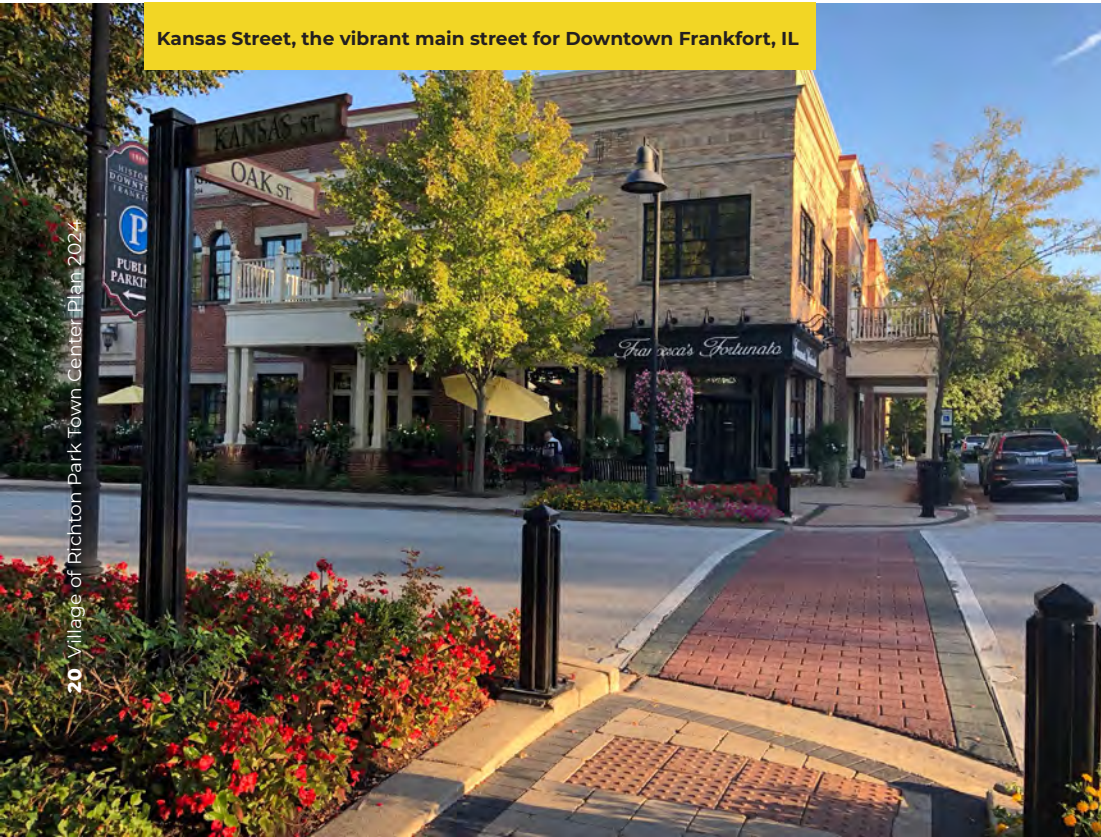
Examples of
Pedestrian
Oriented Streets



River Street, an uncurbed "Shared Street", Batavia, IL



Kansas Street, the vibrant main street for Downtown Frankfort, IL



Examples of
**Streetscaping
Elements**



Ornamental lights, paving, and landscaping, Lockport Street, Downtown Plainfield



Decorative crosswalks and artwork in the pavement can create unique streets



Trail Framework Plan

A new trail network will weave through the Town Center, ensuring safe connections between various destinations and providing links to the wider Village. Trails will be shared use paths that are available for both pedestrians and bicyclists to use.

This initiative not only promotes eco-friendly transportation but also enhances accessibility, making it easier for residents and visitors to explore and enjoy our Village.

The Town Center area has only one bike trail, which runs along Poplar Avenue beginning just east of Koster Avenue, continuing to Richton Road, and then running south to Mill Drive.

The proposed framework, as shown on the following page, will create an extensive system of trails and bike paths that will connect Butterfield Creek Greenway, the Village Green, the Metra Electric Train Station, and other destinations in the Town Center.

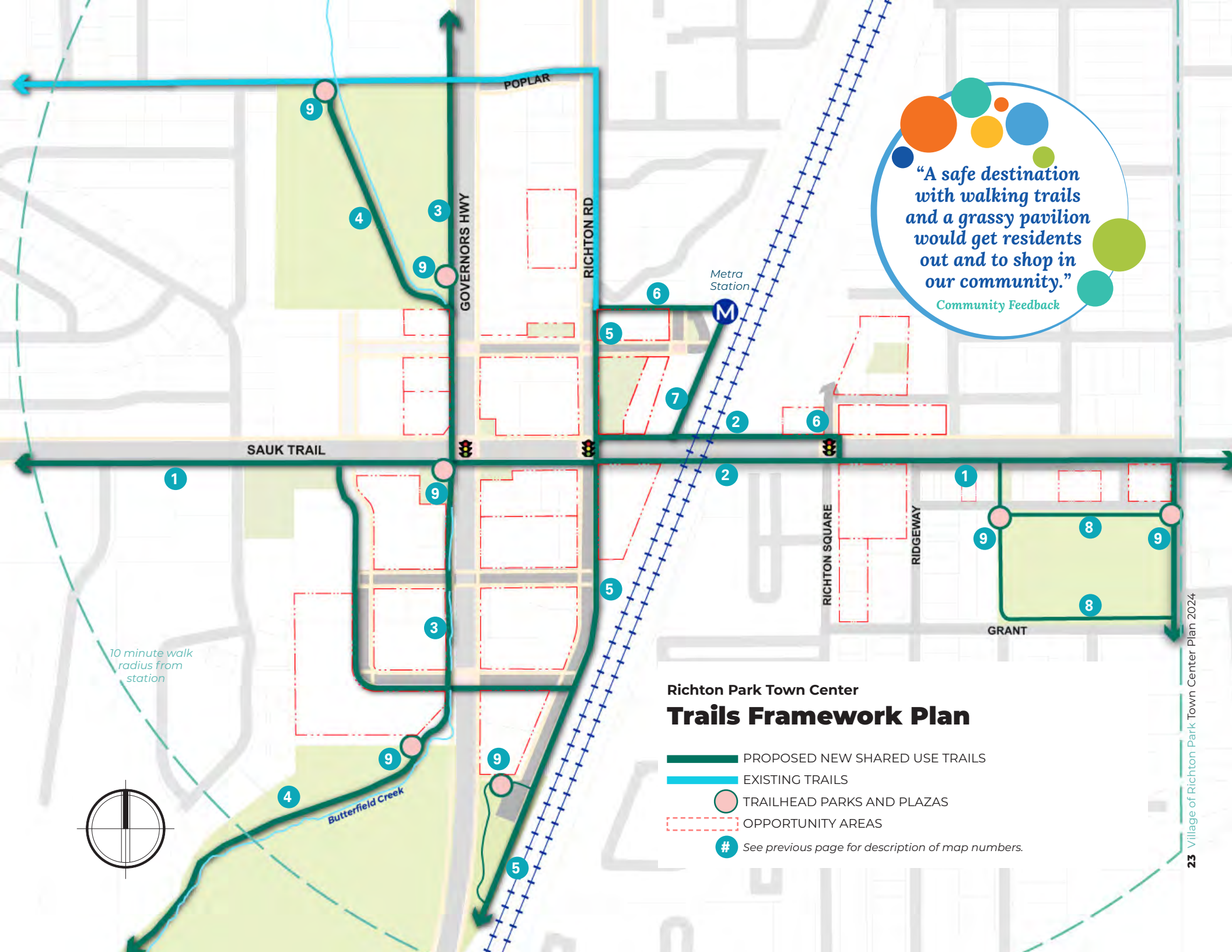
Major elements of the framework include:

- 1. East-west bike path on Sauk Trail Road.**
 - Construct a bike path along the south side of Sauk Trail in coordination with the Cook County Sauk Trail Plan.
- 2. Bike Path Loop on Sauk Trail at the tracks**
 - Construct a small loop near the train tracks by providing a bike path along both sides of Sauk Trail between the Richton Road and Richton Square Road signalized intersections, providing safe crossings for bicyclists to the station and Village Green.
- 3. North-south bike path along Governors Highway.**
 - Construct a bike path along the west side of Governors Highway in coordination with IDOT.
 - This bike path will be a key connection between the north and south segments of the Butterfield Creek Greenway. It will also connect to the existing east-west trail at Poplar Avenue and to the proposed bike path along Sauk Trail.
- 4. “Butterfield Creek Greenway” multi-use trails**
 - Butterfield Creek is an underutilized natural asset at the heart of the Town Center. A “Greenway” - a natural corridor with multi-use trails and other recreational amenities - is proposed for both the north and south parts of the creek.
 - The multi-use trails can be designed for biking, hiking, in-line skating, and other outdoor recreational modes to make the greenway a great attraction for residents and visitors.
- 5. Extension of Richton Road Bike Path**
 - There is an existing bike path along Richton Road from Poplar Avenue running southward to Sauk Trail. The plan recommends extending the bike path further south along the proposed Richton Road south extension.
- 6. Bike path along Mill Drive**
 - Construct a new bike path to connect the existing bike path on Richton Road to the station.
- 7. Bike path link to Station**
 - Investigate if the existing pedestrian path that extends from Sauk Trail Road to the station can be improved to be a bike path and replace the existing stairs on Sauk Trail with an accessible ramp.
- 8. New trails in Grant Avenue Park**
 - New trails in this heavily wooded area on Grant Avenue will create an amenity for area residents and businesses. Bike path connections are also recommended to the planned Cook County Sauk Trail bike path.
- 9. New Trailhead Parks and Plazas**

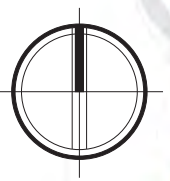
A variety of Trailhead Parks and Plazas are recommended as “gateways” to the overall trail system. These can offer many amenities, including:

 - Bike racks
 - Shaded seating Areas
 - Drinking fountains
 - Water features
 - Picnic shelters
 - Public art
 - Play areas
 - Trail maps & way-finding

“A safe destination with walking trails and a grassy pavilion would get residents out and to shop in our community.”
Community Feedback



10 minute walk radius from station



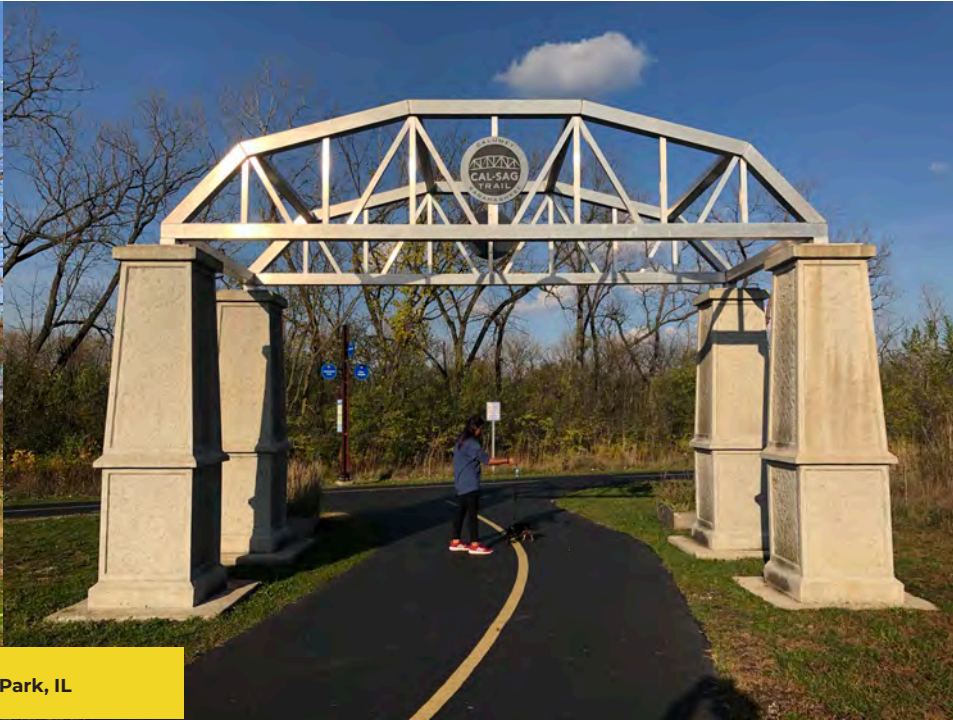
Richton Park Town Center Trails Framework Plan

- PROPOSED NEW SHARED USE TRAILS
- EXISTING TRAILS
- TRAILHEAD PARKS AND PLAZAS
- OPPORTUNITY AREAS
- # See previous page for description of map numbers.

Examples of
Trails &
Trailhead
Parks



Old Plank Road Trail: Park Forest, Frankfort (above), and Matteson, and New Lenox (below)



Cal Sag Trail and Trailhead Park, Palos Park, IL



Monon Trail and Trailhead Park, Munster, IL



Open Space Plan

Our Town Center will showcase a variety of open spaces for residents and visitors of all ages to enjoy - a new Village Green, Butterfield Creek Greenway, outdoor plazas, community gardens, and stormwater management areas. Together, these spaces will play a crucial role in enhancing community life, and offer inviting spaces for outdoor seating, community gatherings, and recreation.

Today, the Town Center area significantly lacks public open spaces, parks, and outdoor seating areas. A series of diverse open spaces are recommended to create vibrant, accessible, and inclusive public spaces that can cater to the needs and desires of the community and attract visitors to the Town Center.

The proposed overall framework of open spaces is shown on the following pages. Major elements of the framework include:

1. A new Village Green

A new Village Green will create a welcoming and vibrant public space and a green oasis at the heart of Richton Park, where community

members and visitors can come together to connect.

From farmers' markets and cultural festivals to live performances and seasonal celebrations, this space will buzz with activity, fostering a sense of unity and shared experiences among residents. A well-maintained lawn, vibrant flower beds, and ample trees for shade will provide a peaceful place for relaxation as well as a great setting for community events.

2. Butterfield Creek Greenway

The revitalization of Butterfield Creek is a key component of the Town Center Plan. It will be transformed into a "great greenway," offering residents and visitors an immersive experience with connected nature trails, recreational areas, and creek restoration zones. Trailhead parks will serve as gateways to this green haven, providing easy access, seating, trail maps, and other amenities.

3. Corner Gateway Plazas

Corner plazas at the Sauk Trail and Governors Highway Intersection will create unique gateways into the Village and offer community gathering places and outdoor seating for restaurants.

4. Demonstration Rain Garden

A small demonstration rain garden is proposed to the northwest of the Village Green to showcase the benefits of best practices like native landscaping and rain gardens. Residents can come together to cultivate native plants, flowers, and herbs and learn about the value of these natural amenities.

5. Planned Plaza

The Village is creating a new plaza on Sauk Trail that will have a Veteran's Memorial and paths

connecting to the detention area to the west.

6. Small Station plaza

A small plaza is proposed in front of the station and drop-off area that can offer outdoor amenities, seating, and shade to commuters and visitors.

7. Park at end of Richton Park Road

This green area can serve the stormwater management needs for new development as well as be a great open space amenity to attract new residential uses.

8. Grant Avenue Park

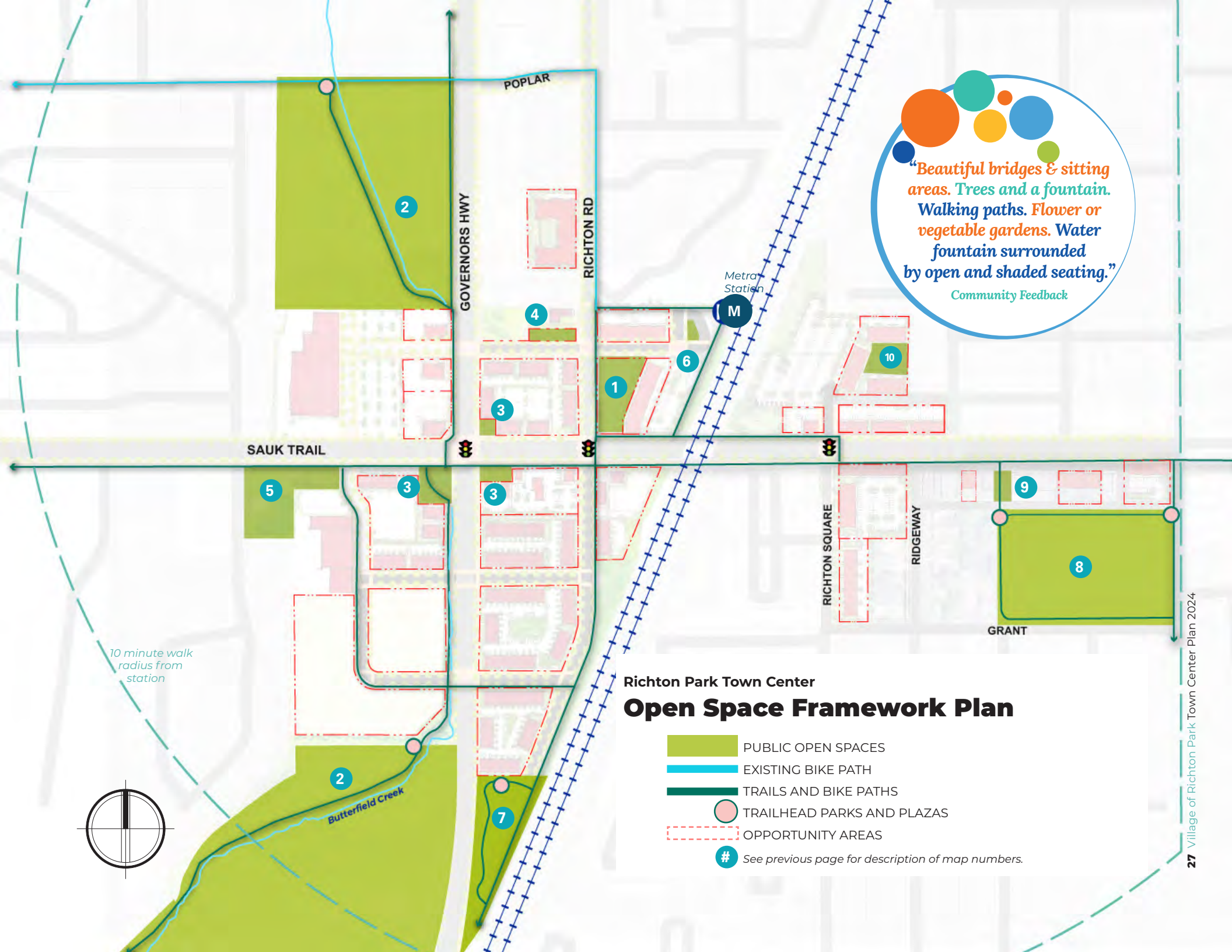
This is an existing 6 acre Village owned open space that has high tree coverage but has no public access or amenities. With new trails, trailhead parks, and other outdoor amenities, this natural area can become a great open space asset for residents. An evaluation of the existing vegetation, soil, and drainage and a plan for restoration and maintenance of these natural resources should be undertaken.

9. East Sauk Plaza

A mid-block plaza with outdoor seating is proposed in the vacant area between existing buildings in the East Sauk Trail retail area. This can also serve as a gateway to the proposed trails to the Grant Avenue Park to the south.

10. Residential Park

There is an existing grove of trees on the Village owned parcel north of Sauk Trail Road east of the tracks. As shown on the Illustrative Plan, this parcel is well suited for residential development close to the station. The plan recommends creating a residential park at the center that can preserve some of the trees and provide a focal point for the new buildings.



“Beautiful bridges & sitting areas. Trees and a fountain. Walking paths. Flower or vegetable gardens. Water fountain surrounded by open and shaded seating.”
Community Feedback

Richton Park Town Center Open Space Framework Plan

- PUBLIC OPEN SPACES
- EXISTING BIKE PATH
- TRAILS AND BIKE PATHS
- TRAILHEAD PARKS AND PLAZAS
- OPPORTUNITY AREAS
- # See previous page for description of map numbers.



10 minute walk radius from station

Examples of
Public Open Spaces for
year-round community
gathering and events

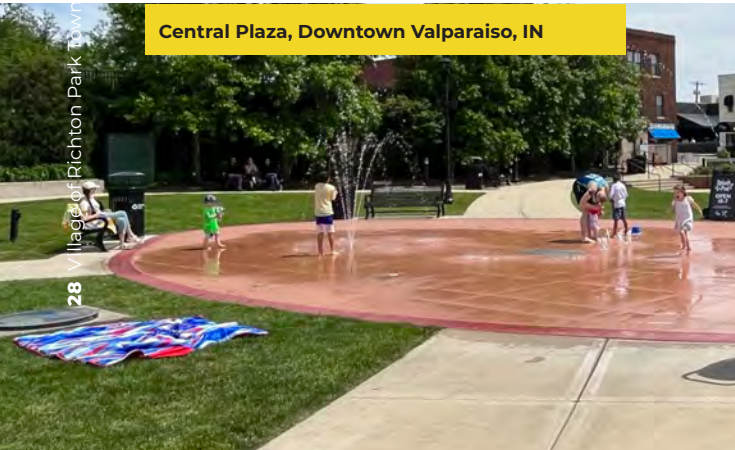


Village Green, Downtown Park Forest, IL

Station Plaza, Downtown Tinley Park, IL



Central Plaza, Downtown Valparaiso, IN



Examples of
Creek
Greenways &
Preserves

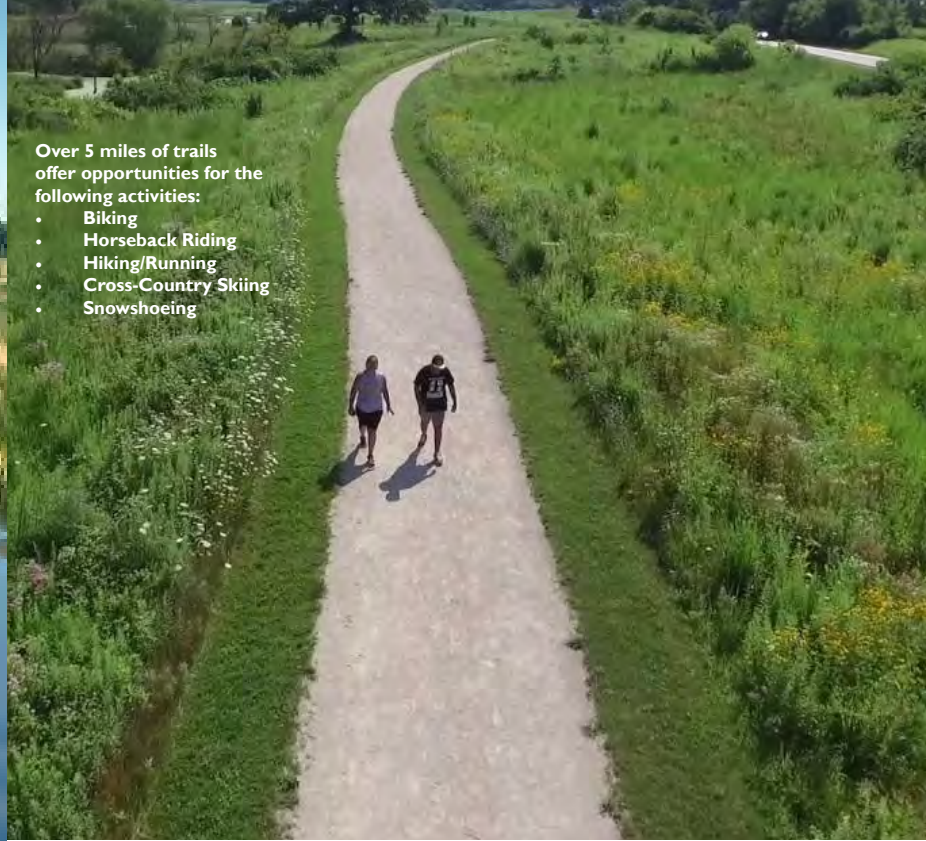


The 500 acre stream de-channelization, wetland restoration and wildlife habitat restoration project is one of the largest conservation projects in the region

Hadley Preserve, Will County, IL

Over 5 miles of trails offer opportunities for the following activities:

- Biking
- Horseback Riding
- Hiking/Running
- Cross-Country Skiing
- Snowshoeing



The 157-acre greenway preserve offers restored wetlands, prairie, wildlife habitat and trails. A pavilion and amphitheater offer outdoor venues for events, including municipal concerts, theater productions, and wedding ceremonies.

Coffee Creek Greenway and Preserve, Chesterton, IN



Open Space Design Elements

All open spaces and plazas are encouraged to incorporate the following design elements:

Landscaping

- Landscaped and planted areas in the plaza can provide color and texture that softens and complements the hardscape. Low-maintenance, climate appropriate, and drought-resistant landscape materials that need minimal irrigation should be used.
- Trees contribute to successful and enjoyable plazas by providing shade and comfort, adding greenery and visual interest, and reducing urban heat island impacts. Plaza trees must be at least four caliper inches in diameter.
- Trees can be located in planter beds or in tree grates that allow porous surfaces around the tree for water filtration and provide ample room for growth and long-term health of the trees.
- Irrigation systems should be provided for all trees and plant areas. Solar-powered features (lighting, trash compactors, etc.), recycling and composting compartments with trash receptacles are strongly encouraged.

Outdoor Seating

Abundant, well-designed, and comfortable seating is one of the most critical elements of public plaza design. Seating for outdoor dining areas are strongly encouraged. Seating areas can be shaded with landscaping, umbrellas, pergolas, and trellises. Heating lamps are encouraged for winter weather. Types of seating can include:

- Fixed benches and individual seats.
- Low ledges around planter beds and water features. Ledges generally should be maximum 30 inches in height and at least 22 inches in depth.
- Movable chairs and unique art forms for seating.
- A substantial proportion of seats in the plaza should have backs to facilitate comfort and usability by people of all ages and abilities.

Lighting

Abundant and well-designed lighting can transform a plaza from a dim, foreboding space into a desirable, 24-hour amenity. Too often, however, light levels are excessively uneven or are dimmed. The minimum hours of illumination should be from at least one hour before sunset to one hour after sunrise.

- All lighting within the public plaza must be shielded to avoid impacts on nearby residential units.
- Visual interest can be added by varying the type, color and location of illumination and highlighting focal features. Uplighting can be added for trees, public art, and water features, and under-lighting provided for benches, walls, bollards, and steps.

Paving

- The use of distinctive, high quality paving materials can convey the importance of public gathering places. Durable and easy to maintain materials like stone, brick and concrete are encouraged. Concrete unit pavers tend to lose color with time and should be used only as accents.
- Unique and interesting paving patterns, medallions in the paving, and other creative paving designs are strongly encouraged.

Public Art

The long term value of great Public Art is priceless. Public Art can challenge, delight, educate, and illuminate, and create a sense of civic vitality to the area. Permanent and temporary installations of Public Art can help to create a distinctive identity for the Village and are encouraged to be incorporated as a key element of the plaza.

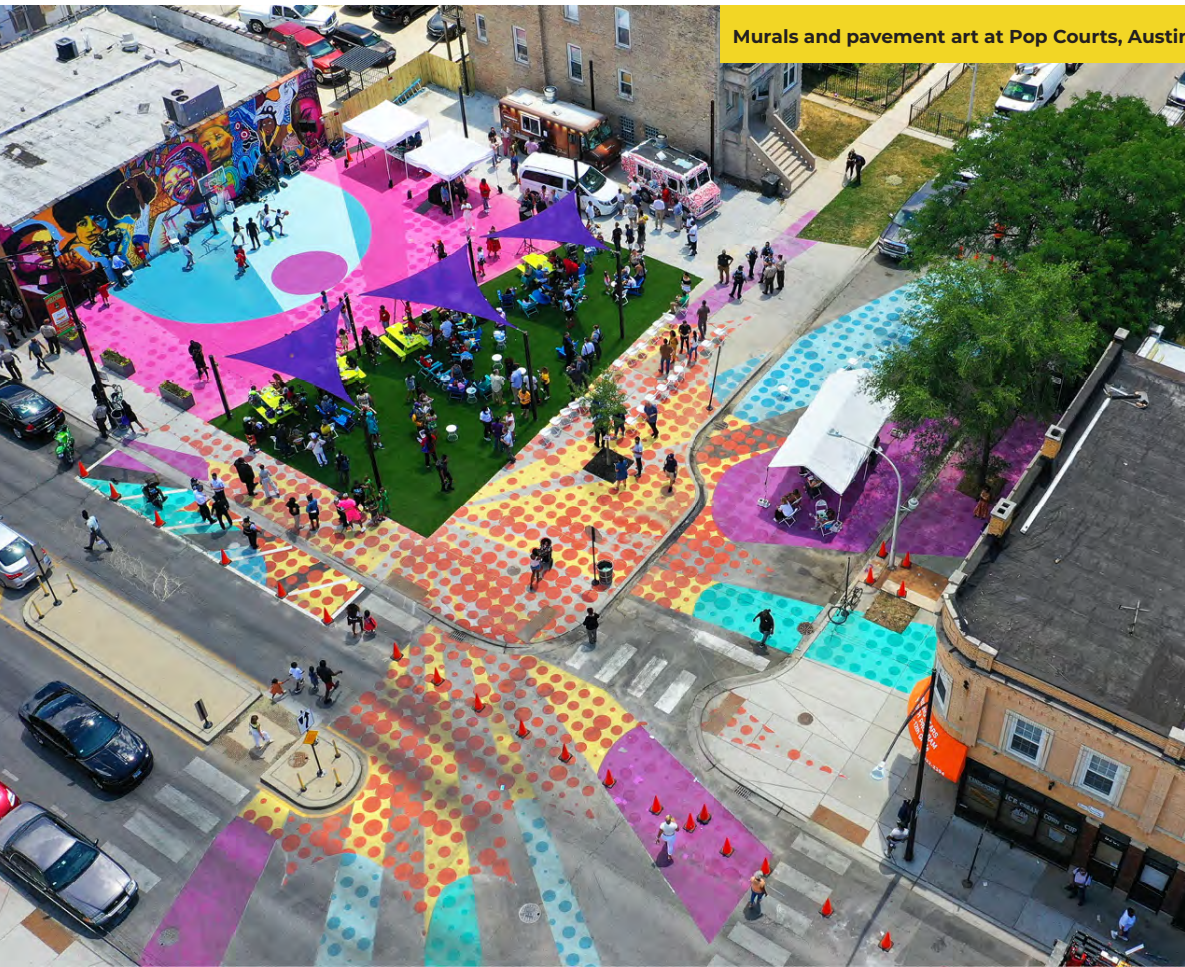


Public art in Downtown Park Forest, IL

Examples of
Fun Plaza
Ideas!



Colorful painted patterns and outdoor games



Murals and pavement art at Pop Courts, Austin, Chicago



Green Infrastructure

Green Infrastructure elements are cost-effective and resilient approaches to managing wet weather impacts and can provide many community benefits. While single-purpose gray stormwater infrastructure - conventional piped drainage and water treatment systems - is designed to move stormwater away from the built environment, Green Infrastructure reduces and treats stormwater at its source while delivering environmental, social, and economic benefits. The following green design elements can be incorporated into new developments and open spaces in the Town Center:

Bioswales

Bioswales are linear, vegetated ditches which allow for the collection, conveyance, filtration and infiltration of stormwater. Benefits of bioswales include:

- Treats stormwater and improves water quality.
- Adds visual appeal, especially near paved areas.
- Can provide habitat for wildlife species.

Rain Gardens

A rain garden is a garden of native shrubs, perennials, and flowers planted in a small depression, which is generally formed on a natural slope. A rain garden is not a water garden, a pond or a wetland. It is dry most of the time and typically holds water only during and following a rainfall event. Benefits of Rain Gardens include:

- Temporarily holds and soaks in rain water

runoff that flows from roofs, driveways, patios or lawns.

- Can remove up to 90% of nutrients and chemicals and up to 80% of sediments from the rainwater runoff.
- Compared to a conventional lawn, rain gardens allow for 30% more water to soak into the ground.
- Because rain gardens drain within 12-48 hours, they prevent the breeding of mosquitoes.

Natural Landscaping

Natural landscaping refers to the use of native vegetation including prairie, wetland and woodland species, and is strongly encouraged as an alternative to conventional landscaping. On some sites natural landscaping can be installed or preserved in an informal setting; on others, native plants can be used in more formal settings in place of imported species. Benefits of Natural Landscaping include:

- Native vegetation is a low-cost alternative to traditional landscaping that utilizes turf grass and ornamental plantings.
- A naturally landscaped site will produce substantially less stormwater runoff than a conventional turf grass landscape. Native vegetation enhances both absorption of rainfall and evaporation of soil moisture due to extensive root systems that extend down 3 to 10 feet or more. In contrast, the root zone of turf grass typically extends only about 3 to 4 inches.
- Natural landscaping reduces pollutants associated with urban runoff.
- Deep-rooted native plants effectively stabilize soils and prevent erosion along stream banks and detention basin edges.

- The reduced maintenance needs of natural landscaping will not only save money, but also reduce air, water and noise pollution.
- Natural landscaping provides habitat for native and migrating birds, butterflies, and insects.
- Natural landscapes, especially trees, moderate temperature extremes (such as the “urban heat island” effect), resulting in reduced heating and air conditioning costs.
- Provides four seasons of color and textures not commonly found in conventional landscapes and requires less maintenance over time.

Permeable Paving

Permeable paving promotes absorption of rain and melted snow and is strongly encouraged for all off-street paved surfaces including surface parking areas, private drives and alleys. Benefits of Permeable Paving include:

- Substantially reduces runoff quantities, which can lead to significant cost savings in stormwater engineering and infrastructure, including curbs, gutters and storm sewer costs. These savings can partially offset the higher installation costs.
- Reduces the runoff pollutants associated with these events.
- Requires less frequent replacement than typical asphalt and concrete paving.
- Permeable paving has aesthetic and marketing advantages over conventional paving. Vegetated pavers, in particular, can substantially improve the aesthetic appeal of paved areas and significantly reduce the urban heat island effect.

Examples of
Green
Infrastructure



Bioswales, rain gardens, and native landscaping provide site-level stormwater benefits



Permeable Paving can reduce the negative impacts of parking lots and paved areas.



Land Use Recommendations

Our Town Center will be a vibrant mixed-use district at the heart of our community where places to live, shop, dine, and play will all be within a safe and walkable environment.

Housing Expanding Housing Choices for Our Community

Our Town Center will be a place where everyone can find their ideal living space, contributing to the vibrancy and richness of our Richton Park community.

In our Town Center Plan, housing stands as a cornerstone, reflecting our commitment to creating a diverse and inclusive community. Recognizing the unique needs and preferences of our residents, our Town Center will provide an extensive range of housing styles and sizes. Whether individuals seek the coziness of a rowhouse, the convenience of an apartment, the privacy of a condominium, or the comfort of senior housing, our Town Center's diverse offerings aim to cater to a wide array of lifestyles and life stages. The proximity of these housing options to the Metra Station and other local amenities underscores our commitment to creating a conveniently accessible living environment.

While our community's preference leans towards market-rate and owner-occupied units, the abundant opportunity sites within the Town Center present a canvas for a wide array of housing options that embrace diversity and inclusivity. This flexibility ensures that the area is a welcoming home for individuals and families across various income brackets and age groups, promoting a rich tapestry of residents within the community.

The proposed Town Center plan can accommodate a wide variety of housing types, including the following:

For-sale Development

Townhouses

They are less expensive to build than mid-rise buildings as they are stick-built and can be constructed in small groups of 4-8 units. This makes it easier to build to market demand. There are a number of new townhouse developments currently on the market from the low-\$300,000s to \$400,000 in the Chicago suburbs, including Orland Park, Lockport, Joliet, Homer Glen, Des Plaines, Plainfield, Aurora, and Batavia. Typically they range from 1,400-2,000 square feet with two to three bedrooms on two to three levels, and have a small back patio and two-car garage. In a Town Center location, they don't need common area amenities, which keeps the initial prices and monthly homeowner assessments down. While this price point is higher than existing townhouses in Richton Park, seven attached homes sold in Matteson last year for over \$300,000 each. With the possibility of TIF and reduced land cost, townhouses in the low \$300,000s are a possible product type for the Town Center.

Mid-rise Condominium Buildings

In the near term, this type of development could be more challenging as a developer needs to pre-sell a portion of the units before construction can start. There are very few examples of new mid-rise condo developments in suburban Chicago. What has been built has been in high-income suburbs, and even that has been very limited. However, over time, the Town Center area is well suited for-sale condominiums, particularly targeted to empty nesters, seniors, and smaller households.

Rental Development

Market-Rate Apartments

The Town Center area is appropriate for market-rate apartments, similar to what has been constructed in recent years near the Tinley Park and Homewood Metra stations. These properties received incentives from the villages including TIF funds and land. Similar incentives could be used in Richton Park to keep the rents from being too expensive given the high construction costs that the region is experiencing.

Market-Rate Townhomes

Rental townhouses could broaden the type of available housing in the village, if the economics are viable for the developer. Like for-sale townhouses, the construction cost for this product is lower than a mid-rise building. These also may command higher rents than apartments in a mid-rise building.

Mixed-Income Apartments or Townhomes

Introducing mixed-income housing, which includes both market-rate and affordable units, could be considered as a way to foster a

diverse and inclusive community in the Town Center. This type of development is targeted to households with incomes under 80% of the Area Median Income (\$70,600 for two people and \$88,250 for four people as of 2023).

Examples of these diverse product types are shown on following pages.

Retail **A Hub for Food and Shopping**

Our Town Center will boast a diverse range of dining and shopping options, all within a walkable and pedestrian-friendly environment. From restaurants and cafes to bakeries and local stores, the array of choices will cater to the diverse preferences of our community members. This dynamic commercial landscape aims to foster economic growth while creating a lively and engaging atmosphere for residents and visitors alike.

There is a need for more retail space in the village as residents now leave the village to satisfy much of their shopping needs. The Town Center Area includes multiple properties owned by the Village and others that would be suitable for retail development.

Properties on Sauk Trail have excellent visibility, as well as ample traffic and transit ridership counts desired by potential retailers and restaurants. Recent commercial development at Sauk Trail and Cicero Avenue indicates that the area can support more stores and restaurants. A larger residential population in the area will attract and support more community desired retail in the Town Center.

However, high property taxes are a major deterrent to retail development. They impact the amount landlords can charge for rent, as

tenants look at the total occupancy cost (net rent plus pass-throughs for real estate taxes, common area maintenance, and insurance), which should be less than 10-12% of sales. TIF and land write-downs can lower development costs, and Cook County tax incentives can make the occupancy costs more reasonable and affordable for tenants.

Office **Fostering Economic Growth, Business Attraction, and Job Creation**

The focus of our Town Center Plan extends beyond residential and civic aspects to include the critical element of fostering economic growth. The creation and support of offices within the Town Center will catalyze attracting businesses, generating employment opportunities, and promoting sustainable commuting options.

Our Town Center is positioned as an attractive destination for businesses, offering a conducive environment for economic growth.

While office space is likely to be a small component of future development in the area, the demand for medical space is growing, driven by the aging of the population, expansion of outpatient services by major hospital networks, and increase in allied health professionals.

These uses could occupy space in an existing retail or office building or in new development in the Town Center Area.

Civic and Institutional **Attracting Civic and Institutional Anchors**

As the heartbeat of our Village, the Town Center is not just a residential and commercial hub but also a canvas for potential civic and institutional anchors. The possibilities are exciting, ranging from a new Village Hall complex to potential collaborations with Governor's State University, all strategically positioned, near the new Village Green.

One of the prime opportunities within our Town Center is the establishment of a potential new Village Hall or other institutional facility. This community facility could serve as a civic anchor for the area, providing residents with convenient access to essential services and fostering a sense of community pride.





Transit Oriented Development Examples

Rowhouses and Townhomes

1. **Town Center Rowhouses, Willow Springs Station** (*owner occupied*)
2. **Sheffield Square, 153rd St. Station, Orland Park** (*owner occupied*)
3. **Roselle Station, Irving Park Station, Roselle** (*rental*)



Transit Oriented Development Examples
Luxury Apartments and Mixed-Use

1. The Boulevard, Oak Park Avenue Station, Tinley Park
2. The Hartford, Homewood Station, Homewood
3. NinetyFifty on the Park, 143rd St. Station, Orland Park





Affordable Housing Examples

1. **The 801 Apartments, Oak Park Blue Line Station** (*affordable rental*)
2. **Maria Elena Sifuentes Apartments** (*affordable rental*)
3. **Crystal View Townhomes, Urbana** (*affordable rental*)
4. **1212 Larkin, Elgin** (*affordable rental*)

Six Focus Areas together will create our Town Center, as shown on the map on the following page. These Include:

- 1. VILLAGE GREEN AREA**
- 2. EAST OF TRACKS AREA**
- 3. SOUTHEAST AREA**
- 4. SOUTHWEST AREA**
- 5. NORTHWEST AREA**
- 6. EAST SAUK TRAIL AREA**

Each area has its own opportunities and challenges, and offers varying degrees of near and long term implementation options.

Detailed concepts for each area are provided in the following pages.



*"A Family Friendly
Place to take small
children."*
Community Feedback



**Richton Park Town Center
6 Focus Areas**

- 1. VILLAGE GREEN AREA
- 2. EAST OF TRACKS AREA
- 3. SOUTHEAST AREA
- 4. SOUTHWEST AREA
- 5. NORTHWEST AREA
- 6. EAST SAUK TRAIL AREA

Village Green Area Plan

The station area today is primarily surrounded by parking lots with three six-story apartment buildings to the north.

The Town Center Plan envisions this area to be transformed into the central hub of activity for the community. A new Village Green surrounded with new restaurants, retail, housing, civic, and institutional uses will create a well-loved destination for residents and visitors.

The proposed “Village Green Area Plan”, shown in the following page, provides a long-term plan for redevelopment of the area. Several options were developed to find a solution that met the Village’s vision and Metra’s requirements for parking and access.

Existing parcel ownership includes the Village, Metra, Cook County, and private owners. A key component of the recommended plan is the re-parcelization of properties, as shown on pages 46 and 51. The proposed parcel plan creates more viable development parcels, better access and circulation, and an efficient parking lot for Metra.

Major elements of the plan include:

- 1. A New Village Green**
 - A new Village Green will create a welcoming and vibrant public space and a green oasis at the heart of Richton Park, where community members and visitors can come together to connect.
 - From farmers’ markets and cultural festivals to live performances and seasonal

celebrations, this space will buzz with activity, fostering a sense of unity and shared experiences among residents. A well-maintained lawn, vibrant flower beds, and ample trees for shade will provide a peaceful place for relaxation as well as a great setting for community events.

- 2. Reconfigured Metra Parking**
 - Reconfigure the existing parking to accommodate a 63 space lot parallel to the tracks.
- 3. Drop-off area for commuters and potential future Pace service**
- 4. A variety of new development**
 - The plan creates parcels of varying sizes and locations that can accommodate a variety of community desired uses, including mixed-use, retail, multi-family housing, civic, and institutional uses.
- 5. Corner Gateway Plaza**
- 6. Demonstration Rain Garden**

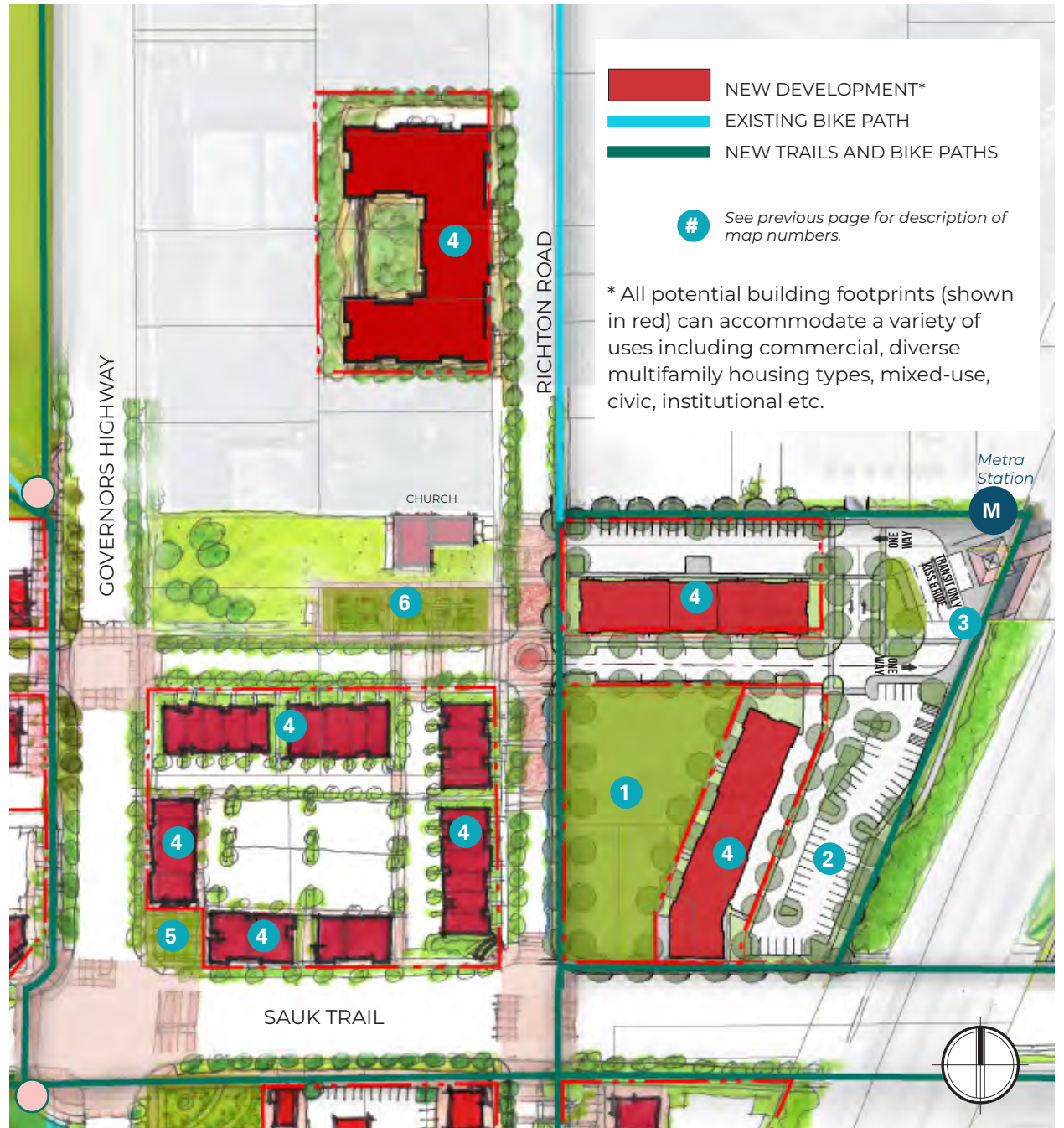
Existing station and apartment buildings to the north



Richton Park Town Center
Village Green Area Plan



Illustrative model of Village Green Area, looking northeast (top) and north (bottom)



Existing Metra Parking

The Metra Station is a major anchor for the Town Center area.

The Metra Electric District (ME) line services the Village of Richton Park and connects Millennium Station in downtown Chicago with the University Park Station. The station is served by five parking lots including two daily fee lots, two monthly permit lots, and one quarterly permit lot. The combined capacity of all five lots is approximately 1,064 parking spaces.

EXISTING PARKING SPACES (APPROX.)

SOUTH LOTS (1,2,3):	600
NORTH LOT (4):	195
EAST LOT (5):	269
TOTAL:	1,064



Proposed Metra Parking

Commuter parking demand at the Richton Park Metra station saw a gradual decrease between 2003 and 2019. Since the COVID-19 pandemic, demand has continued to decrease significantly. (See Appendix 2: Existing Conditions Report for details on parking usage.)

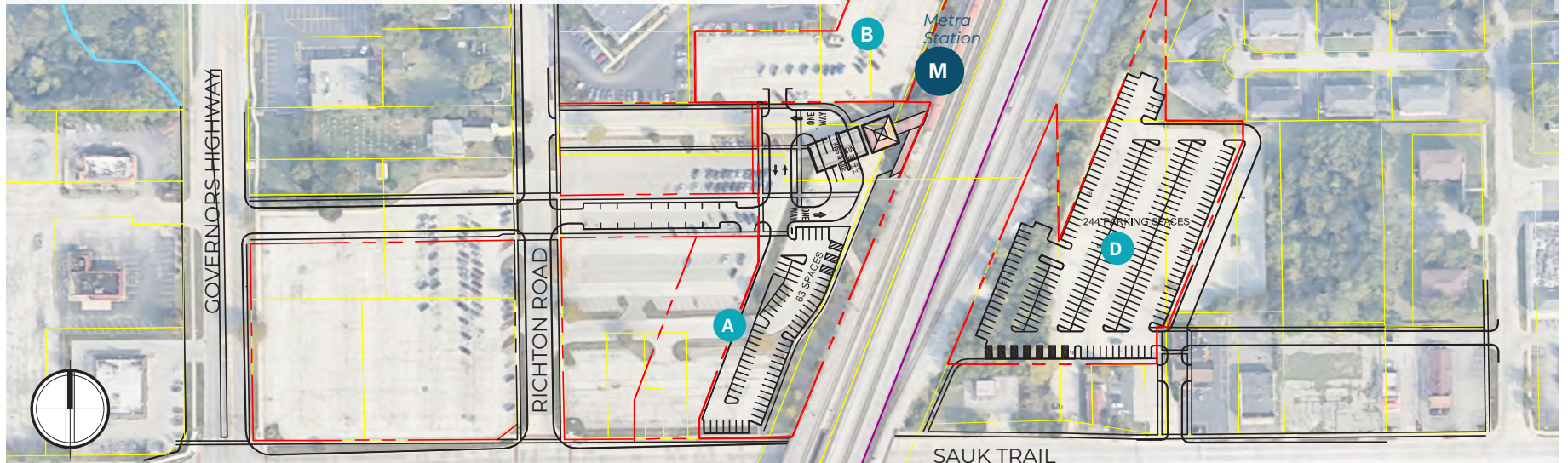
The Plan proposes consolidating Metra parking into three lots, as shown here. Signage should be installed at key intersections to direct commuter traffic to the lots. The consolidation also creates development parcels for new transit oriented development near the station.

Per Metra feedback, future commuter parking can be reduced to **a total of approximately 530 spaces**, given the reduction in demand. Various options for meeting this reduced demand were explored. The final concept, shown on this page, offers the following recommendations:

PROPOSED PARKING SPACES (APPROX.)

SOUTH LOT (A): 63
EXISTING NORTH LOT (B): 195
NEW EXTENSION TO NORTH (C): 46
EAST LOT (D): 244
TOTAL: 548 spaces

The proposed parking concept also eliminates permit-only and daily-only lots, allowing all Metra riders to use any available parking spaces.



Richton Park Town Center

Village Green Area: Proposed Parcel Plan

1. New Village Green
2. Richton Road North (two-way pedestrian oriented street) ROW
3. New Street connection to station with on-street parking ROW
4. Metra Parking and Drop-off area
5. Development Parcels
6. Corner Development Parcel (requires remediation)

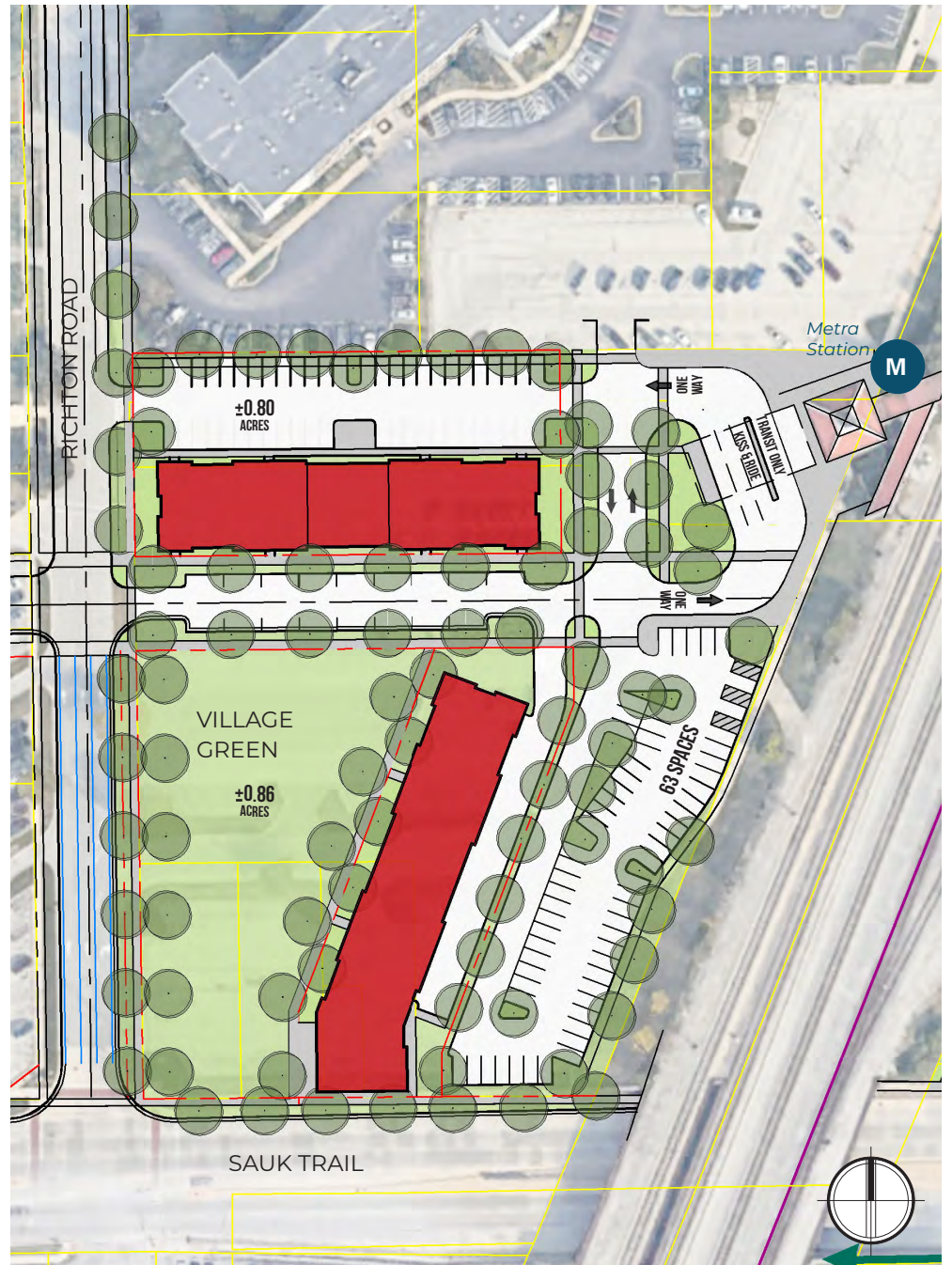


Richton Park Town Center

**Village Green Area:
Detailed Concept Plan**

The Village Green can be a usable “Lawn” in initial phases so that the Village can start holding community events here and bring people to the Town Center. Full landscape architectural amenities can be added in later phases as funding is available.

New development on the two parcels can frame the Village Green, with buildings facing the park and parking to the rear. These can include mixed-use, commercial, multifamily, civic, and institutional uses.



East of Tracks Area Plan

There are several old small-footprint retail buildings with underutilized parking areas in this area east of the tracks. A Metra parking lot with 269 spaces is located behind the commercial uses along Sauk Trail Road.

Given the proximity to the Metra station and recent Village acquisition of significant parcels, this area is poised for attracting new transit oriented development to the Town Center. New commercial uses can line Sauk Trail Road with multifamily development to the rear.

The proposed “Area 5 Plan”, shown in the following page, provides a long-term plan for redevelopment of the area. Several options were developed to find a solution that met the Village’s vision and Metra’s requirements.

Existing parcel ownership includes the Village, Metra, Cook County, and private owners. A key component of the recommended plan is the re-parcelization of properties , as shown on pages 50 and 51. The proposed parcel plan creates more viable development parcels, better access and circulation, and an efficient parking lot for Metra.

Major elements of the plan include:

1. Reconfigured Metra Parking

- Reconfigure the existing parking to accommodate a 244 space lot that utilizes some of the unused Cook County land along the tracks.

2. Aligned access with Richton Road Square to the south

3. Pedestrian Path connections to Sauk Trail and to the station

4. Commercial Development along Sauk Trail

- Attract new commercial uses to reinvigorate the area.
- Place buildings along the street with rear parking. Encourage cross access agreements to share parking between different uses.

5. Residential Park and tree grove

- Create a new park area that can preserve some of the existing trees.
- Investigate potential path connections to the existing residential uses to the east.

6. Multifamily Development

- Attract new multifamily development that can bring more residents within walking distance of the station.
- Organize new buildings around the park and tree grove area,

7. Access drive aligned with existing access to the east

Existing commercial uses in the area east of the tracks

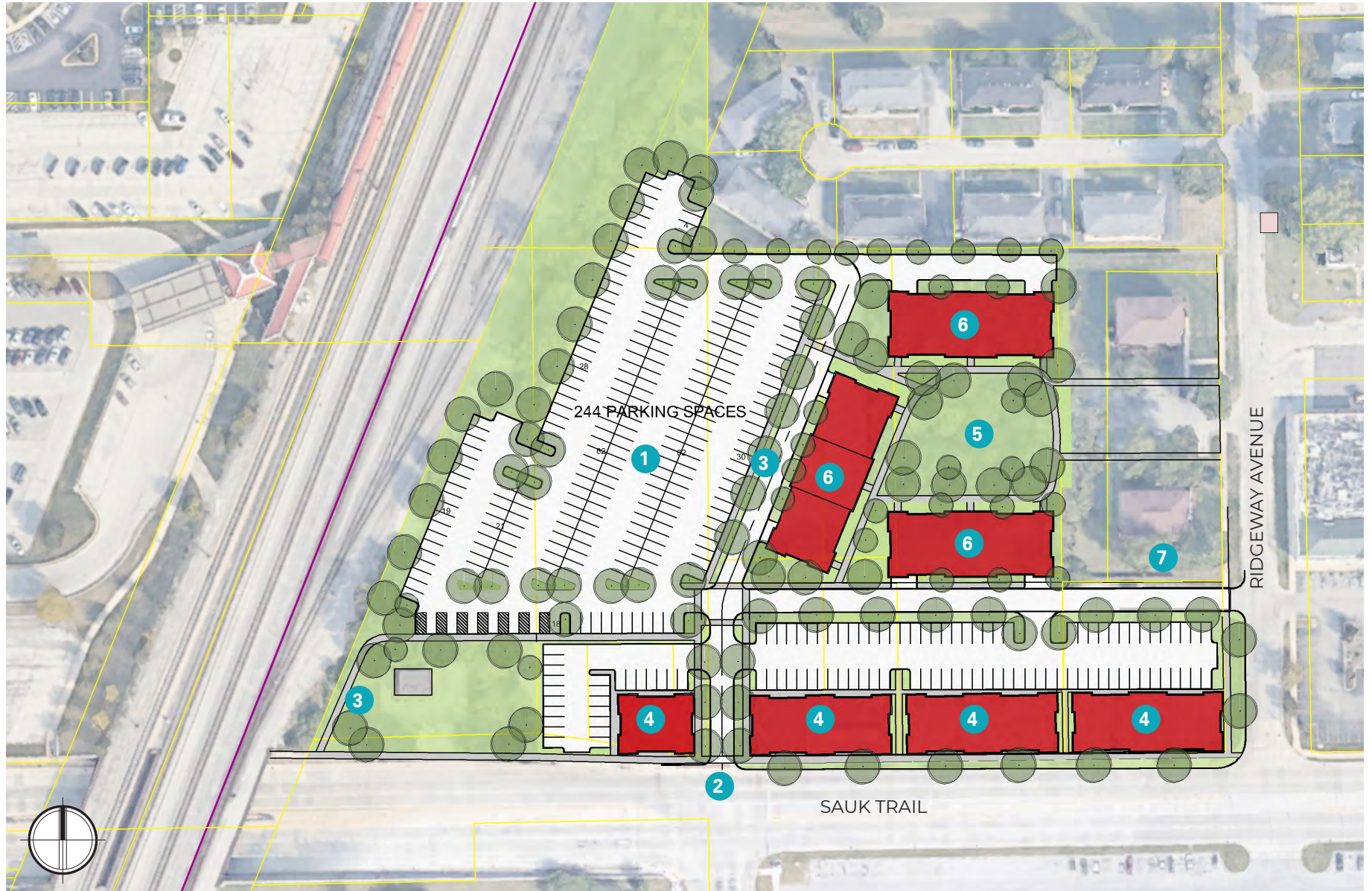


Richton Park Town Center
East of Tracks Area Plan

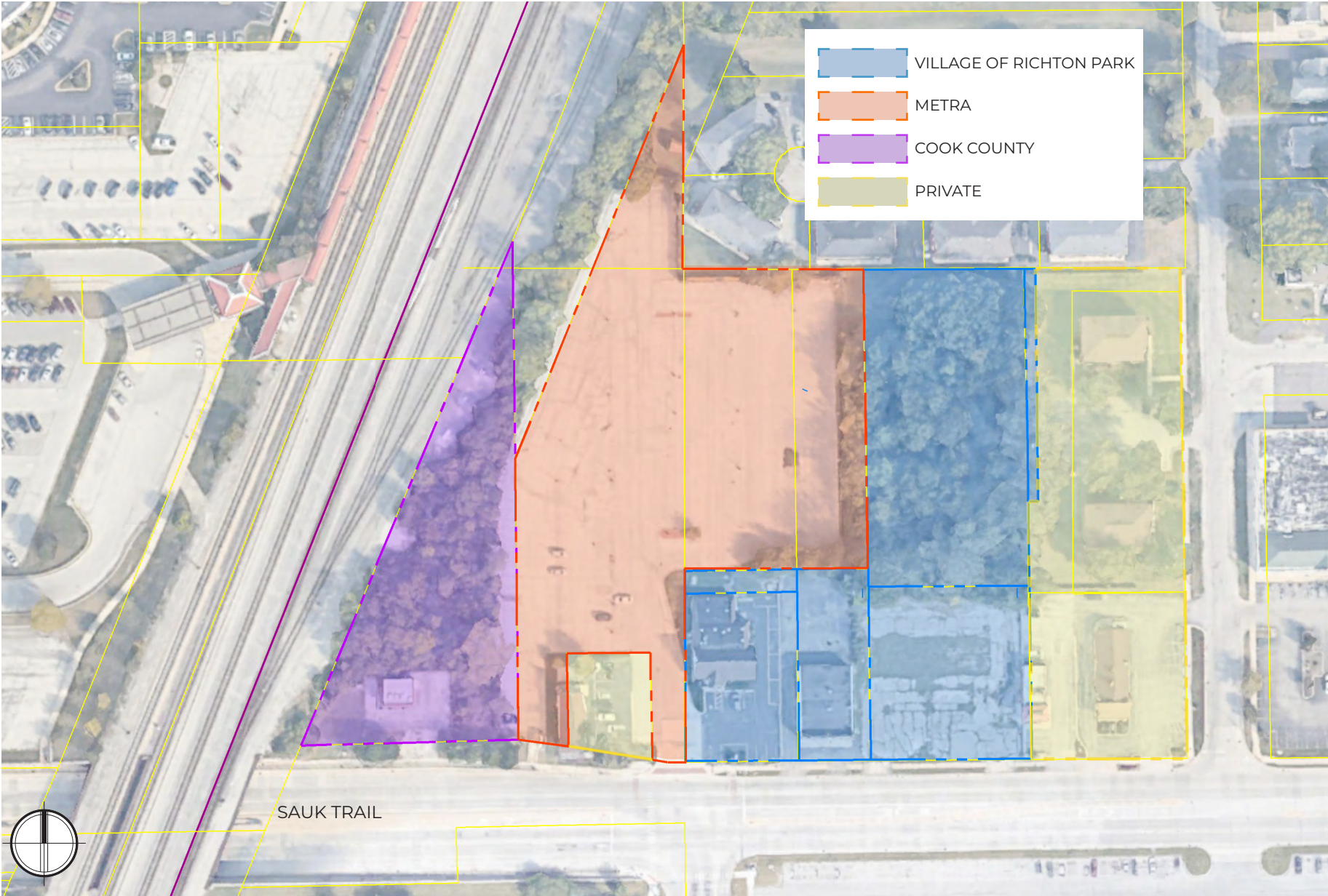
NEW DEVELOPMENT*

**Illustrative building footprints can accommodate a variety of uses including mixed-use, multifamily, commercial, and other community desired uses.*

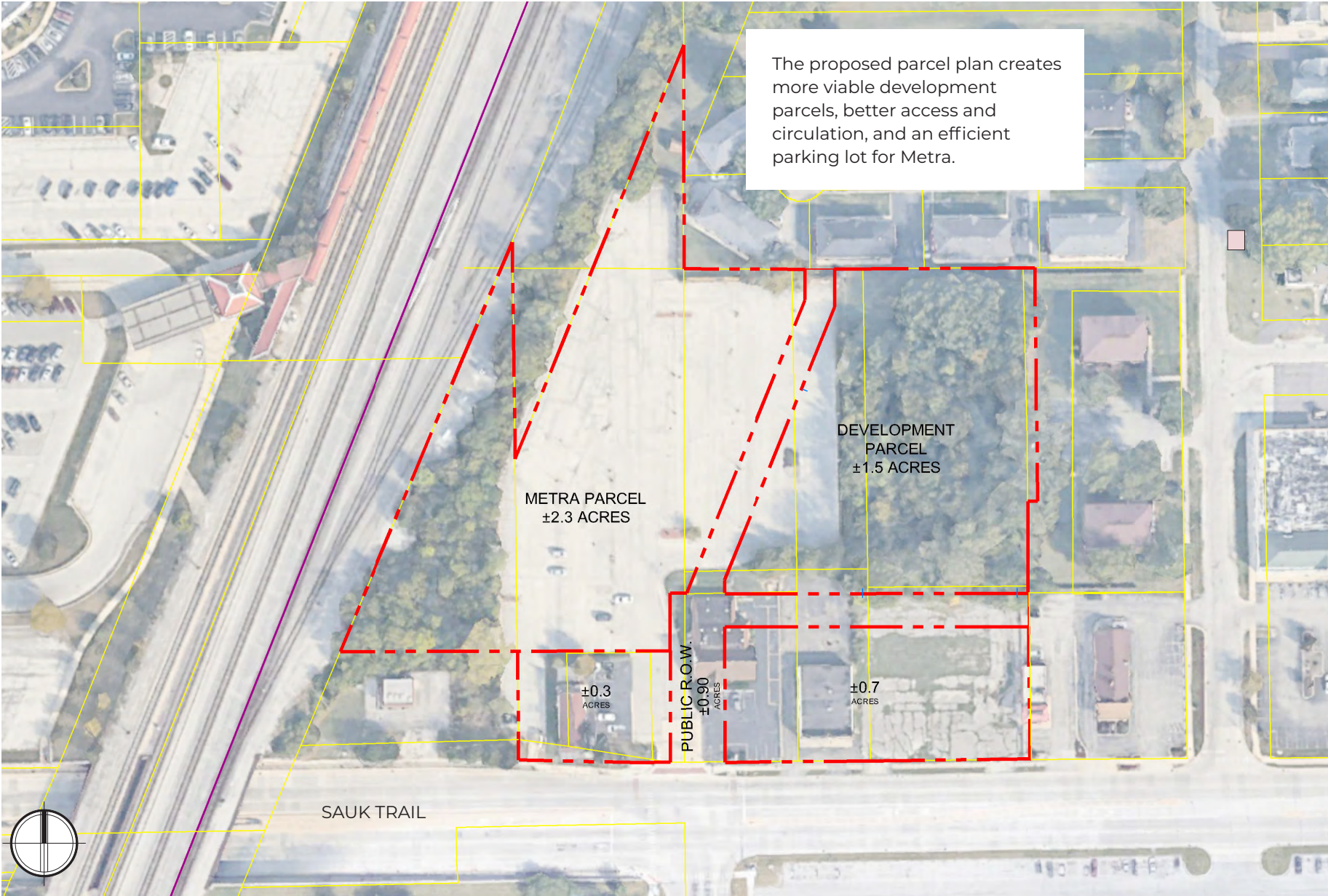
See previous page for description of map numbers.



East of Tracks Area: Existing Parcel Ownership



East of Tracks Area: Proposed Parcelization Plan



Southeast Area

The area has a mix of small footprint commercial buildings on small lots along Sauk Trail. There are significant vacant and underutilized parcels including a key corner lot at the Governors Highway and Sauk Trail intersections.

The Village has already planned the southward extension of Richton Road and has also acquired significant parcels in this area. This area is now poised for attracting new commercial uses along Sauk Trail with multifamily developments to the south, all within a 5 minute walk from the train station.

The proposed “Southeast Area Plan”, shown in the following page, provides a long-term plan for redevelopment of the area.

Major elements of the plan include:

1. Richton Road South Extension

- Implement the Richton Road south plan to connect this area to the station area to the north.

2. Corner restaurant / commercial use with outdoor seating

- Create an attractive corner with a landscaped plaza with outdoor seating framed with new restaurants and commercial uses.

3. New Corner Commercial

- Move existing curbcuts south from the Sauk Trail intersection for better traffic flow and to create a corner parcel for new commercial use.
- Create a more efficient parking layout that can be shared by all commercial uses.

4. Multifamily development

- The proposed plan creates well-defined and walkable blocks that can accommodate significant multifamily development over

the long term.

- New buildings can line the new streets with frontdoors connected to the sidewalks and parking to the rear.
- The two southern blocks are large enough to provide internal open spaces for the units.

5. Stormwater management area as an open space amenity

- A stormwater management area is proposed at the south end that can serve as a great open space asset for attracting new development.
- A trail along Richton Road is proposed that can connect to this open space area.

6. East-west street connections

- Create two new east-west street connections that align with the access points across Governors Highway.

Existing commercial uses in the Southeast Area





**Illustrative building footprints can accommodate a variety of uses including mixed-use, multifamily, commercial, and other community desired uses.*

Richton Park Town Center Southeast Area Plan

The Village has control of key parcels in the northern part of this area, making near-term redevelopment of this part a viable priority.

The Overall Plan for the area is shown to the left and the northern part shown in detail below.

- NEW DEVELOPMENT*
- NEW TRAILS AND BIKE PATHS
- T NEW TRAILHEAD PARKS/PLAZAS
- # See previous page for description of map numbers.



Example: Vibrant pedestrian areas created with outdoor patios and corner plaza, Park Ridge, IL

Southwest Area

The large retail center in this area is significantly vacant today and has a large, underutilized parking lot along Governors Highway. Current uses in the center include Dollar General, US Post Office, and Laundry World. The former gas station site at the corner of the intersection is vacant.

This area offers great opportunities for attracting more restaurants and commercial uses that can take advantage of the high traffic volumes on Sauk Trail and Governors Highway. The southern part of the area can attract new housing where residents can be close to the Butterfield Creek Greenway amenities.

The proposed “Southwest Area Plan”, shown in the following page, provides a long-term plan for redevelopment of the area. Since this area is primarily privately owned, some of these recommendations might need to occur over the longer term.

Major elements of the plan include:

1. Corner Plaza as a gateway to the Town Center

- Create an attractive corner plaza on the vacant former gas station site.
- Add outdoor seating, landscaping, water features, public art and other amenities.
- The corner water feature can be part of the overall stormwater design for the planned intersection improvements by IDOT and can connect to the Butterfield Creek channel along Governors Highway.

2. Restaurants and commercial development

- Attract new restaurants and commercial uses along the Sauk Trail and Governors Highway frontage.
- New restaurants can offer outdoor seating areas along both streets and also at the new corner plaza.

3. Multifamily development

- New multifamily development can frame the proposed east-west street connection across Governors Highway and create an attractive entrance to the retail area.

4. Potential reduction of existing retail center footprint

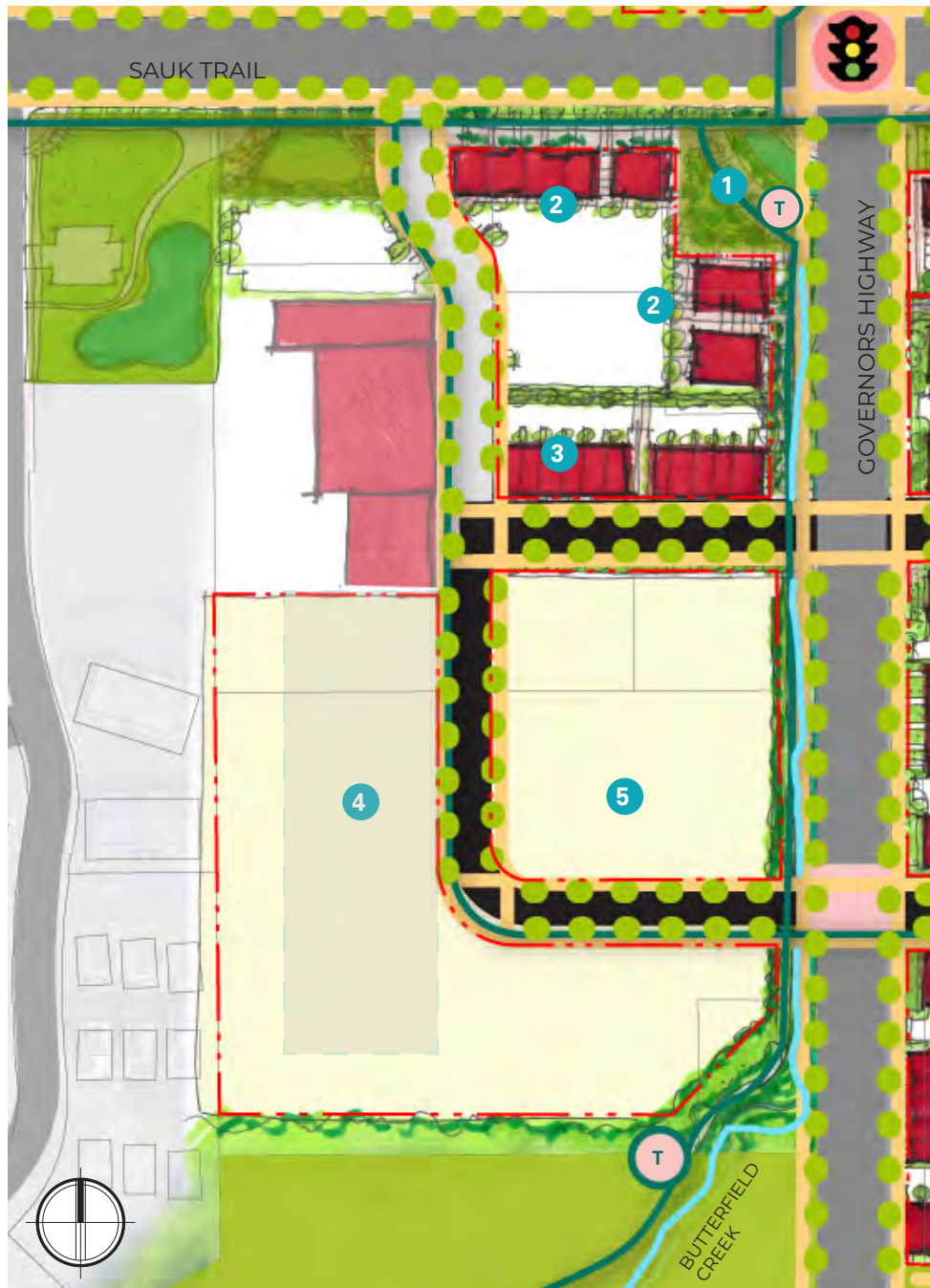
- The southern portion of the large retail center has been significantly vacant for a long time. This part of the building (generally south of the post office) could be demolished to create a clean and large residential parcel to the south.

5. Future Residential Neighborhood

- This large area can accommodate a variety of community desired owner occupied residential products, including rowhouses, townhomes, duplexes, and single family units on small lots.
- Butterfield Creek Greenway to the south can be a great asset to attract residential development to this site.

Existing retail center in the Southwest Area





Richton Park Town Center Southwest Area Plan

- NEW DEVELOPMENT*
- NEW TRAILS AND BIKE PATHS
- T NEW TRAILHEAD PARKS/PLAZAS
- # See previous page for description of map numbers.

**Illustrative building footprints can accommodate a variety of uses including mixed-use, multifamily, commercial, and other community desired uses.*



Example: Corner gateway plaza with restaurants and outdoor seating facing a pond, Oak Lawn, IL

Northwest Area

This area is entirely privately owned and occupied by a large retail center and outlots. Craft Cannabis Grow Facility by Galaxy Labs will be a major new commercial anchor, occupying 23,000 square foot of the former Eagle Supermarket vacant space in the middle of the existing retail building. A 4,000 square foot Craft Cannabis Dispensary will also occupy the space to the north of the grow facility.

The plan recommends long-term improvements to make this a more attractive commercial area that can continue to attract businesses and local jobs within close proximity to the station.

The proposed “Southwest Area Plan”, shown in the following page, provides a long-term plan for redevelopment of the area. Since this area is primarily privately owned, some of these recommendations might need to occur over the longer term.

Major elements of the plan include:

1. Long-term redevelopment of outlots

- Future opportunities to redevelop the outlots can create more pedestrian friendly developments, with new buildings placed along the street and at corners and parking to the rear.
- Outdoor seating and landscaping areas can be provided along the streets to reinforce the pedestrian feel of the Town Center.

2. Improved access drive from Governors Highway

3. Straighten the access drive on Sauk Trail

- The access drive to the retail center from Sauk Trail creates an unnecessary jog. Consider straightening and moving this west, and also align the retail center access to the south.
- This will also help traffic flow by moving these new curbcuts further away from the

busy Sauk Trail and Governors Highway intersection.

4. Landscaping of existing large parking lot

- Consider improving the large parking lot with landscaped islands, better lighting, and green infrastructure elements like porous pavement, bioswales etc.

5. Trailhead plaza as a gateway to Butterfield Creek Greenway

- Construct a trailhead plaza at Governors Highway that welcomes residents and visitors to enjoy the Butterfield Creek Greenway amenities.
- Underutilized parking areas for the retail center can be used for parking for the trailhead and the greenway.

Existing commercial uses in the northwest Area





Richton Park Town Center Northwest Area Plan

- NEW COMMERCIAL DEVELOPMENT
- NEW TRAILS AND BIKE PATHS
- T NEW TRAILHEAD PARKS/PLAZAS
- # See previous page for description of map numbers.



Examples: Commercial development on outlots with buildings placed at street corners with parking to the rear, Orland Park,

East Sauk Trail Area

This commercial stretch along Sauk Trail Road between Richton Square Road and Central Park Avenue hosts a series of local shops. Sweet Vegan Bakes, a nationally recognized vegan restaurant and production bakery, is poised to add a great new anchor for the area. The Village also has acquired major parcels here that are well-positioned for new development.

The proposed plan creates a pedestrian friendly hub that preserves local businesses while accommodating a variety of new development.

The proposed “East Sauk Trail Plan”, shown in the following page, provides a long-term plan for redevelopment of the area. Major elements of the plan include:

1. Mixed-use and/or multifamily development at west corner

- Create an attractive corner development with new buildings along the streets with parking to the rear.
- The parking lot is large enough to support a high-density development, and also offer extra public parking to the adjacent commercial uses.

2. Multifamily Development on Richton Square Road

- Maintain an attractive street wall along Richton Square road with new rear-loaded multifamily development. This Village owned site is well suited for 2-3 story row houses and townhomes facing the street with garages to the rear. The scale would be compatible with the single family homes to the east.

3. Entrance drive aligned to the existing curbcut across Richton Square Road

4. Infill commercial development

5. Commercial, mixed-use and/or multifamily development at east corner

- Create an attractive corner development that can help create a gateway to the Town Center from the east.
- Place all parking to the rear. The parking lot can also offer extra public parking for the adjacent commercial uses and for visitors to Grant Avenue Park to the south.

6. Pocket Plaza at the heart of the area

- Create a small plaza with outdoor seating, decorative paving, lighting etc. to create a welcoming outdoor space.
- Bollards can be installed at the ends to protect plaza users from car traffic on the adjacent drives,
- The plaza can also be a trailhead gateway to the proposed trail loop in Village owned Grant Avenue Park to the south.

7. Connected Rear Access Drive

- Create a continuous rear access drive from Ridgeway Avenue to Central Park Avenue that can serve the commercial uses and also help with traffic flow in the area.
- Install traffic calming measures at the pocket plaza and two ends to slow down traffic.

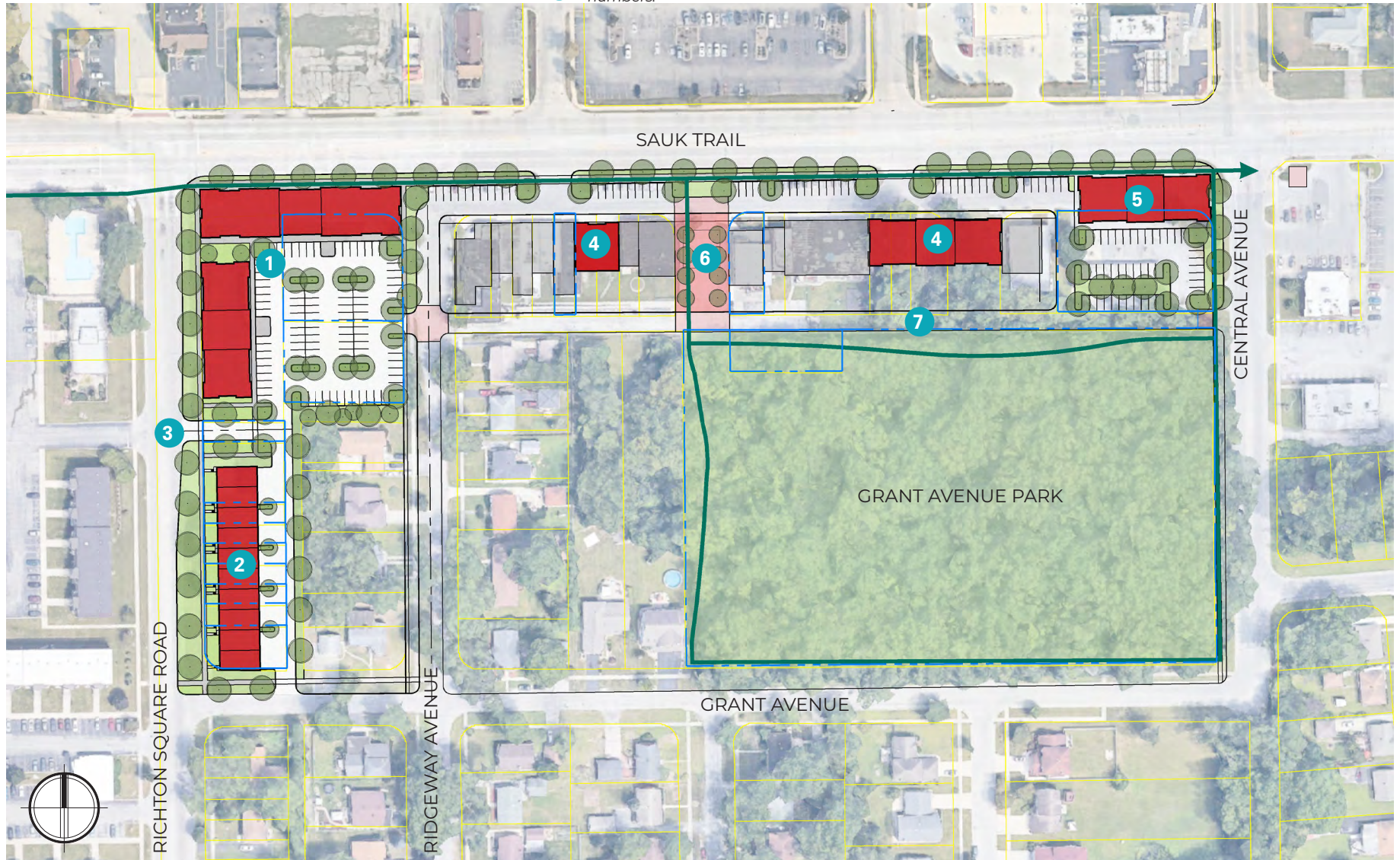
Existing commercial uses in East Sauk Trail Area



Richton Park Town Center
East Sauk Trail Plan

- NEW DEVELOPMENT*
- NEW TRAILS AND BIKE PATHS
- T NEW TRAILHEAD PARKS/PLAZAS
- VILLAGE OWNED LAND
- EXISTING PARCEL LINES
- # See previous page for description of map numbers.

**Illustrative building footprints can accommodate a variety of uses including mixed-use, multifamily, commercial, and other community desired uses.*





Town Center Area today, looking northwest

IMPLEMENTATION STRATEGY



**“ Our Town Center
needs to have an
upbeat, urban style.”**

Community Feedback

**“ Look at spaces in Old
Frankfort and provide a similar
atmosphere for residents.
Well landscaped. Variety of
restaurants, free parking.
Accessible for seniors.”**

Community Feedback

**“ A Family Friendly
Place to take small
children.”**

Community Feedback

Illustrative Model of Proposed Town Center Plan, looking northwest

BUILDING OUR TOWN CENTER

Implementation Strategy

Building Our Town Center

The implementation strategy for the Town Center Plan is built on one fundamental principle: **“Public Investment comes before Private Investment.”**

Public investment in infrastructure will be essential to establish a unique “sense of place” in Richton Park’s emerging Town Center. In the near term, the Village is implementing multiple investments in site preparation, multimodal street improvements, and stormwater facilities, however additional and substantial effort will be needed to achieve the extensive “public realm” envisioned in this plan.

The establishment of a new Village Green adjacent to the Metra Electric Station stands out as an opportunity to redefine the Town Center as a central gathering place and facility for community events.

While the current financing environment for new construction is difficult across the region, interest rates are expected to come back down and make lenders more open to financing new development in the coming couple of years. This is an ideal time for the Village to be investing in the public infrastructure and amenities needed to set the stage for future community-desired new development.

Priority Projects

2024-25: Get ready to build!

Following **5 tasks** can be started immediately after the plan is adopted to build on the momentum created by the planning process:

1. Invest in public infrastructure and open space amenities.

- Initiate “Design Development Phase” for the Village Green Area. There are typically 4 phases for any project: Concept Plan, Design Development, Construction Documents, and Construction. This plan provides a detailed concept plan that is ready to move to the next phase of “Design Development”. The Village would need to allocate budget to develop this next phase. The scope could include the Village Green, Richton Road North, and other amenities and open space design elements as shown on Page 18.
- Continue design and construction of the southern extension of Richton Road
- Advance ongoing Town Center stormwater projects with an eye toward public amenities and enhancing the Butterfield Greenway.
- Potential grants (see pages 68-72) need to be pursued to assist in the costs of design and construction.

2. Formalize relationships with key partners.

- Formalize the parking reallocation and parcelization with Metra (see page 51)
- Coordinate with Cook County for the acreage needed for Metra Parking on the east side of the tracks (see page 51)
- Continue engaging with the Illinois Department of Transportation (IDOT) on proposed Sauk Trail and Governors Highway intersection improvements.
- Engage Cook County and IDOT on proposed Sauk Trail and Governors Highway roadway enhancements on Page 18.

- Participate in the Cook County-led Sauk Trail Area Multimodal Path Study (STAMPS).
- Engage Governors State University in conversation on potential areas of collaboration.

3. Advance site preparation.

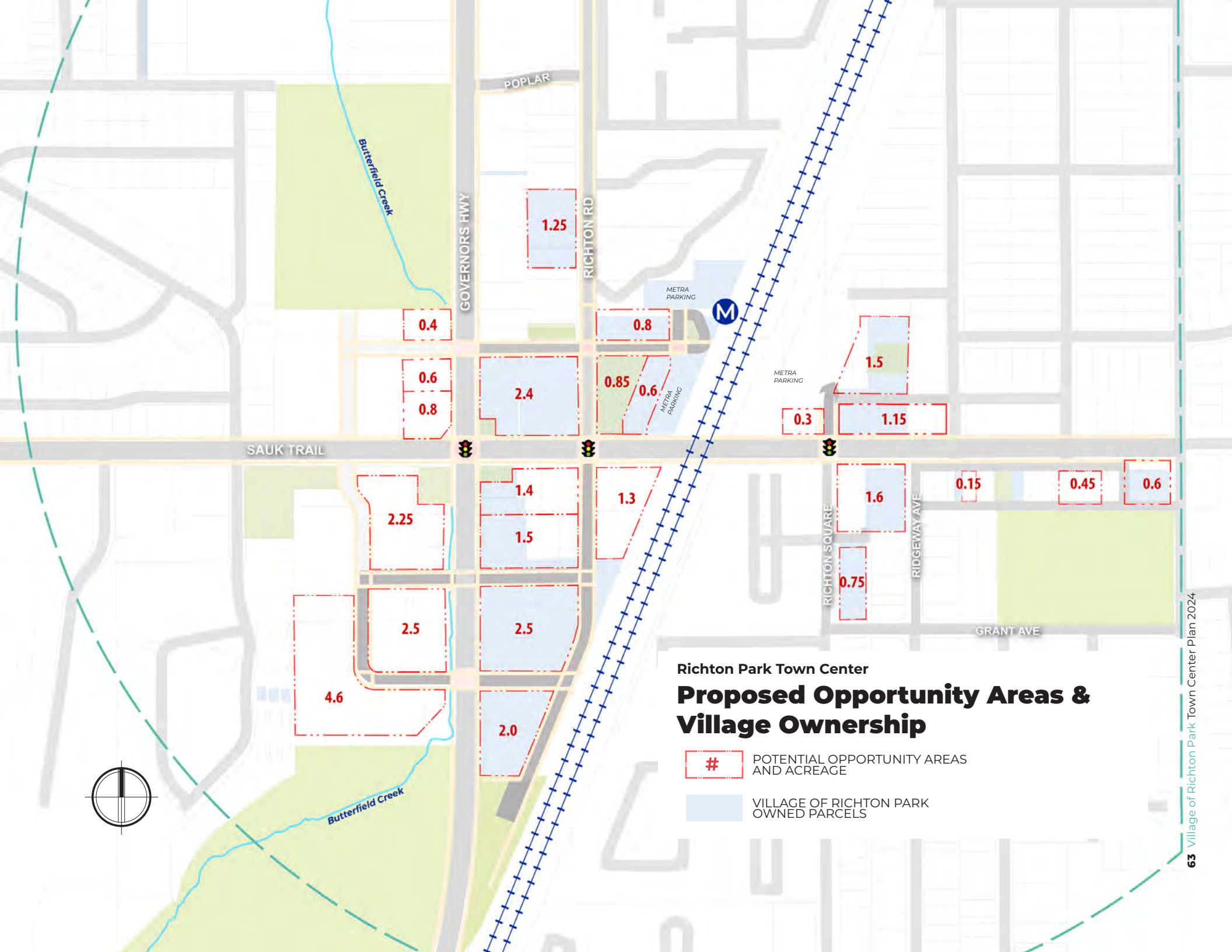
- The Village has already acquired major key sites and other acquisitions are underway. The Village should consider acquisition of other key parcels required to develop the Opportunity Areas, as shown on the following page.
- Plat parcels to create the opportunity sites as recommended by the plan. Proposed parcel lines for all opportunity sites will have to be evaluated with the Village engineer and Public Works department and new plats created and approved for each before any development can occur.
- Implement the awarded EPA Community-wide Assessment grant and follow-up by pursuing funding environmental remediation of identified brownfields.

4. Update and simplify zoning.

- Consider eliminating or significantly reducing minimum parking requirements.
- Ensure that multifamily density is permitted on all Opportunity Sites in the Town Center.
- Update zoning ordinance language to direct developers to this Town Center plan and not earlier plans and studies.

5. Keep implementation moving forward!

- Market the plan vigorously to developers, local businesses, and other potential institutional partners.
- Incorporate elements of the plan document into the Village’s website, promotional materials, grant applications, lobbying packets, budgets and work plans.
- Continue to engage key partners, steering committee members and local stakeholders for regular plan updates on implementation.



Richton Park Town Center

Proposed Opportunity Areas & Village Ownership

- # POTENTIAL OPPORTUNITY AREAS AND ACREAGE
- VILLAGE OF RICHTON PARK OWNED PARCELS



Implementation Strategy

Areas for Near, Mid, and Long Term Implementation

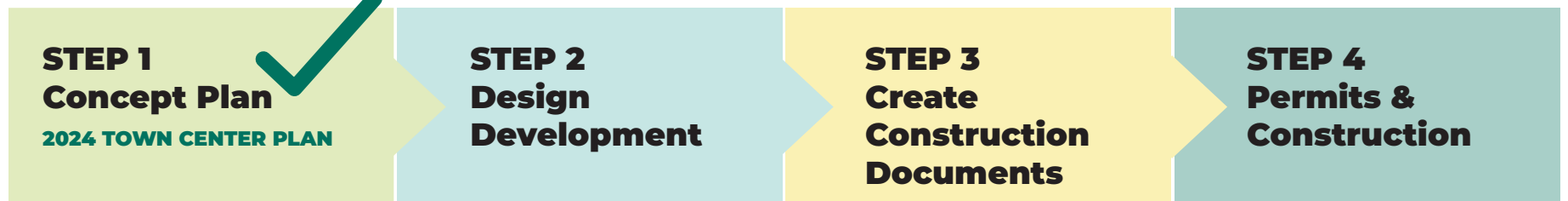
Suggested areas for near, mid, and long term implementation are primarily based two factors:

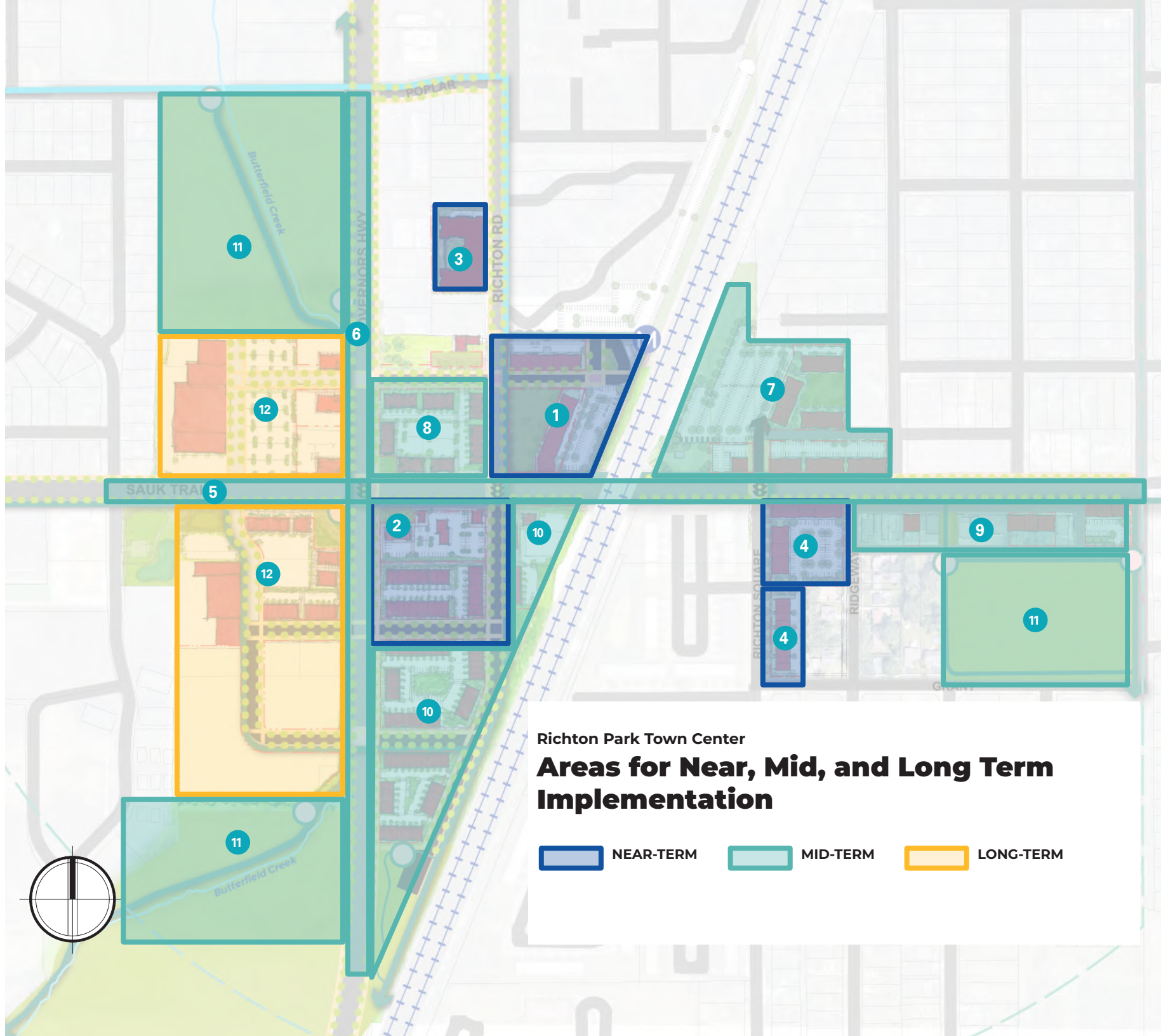
1. The potential to create a “Sense of Place” for the Town Center
2. Land currently owned by the Village

Suggested areas are shown in the map on the following page.

This strategy can be adjusted as needed to respond to changing market trends and as the Village acquires more land in the Town Center area. It is critical to plan and to find funds for the four steps needed to go from concept to construction, as shown below.

Near-Term	Mid-Term	Long-Term
<ol style="list-style-type: none"> 1. Build the Village Green Area <ul style="list-style-type: none"> • See proposed plan on pages 34 - 39 2. Build the northern part of the Southeast Area <ul style="list-style-type: none"> • See proposed plan on pages 44 & 45 3. Market and attract new development on the Village owned site on Richton Road <ul style="list-style-type: none"> • See proposed plan on page 35 4. Market and attract new development on the parcels at the southeast corner of Richton Square Road and Sauk Trail <ul style="list-style-type: none"> • See proposed plan on pages 50 & 51 	<ol style="list-style-type: none"> 5. Transform Sauk Trail into an attractive multimodal street <ul style="list-style-type: none"> • See proposed cross sections on page 9 6. Transform Governors Highway into an attractive multimodal street <ul style="list-style-type: none"> • See proposed cross sections on page 9 7. Build the East of Tracks Area plan recommendations <ul style="list-style-type: none"> • See proposed plan on pages 40 & 41 8. Complete remediation and attract new development to the northeast corner of Sauk Trail and Governors Highway <ul style="list-style-type: none"> • See proposed plan on pages 34 & 35 9. Build the parcels comprising the East Sauk Trail area. <ul style="list-style-type: none"> • See proposed plan on pages 50 & 51 10. Build the remaining parcels in the Southeast Area <ul style="list-style-type: none"> • See proposed plan on pages 44 & 45 11. Design and build the Butterfield Greenway and Grant Avenue Park <ul style="list-style-type: none"> • See proposed plan on pages 16 & 17 	<ol style="list-style-type: none"> 12. Negotiate with private owners of retail center parcels to build plan recommendations for the southwest and northwest areas. <ul style="list-style-type: none"> • See proposed plan on pages 46 - 49





Implementation

Local Financing Tools

The Local Financing Tools that are already in place and available for use in the Town Center Area are shown on the map on the following page. These include:

TIF (Tax Increment Financing) District

TIFs are an economic development tool that helps communities create momentum for development, job growth, and new construction opportunities.

Richton Park currently has four Tax Increment Financing (TIF) Districts, covering most of its commercial development areas. The Town Center TIF District, shown on the map, expires in 13 years on 12/31/36. At the end of FY23, the TIF had a balance of \$1.055MM.

In recent years, TIF funding has been used for site acquisition, remediation of asbestos, building demolition, local match funds for grant applications/projects (RDMS street extension and EPA brownfield assessment), and legal expenses associated with redevelopment agreements (Sweet Vegan Bakes), etc.

Most of the Town Center area is covered by the existing TIF.

Enterprise Zone

The 1982 Illinois Enterprise Zone Act is a statewide program which encourages economic growth and investment in enterprise zones through the provision of state incentives, and optional local incentives to businesses relocating or expanding within the Enterprise Zones.

The Will Cook Enterprise Zone covers portions of the Villages of Matteson, Monee, Park Forest, Richton Park and University Park, as well as Cook and Will Counties. It specializes in commercial and industrial project expansions and new construction, business development tax incentives, real estate, sales tax and construction cost savings, and utility tax exemptions.

Most of the non-residential parts of the Study Area fall within the Will Cook Enterprise Zone.

Opportunity Zones

Created under the 2017 Tax Cuts and Jobs Act (TCJA), Opportunity Zones comprise 8,764 census tracts, nominated by State and Territorial executives and certified by the U.S. Department of the Treasury.

The Opportunity Zones tax incentive is designed to spur economic development and job creation in these communities through preferential tax treatment for those investing certain eligible capital gains into Opportunity Zones through Qualified Opportunity Funds.

The western part of the Study Area is within the Richton Park Opportunity Zone.

Business Improvement District (BID)

BID is a financial tool that helps municipalities jump-start economically sluggish commercial areas. BID's can help local governments attract private development and new businesses, and finance needed improvements like building renovation and rehabilitation, utility installation and upgrades, and intersection and access improvements.

Most of the area along Sauk Trail and Governors Highway is covered by the BID.

Cook County tax classifications and the Southland Reinvestment Act

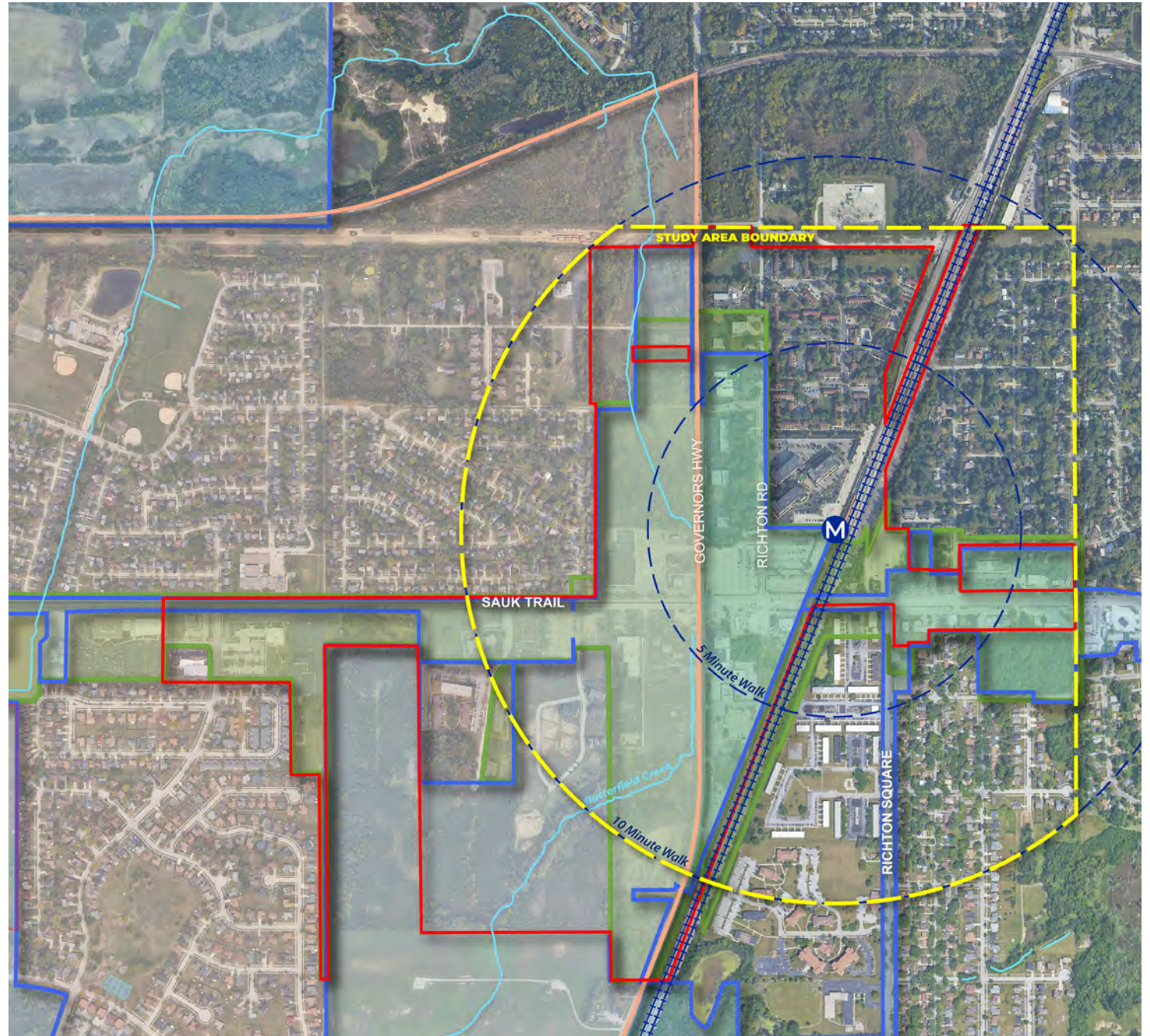
Richton Park has a total of three active Class 8 incentives. Of those, two are in the study area: Beggar's Pizza (2018-2029) and Sell It Again Sam (2023-2034).

TIF, land write-downs or outright donation of land from the Village or South Suburban Land Bank and Development Authority (SSLBDA) can reduce the development cost and enable developers to keep rents more affordable, without necessarily needing to apply for dedicated affordable housing programs.

Since the TOD area is in an Enterprise Zone, the cost of building materials is exempt from sales taxes.

Local Financing Tools Map

-  STUDY AREA BOUNDARY
-  CREEKS & WATERWAYS
-  WALK CIRCLES
-  SOUTH SUBURBAN MAYORS AND MANAGERS ASSOCIATION (SSMMA) TIF DISTRICTS
-  RICHTON PARK OPPORTUNITY ZONE
-  BUSINESS IMPROVEMENT DISTRICT
-  WILL-COOK ENTERPRISE ZONE



POTENTIAL GRANTS & FUNDING MECHANISMS

SOUTHLAND REGION FUNDING

- The South Suburban Mayors and Managers Association has a **Transit-Oriented Development Fund** to help fund affordable housing near transit stations. It anticipated re-launching the fund in 2024.
- **Governors State University** has a pilot employer-assisted housing program that provides down payment assistance to employees to live close by, including in Richton Park. The University is also interested in working with the Village on workforce housing, including multi-family.

TRANSPORTATION

Transportation Alternatives Program (TAP-L)

- Bicycle facility projects that help complete the Regional Greenways and Trail Plan
- link: <https://www.cmap.illinois.gov/mobility/strategic-investment/transportation-alternatives>

Invest in Cook

- Invest in Cook grants help municipalities further their transportation projects by covering the cost of planning, engineering, right-of-way acquisition and construction associated with transportation improvements sponsored by local governments and private partners.
- Engineering projects for federally funded transportation improvements are good candidates for this funding source
- link: <https://www.cookcountylil.gov/investincook>

Surface Transportation Block Grant Program (STBGP)

- STBGP funds are allocated to coordinating regional councils to be used for roadway and roadway related items. The Chicago Metropolitan Agency for Planning (CMAP) delegates funds to regional councils and selects projects based on a ranking scale that takes into account the regional benefits provided. STBGP funds may be used for a variety of projects including roadway rehabilitation, reconstruction, restoration,

widening and adding lanes; intersection improvements, traffic signage improvements, and green infrastructure funding.

- link: <https://www.fhwa.dot.gov/specialfunding/stp/>

Congestion Mitigation Air Quality (CMAQ)

- Transportation improvement projects designed to improve air quality and mitigate congestion, including: Access to Transit Projects (including pedestrian and bicycle accommodations); Traffic Flow Improvements (bottleneck eliminations, intersection improvements, signal interconnects); Bicycle Facility Projects etc.
- link: <https://www.cmap.illinois.gov/mobility/strategic-investment/cmaq>

Surface Transportation Program (STP) Shared Fund

- Traffic Signals, Modernization, and/or New Signals (where warranted)
- Structures (waterway, railroad, highway, pedestrian, bikeway)
- Bikeway/Pedway
- Lighting
- Wetland Mitigation
- Truck Route Improvements
- link: <https://www.wcgl.org/stp-l-resources.html>

Illinois Transportation Enhancement Program (ITEP)

- Pedestrian/Bicycle Facilities
- Streetscapes, Overlooks, and Viewing Areas
- link: <https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP>

Motor Fuel Tax

- The State of Illinois collects a Motor Fuel Tax (MFT), and the proceeds of this tax are allotted to counties, townships, and municipalities. These funds can be used for the construction, maintenance and related engineering for improvements to eligible public roadways.
- link: <https://tax.illinois.gov/research/taxinformation/motorfuel.html>

Illinois Traffic Safety Grants

- The Illinois Department of Transportation's Bureau of Safety Programs and Engineering (BSPE) is actively working to meet the goal of zero fatalities on Illinois roadways. In order to make this goal a reality, BSPE offers grant

opportunities for funding to state and local agencies and qualified organizations.

- <https://idot.illinois.gov/transportation-system/transportation-safety/safety-grants.html>

Safe Routes to School (SRTS)

- Uses a multidisciplinary approach to improve conditions for students who walk or bike to school.
- Provides funding for both infrastructure improvements to the physical environment, as well as non-infrastructure projects.
- link: <http://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index>

Regional Transportation Authority (RTA): Community Planning Program

- The RTA's Community Planning program provides funding as well as technical assistance to applicants for implementation and planning projects that benefit the community and the regional transit system. A call for projects is typically issued in the fall of each year, followed by awards made in the winter. Eligible projects include transit-oriented development (TOD) plans, transit corridor plans, TOD zoning code updates, TOD developer discussion panels, transit neighborhood mobility hub studies, studies to develop special financing districts in transit areas, and other innovative implementation approaches.
- link: <http://rtachicago.org/cp>

Regional Transportation Authority (RTA): Access to Transit Program

- The Access to Transit Improvement Program funds small-scale projects that increase pedestrian and bicycle access to the regional transit system. The program leverages federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, RTA, and local funding sources to implement recommendations contained in studies completed through the RTA's Community Planning program or CMAP'S Local Technical Assistance (LTA) program.
- link: <http://www.rtachicago.org/a2t>

Regional Transportation Authority (RTA): Section 5310, Transportation - Operations

- The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, funded by the Federal Transit Administration, is a program designed to improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding the transportation mobility options available. Eligible projects include those that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- link: <https://www.rtachicago.org/plans-programs/programs-and-projects/section-5310-enhanced-mobility-seniors-and-individuals>

Federal Transit Administration (FTA): National Aging and Disability Transportation Center (NADTC)

- The NADTC invests in community solutions focused on increasing accessible transportation options as the critical link to employment, health care and other needed community services for older adults and people with disabilities. Community grants will target areas with high need and limited resources. Selected projects will strengthen connections between transit and human services transportation programs, build bridges between transportation and community programs that support community living, and identify strategies for better utilization of Section 5310 and other Federal, state and local funding opportunities to improve transportation access.
- link: <https://www.nadtc.org/grants-funding-resources/grants-funding/nadtc-grant-opportunities/>

Federal Transit Administration (FTA): Safe Streets and Roads for All

- The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
- MPOs; counties, cities, and transit agencies or other State subdivisions; tribes; and multi-jurisdictional groups of the above / \$200,000 to \$50,000,000
- link: <https://www.transportation.gov/grants/SS4A>

OPEN SPACE & TRAILS

Open Space Land Acquisition & Development (OSLAD)

- Acquisition and development of public outdoor recreation facilities by local units of government through competitive reimbursement grants.
- link: <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

Outdoor Recreation Acquisition, Development and Planning aka Land and Water Conservation Fund Program

- Provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. Must be open and available for general public use.
- link: <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

Park and Recreational Facility Construction

- Provides financial assistance to eligible local governments for park and recreation unit construction projects
- link: <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

Recreational Trails Program

- Provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails
- link: <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

Illinois Bicycle Path Grant Program

- To financially assist eligible local units of government in acquiring, constructing, and rehabilitating public, non-motorized bicycle paths and directly related support facilities
- link: <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

Illinois Environmental Protection Agency Green Infrastructure Grant

- Program funds are available to implement green infrastructure best management practices
- link: <https://epa.illinois.gov/topics/grants-loans/water-financial-assistance/gigo.html>

PeopleForBikes Community Grant Program

- Supports bicycle infrastructure projects

and targeted advocacy initiatives for bicycle infrastructure projects, such as bike paths, lanes, trails, and bridges; mountain bike facilities; Bike parks and pump tracks; BMX facilities; and end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage.

- PeopleForBikes accepts requests for funding up to \$10,000.
- link: <https://www.cookcountyassessor.com/faq/affordable-housing>

ECONOMIC DEVELOPMENT

Tourism Attraction Development Grant Program (TAP)

- Provides matching grants to assist in the development or improvement of projects that increase the economic impact of tourism throughout the State.
- link: <https://www2.illinois.gov/dceo/Media/PressReleases/Pages/PR20190522.aspx#:~:text=The%20Tourism%20Attraction%20Grant%20Program,the%20amount%20of%20%241.4%20million.>

Community Development Assistance Program (CDAP)

- Funded through the U.S. Department of Housing and Urban Development (HUD)
- Assists Illinois communities by providing grants to local governments to help them in financing economic development projects, public facilities and housing rehabilitation. Program is targeted to assist low-to-moderate income persons by creating job opportunities and improving the quality of their living environment.
- link: <https://www2.illinois.gov/dceo/AboutDCEO/Pages/ComDev.aspx>

Local Technical Assistance (LTA) Program, CMAP

- Program involves providing assistance to communities across the Chicago metropolitan region to undertake planning projects that advance the principles of ON TO 2050.
- link: <https://www.cmap.illinois.gov/programs/Ita>

Cook County Affordable Housing Special Assessment Program

- The program provides property tax incentives for incorporating some affordable units in rental properties. If a new or rehabbed building of at least 7 units makes 15-34% of the units affordable

to households at 60% of the Area Median Income (AMI), it will receive a 25% reduction in assessed value. If 35% or more of the units are affordable, the reduction is 35%.

- link: <https://www.cookcountyassessor.com/faq/affordable-housing>

Low-Income Housing Tax Credits (LIHTC) and Tax-Exempt Bonds through the Illinois Housing Development Authority

- Affordable housing developments typically require multiple layers of funding, often referred to as “Lasagna Financing.” LIHTCs are the primary source of financing for affordable housing. **Cook County HOME funds** can be one source of the multi-layered financing. Town Center Pointe Apartments was funded through this program. Developers agree to designate all or a portion of the apartments to households with incomes under 80% of the Area Median Income or \$70,600 for two people and \$88,250 for four people (as of 2023). Developers receive tax credits that are used as equity for the development. Tenants pay fixed rents with maximums set by the Illinois Housing Development Authority to ensure affordability. Developers can be private or non-profit entities.
- **The Federal Home Loan Bank’s Affordable Housing Program** provides additional funding on top of Low-Income Housing Tax Credits for qualified developments.
- **Community Development Financial Institutions (CDFI) such as the Chicago Community Loan Fund and IFF** provide low cost financing for affordable housing projects, primarily if non-profit or mission-driven enterprises are involved.
- link: <https://www.ihda.org/developers/tax-credits/low-income-tax-credit/#:~:text=IHDA%20awards%209%25%20credits%20based,%E2%80%9C4%25%20credits%E2%80%9D>.

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Programs to Fund Workforce and “Missing Middle” Housing

- A lot of attention has been paid to the need for more housing for those who earn between 60% and 120% of the Area Median Income (generally \$50,000-\$120,000 depending on household size). A number of large banks have started to fund these projects. One example is JP Morgan Chase’s Workforce Housing Solutions Group.
- **Fannie Mae and Freddie Mac**, have dedicated workforce housing lending products that provide interest rate discounts to multi-family borrowers that restrict at least 20% of the units to renters with incomes under 80% of the Area Median Income, and in some cases up to 120%.

Illinois EPA & Illinois Office of the State Underground Storage Tank Fund

- This fund assists with the cleanup of contamination from underground storage tanks.
- link: <https://epa.illinois.gov/topics/cleanup-programs/lust.html>

Illinois Department of Commerce & Economic Opportunity: Housing Rehabilitation

- Provides grants to local governments to upgrade housing stock in order to provide safe and sanitary living conditions for low-to-moderate income residents.
- link: <https://www2.illinois.gov/dceo/>

[CommunityServices/HousingAssistance/HousingRehab/Pages/default.aspx](https://www2.illinois.gov/dceo/CommunityServices/HousingAssistance/HousingRehab/Pages/default.aspx)

Illinois Department of Commerce & Economic Opportunity: Economic Development For a Growing Economy Tax Credit Program (EDGE)

- The EDGE program is designed to offer a special tax incentive to encourage companies to locate or expand operations in Illinois when there is active consideration of a competing location in another State. The program can provide tax credits to qualifying companies, equal to the amount of state income taxes withheld from the salaries of employees in the newly created jobs. The non-refundable credits can be used against corporate income taxes to be paid over a period not to exceed 10 years.
- link: <https://www2.illinois.gov/dceo/ExpandRelocate/Incentives/Pages/EDGE.aspx>

Illinois Department of Commerce & Economic Opportunity: High Impact Business (HIB)

- The HIB program is designed to encourage large-scale economic Development activities, by providing tax incentives (similar to those offered within an enterprise zone) to companies that propose to make a substantial capital investment in operations.
- link: <https://www2.illinois.gov/dceo/ExpandRelocate/Incentives/Pages/HighImpactBusinessProgram.aspx>

Illinois Department of Commerce & Economic Opportunity: Community Service Block Grant Loan Program (CSBG)

- This loan program provides financing for new or expanding small businesses.
- Small Businesses in Illinois funds between 20-49% of the entire loan project, with a low interest rate of 5%
- link: <https://www2.illinois.gov/dceo/CommunityServices/CSBG/Pages/default.aspx>

Illinois Department of Commerce & Economic Opportunity: Business Attraction Prime Sites

- The intent of this program is to assist companies with large-scale capital investment projects that commit to significant job creation for Illinois residents as they relocate or expand operations within Illinois. Business Attraction Prime Sites grants can encompass a wide range of economic development projects and may

include infrastructure and capital equipment purchases that will result in job creation in the state of Illinois.

- link: <https://www2.illinois.gov/dceo/AboutDCEO/GrantOpportunities/Pages/2608-2023.aspx>

Illinois Housing Development Authority Housing Trust Fund

- Projects eligible for consideration include, but are not limited to: Acquisition and rehabilitation of existing housing; New construction (single family and multifamily); Adaptive reuse of non-residential buildings; Special housing needs for the: mentally ill, developmentally disabled, elderly, physically disabled, single-parent families; Technical Assistance (for non-profit organizations only)
- link: <https://www.ilga.gov/commission/jcar/admincode/047/04700360sections.html>

Environmental Protection Agency: Cleanup Revolving Loan Program

- Cleanup Revolving Loan Program: a revolving low-interest loan to provide municipalities and private sector funds for environmental cleanup of Brownfield sites (limited to having hazardous materials that pose threat to public health)
- link: <https://www.epa.gov/brownfields/types-brownfields-grant-funding>

Environmental Protection Agency: Brownfields

- Assessment: provide funding for inventory, characterize, assess and conduct planning and community involvement; Cleanup: provides funding to carry out cleanup activities; Multipurpose (MP) Grants provide funding to conduct a range of eligible assessment and cleanup activities at one or more brownfield sites in a target area. Area-Wide Planning Grants provide funding to communities to research, plan and develop implementation strategies for cleaning up and revitalizing a specific area affected by one or more brownfield sites. State, local, tribal governments/Assessment: up to \$200,000 or exceptions to grant \$350,000; Cleanup: up to \$200,000 (also non-profit);
- link: <https://www.epa.gov/brownfields/types-brownfields-grant-funding>

Community Development Block Grant (CDBG)

- Funding program with dollars allocated locally or at county level. The CDBG program encourages

applicants to use funds to help develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. Contact your local county's planning department for specific information.

- Municipalities/HUD-based formula ranges from \$3.66 to \$30.29 per resident.
- link: <https://www.hudexchange.info/programs/cdbg/>

Cook County Bureau of Economic Development BUILT in Cook, BUILT 40-50, and Emerging Business Development Loan Program

- BUILT in Cook Loan Fund, BUILT 50-40 Loan, and Emerging Business Development Loan programs are available. The intent of the BUILT Loan Program is to encourage job creation and retention activities while stabilizing the tax base of Suburban Cook County. The BUILT in Cook Loan Program will finance transit-oriented development (TOD); cargo-oriented development (COD); mixed-use/service sector; and business development loans. The 50-40 Loan Program was created to support job creation and retention projects that are typically associated with small businesses. The Cook County Emerging Business Development Loan (EBDL) Program, provides financing for certified minority and woman owned businesses in Cook County.
- link: <https://www.cookcountyil.gov/service/economic-development-division>

Cook County Bureau of Economic Development No Cash Bid

- The Cook County No Cash Bid Program is an economic development tool designed to assist in the acquisition of tax delinquent property in order to transform parcels, through privately funded re-development and public works programs, into areas with new resources and an improved community environment.
- link: <https://www.cookcountyil.gov/service/no-cash-bid-ncb-program>

Private Foundation Grants

AARP: Community Challenge Grant

- The AARP Community Challenge grant

program is part of the nationwide AARP Livable Communities initiative that helps communities become great places to live for residents of all ages. The program is intended to help communities make immediate improvements and jump-start long-term progress in support of residents of all ages.

- link: [https://www.aarp.org/livable-communities/community-challenge/info-2023/2023-challenge.html?utm_medium=email&utm_source="](https://www.aarp.org/livable-communities/community-challenge/info-2023/2023-challenge.html?utm_medium=email&utm_source=)

American Institute of Architects: Design Assessment Teams (DAT)

- The American Institute of Architect's Design Assistance Team (DAT) program brings together architects and other multi-disciplinary experts to work alongside the residents and stakeholders of host communities on key local issues. Every project is community-driven and includes meaningful public participation in an intensive process that matches professional expertise with public values and aspirations for a place.
- link: <https://network.aia.org/communities/community-home?CommunityKey=3cda7595-d5aa-411c-865f-e640f0b59119>

Ford Foundation: Building Institutions and Networks (BUILD)

- Types of support include grants, recoverable grants, loans and loan guarantees. Issue Areas: Democratic and Accountable Government, Peace and Social Justice, Human Rights, Social Justice Philanthropy, Economic Fairness and Opportunity, Asset Building and Community Development, Natural Resources and Sustainable Development, Access to Education, Knowledge, Creativity and Freedom, Freedom of Expression, Sexuality and Reproductive Health and Rights
- link: <https://www.fordfound.org/work/our-grants/building-institutions-and-networks/>

Funder's Network: Partners for Places

- Partners for Places aims to enhance local capacity to build equitable and sustainable communities in the United States and Canada. These one-to-one matching awards support the planning and implementing of urban sustainability and green stormwater infrastructure projects.
- The proposal must consist of a team of these partners: (1) the sustainability director of a city

or a county for general applicants, OR a water director of a city, county, or utility (for green infrastructure applicants; and (2) one or more local or regional place-based foundations at \$25,000-\$75,000 for one-year projects, \$50,000-\$150,000 for two-year projects, with a required 1:1 match from local foundations.

- link: <https://www.fundersnetwork.org/partners-for-places/>

Funder’s Network: Partners for Places Mini-Grants

- These grants are intended to help local governments, place-based funders and front line communities build relationships, align project ideas, and center racial equity in water, sustainability and climate action work.
- link: <https://www.fundersnetwork.org/>

Kresge Foundation: Social Investments

- Support the capital needs of community development organizations working in rural, urban and older-suburban neighborhoods to enhance grassroots participation, resident empowerment, physical revitalization, neighborhood cohesion, wealth-building, housing, and, in some cases, youth opportunity.
- link: <http://kresge.org/social-investment/community-development-trust>



2024 RICHTON PARK TOWN CENTER PLAN APPENDIX A: COMMUNITY FEEDBACK SUMMARY





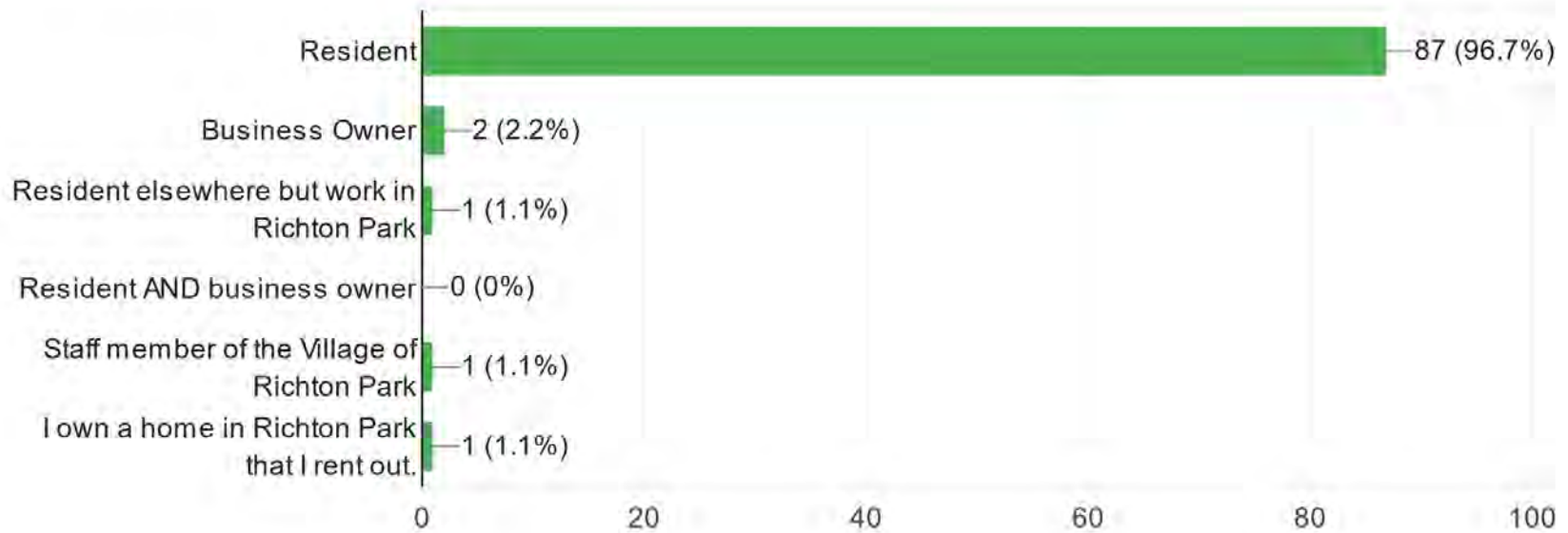
ONLINE COMMUNITY SURVEY

SUMMARY OF 90 RESPONSES

1. Majority of survey respondents are residents.

1. Tell us about yourself! I am a:

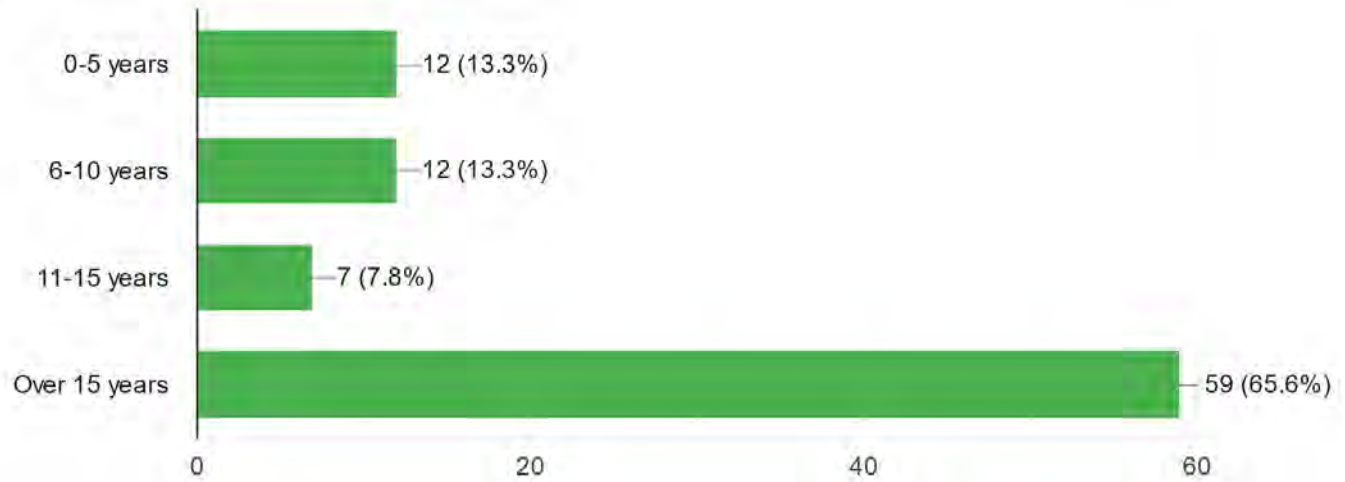
90 responses



2. Majority of survey respondents have worked in Richton Park over 15 years.

How long have you lived or worked in Richton Park?

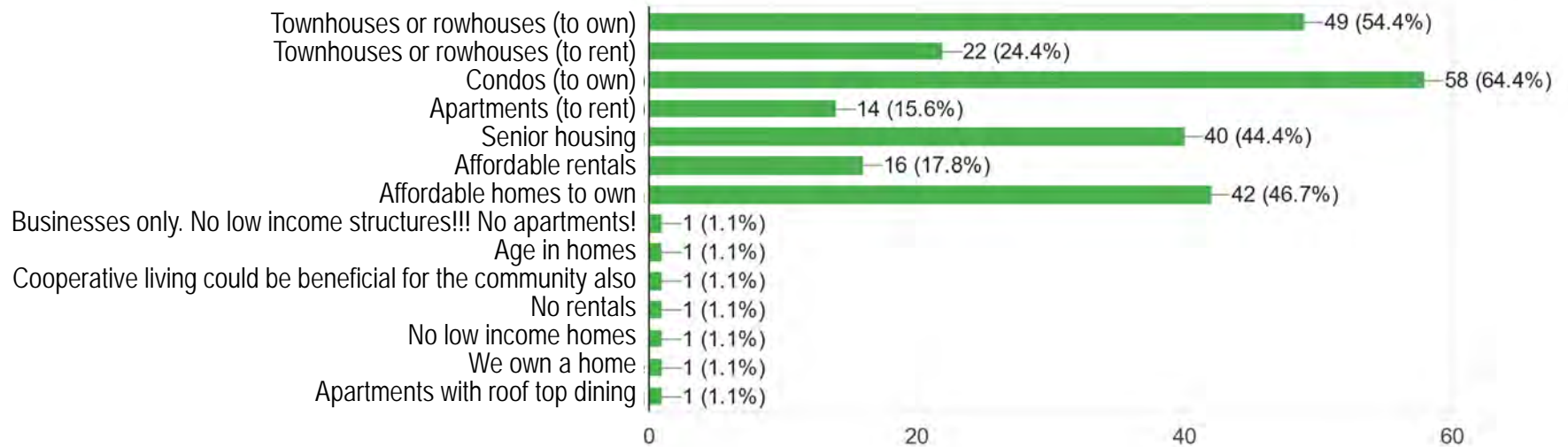
90 responses



3. Highest preferred housing choices include condos (to own), townhouses or rowhouses (to own), and affordable homes (to own).

Bringing more residents to The Town Center Area and near the Metra Station is a major goal of the plan. What kinds of housing would you like to see in the Town Center? Please check all that apply.

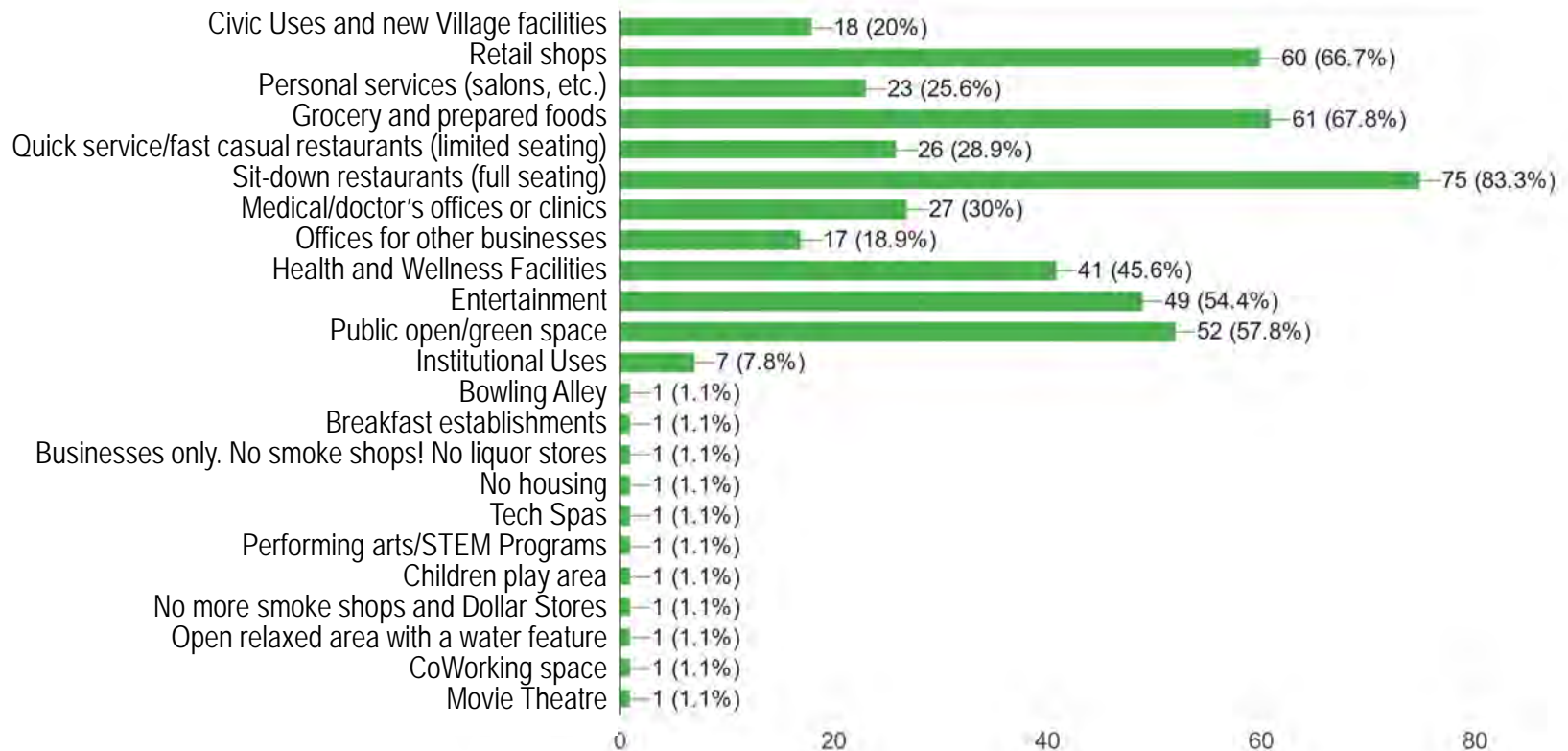
90 responses



4. Highest preferred uses and activities include sit-down restaurants, grocery and prepared foods, and retail shops.

What other uses or activities would you like to see in the Town Center? Check all that apply.

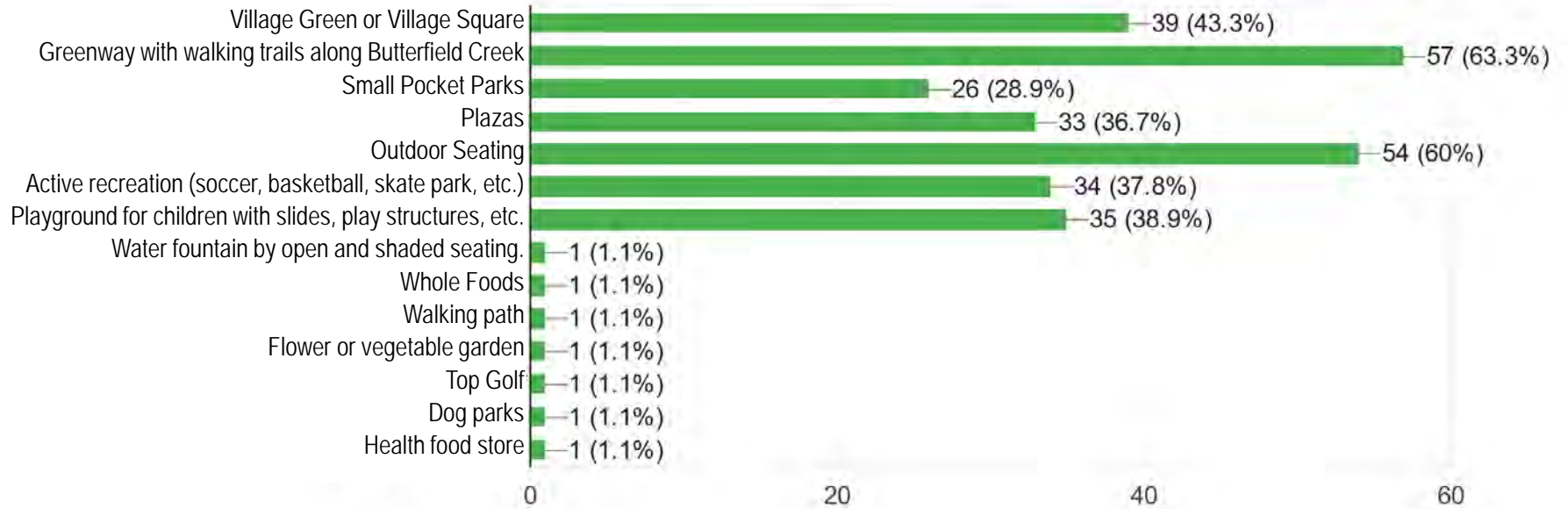
90 responses



5. Highest preferred open spaces include greenway along Butterfield Creek, outdoor seating, and Village Green or Village Square.

What kinds of open spaces would you like to see in the Town Center? Please check all that apply.

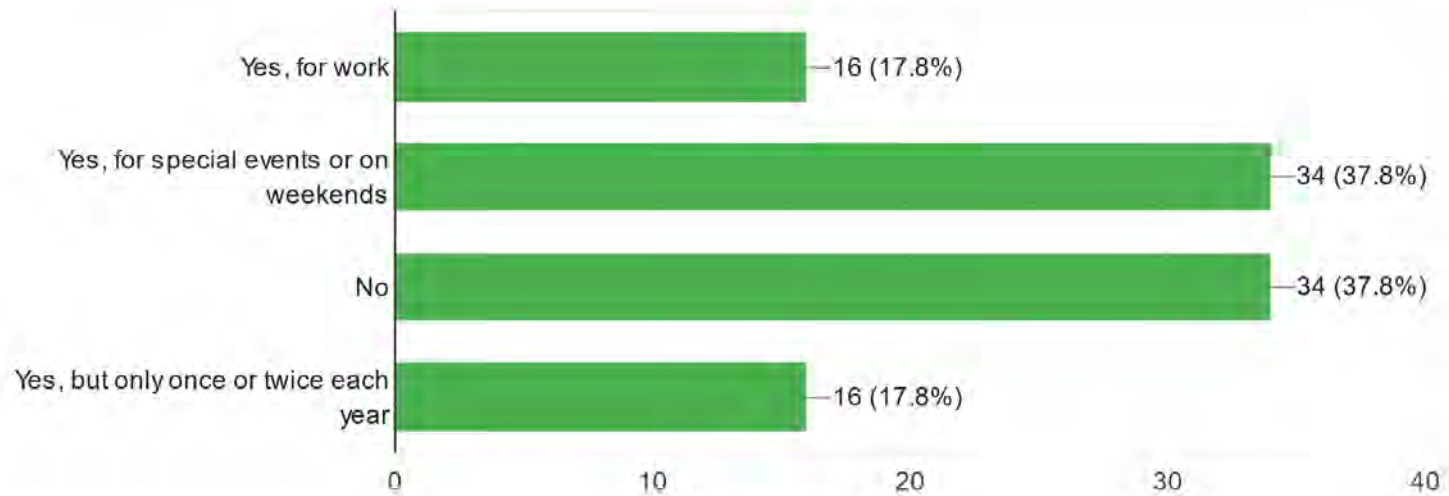
90 responses



6. Majority of respondents do not take Metra, or take Metra for special events or on weekends.

Do you take Metra and why?

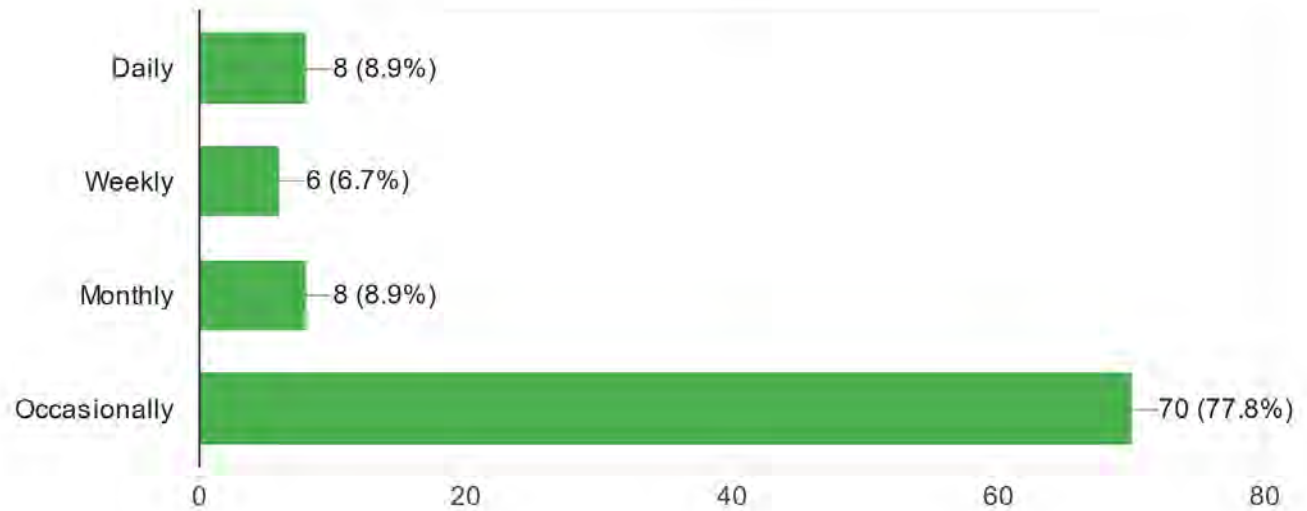
90 responses



7. Majority of respondents ride Metra occasionally.

How often do you ride Metra?

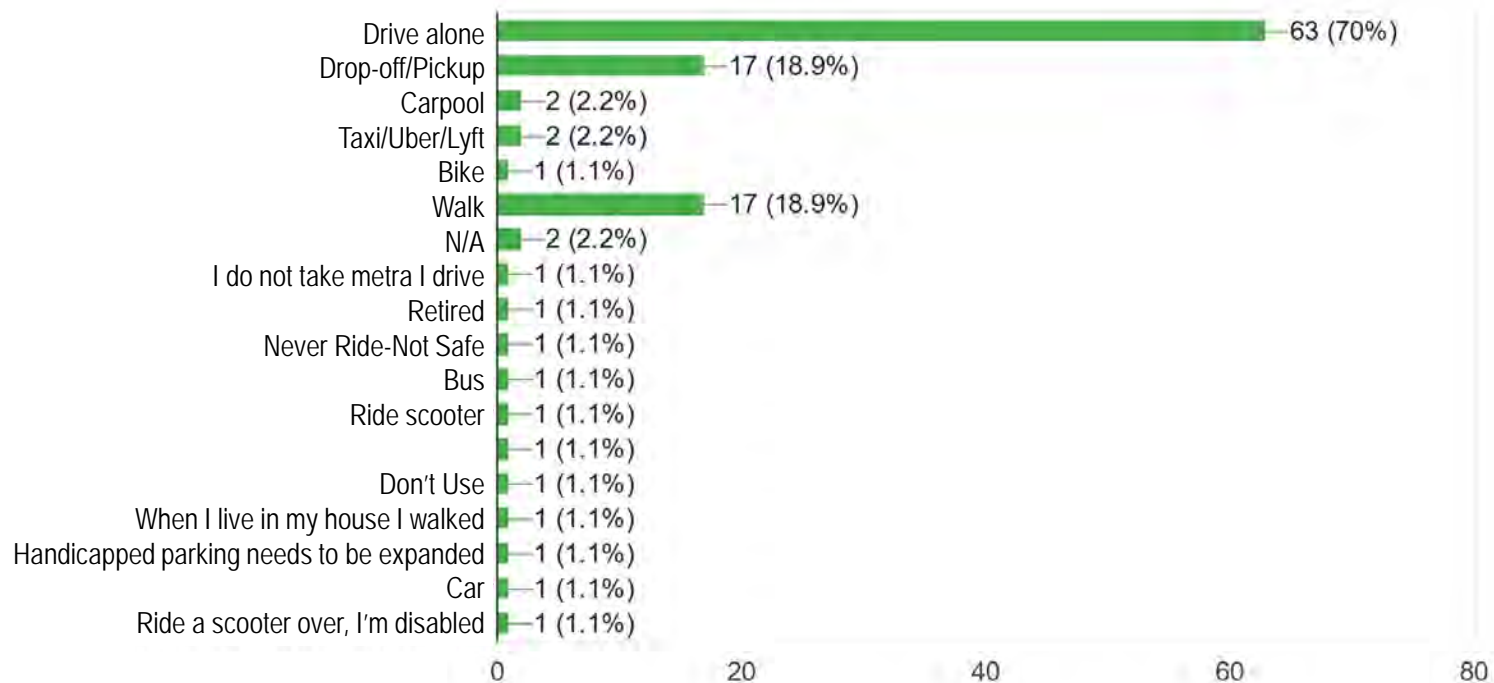
90 responses



8. Majority of respondents drive alone to the Metra station.

When you ride Metra, how do you travel to the station?

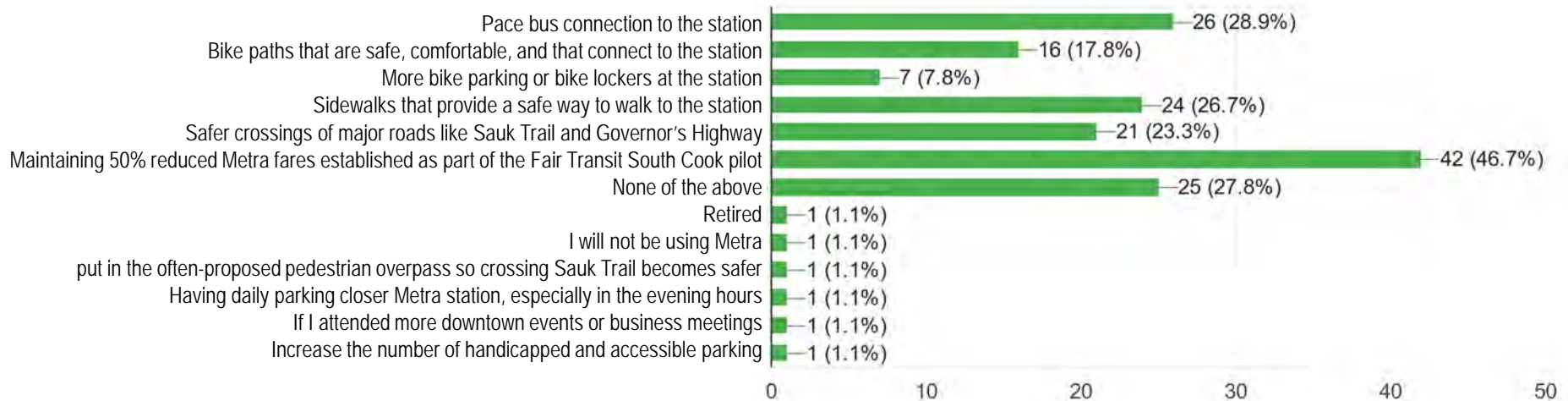
90 responses



9. Majority of respondents indicated that they would increase their use of Metra if the 50% fare reduction was maintained and if Pace bus connection to the station was provided.

What would increase your use of Metra service? (Check all that apply)

90 responses



Please share any other ideas for your Town Center!

- Family friendly place to take small children
- Would love to see more small businesses and non-chain, non-fast food restaurants
- More businesses and child programs
- Have appropriate security
- A well manicured and colorful parkway going down Sauk Trail would encourage residents to come out of their homes. A safe destination like walking trails and grassy pavilion would also get residents out and to shop in community.
- Bringing businesses and beautiful bridges/sitting areas.
- In order to ensure support of businesses, we deserve adequate customer service. Many go to Frankfort to Popeyes because of the lack of customer service in RP.
- Plz. No housing unless it's middle to upper income with business structures first and foremost. We have no decent grocery store, no restaurants, no decent retail stores. The old business buildings on governors hwy need to be torn down then rebuild. North and South of Sauk Trail look horrible. Smoke shops and "night clubs" attract criminal elements. So no.
- I would like it to be pedestrian friendly. Green space, walking paths, stores and restaurants with outdoor seating.
- Need major grocery store and seat down chain restaurants
- We need sit down restaurants, a major brand name grocery store . A nice town center similar to the one in Frankfort, except on grander scale. Stage to host outdoors concerts, plays etc
- More Restaurants
- Automotive Training Center
- Not sure
- Look at spaces in Old Frankfort and provide a similar atmosphere for residents- well landscapes. Variety of restaurants, free parking. Accessible for seniors, well lit, cameras.
- I would like to see more beautification to the area. There seems to be a lot of trash scattered around the area. If you plan to draw more people to the area, we must keep our Village clean.
- Senior day trips
- Trees and a fountain
- Tech Spas is a location for entrepreneurial to be able to connect on multiple levels. Plus having a mini cafe would be awesome, display work of artist in the area. That could be sold with a percentage going back to center.
- It would nice to have a grocery store and nice sit down restaurants in Richton Park.
- Needs to be upbeat, urban style
- A community pool would be amazing!
- A theater venue for live plays and other cultural attractions.
- None at this time
- Tesla charging station, big box stores, Small Business opportunities
- repair all of the roadways.
- repair the roadways - all the pot holes and cracks in the roads damage vehicles and show that maintenance of infrastructure is not kept up.
- We need resources
- Clean up the areas you already have and see, especially behind US Bank. Why is the old supermarket windows bricked in? Such an eyesore! Why is the parking lot with potholes? Purchase or update the Southwest and Southeast corners of Governors Highway and make them presentable. Not benches possible a sculpture on each corner.
- The Village needs to find ways to lower our taxes
- Continue with having the summer outings
- The best thing RP has is it's Southland College Prep. Please develop more like it with STEM.
- Less bar type businesses more family oriented

Please share any other ideas for your Town Center!

- Smooth roads and parking lots
- Love the changes !!!
- Please include a local ice cream shop
- No additional ideas
- More places for entertainment in Richton Park.
- More entertainment in Richton Park
- Is more stores
- Children's community center
- N/a
- Close most of these SMOKE SHOP
- All have been stated. Thank you!
- Hello, I currently reside in Richton Park IL. I was not able to attend the June 6th 2023 Towne Center Plans Meeting, however I would like to contribute ideas. Background I'm 37 years old, married with 4 kids ranging in ages 2 through 20. I've first moved to richton park in 2002 with my mom. Left in 2007 and moved to Matteson IL, then in 2017 moved back to Richton Park IL when I brought my first home. Expectations When I envision Richton Park IL, I'm thinking an upgraded town for people of all ages. People from the community able to walk and experience the views of downtown while doing a little shopping. Please note: My ideas are broken out by age group. Benefits for Elders Beautiful scenery walkways including landscaped areas with beautiful water features Benefits for Kids - Updated Parks with padded walk-ons instead of woodchuck -Outdoor water splash area for kids for the summer (park area). This eliminates spending money in other communities for splash fun. Benefits All -Updated modern Town center shopping stores -Small stores for stores front, example: Auntie Annie's Cinnabon, Sunglass hut, Bath & Body Works, homemade ice cream shop, claires, Yankee Candle, ms fields cookies, etc. Benefits Adults - fine dining rooftop The mast majority of water

- areas and bridges ARE A MUST for scenery. Thank you for the opportunity of allowing me to share my ideas
- My family and I enjoy riding our bikes when the weather permits. It would be nice to have a sidewalk that extends from Sauk Trail to Lincoln Highway or at least to the limits of the township heading north.
- A safe and inviting place wit h no loitering would be great.
- n/a
- none
- We need Lowe's that will bring a lot of business and tax dollars to the town
- Safe environment to be able to access. I use Metra in the evening and am not very comfortable using station.
- Keep the public better informed as to what businesses are located within this village
- More entertainment for older adults such as jazz and blues, sit down dining with home cooked food, boutiques, antique shops, and other shopping experiences for home items. More senior centers offering trips and other daily activities.
- Making Sauk Trail more walkable from our homes and subdivisions would increase along with better destinations in the Towncenter.
- Need more grocery stores/drug stores with longer hours (CVS or Walgreens)
- Sit down restaurant
- Larger Rec center for the youth in the community
- Restaurants, Outside concert space, etc
- Glacier Park should be Park of the upgrade.
- Boutique hotel
- More lighting
- Please leave enough parking spaces for the Metra Train!!!

Please share any other ideas for your Town Center!

- Enforcement of parking lot resurfacing and street repairs. Cleaning vacant areas and lots of garbage and debris is lacking. Our town looks neglected when driving through. Too many vacant business building. We need to stay away from Too many drinking establishments, or enforce the need for them to hire private security, so our police can focus on patrolling the street and ensuring quicker response times. We are newly retired and while we don't want to sell and move. However if things don't change we will have no choice.
- Would love to see improvement in street resurfacing on the Eastside Falcon Crest Subdivision. Streets and sidewalks are in desperate need of repairs. We are newly retired and would like to remain RP residents. Been here for 30 years, but the neglect of our community in basic services are making us consider leaving the village.
- I would love to see a movie theater and a Portillo's as well.
- We do not have a Whole Foods near us. I think that location would be great.
- Have vending/ food trucks sometimes in area
- Security
- Make sure area is safe with a lot of lighting and security
- Small business specialty shops
- A bakery would be nice to have in our community. We miss not having our Richton Perk!
- Any type of business to generate tax revenue
- Town Center should have some venue for music with green areas and benches around it .. local business surrounding the outskirts . (shops/ restaurants/ ice cream parlor/coffee shops/ Great place for Christmas tree lighting
- Would like more entertainment closer (bowling, skating, ect.)
- More activities for adults such as social events
- Dog park
- Dog park
- Bowling Alley and skating rink
- We need grocery stores and I mean quality stores. We also need healthy food options.
- I would like to have more activities for the seniors.

Where do you shop today and for what purpose? Please write the top 3 destinations, even if they are outside Richton Park.

- Orland park, Tinley park, Richton park
- Pete's Fresh Market for groceries, CVS for health items, Amazon.com for almost everything else
- Tinley Park or Matteson they have more stuff
- Walmart family dollar sams club in Tinley Park
- Frankfort
- Walmart, Petes and Mejjers for groceries. Orland Square for clothes. Menards for home maintenance.
- Matteson, Frankfort, Orland Park
- Orland, Indiana. (State), and New Lenox
- Sams Club/Costco for everything, Jewel or Mariano/groceries, Nordstrom Rack, Macy's, Bath and Body Works.
- Matteson, Tinley Park, Frankfort and Orland Park because they have the most variety of stores.
- Orland Park, Tinley Park
- Target, Tinley Park for groceries
- Matteson:(Groceries, Fast Food, Household Items), Frankfort (Groceries), Olympia Fields (Groceries)
- Walmart, Pete's, Menards
- Richton Park, Tinley Park, Matteson, (beggars pizza, Sams Club, Menards)
- Orland Tinley Crestwood
- Walmart Aldi Walgreens
- Walmart for meds and house items-Berkots-groceries and Target for clothes, rtc
- Target, Ross, Sams, and Jewel
- Sell it again Sam's, the dollar store, Walmart
- Walmart, petes and meijer
- New Lenox, Frankfort, Orland Park, Tinley Park
- Tinley Park, Orland Park, Homewood- I purchase groceries, hardware, supplies, and clothing it's convenient everything in one central location.
- Whole Foods, Walgreens,
- Hobby Lobby, Micheals, Bakery, housing glitter, fresh cakes
- Amazon - household goods, personal items, Walmart - grocery, personal items, JCPenney - clothing
- Grocery, boutiques, restaurants
- Indiana, Frankfort, Tinley and Orland Park
- Walmart- Groceries, Pete's-Quick food runs, Tinley Park shopping center- clothes/recreational shopping
- Flossmoor
- Meijer
- Target- personal and household essentials, Walmart, Berkots-grocery
- Orland park -groceries at Costco and Trader Joe's;Tinley Park-Home Goods
- Jewel in Oak Forest, Burlington in Matteson, Sam's Club in Tinley Park
- Tinley Park Orland Park and Homewood
- Orland park, Tinley
- Macy's, Kohls, Home Goods (for clothing and home decor).
- Wal-Mart Meijer Dollar Tree - groceries & necessities
- Online
- Walt's small-Grocery-store, Target-Pick up service, Meijer-gas
- Walmarts/Grocery, Orland Park/ Mall, Tinley Park all purpose shopping
- Retail stores in Orland Park, grocery stores in Matteson and restaurants in Frankfort and Orland Park
- Petes aldi homepot
- Meijers, Governor State University.
- Save A Lot,7-11,Marathon gas station
- Peter's Meijer
- Orland mall clothing shoes quick needs
- Walmart Richton Park, Aldi Matteson,
- Grocery, retail and restaurant all in Tinley or Orland Park
- Alda, Pete's Market, Retail, Food and Clothing
- Tinley Park IL, Orland Park IL, New Lenox IL, Homewood IL
- Richton Park-groceries, household, Matteson-home repair
- Tinley Park and Matteson
- Walmart in Richton Park, Meijer in Olympia Fields and Jewl in Chicago Heights
- orland park, new lenox, aurora
- matteson, olympia fields
- Lowe's harbor freight and Walmart
- Petes, Walmarts, Jewels
- Mattson eatry Homewood- groceries richton park - Walmart

Come join the Second Public Forum and share ideas for Your Town Center!

Free Gift Cards for all attendees!

imagine Your Town Center.

Richton Park
Your future.

Tuesday, September 19
5:30pm to 7:30pm

Richton Park Public Library
Full Meeting Room
22310 Latonia Lane

Questions? Contact: Pete Saunders
Community & Economic Development Director
Call (708)461-8950, #143 or Email: P.Saunders@richtonpark.org

Come join the First Public Forum and help us create a wonderful plan for Your Town Center!

Free Fun & Family Friendly!

imagine Your Town Center.

Richton Park
Great Ideas.

Tuesday, June 6
6:30pm to 8:30pm

Richton Park Community Center,
4445 Sauk Trail

Questions? Contact:
Pete Saunders
Community and Economic Development Director
Village of Richton Park
Phone: (708)461-8950, #143
Email: P.Saunders@richtonpark.org

Come join the Final Public Forum and see the draft plan for Your Town Center!

Free Gift Cards for all attendees!

imagine Your Town Center.

Richton Park
Your future.

Tuesday, March 12, 2024
6:30pm to 8:30pm

Richton Park Village Hall/Community Center,
Multipurpose Room

Questions? Contact: Pete Saunders
Community & Economic Development Director
Call (708)461-8950, #143 or Email: P.Saunders@richtonpark.org



PUBLIC FORUM FEEDBACK

**THREE PUBLIC FORUMS
JUNE 6, 2023; SEPTEMBER 19, 2023; & MARCH 12, 2024**

WHAT WE HEARD!

What types of OPEN SPACES do you want to see in the Town Center?

Village Green or Village Square **17 YES 0 NO**

- Add walking trail

Greenway with walking trails along Butterfield Creek **13 YES 0 NO**

Small Pocket Parks and Plazas, Outdoor Seating **12 YES 0 NO**

Active recreation (soccer fields, basketball courts, skate park, etc.) **10 YES 3 NO**

- People have to be able to pay for it
- Rec center with outdoor amenities
- Only if regularly monitored by police

Playground for children with slides, play structures, etc. **10 YES 3 NO**

- Need the ones we have updated
- Fix the ones we have first

Other

- More police
- Water feature in center of town
- Activities for teens (indoor)
- Youth Center
- Community Park
- Town Center with grassy area
- Stage for Performances
- Education Center for tutoring and training



WHAT WE HEARD!

Examples of Housing Types



153rd Metra Station TOD, Orland Park (owned)



Downtown Tinley Park TOD, Tinley Park (owned)



Roselle Town Center and Metra Station TOD, Roselle (rental)



Crystal View Townhomes, Urbana (affordable rental)



1212 Larkin, Elgin (affordable rental)



What types of HOUSING do you want to see in the Town Center?

GREEN DOT FOR "LIKE"

RED DOT FOR "DON'T LIKE"

Townhouses or rowhouses (to own)

10 green dots

1 blue sticky note

1 green sticky note: "TOWNHouses with garages"

1 green sticky note: "TOWNHouses with knock"

1 orange sticky note: "Like some styles"

Townhouses or rowhouses (to rent)

5 green dots, 5 red dots

Condos (to own)

10 green dots

1 blue sticky note

Apartments (to rent)

1 green dot, 4 red dots

1 blue sticky note

Senior housing

10 green dots

1 yellow sticky note: "Allow 4p down access curb"

1 orange sticky note: "Need another senior building near other care"

Affordable rentals

5 green dots, 5 red dots

1 orange sticky note: "What will this look like"

1 orange sticky note: "Get rid of current houses near this station"

1 orange sticky note: "Smaller affordable homes"

Affordable homes (to own)

10 green dots

1 orange sticky note: "Single family not condos or townhouses"

1 yellow sticky note: "They come and replace them"

WHAT WE HEARD!



What types of HOUSING do you want to see in the Town Center?

Townhouses or rowhouses (to own) 10 YES 0 NO

- Townhomes with garages
- Townhomes with brick
- Live work units

Townhouses or rowhouses (to rent) 5 YES 5 NO

Condos (to own) 9 YES 0 NO

- Condo retail

Apartments (to rent) 3 YES 4 NO

Senior housing 13 YES 0 NO

- Allow RP residents access first
- Need another senior building next to the other one

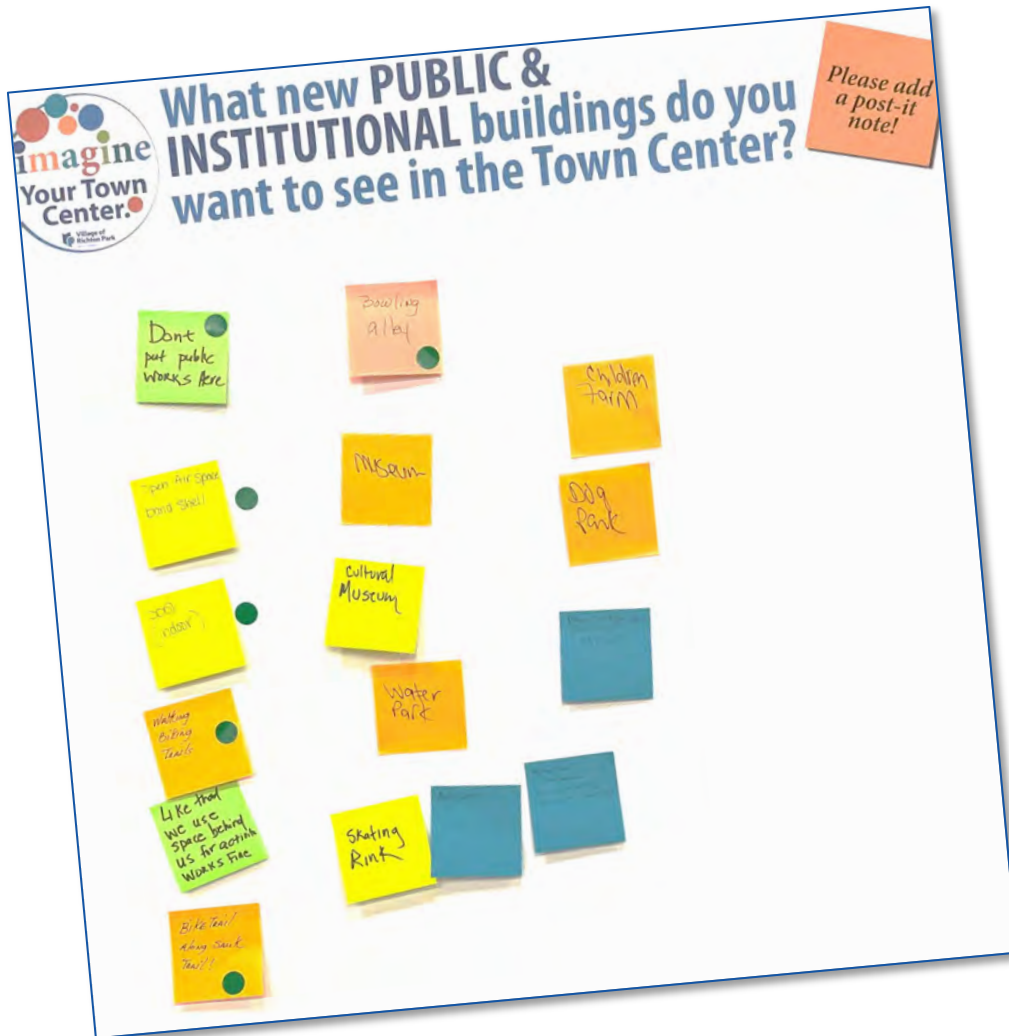
Affordable rentals 2 YES 10 NO

- What will this look like
- Get rid of current houses near train station
- Smaller affordable homes

Affordable homes (to own) 7 YES 0 NO

- Single family not condos or townhouse
- Tiny homes and modular homes

WHAT WE HEARD!



What new Public and Institutional Buildings do you want to see in the Town Center?

- Don't put public works here
- Bowling Alley
- Open air space band shell
- Aerospace (?)
- Museum
- Indoor Pool
- Cultural Museum
- Walking biking trails
- Water Park
- Skating Rink
- Bike Trail along Sauk Trail
- Historical Museum
- Dairy or agricultural farm open to public

WHAT WE HEARD!

Public
Wash Room
in Town
Square

Local Bakery
& coffee shop

Boutique
hotel w/
coworking
(DBC offices)

Local Theatre
(plays, movies)
w/ youth
programming

Roof top
dining

Shops
RESTAURANTS
fine dining

Metra ridership is
down = more people
working from home
Need fitness, eating,
activities options

Auto shop
Restaurants

Grocery store
Re build those
businesses on
Sank Trail and
governors Highway.
we don't shop in
Old buildings.

No More
Beauty Supply
Stores!!!

Diverse choice
of Restaurants
Breakfast + dinner
quality restaurants
etc.

Low income
housing
breeds
Crime!!

Grocery
Stores.
Save A lot is not
a real grocery
store.

No Low
INCOME
housing
Shopping area
with new buildings
The women shop.
The businesses
need to be newer.

One level
single family
house

Tired of
traveling to
Orland or Tinley
to spend money

GROCERY STORES
Clothing Stores
BREAKFAST + LUNCH
RESTAURANTS

Too many
Residentials
No low income

We need
shopping. I
want to shop
in my
neighborhood.

No more
smoke
shops!

Grocery
store
Apparel
store

Amenities for
families and
youth

Upscale
Grocery
Stores

Grocery
Store!!!
Restaurants!

Not 1 more
Smoke shop!!

Natal

A splash pad,
pool,
water park that
could be used for
ice skating in the
winter

Bed & Breakfast
Air B+B



APPENDIX B: Existing Conditions Memorandum
Town Center Plan Update, Richton Park, IL
March 2024

APPENDIX B: Existing Conditions Memorandum

Town Center Plan Update, Richton Park, IL

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Section 1: Existing Land Use

**Existing Conditions Memorandum
Town Center Plan Update, Richton Park, IL**

Introduction

The Village of Richton Park, in collaboration with the Regional Transportation Authority (RTA), initiated a Transit Oriented Development (TOD) Plan in March of 2023. The goal of the plan is to update the 2004 Town Center Plan and develop a contemporary vision for the TOD area around the Richton Park Metra Station. As shown in **Figure 1: The Study Area**, the plan generally encompasses the area within a 10-minute walking distance from the Richton Park Metra Station and is centered around Sauk Trail and Governors Highway, the two major roadways at the heart of the Village.

The Plan aims to help the Village identify and implement strategies and projects to improve the area surrounding the Richton Park Metra station including:

- Identify multi-modal accessibility gaps resulting from lack of sidewalks, bicycle facilities, crosswalks, or curb ramps that are not compliant with Americans with Disabilities Act (ADA) standards
- Assess market conditions and opportunities for residential and commercial development projects in the Study Area
- Examine the potential and develop recommendations for the land use for consolidating existing surface parking at the Richton Park Metra station

This memorandum addresses Task 2 and 4 items of Phase 1 of the project scope, and provides a summary of Existing Conditions, Market Analysis, and Multimodal Transportation for the Study Area. Findings from this memorandum and feedback from the community will provide the basis for developing Draft Recommendations in Phase 2 (see Project Schedule below).

PROJECT SCHEDULE

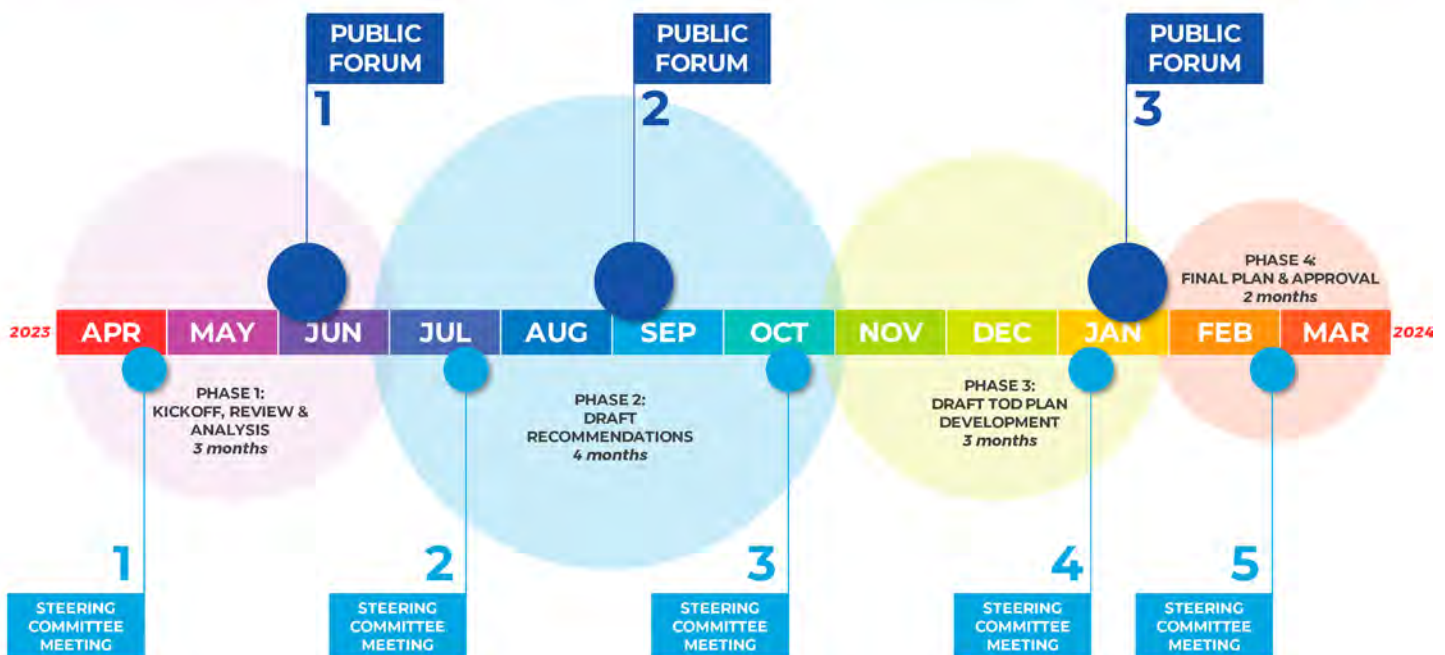




Figure 1: Study Area Map



Plan Context

An opportunity to build on recent development momentum and economic activity in Richton Park

In the last three years, the Village of Richton Park has secured a number of significant private investments that go against the decades-long trend of disinvestment in the south suburbs of Chicago. While only offering modest economic incentives, the Village is realizing the addition of 60,000 square feet of new senior housing, reactivation of 47,000 square feet of vacant commercial, and construction of 10,000 square feet of new retail. New national retail brands, a regional medical clinic, a new location for a regional specialty vegan bakery, a startup craft cannabis grower and dispensary, and a new senior apartment building each represent notable milestones for the Village on timescales ranging from five to thirty years. In other words, recent investment activity demonstrates that Richton Park is capable of fostering further development that is both consistent with community goals and strikes a balance between the offering of incentives and the retention of new revenues.



A detailed list of recently completed, under construction, and planned projects is provided on the following page.

Completed Projects

- **Dollar Tree, 4889 Sauk Trail, 2021**
 - Reuse of former Walgreens building that was vacant for 4 years
 - \$750,000 renovation, 15,000 sqft retail use
 - No incentives were offered by the Village
- **Starbucks, 4871 Sauk Trail, 2022**
 - First new commercial construction in the Village in 5 years
 - \$2.5MM new construction, 2,200 sqft retail use
 - Village incentives will not exceed \$250,000.00
- **Town Center Pointe, 4121 Sauk Trail, 2023**
 - First new multifamily building in 15 years, bringing a new 55-unit, affordable age-restricted senior housing development to the Town Center
 - \$18MM new construction, 5-stories, 60,000 sqft
 - Project financing included LIHTC
 - Village incentives were limited to donation of land

Projects Under Construction

- **Galaxy Labs Craft Cannabis Grower, 22240 Governors Hwy**
 - First independent social equity craft grower in the State of Illinois
 - Most significant new employer in 7 years in the Village; 30 new jobs that will be created once the facility is fully operational
 - \$12MM renovation of 23,000 sqft of former grocery store building that was vacant for 10 years
 - No incentives were offered by the Village
- **Three-Unit New Commercial Strip (4801 Sauk Trail)**
 - First new multi-tenant commercial building in Village in over 30 years
 - Planned tenants: Midwest Express Clinic, Epic Wings, and Tropical Smoothie Café
 - \$4.2MM, 8,500 sqft new commercial building
 - Village incentives will not exceed \$750,000

Planned Projects

- **Sweet Vegan Bakes, 3721 Sauk Trail**
 - Nationally recognized vegan restaurant and production bakery will be a great new anchor for the Town Center
 - Reuse of former 5,000 sqft commercial building that was vacant for 5 years
 - Will create 10 new jobs
 - \$500,000 renovation
 - Village incentives will not exceed \$100,000
- **Galaxy Labs Cannabis Dispensary, 22214 Governors Hwy**
 - Reuse of 4,000 sqft of tenant space that has been vacant for 10 years
 - Planned to add 15 new jobs
 - \$500,000 renovation
 - No incentives offered by Village

Existing Land Uses

As shown in **Figure 2: Existing Land Uses**, the Study Area generally includes a mix of commercial, multi-family residences, and single-family residences located within a five-to-ten-minute walking distance of the Richton Park station on the Metra Electric District line. There are also vacant and underutilized buildings, parcels, and parking areas that offer opportunities for redevelopment, reuse, and infill development. Other than the Metra Station, there are no major civic or institutional anchors in the Study Area. The area also lacks any public open spaces, parks, plazas, outdoor seating areas, and any public spaces for designed for community gathering, although community events are routinely held in the Metra parking lots adjacent to the station.

Figure 3: Existing Major Uses shows key residential, commercial, and institutional uses in the area. Overall uses are listed below, for more details see Section 2: Market Analysis.

Residential Uses

- **Multifamily residential** is a major housing type within the study area. These include the following:
 - Park Tower Apartments (6 stories)
 - Lion Crest Townhomes (2 stories)
 - Richton Square Apartments (3 stories)
 - Cedar Ridge Apartments (3 stories)
 - Carriage Creek Apartments (4-6 stories)
- **Senior housing:** Town Center Point, currently under construction, is a new 5 story 55-unit age restricted, (55 years old and above) Senior Facility with 57 parking spaces (1.03 spaces/DU) on Sauk Trail.
- **Single Family Detached:** Single family subdivisions are located along the east and north-west side of the Study Area. The Village is largely a “bedroom community” with much of its built land devoted to single family residential development.

Commercial Uses *(organized by the four quadrants around the Sauk Trail and Governors Highway intersection)*

- **NW Quadrant:** Craft Cannabis Grow Facility by Galaxy Labs will be a major new commercial anchor in the retail center in the northwest quadrant. The 23,000 square foot facility will occupy the former Eagle Supermarket vacant space in the middle of the existing retail building. The Village recently also approved a 4,000 square foot Craft Cannabis Dispensary that will occupy the space to the north of the grow facility. Other uses in the retail center and the three outlots include:
 - Popeye's Louisiana Kitchen
 - Platinum Smokes Hookah & Cigar Lounge
 - US Bank
 - Rice King
 - Captain's Seafood Market
- **SW Quadrant:** The retail center is significantly vacant today and has a large, underutilized parking lot, The former gas station site is vacant. Uses in the retail center include:

- Dollar General
- US Post Office
- Laundry World

■ **SE Quadrant:** The area has a mix of small footprint commercial buildings on small lots including the following:

- Oscar Young State Farm Agency
- Extra Kute Salon & Spa
- Dunkin Donuts
- VFW 311

Uses located east of the tracks along Sauk Trail include:

- Chicago Dough Co. Pizza
- Eduardo Leamon Cigars
- Epiphany's Beauty College
- Tornado Tobacco
- Lux 223 Event Hall
-
- A to Z Dentist
- Little All Stars Day Care
- Top Notch Barber
- Irie Jerk Hut
- Joanns Liquors
- Aurelio's Pizza
- Save a Lot Grocery
- Auto Zone

NE Quadrant: There are several old small-footprint retail buildings with underutilized parking areas east of the tracks. Poplar Plaza, strip retail center on Governors Highway, appears fully leased with uses that include:

- Bouj'ie Girl Beauty Lounge
- Focused Nutrition
- Nacho's Tacos
- HS Chiropractor
- Katie's Café and Video Gaming
- Sew-N-Go Beauty Salon
- Dentist, Dr. Omar K. Yeung, DDS

Other uses in this area include:

- First Step Child Care
- Sell it Again Sam's
- Begger Pizza
- Liang's Chinese Restaurant

Civic and Institutional Uses

There are no major Village facilities or institutional anchors in the Study Area today. Richton Park's Village Hall, Recreation Center, Fire Department, and Public Library are all located one mile further west on Sauk Trail from the Metra Station. Southland College Prep Charter High School and Sauk Elementary, two major schools on Sauk Trail, are also located outside the Study Area. According to 2023 data, Southland College Prep Charter High School has had a 100% graduation rate for the 10th straight year, and every senior has been accepted to elite colleges and universities.

The Metra Station and the Post Office are the main civic uses in the area today. Other uses include:

- Harvest Time Worship Center Church
- Richton Township Facilities
- South Suburban Christian Center
- Christ Church
- Christian Fellowship Church and Cemetery

Metra Parking and Rail Right-of-Way

The Metra station is served by five parking lots including two daily fee lots, two monthly permit lots, and one quarterly permit lot. The combined capacity of all five lots is 1,043 parking spaces. Section 3: Multimodal Transportation provides more detail on Metra parking lot usage.

The Metra Electric Line runs diagonally through the Study Area. The west half of the right-of-way from University Park north to Chicago is owned by Metra whereas the eastern half is owned by the Canadian National / Illinois Central Railroad. The combined main line right-of-way varies in width from 200 feet south of Sauk Trail to 250 feet north of Sauk Trail. Currently, the Metra Electric Line in the Richton Park area consists of one main track and one yard lead track to the Richton Yard, and one main track between the Richton Park Metra Station and the University Park Metra Station.

Vacant Buildings and Parking Lots

There are several vacant buildings and parking lots scattered throughout the Study Area. The large retail center at the southwest corner of Governors Highway and Sauk Trail has the most significant building vacancies and a large, underutilized surface parking lot. Both corner lots south of the intersection are vacant.

Exhibit 1 shows aerial view of major existing uses in the Study Area.



Figure 2: Existing Land Uses

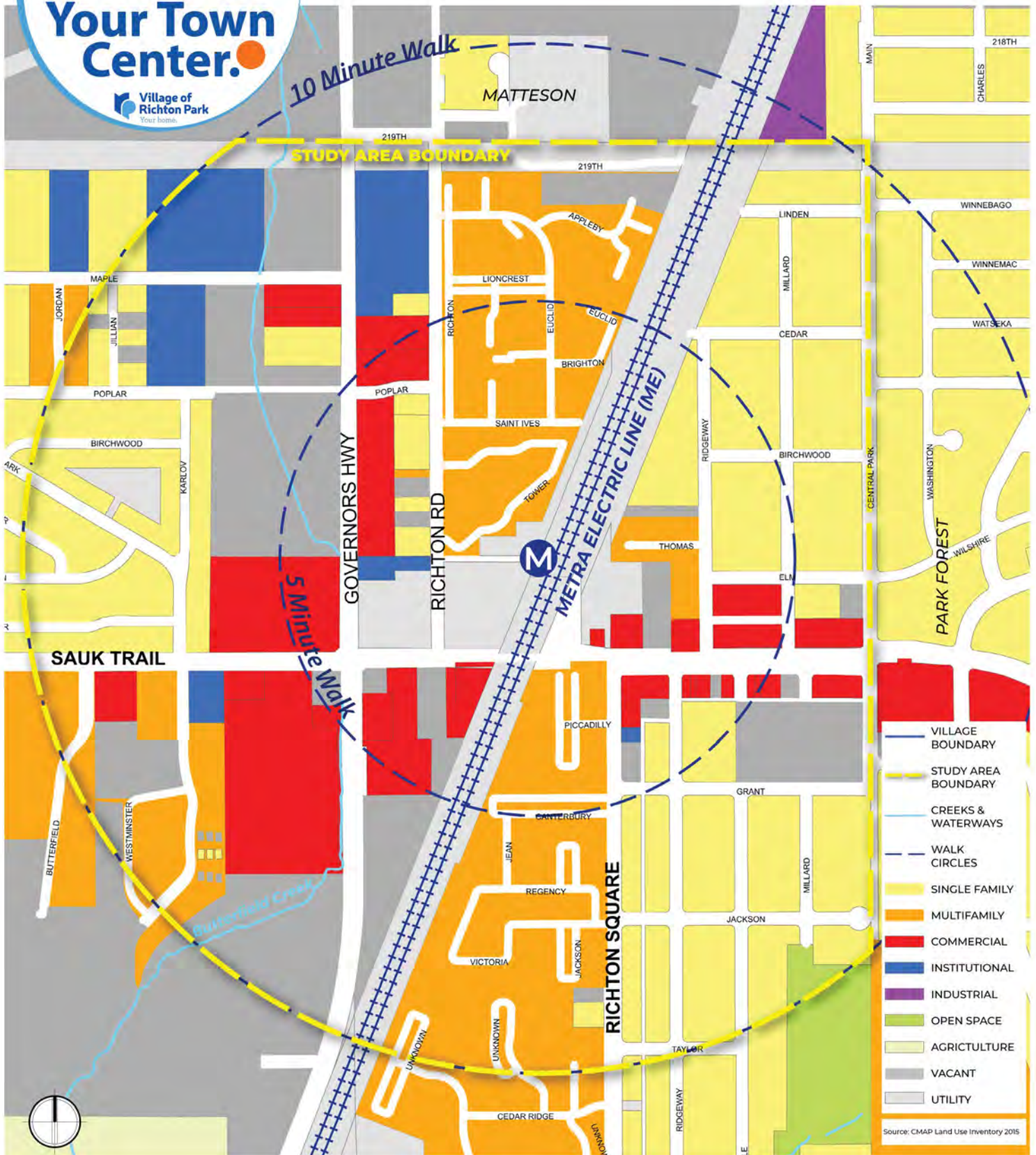




Figure 3: Major Uses





Exhibit 1: Aerial View of Major Uses



1. Richton Park Metra Station
2. Park Tower Apartments
3. Richton Square Apartments
4. Cedar Ridge Apartments
5. Carriage Creek Apartments
6. Town Center Point
7. Lion Crest Townhomes
8. Retail Centers
9. Single Family Neighborhoods
10. Butterfield Creek
11. Metra Parking Lots



Existing Natural Resources and Stormwater Management

Butterfield Creek is a major natural asset in the Study Area that runs north-south on the west side of Governors Highway. The creek ultimately drains northeast to the Little Calumet River. Since portions of the creek have been depressed underground and other portions have been channelized, the creek has minimal visual impact today and is a major underutilized natural amenity in the Study Area.

Floodplains: as shown in **Figure 4: Natural Resources Map**, Butterfield Creek is surrounded by significant floodplain areas. Commercial developments on the north and south sides of Sauk Trail have been built in the floodplain and have added significant acreage of impervious paved areas. The northern and southern portions of the floodplain remain primarily undisturbed.

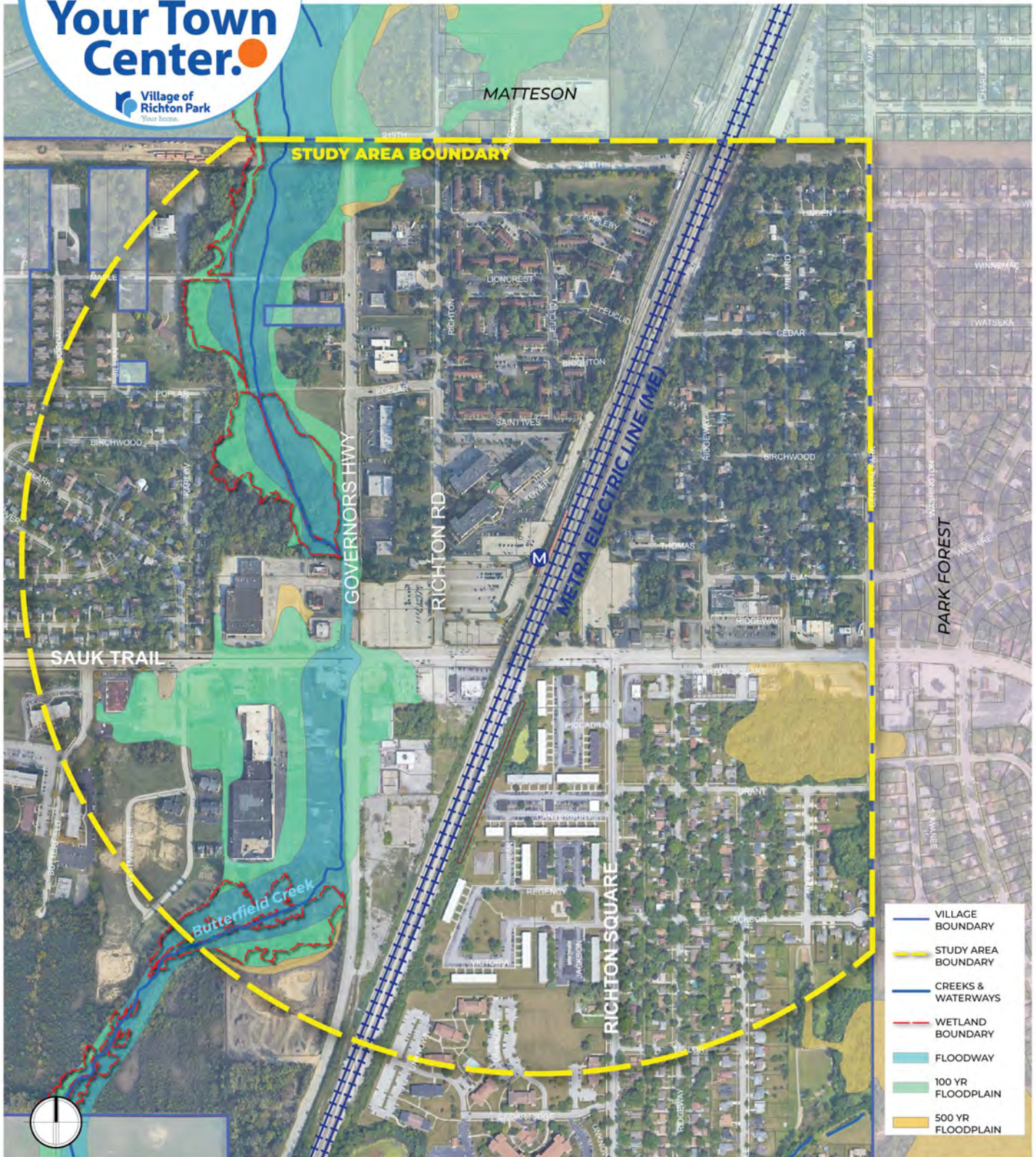
Wetlands: There are significant wetland areas along Butterfield Creek, as shown on the **Wetland and Waterway Location Map** to the right. Development of wetlands, even for natural areas, typically requires a permit from the U.S. Army Corps of Engineers (the Corps), as well as a Section 401 Water Quality permit from the Illinois Environmental Protection Agency (IEPA). The Corps must review any development proposals in wetland areas and make a determination if the federal government will take jurisdiction over the wetland. Wetland mitigation will be required, usually at a 1 to 1 1/2 ratio, but it may be higher depending on the quality of the wetland. Mitigation can consist of replacing the wetland on site, enhancing other wetland areas within the same watershed, or purchasing credits at a wetland bank.

Potentially Contaminated Sites: There are multiple potentially contaminated sites within the study area, especially given the proximity of many sites to a long-active rail corridor. In 2023, the Village was awarded an US EPA Brownfield Assessment grant to broadly study environmental contamination in the area. Of note, buried tanks have been identified at the northeast corner of Sauk Trail and Governors Highway, under the Village-owned parking lot.





Figure 4: Natural Resources Map



-  VILLAGE BOUNDARY
-  STUDY AREA BOUNDARY
-  CREEKS & WATERWAYS
-  WETLAND BOUNDARY
-  FLOODWAY
-  100 YR FLOODPLAIN
-  500 YR FLOODPLAIN

Flooding and Stormwater Management

The 2018 Town Center Stormwater Master Plan provides the most recent study of flooding and stormwater management issues and opportunities in the Study Area. The Following areas are identified as prone to flooding and ponding in the plan:

- SE corner of Governors Highway and Sauk Trail and the Dunkin Donuts property
- Maple Avenue where its crosses the creek
- Along Sauk Trail, just west of the intersection with Governors Highway
- Creek channel along Governors Highway south of Sauk Trail

Key assumptions and recommendations of the plan are shown in **Figure #: 2018 Stormwater Plan**

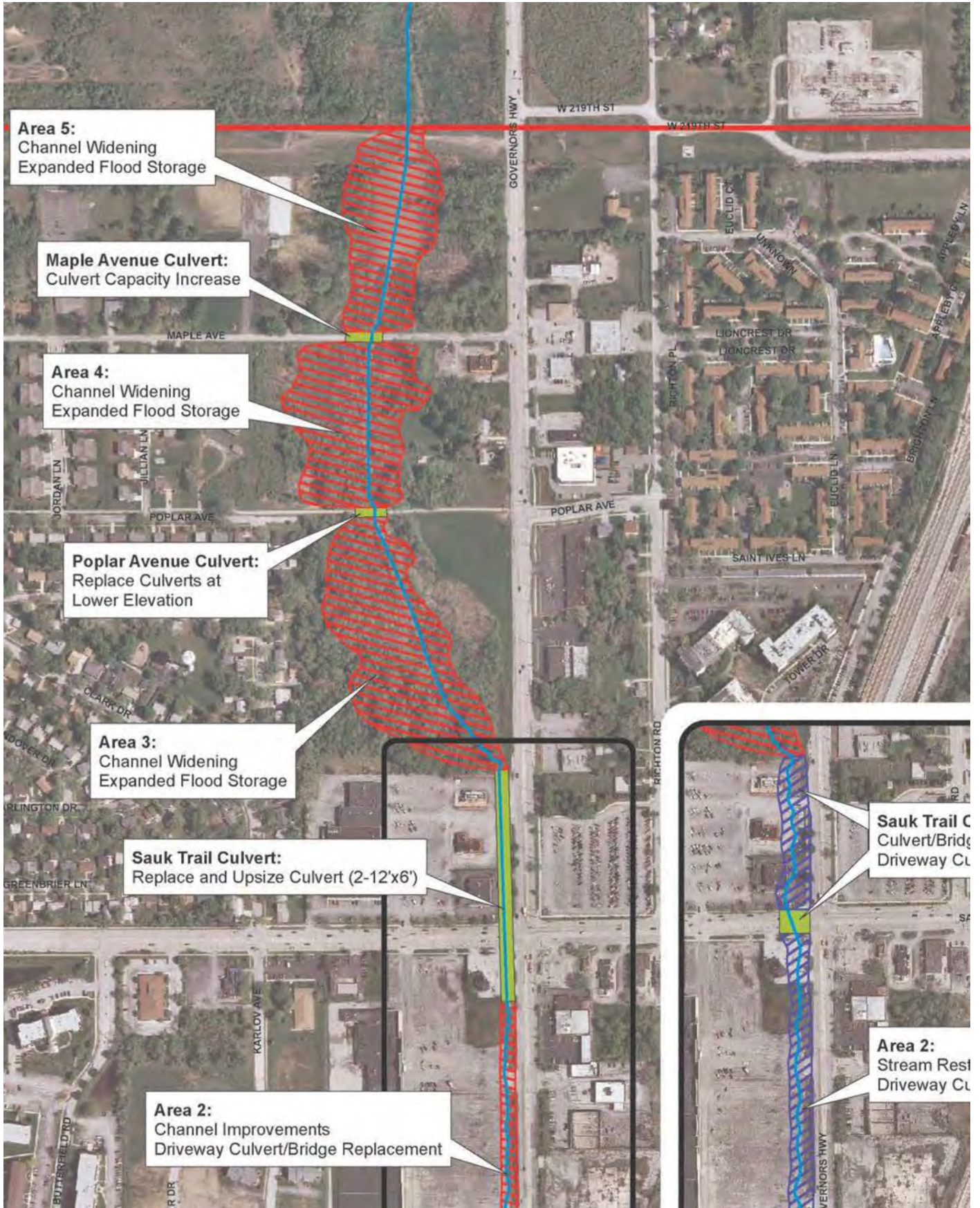
Recommendations and include the following:

- Relocation of the existing floodplain to create more land for development. The floodplain relocation will specifically target relief of the Sauk Trail - Governors Highway intersection from flooding by implementing several hydraulic improvements.
- Channel widening, deepening and grading south of Governors Plaza, (SW corner of Governors Hwy and Sauk Trail): this is a natural area and channel widening will be accompanied by grading of surrounding lands to allow for other uses, such as parklands and recreational trails along the newly improved channel.
- Relocation and replacement of the existing culverts along the east side of Governors Plaza: There are two driveways accessing the Governors Plaza parking lot. Each driveway is a bridge on the channel, and therefore represents a hydraulic restriction.
- Culvert upsizing under Sauk Trail and Eagle Plaza, (NW Corner of Sauk Trail and Governors Hwy): The culvert that currently conveys the flow under Sauk Trail and Eagle Plaza is undersized and must be improved.
- Channel relocation, widening, and restoration north of Sauk Trail; the capacity of the Butterfield Creek tributary north of Sauk Trail is in need of improvements by channel widening.
- Increase the capacity of the culverts at Maple Avenue, the existing roadway is the primary access to the homes on Maple Avenue, west of Governors Highway and is often inundated and impassable.
- Increase the capacity of the culverts at Poplar Avenue: the capacity at this crossing must be increased.

Two alternative ways to achieve these are proposed in the study.

1. Alternative 1: Channel improvements and culvert upsizing that reduces flooded areas along the creek through Town Center.
2. Alternative 2: Channel improvements that result in reduced floodplain but also include stream restoration for habitat enhancement and public amenity opportunities.

Figure #: 2018 Stormwater Plan Recommendations



Existing Zoning

TC Town Center Zoning District

As shown in **Figure 5: Existing Zoning**, most parcels in the Study Area along Sauk Trail and Governors Highway have a TC (Town Center) Zoning designation. According to the Zoning Ordinance, “the TC district is intended to accommodate a variety of commercial uses and encourage mixed use development, with residential or office uses on the upper floors. Mixed use development should be oriented towards the street and prioritize bicycle and pedestrian mobility.”

The Town Center Zoning district has four sub-districts, TC-1, TC-2, TC-3, and TC-4. Table 4.2(A) from the Zoning Ordinance, shown to the right, shows permitted and special uses in the four sub-districts. Most of the uses appear to be Special Use and not permitted as of right. TC-3 and 4 do not allow any commercial uses.

Given the lack of development activity in the area in recent years, it might be worth considering simplifying the TC District by eliminating or consolidating sub-districts and allowing more uses to be permitted as-of-right to encourage desired development.

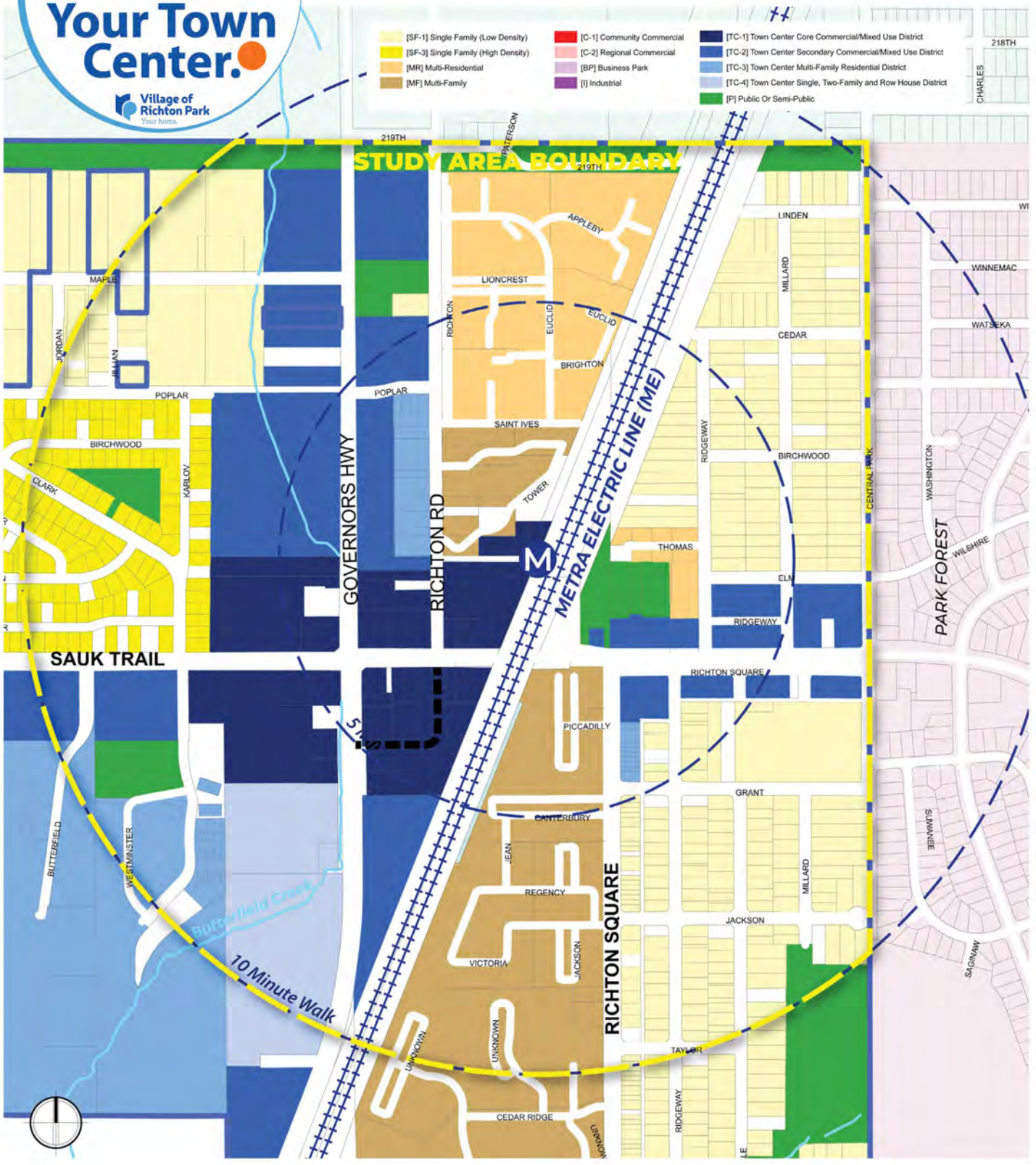
Other zoning designations in the Study Area include the following:

- SF-1: Single Family, Low Density – traditional single-family
- SF-3: Single Family, High Density - smaller lot sizes and more compact residential development.
- MR: Mixed Residential - wide range of moderate density housing types that are complementary to the scale and character of adjacent single-family neighborhoods.
- MF: Multi-family: high density residential development to maximize access to transit and pedestrian-oriented goods and services. Single family dwellings are not allowed.
- P: Public and Semi-Public - uses that are generally accessible to the community, offer community-oriented services or activities, or provide benefit to the broader Richton Park population.

TABLE 4.2(A): COMMERCIAL DISTRICTS – PERMITTED AND SPECIAL USES	TC			
	1	2	3	4
RESIDENTIAL				
Dwellings				
Single-Family Dwelling (attached or detached)				P
Two-Family Dwelling				P
Multiple-family	S	S	S	
Mixed use	P	P		
Live/Work unit	S	S		
Group Living				
Nursing homes	S	S	S	
Assisted living facility	S	S	S	
Independent living facility	S	S	S	
Detractory				
INSTITUTIONAL				
Education				
School, Day care or nursery, public or private	S	S	S	
School, Middle and High, public or private				
College or university				
Trade or business school				
Health Services				
Hospital				
Medical clinic				
Health club or spa	S	P		
Community Facilities				
Community center or recreation building	S			
Library or museum	S	P	S	S
Club or lodge	S	P		
Fire or police station	S	P	S	S
Government use or facility	S	P	S	S
Publically accessible open spaces	S	P		
Utility	S			
COMMERCIAL				
Retail				
Retail, General	P	P		
Retail, Outdoor sales	S	S		
Retail, Warehouse club				
Nursery or garden center				
Live/Work unit	S	S		
Food and Beverage Retail Sales				
Specialty food shop, Bakery shop, candy or ice cream shop, deli, cafe, etc.	P	P		
Package liquor store				
Supermarket	S	S		
Eating and Drinking Establishments				
Restaurants	P	P		
Restaurant w/drive-thru or drive-in	S	S		
Bar, tavern, taproom, or tasting room	P	P		
Food Trucks and Mobile Vending Carts	P	P		
Catering establishment	P	P		
Personal Service				
Personal care: Barber shop, beauty parlor, tanning salon, day spa	P	P		
Clothing care: Tailor, dry cleaning, drop/pick up station, self service laundry, shoe repair	P	P		
Household care: Locksmith, exterminator, interior design, HVAC sales and service	S	S		
Funeral home		S		
Massage parlor				
Pawn shop	S	S		
Tattoo and piercing establishment	S	S		
Veterinary clinic	S	S		
Animal day care	S	S		
Entertainment & Recreation				
Amusement establishment	S	S		
Convention center	S	P		
Indoor recreation facility: Bowling alley, pool hall, dance hall, skating rink, arcade, etc.	S	S		
Theater, indoor	S	S		
Theater, outdoor drive-in				
Fairgrounds and other exposition and recreation uses				
Sporting event stadium or arena				
Lodging				
Bed and breakfast				
Hotel or motel	S	S		
Financial Services				
Bank or financial institution	P	P		
Currency exchange				
Professional Office/Studio				
General office, business or professional	P	P		
Physician or dentist office	P	P		
Business support services (printing services, shipping and courier services)	P	P		
Art gallery or studio	P	P		
Research facility or laboratory				
School, music or dance	P	P		
Film production, photography, radio, or TV studio	P	P		
Vehicles and Equipment Sales and Service				
Vehicle fueling station (without vehicle repair, may include 1,000 sq ft convenience store)		S		
Vehicle sales/lease				
Vehicle rental				
Vehicle repair and service	S	S		
Vehicle towing and service				
Truck stop, no more than 4 bays for the dispensing of fuel				
Car wash		S		
Recreational Cannabis				
Cannabis Dispensing Facilities	S	S		
Cannabis Craft Growth Facilities	S			
INDUSTRIAL				
Transportation				
Public transportation terminal facilities				
Off-street parking areas/parking garages	S	S		
Utilities/Alternative Energy				
Electric substations and private utilities				
Wireless communications facility				
PLANNED UNIT DEVELOPMENT				
Planned Unit Development	S	S	S	S



Figure 5: Existing Zoning



Review of Past Plans

The Village has developed several plans for the Town Center Area in the past, including the 2004 Town Center and Station Area Plan, 2007 TOD Plan, 2007 Town Center Design Guidelines, 2009 Streetscape Manual, and the 2018 Town Center Stormwater Master Plan (see page 13). A summary of relevant issues, opportunities, and recommendations from past plans is provided below.

2004 Town Center and Station Area Plan

The 2004 Plan, (**Figure 6**) was prepared with the community in collaboration with the Regional Transportation Authority (RTA), Metra, and Pace. This study was undertaken to identify Transit Oriented Development (TOD) opportunities in the area surrounding the Richton Park Metra Station. The primary purpose of the plan was to create a new focal point and activity hub for the Village through the development of a mixed-use Town Center. Key recommendations are summarized below.

- “Mixed use” development, with new dwelling units located above commercial businesses.
- Open space improvements and a new Public Library.
- New Village Hall, Village Green and Recreation Center.
- A multi-level parking structure in the northeast quadrant of the Town Center to accommodate commuters, shoppers and Town Center residents.
- New Loop Road that will connect all four quadrants of the Town Center, and consolidation of access to each quadrant through four “secondary” intersections.
- Pedestrian amenities and sidewalk upgrades are recommended throughout the area, in addition to improvements along Sauk Trail and Governors Highway.
- Potential new Metra Station located further south to improve visibility of the station and increase its presence as a key element within the Town Center.
- Extension of Metra’s second main line track in coordination with the potential construction of a Metra Electric maintenance facility beyond the current terminus at University Park.
- New platform and platform access tunnel should also be incorporated into the Town Center.
- Coordinated streetscape with a consistent “theme.” and parking lot improvements.

The plan recommends the following acreages for the overall 55-acre Town Center area:

▪ Commercial *	16.6 acres
▪ Residential *	10.0 acres
▪ Civic/Institutional *	0.8 acres
▪ Commuter Parking Lots / Structures	14.0 acres
▪ Public Right-of-Way	3.5 acres
▪ Open Space / Recreation	10.1 acres

**Includes buildings and parking areas*

Figure 6: 2004 Town Center and Station Area Plan



Area	Existing spaces	New/replacement spaces	Total
1	271	82	353
2	445		445
3		311	311
4		151	151
5		110	110
Total	716	654	1370

- Legend**
- Open space
 - Commercial (Proposed)
 - Mixed-use Residential above first floor retail (Proposed)
 - Attached dwellings (Proposed)
 - Public use (Existing/Proposed)

Build-Out Vision Concept



2007 Town Center and Station Area Plan *(full plan document is not available)*

The 2007 Illustrative Redevelopment Plan, (**Figure 7**) proposed the following key elements:

- Greenway, trails, and ponds along Butterfield Creek
- Mixed-use development on all sides of the Sauk Trail and Governors Highway intersection
- A “Town Square” at the north-west corner of the intersection
- A loop road connecting all four quadrants around the intersection, as recommended in the 2004 plan
- No new civic or village facilities
- 374,573 sf of new commercial development and over 3,000 units of new housing, including the following:

Single Family/Rowhouse	267 DU
Multifamily	1,130 DU
<u>Mixed-use</u>	<u>1,805 DU</u>
TOTAL	3,202 DU

Richton Park Town Center Design Guidelines and Streetscape Manual

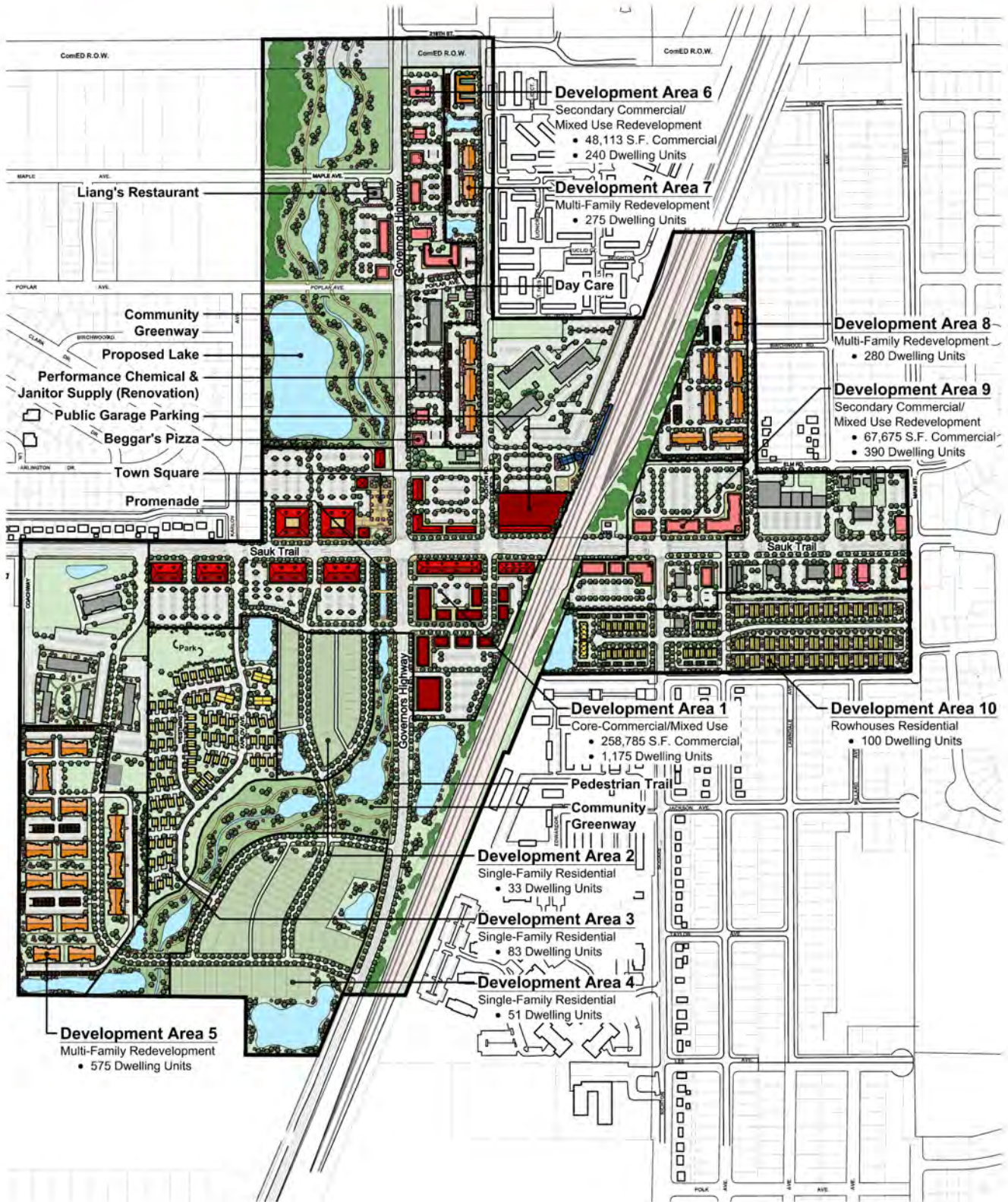
The Village Zoning Ordinance requires any improvements or developments in the TC Town Center District to comply with the Town Center Design Guidelines and the Town Center Streetscape Manual.

The Design Guidelines are based on the developments proposed in the 2007 Illustrative Plan and apply to the following development types: Commercial Retail Core, Secondary Commercial, Multi-Family Residential, Single-Family, Two-Family, and Row House Residential. The Design Guidelines address Building Mass, Residential Density, Build-to-lines, Building Setbacks, Parking Layout, Roof Design, Facade Articulation, Windows, Doorways, Building Materials, Building Color Scheme, Building Signage, Streetscape, and Site and Building Lighting.

The 2009 Streetscape Manual provides design and streetscape concepts for key areas and streets identified in the 2007 Plan, including the following key recommendations:

- Along Sauk Trail: Landscaped medians, frontage streets with angled parking, and a 16-foot-wide sidewalk area to accommodate outdoor seating and landscaping.
- Richton Road and the proposed loop road: 66-foot right-of-way with sidewalks and parkways on both sides.
- Governors Highway: 12-foot bike path along the west side of the road, outside the 100-foot right-of-way.
- Richton Road north: 66-foot right-of-way with sidewalks and parkways on both sides.
- Residential streets: 66-foot right-of-way with sidewalks and parkways on both sides.
- Street and pedestrian lighting: Metal halide teardrop lights with hanging baskets.

Figure 7: 2007 Town Center and Station Area Plan



Key Opportunity Sites

Figure 8 shows a map of Key Opportunity Sites in the Study Area based on an initial assessment of site ownership, existing uses, and opportunities. The map will be refined, and final sites confirmed per Village and community feedback. Detailed site plan recommendations will be developed in the next phases for the final opportunity sites.

Three types of sites are identified:

1. Village Owned Land

The Village of Richton Park currently owns approximately 58 acres of land in the Study Area. Just under 40 acres of the village owned parcels are vacant and undeveloped. These contain flood plains, wetlands, and tree groves and are not suitable for development. The remainder of the land contains a variety of non-residential buildings and land that was previously developed.

2. Metra Owned Land

The daily lot on Sauk Trail east of the tracks has been closed since the pandemic given low Metra ridership. Commuters parking in this lot have to walk under the Metra bridge along Sauk Trail and then along the tracks to reach the station. Currently owned by Metra, this site long-term may be more suited for new development than a commuter lot.

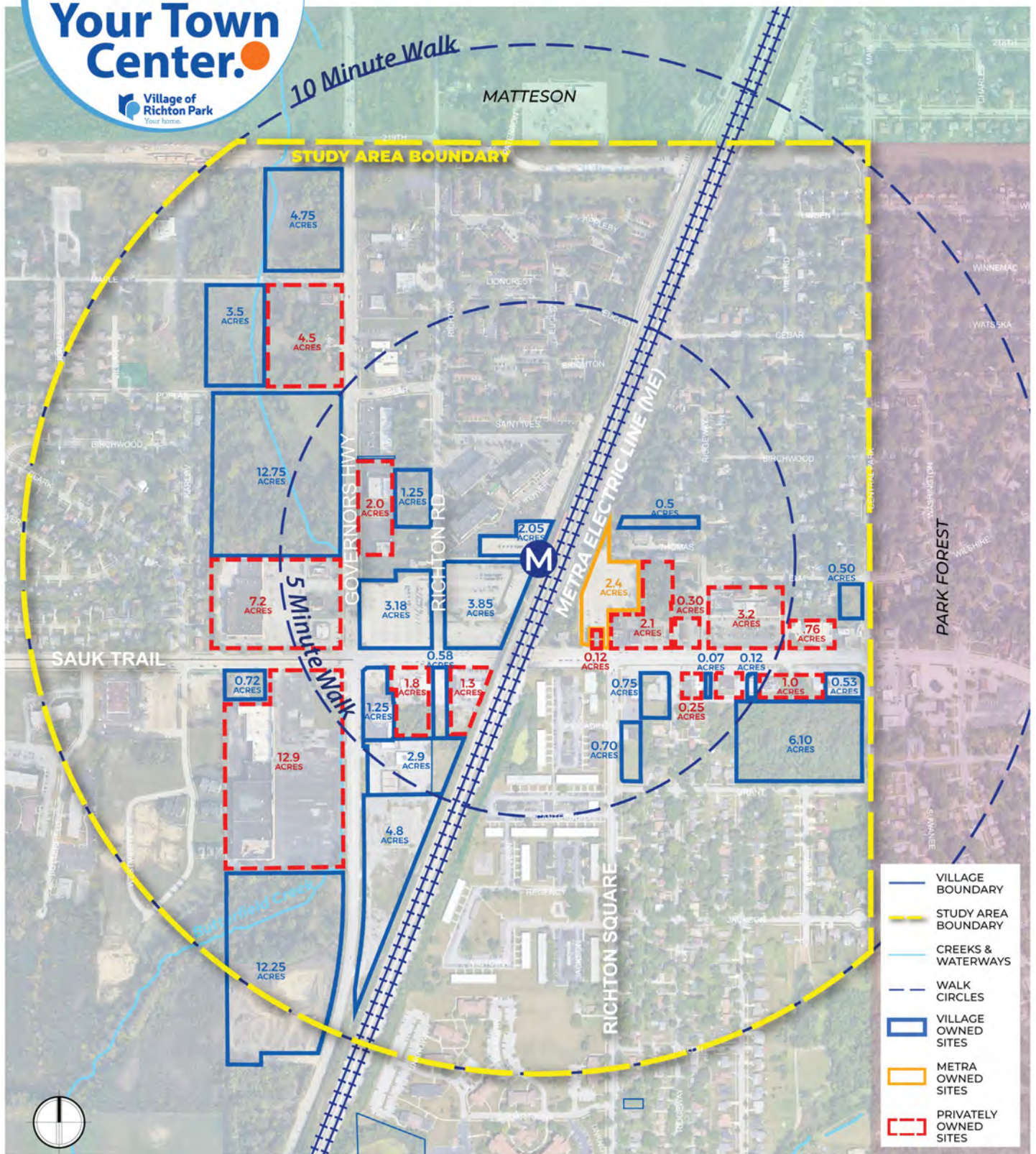
3. Privately Owned Land

Privately owned sites identified as Key Opportunity Sites include most sites along the Sauk Trail and Governors Highway frontage. These sites can offer one or more of the following opportunities:

- Full demolition and redevelopment
- Adaptive reuse of existing buildings
- Infill development
- Development of underutilized parking lots
- Site and/or building enhancements



Figure 8: Opportunity Sites



Existing Local Financing Tools

Figure 9 shows the boundaries of the following Local Financing Tools that are already in place in the Study Area:

Tif (Tax Increment Financing) District

TIFs are an economic development tool that helps communities create momentum for development, job growth, and new construction opportunities. Richton Park currently has four Tax Increment Financing (TIF) Districts, covering most of its commercial development areas. The Town Center TIF District, shown on the map, expires in 13 years on 12/31/36. At the end of FY22, the TIF had a balance of \$1.055MM. In recent years, TIF funding has been used to acquire sites, remediate asbestos, demolish buildings, support grant applications/projects (RDMS street extension and EPA brownfield assessment), legal expenses associated with redevelopment agreements (Sweet Vegan Bakes), etc.

Enterprise Zone

The 1982 Illinois Enterprise Zone Act is a statewide program which encourages economic growth and investment in enterprise zones through the provision of state incentives, and optional local incentives to businesses relocating or expanding within the Enterprise Zones. The Will Cook Enterprise Zone covers portions of the Villages of Matteson, Monee, Park Forest, Richton Park and University Park, as well as Cook and Will Counties. It specializes in commercial and industrial project expansions and new construction, business development tax incentives, real estate, sales tax and construction cost savings, and utility tax exemptions. Most of the non-residential parts of the Study Area fall within the Will Cook Enterprise Zone.

Opportunity Zones

Created under the 2017 Tax Cuts and Jobs Act (TCJA), Opportunity Zones comprise 8,764 census tracts, nominated by State and Territorial executives and certified by the U.S. Department of the Treasury. The Opportunity Zones tax incentive is designed to spur economic development and job creation in these communities through preferential tax treatment for those investing certain eligible capital gains into Opportunity Zones through Qualified Opportunity Funds. The western part of the Study Area is within the Richton Park Opportunity Zone.

Business Improvement District (BID)

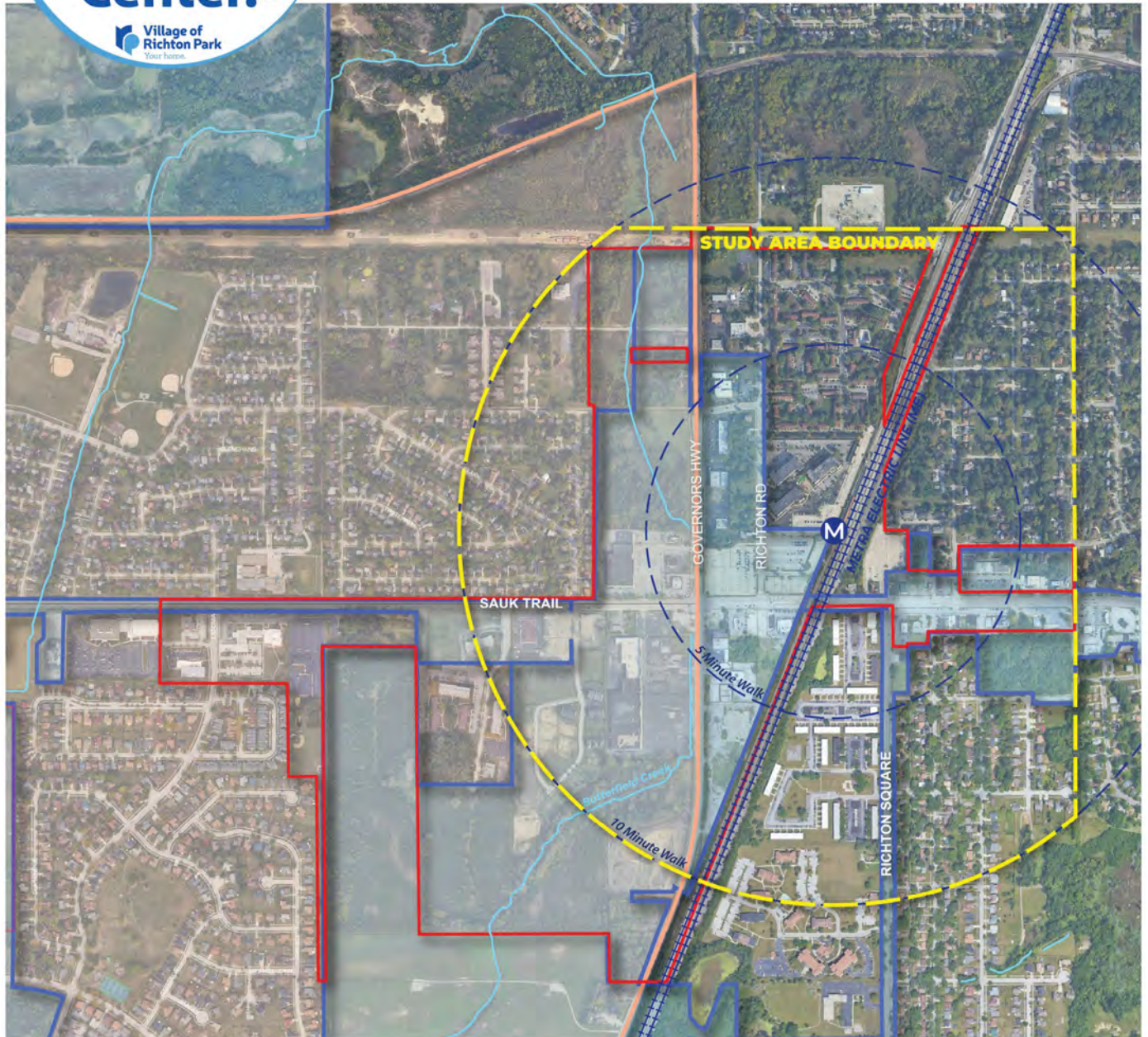
BID is a financial tool that helps municipalities jumpstart economically sluggish commercial areas. BID's can help local governments attract private development and new businesses, and finance needed improvements like building renovation and rehabilitation, utility installation and upgrades, and intersection and access improvements.

Cook County tax classifications and the Southland Reinvestment Act

Richton Park has a total of three active Class 8 incentives. Of those, two are in the study area: Beggar's Pizza (2018-2029) and Sell It Again Sam (2023-2034).



Figure 9: **Local Financing Tools**



- | | | | | | |
|--|---------------------|--------------------|--------------------------|-------------------------------|---------------------------|
| | VILLAGE BOUNDARY | CREEKS & WATERWAYS | TOWN CENTER TIF DISTRICT | RICHTON PARK OPPORTUNITY ZONE | WILL-COOK ENTERPRISE ZONE |
| | STUDY AREA BOUNDARY | WALK CIRCLES | | | |



Section 2: Market Assessment

**Existing Conditions Memorandum
Town Center Plan Update, Richton Park, IL**

Introduction

Kretchmer Associates prepared the attached market assessment on the potential for residential, retail and office uses for the Richton Park TOD area. We conducted the following for this:

- Toured the TOD Area, other areas of Richton Park and competitive locations near Richton Park
- Conducted interviews with City staff, residential and commercial Realtors, lenders, business owners/managers, and attended the first Steering Committee meeting.
- Gathered and analyzed demographic data on the TOD Area, Richton Park and the area from which development could draw
- Obtained data on market rents at Richton Park and new South Suburban apartments
- Obtained data on housing characteristics in Richton Park
- Obtained data on home sales in Richton Park and neighboring communities
- Obtained data on retail and office market conditions in the South Suburbs
- Obtained data on retail sales trends and retail expenditures in and near Richton Park
- Analyzed the demand for additional housing and commercial space in the TOD Area

The TOD Area is a 10-minute walk from the Richton Park Metra station, which is north of Sauk Trail and east of Richton Square Road. Location maps showing the TOD Area in relation to the village and a more detailed aerial of the TOD Area are on the following pages.

Summary and Conclusions

Overview

The TOD Area is highly visible and accessible via Sauk Trail, Governors Highway, and the Metra Electric train. Sauk Trail has relatively high traffic counts – 27,300 at Richton Square Road and 25,200 west of Governors Highway. Although Metra ridership is down on all lines since the pandemic, Richton Park had the 5th highest ridership on the Metra Electric route excluding downtown Chicago.

Richton Park has a stable and aging population, with a median household income of \$71,000. Single-family detached home prices increased considerably over the past four years, reaching \$205,000 in 2022. The Village has been aggressive in acquiring property in the vicinity of the station, setting the stage for development. A new affordable senior development, Town Center Pointe, was just completed near the station, and a cannabis growing facility and dispensary, and vegan bakery/cafe will be opening soon in the TOD area.

Residential Market

There has been no market-rate housing built in Richton Park in decades. Rental occupancy is high, indicating a need for more rental housing. There have been no new market-rate apartments constructed in neighboring communities. The closest ones are in Tinley Park and Homewood, which have rents of \$1,720-2,655 (\$2.14-2.85 per square foot) for one and two-bedrooms. These rents are well above rents at older apartments in those communities and Richton Park. These projects received a variety of public incentives including TIF and reduced land cost, which is typical for new market-rate apartments throughout the metro

area. High real estate taxes in South Cook County, including Richton Park, make new market-rate residential development economically challenging.

Rental or for-sale townhomes could be more financially viable in the TOD Area as construction costs are lower than for a mid-rise building, and they can be more easily phased to meet demand.

Retail and Office Markets

There is a need for more retail space in the village. The Village's first new multi-tenant space in over 30 years is currently under construction at Sauk Trail and Cicero Avenue. Walmart is the largest retailer and sales tax generator in the village. Residents leave the village to satisfy much of their shopping needs in neighboring Matteson and other nearby communities.

The TOD Area has a number of properties owned by the Village and others that would be suitable for retail development. High property taxes are a major deterrent to retail development in the South Suburbs. They impact the amount landlords can charge for rent, as tenants look at the total occupancy cost. Small, independent businesses that would most likely consider space in Richton Park are more sensitive to higher occupancy costs than national chains.

There is limited opportunity for new office development due to high vacancy rates in the South Suburbs and the metro area overall, resulting from changes in space utilization since COVID. High property taxes also negatively impact the South Suburban office market.

However, the demand for medical office space is growing, driven by the aging of the population, expansion of outpatient services by major hospital networks, and increase in allied health professionals.

Study Area Description

The Study Area extends approximately 0.5 miles to the west and south, and 0.25-.4 miles to the municipal boundaries on the east with Park Forest and the north with Matteson. The primary focus of the market assessment is on the area immediately adjacent to the Richton Park Metra station. The Village of Richton Park owns the commuter lots on the west side of the railroad tracks on the north side of Sauk Trail. It also owns a number of parcels on the south side of Sauk Trail and south along the east side of Governors Highway. Other Village-owned sites are north of Sauk Trail on the west side of Governors Highway. The primary sites for potential development are along Sauk Trail and Governors Highway.

Several multi-family apartment buildings are located along and south of Sauk Trail within the Study Area, including a new affordable building for senior citizens, Town Center Pointe, and several other 50+ year-old affordable and market-rate buildings for the general population. The north, northeast, northwest, and southeast sections of the Study Area are residential neighborhoods with well maintained single-family detached houses.

Commercial uses are along Sauk Trail and Governors Highway and include:

NW Quadrant: Craft Cannabis Grow Facility by Galaxy Labs will be a major new commercial anchor in the retail center in the northwest quadrant. The 23,000 square foot facility will occupy the former Eagle Supermarket vacant space in the middle of the existing retail building. The Village recently also approved a 4,000 square foot Craft Cannabis Dispensary that will occupy the space to the north of the grow facility. Other uses in the retail center and the three outlots include:

- Popeye's Louisiana Kitchen
- US Bank

- Rice King
- Captain's Seafood Market

SW Quadrant: The retail center is significantly vacant today and has a large, underutilized parking lot and no outlots. The former gas station site is still vacant. Uses in the retail center include:

- Dollar General
- US Post Office
- Laundry World

SE Quadrant: The area has a mix of small footprint commercial buildings on small lots including:

- Extra Kute Salon & Spa
- Dunkin Donuts/Baskin Robbins
- Athens Gyro
- State Farm Insurance
- Richton Park Animal Hospital
- VFW 311

Other uses in this area include:

- First Step Child Care
- U-Haul
- Beggar's Pizza
- Liang's Chinese Restaurant

Sauk Trail has relatively high traffic counts – 27,300 at Richton Square Road and 25,200 west of Governors Highway. The count on Governors Highway north of Sauk Trail is 20,600. In addition to serving the Metra station, drivers pass by the Study Area on their way to I-57. Visibility on a major arterial is important for businesses.

Demographic Trends

Population and Households

Kretchmer Associates analyzed the trends for the Village of Richton Park and the TOD Area. The TOD area has a population of 4,430 in 2,166 households as of 2022, according to estimates by Esri, a demographic data vendor. The population and household counts decreased between 2010 and 2022, and are projected to decrease slightly in the coming five years. However, while the village's population decreased by an estimated 6% between 2010 and 2022 to 12,700, the number of households increased by 1.6% and is projected to increase slightly by 0.5% by 2027. The average household size in the Study Area is much lower at 2.04 persons than the Village as a whole (2.48), not surprising given the presence of apartment buildings, including senior housing. Almost 15% of the population in the Study Area and Village are age 65+. Table 1 below shows these trends.

Table 2 provides information on household characteristics for the village. Sixty-one percent of households have only one or two people, another 32% have three or four, and 8% have five or more people. Almost two thirds of the households are families, though only one third have children under 18 living with them.

Incomes

Table 3 shows the income characteristics for residents of Richton Park and the TOD Area. The Village's median household income of \$71,400, was 24% higher than that of the TOD area at \$57,500. Forty-eight percent of Richton Park's households earn more than \$75,000, compared to 40% in the Study Area. The Village's median income is projected to increase by 20% over the next five years to \$86,000.

We also analyzed the household characteristics by age and income for the village, as shown in Table 4. Although only 15% of the population is age 65+, 24% of households are seniors, and the number and share are projected to increase over the next five years as the Baby Boomers age in place. This is typical in the Chicago area. Seventy-one percent of households under age 65 have incomes over \$50,000 and 54% have incomes over \$75,000. This is much higher than for seniors, with 44% over \$50,000 and 31% over \$75,000. Again, this is typical as most seniors are retired or working only part-time.

Table 1
POPULATION CHARACTERISTICS
RICHTON PARK TOD AREA AND RICHTON PARK VILLAGE

	Richton Park TOD Area		Richton Park Village	
	Number	Percent	Number	Percent
<u>Population</u>				
2000 Census	4,393		12,356	
2010 Census	4,722		13,556	
Change, 2000-2010	329	7.5%	1,200	9.7%
2022 Estimated	4,430		12,682	
Change, 2010-2022	-292	-6.2%	-874	-6.4%
2027 Projected	4,341		12,689	
Change, 2022-2027	-89	-2.0%	7	0.1%
<u>Households</u>				
2000 Census	2,087		4,525	
2010 Census	2,176		4,987	
Change, 2000-2010	89	4.3%	462	10.2%
2022 Estimated	2,166		5,066	
Change, 2010-2022	-10	-0.5%	79	1.6%
2027 Projected	2,131		5,089	
Change, 2022-2027	-35	-1.6%	23	0.5%
Average Household Size, 2022	2.04		2.48	
<u>Population by Age, 2022</u>				
Under 5	236	5.3%	690	5.4%
5-14	545	12.3%	1,624	12.8%
15-24	630	14.2%	1,697	13.4%
25-34	657	14.8%	1,934	15.2%
35-44	588	13.3%	1,593	12.6%
45-54	580	13.1%	1,689	13.3%
55-64	534	12.1%	1,622	12.8%
65-74	427	9.6%	1,202	9.5%
75-84	177	4.0%	468	3.7%
85+	56	1.3%	163	1.3%
Median Age, 2022	37.5		37.5	

Source: Esri

Table 2

VILLAGE OF RICHTON PARK HOUSEHOLD CHARACTERISTICS

	Number	Percent
Households by Size	4,991	
1 Person	1,775	35.6%
2 Person	1,248	25.0%
3 Person	990	19.8%
4 Person	593	11.9%
5 Person	183	3.7%
6 Person	111	2.2%
7 + Person	91	1.8%
Households by Type		
Non-Family Households	1,824	36.5%
Family Households	3,167	63.5%
With own children under 18	1,091	34.4%
Without own children under 18	2,076	65.6%

Table 3

Source: US Census, American Community Survey 2017-2021

**INCOME CHARACTERISTICS
RICHTON PARK TOD AREA AND RICHTON PARK VILLAGE**

	Richton Park TOD Area		Richton Park Village	
	Number	Percent	Number	Percent
<u>2022 Household Distribution</u>	2,166		5,066	
Under \$15,000	340	15.7%	611	12.1%
\$15,000-24,999	132	6.1%	301	5.9%
\$25,000-34,999	241	11.1%	430	8.5%
\$35,000-49,999	226	10.4%	456	9.0%
\$50,000-74,999	369	17.0%	824	16.3%
\$75,000-99,999	196	9.0%	657	13.0%
\$100,000-149,999	468	21.6%	1,128	22.3%
\$150,000 or more	192	8.9%	660	13.0%
Median Household Income	\$57,538		\$71,368	
<u>2027 Household Distribution</u>	2,131		5,089	
Under \$15,000	282	13.2%	494	9.7%
\$15,000-24,999	116	5.4%	252	5.0%
\$25,000-34,999	232	10.9%	394	7.7%
\$35,000-49,999	251	11.8%	486	9.6%
\$50,000-74,999	305	14.3%	667	13.1%
\$75,000-99,999	135	6.3%	505	9.9%
\$100,000-149,999	550	25.8%	1,343	26.4%
\$150,000 or more	260	12.2%	949	18.6%
Median Household Income	\$63,024		\$85,961	

Source: Esri

Table 4

RIGHTON PARK VILLAGE HOUSEHOLDS BY AGE AND INCOME

	<u>2022</u>		<u>2027</u>		<u>Change</u>	
	Number	Percent	Number	Percent	Number	Percent
Households by Age	5,066		5,089		23	0.5%
Age 15-24	83	1.6%	66	1.3%	-17	-20.5%
Age 25-34	792	15.6%	737	14.5%	-55	-6.9%
Age 35-44	942	18.6%	1,020	20.0%	78	8.3%
Age 45-54	1,015	20.0%	964	18.9%	-51	-5.0%
Age 55-64	<u>1,033</u>	<u>20.4%</u>	<u>966</u>	<u>19.0%</u>	<u>-67</u>	<u>-6.5%</u>
Total Under 65	3,865	76.3%	3,753	73.7%	-112	-2.9%
Age 65+	1,202	23.7%	1,336	26.3%	134	11.1%
Household Income - Under 65						
\$0-\$14,999	330	8.5%	234	6.2%	-96	-29.1%
\$15,000-\$24,999	164	4.2%	127	3.4%	-37	-22.6%
\$25,000-\$34,999	286	7.4%	242	6.4%	-44	-15.4%
\$35,000-\$49,999	337	8.7%	345	9.2%	8	2.4%
\$50,000-\$74,999	676	17.5%	518	13.8%	-158	-23.4%
\$75,000-\$99,999	536	13.9%	386	10.3%	-150	-28.0%
\$100,000-\$149,999	983	25.4%	1,134	30.2%	151	15.4%
\$150,000-\$199,999	421	10.9%	563	15.0%	142	33.7%
\$200,000+	132	3.4%	204	5.4%	72	54.5%
Household Income - Over 65						
\$0-\$14,999	282	23.5%	261	19.5%	-21	-7.4%
\$15,000-\$24,999	137	11.4%	124	9.3%	-13	-9.5%
\$25,000-\$34,999	143	11.9%	151	11.3%	8	5.6%
\$35,000-\$49,999	118	9.8%	141	10.6%	23	19.5%
\$50,000-\$74,999	148	12.3%	147	11.0%	-1	-0.7%
\$75,000-\$99,999	121	10.1%	119	8.9%	-2	-1.7%
\$100,000-\$149,999	145	12.1%	211	15.8%	66	45.5%
\$150,000-\$199,999	96	8.0%	163	12.2%	67	69.8%
\$200,000+	12	1.0%	19	1.4%	7	58.3%

Source: Esri

Commuting

As of 2020, the last year for which data are available from the Census, the vast majority of Richton Park's employed residents worked in Cook County (70%), followed by Will County (13%). The largest single location is Chicago (29%), though 30% work in the south and southwest suburbs, as shown in Table 5 below. These figures are likely to be different today, as they reflect the early COVID period when employees who could were working from home.

Table 5

**RICHTON PARK RESIDENTS
TOP WORK LOCATIONS BY MUNICIPALITY/COUNTY IN 2020**

Municipality/County	Number	Percent
Total	4,770	
<u>Municipality</u>		
Chicago	1,377	28.9%
Richton Park	145	3.0%
Other South/Southwest Suburbs	1,421	29.8%
All Other Locations	1,827	38.3%
<u>County</u>		
Cook County, IL	3,348	70.2%
Will County, IL	620	13.0%
DuPage County, IL	262	5.5%
Lake County, IN	108	2.3%
Lake County, IL	60	1.3%
All Other Locations	372	7.8%

Source: U.S. Census, Longitudinal Employer Household Dynamics Program

According to data from Metra, ridership at the Richton Park station was the 5th highest on the Metra Electric line excluding downtown Chicago at 1,059 boardings in 2018. By way of comparison, Homewood had the highest count (1,171), followed by Kensington/115th Street (1,136), 55-57th Street (1,133), and Calumet (1,077). Richton Park's ridership was significantly higher than Flossmoor (859), University Park (808), Matteson (591) and 211th Street (527). In 2019, the observed parking utilization was 526 spaces. Ridership has dropped since then with more people working from home at least part-time. Metra estimates that ridership is currently 60% of pre-COVID numbers systemwide.

Residential Market

As of 2017-2021, the city had almost 5,400 housing units, with a 7.2% overall vacancy rate, though the rental vacancy was much lower at only 4.3%. Fifty-four percent of the housing is owner-occupied, a similar share for younger and older households.

Table 6

VILLAGE OF RICHTON PARK HOUSING OCCUPANCY AND TENURE

	Number	Percent
<u>Housing Occupancy/Vacancy</u>		
Total housing units	5,376	
Vacant units	385	7.2%
Vacant units for rent	102	4.3%
<u>Housing Tenure</u>		
Occupied housing units	4,991	
Owner-occupied units	2,700	54.1%
Renter-occupied units	2,291	45.9%
<u>Occupied Units - Households 15-64</u>		
Owner-Occupied	2,062	54.3%
Renter-Occupied	1,734	45.7%
<u>Occupied Units - Households 65+</u>		
Owner-Occupied	638	53.4%
Renter-Occupied	557	46.6%

Source: US Census, American Community Survey, 2017-2021

For-Sale Market

The for-sale market in Richton Park has been strong with a significant increase in the median sales price since 2019, similar to the COVID increase in the Chicago suburbs. The median single-family detached home price increased by 37% from \$149,900 to \$205,000 during this period, though there was a slight dip between 2021 and 2022. Richton Park's median sales price is lower than Matteson (\$259,800), but significantly higher than Park Forest (\$142,500). The average time on the market decreased in all three communities due primarily to low inventory since the pandemic. Figures 1 and 2 show the median sales price trends since 2019 for detached and attached single-family homes in the three communities.

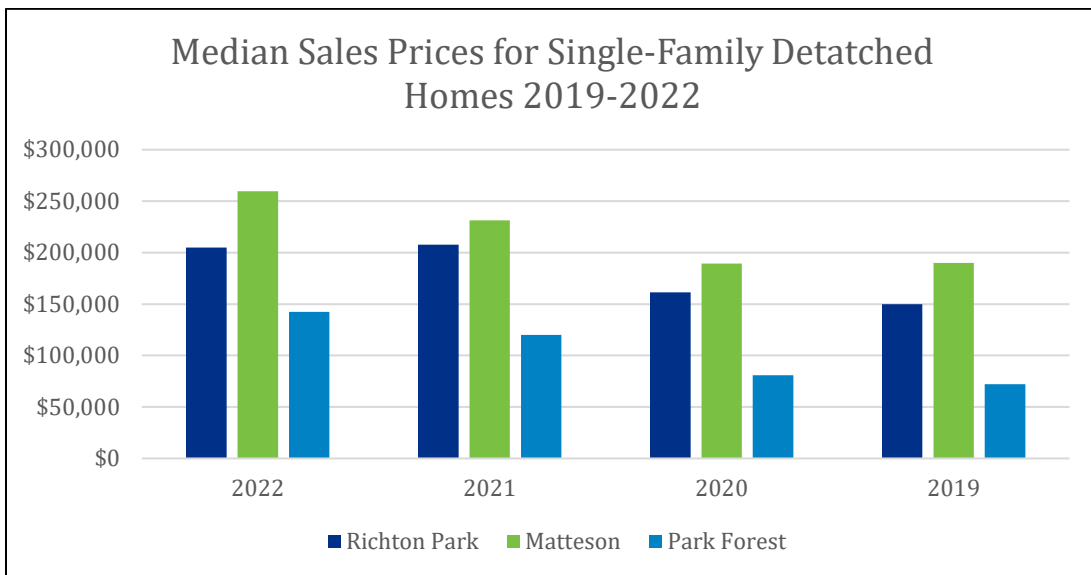
The volume of single-family attached home sales (townhouses and condominiums) was much lower than for detached homes. In Richton Park, the median price in 2022 was \$84,750, 50% higher than in 2019 before the pandemic. While slightly higher than Park Forest (\$79,050), it was well below that of Matteson

(\$195,000). However, the average time on the market was still quite low, and shorter than for detached homes in all three communities.

Table 7 below summarizes the for-sale market in Richton Park, Matteson, and Park Forest in 2022. According to a residential Realtor contacted for this assessment, the for-sale market has been strong in Richton Park in recent years, particularly since the pandemic. Homes are selling quickly as inventory is low. Park Forest’s much lower prices are due to its much higher property tax rate and large share of cooperatively owned old townhouses.

There has been little for-sale housing built in Richton Park in recent years. Almost 80% of the housing in the village was built between 1960 and 1999, with 612 units built between 2000 and 2021 according to the American Community Survey.

Figure 1



Source: Midwest Real Estate Data

Figure 2

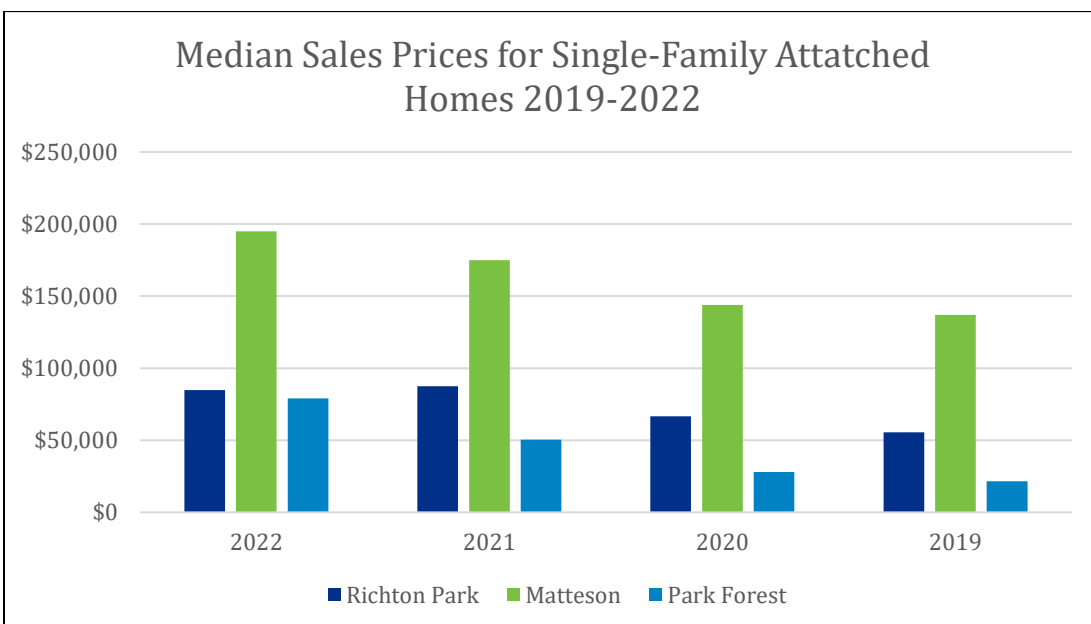


Table 7

2022 SINGLE-FAMILY DETACHED AND ATTACHED HOME SALES

Type	Richton Park	Matteson	Park Forest
<u>Single-Family Detached</u>			
Number of Sales	111	200	375
Median Sales Price	\$205,000	\$259,800	\$142,500
Percent over \$250,000	31%	54%	1%
<u>Single-Family Attached</u>			
Number of Sales	32	70	20
Median Sales Price	\$84,750	\$195,000	\$79,050
Percent over \$250,000	3%	13%	0%

Source: Midwest Real Estate Data; Kretchmer Associates

The TOD Area would be a good location for townhouses. There are a number of currently marketing new townhouse developments from the low-\$300,000s to \$400,000 in the Chicago suburbs, including Orland Park, Lockport, Joliet, Homer Glen, Des Plaines, Plainfield, Aurora, and Batavia. Typically they range from 1,400-2,000 square feet with two to three bedrooms on two to three levels, and have a small back patio and two-car garage. In a Town Center location, they don't need common area amenities, which keeps the initial prices and monthly homeowner assessments down. As there have been no new townhouses built in Richton Park, this price point is higher than the older townhouses in Richton Park, as would be expected. However, 7 attached homes sold in Matteson last year for over \$300,000. Mid-rise condominium buildings are less likely in the TOD Area, as a developer needs to pre-sell a portion of the units before he or she can start construction. Financing is difficult and expensive at this time. There are very few examples of new mid-rise condo developments in suburban Chicago. What has been built has been in high-income suburbs, and even that has been very limited.

Rental Market

According to the 2017-2021 American Community Survey, there were almost 2,300 rental units in Richton Park with a median gross rent (including tenant-paid utilities) of \$1,072. Twenty-six percent of the units rented for \$1,000-1,249, 12% for \$1,250-1,499, and 19% for more than \$1,500. Table 8 that follows shows rental characteristics in the village. It is also noteworthy that half of all renters are paying more than 30% of their income in rent and 38% are paying more than 35%, indicating that affordability is a concern for renters in Richton Park.

Two market-rate properties in the TOD Area, Park Towers and Richton Square, have rents that range from:

1-Bedroom	\$1,050-1,194	\$1.52-1.60/square foot
2-Bedrooms	\$ 950-1,574	\$1.17-1.57/square foot

However, these complexes are more than 50 years old, though they were renovated in the past 9-11 years. Other rental complexes in the village have lower rents. Table 9 below provides information on these properties. There has been no new market-rate apartment construction in Richton Park in decades. The most recently developed apartments are affordable buildings for low-income seniors, the new Town Center Pointe and Residences at Carriage Creek.

There are few apartment buildings in Matteson, Olympia Fields and Homewood. There were no listings for market-rate apartments in Olympia Fields and Matteson. Only one building was listed for rent in Flossmoor and a few were listed in Homewood. A large two-bedroom apartment in Flossmoor was asking \$1,850 (\$1.23/square foot). One-bedrooms in older buildings in Homewood range from \$1,200-1,300 (\$1.30-\$1.63/square foot), and two-bedrooms range from \$1,250-1,652 (\$1.10-1.73/square foot). These are slightly higher than the rents at the best quality apartments in Richton Park.

According to data from Moody’s Analytics, the apartment vacancy rate in the Southeast Cook County submarket is very low, at only 3.0%. It has been extremely low for the past 10+ years, indicating demand for more apartments.

Table 8

VILLAGE OF RICHTON PARK RENTAL CHARACTERISTICS

	Number	Percent
Total Renter-Occupied Housing Units	2,291	
Gross Rent		
Less than \$250	132	5.8%
\$250-\$499	284	12.4%
\$500-\$749	41	1.8%
\$750-\$999	509	22.2%
\$1,000-\$1,249	593	25.9%
\$1,250-\$1,499	280	12.2%
\$1,500-\$1,999	287	12.5%
\$2,000+	149	6.5%
No Cash Rent	16	0.7%
Median Gross Rent	\$1,072	
Gross Rent as Percent of Income		
Less than 15%	190	8.3%
15-19.9%	334	14.6%
20-24.9%	271	11.8%
25-29.9%	312	13.6%
30-34.9%	271	11.8%
35% or more	870	38.0%
Not computed	43	1.9%

Source: US Census, American Community Survey 2017-2021

Table 9

**REPRESENTATIVE MARKET-RATE APARTMENTS IN RICHTON PARK
June 2023**

Name and Address	Year Opened	# of Units	Unit Type (Bed/Bath)	Rent	Size (SF)	Rent/Square Foot	Building Details
Park Towers 3905 Tower Drive Richton Park	1972 Rehab 2014	270	1/1 2/2	\$1,174-1,194 \$1,429-1,574	770 910-1,040	\$1.52-1.55 1.51-1.57	Building: Three six-story elevator buildings. More Management. Unit Features: Refrigerator, stove, dishwasher, microwave, A/C, private balcony. Higher rents for upgraded units. Amenities: Laundry, storage units, grilling station, free surface parking. Garage parking available for additional fee.
Richton Square 22300 Richton Square Road Richton Park	1968 Rehab: 2012	342	1/1 2/1	\$1,050 \$950-1,100	655 813	\$1.60 1.17-1.35	Building: Three-story walkups. Globetrotters International. Unit Features: Refrigerator, stove, dishwasher, garbage disposal, and A/C. Higher rents for updated two-bedroom units. Amenities: Swimming pool, picnic area, laundry, free surface parking. Garage parking available for additional fee.

Source- Kretchmer Associates, Property Websites

Since there has been no new market-rate rental development in Richton Park, we obtained information on the most recently completed new buildings in the South Suburbs. There are only two recent projects. One is a recently completed property in Tinley Park (Boulevard at Central Station) and one is under construction in Homewood (The Hartford). Both are in their respective downtowns adjacent to the Metra stations. As required for new construction, rents are considerably higher than in the older apartment buildings in those communities, ranging from:

Studio	\$1,500-1,525	\$3.93-3.99/square foot
1-Bedroom	\$1,720-1,850	\$2.27-2.85/square foot
2-Bedroom	\$2,100-2,655	\$2.14-2.58/square foot

Apartments in these buildings have an in-unit washer/dryer. Table 10 below provides additional details for these two buildings.

Both properties received incentives from the villages that included TIF funds and land. The Village of Homewood purchased the site and sold it to the developers for \$1. The developers then paid for the demolition and were reimbursed by the Village. In Tinley Park, the Village contributed some of the land and \$4.8 million in TIF funds for the cost of infrastructure and right-of-way work done by the developer upon completion. (To date \$2.2 million has been paid out.) This building is the first phase of a planned two-phase project, but the second phase is currently stalled.

We also looked at rents at modern townhouses for rent in nearby suburbs. There are no relatively new rental townhouses in Richton Park. Three-bedroom townhomes with 2.5 baths in Matteson and Tinley Park have rents ranging from \$2,700-3,500. Unit sizes weren't available, but they are traditional in design with a two-car garage, laundry, and one has an unfinished basement.

Incomes both Homewood and Tinley Park are higher than in Richton Park. Both the Homewood and Tinley Park downtowns have more businesses than the Richton Park TOD Area at this time.

Table 10

**NEW MARKET-RATE APARTMENTS IN THE SOUTH SUBURBS
June 2023**

Name and Address	Year Opened	# of Units	Unit Type (Bed/Bath)	Rent	Size (SF)	Rent/Square Foot	Building Details
The Boulevard at Central Station 6701 South Street Tinley Park	2022	165					Building: 4-story building with retail on first floor. Unit Features: Refrigerator, stove, dishwasher, outdoor balcony, in-unit washer/dryer, and central A/C. Amenities: Fitness center, pool, bike storage, dog wash, indoor and outdoor lounge.
		99	1/1	\$1,720-1,812	753-757	\$2.27-2.39	
		66	2/2	\$2,336-2,655	1,017-1,239	2.14-2.30	
The Hartford 2033 Ridge Road Homewood	Under Construction	36					Building: 4-story building with retail on first floor. Unit Features: Refrigerator, stove, dishwasher, in-unit washer/dryer. Amenities: 2nd floor outdoor terrace, mail room, on site parking.
		3	Studio/1	\$1,525-1,550	382	\$3.99-4.05	
		21	1/1	\$1,800-1,850	650	2.76-2.84	
		3	2/1	\$2,100-2,175	823	2.55-2.64	
		9	2/2	\$2,175-2,225	940-981	2.26-2.31	

Source- Kretchmer Associates, Property Websites

Real estate taxes in south Cook County are high. Rates in Richton Park and nearby communities are shown in Table 11 below. Depending on location within a community, the tax rate can vary due to different school, park, library, or other districts. Richton Park’s rate is lower than Park Forest, University Park (Cook County portion), Hazel Crest, East Hazelcrest, Lansing, Calumet City, South Holland, and Country Club Hills, but higher than Matteson, Homewood, Tinley Park, Lynwood, Olympia Fields, Flossmoor, and Orland Park. However, all of the communities have high rates, with the exception of Orland Park which has a much broader tax base.

As a comparison, the applicable tax rate for apartments in the Richton Park TOD Area is 18.882. It is 14.040 for Boulevard at Central Station in Tinley Park, and 16.660 for The Hartford in Homewood.

Table 11

**2021 AVERAGE COMPOSITE TAX RATES
FOR COOK COUNTY AND SOUTH SUBURBS**

Community	Tax Rate
Cook County Median	12.071
Cook County Mean	13.414
Orland Park	9.908
Tinley Park	12.857
Lynwood	14.271
Flossmoor	17.929
Matteson	18.126
Richton Park	18.375
Olympia Fields	18.394
Glenwood	18.622
South Holland	19.469
University Park (Cook)	20.207
Lansing	20.621
Chicago Heights	20.983
Country Club Hills	24.781
Hazel Crest	24.919
Calumet City	25.809
Park Forest	41.564

Source: Cook County

The high property taxes in south Cook County make it difficult to make the numbers work for a developer, unless rents are high enough, and/or public incentives are available to reduce development costs. Lenders we spoke with indicated that real estate taxes are the primary reason more rental apartments haven't been built in south Cook County.

The recently adopted Cook County Affordable Housing Special Assessment Program provides property tax incentives for incorporating some affordable units in rental properties. If a new or rehabbed building of at least 7 units makes 15-34% of the units affordable to households at 60% of the Area Median Income (AMI), it will receive a 25% reduction in assessed value. If 35% or more of the units are affordable, the reduction is 35%. As of 2023, the maximum one-bedroom gross rent (including tenant-paid utilities) at 60% AMI is \$1,242 and the two-bedroom rent is \$1,489. These rents are well below market rents for new construction, and slightly lower than the rents at the older apartments in Richton Park and Homewood.

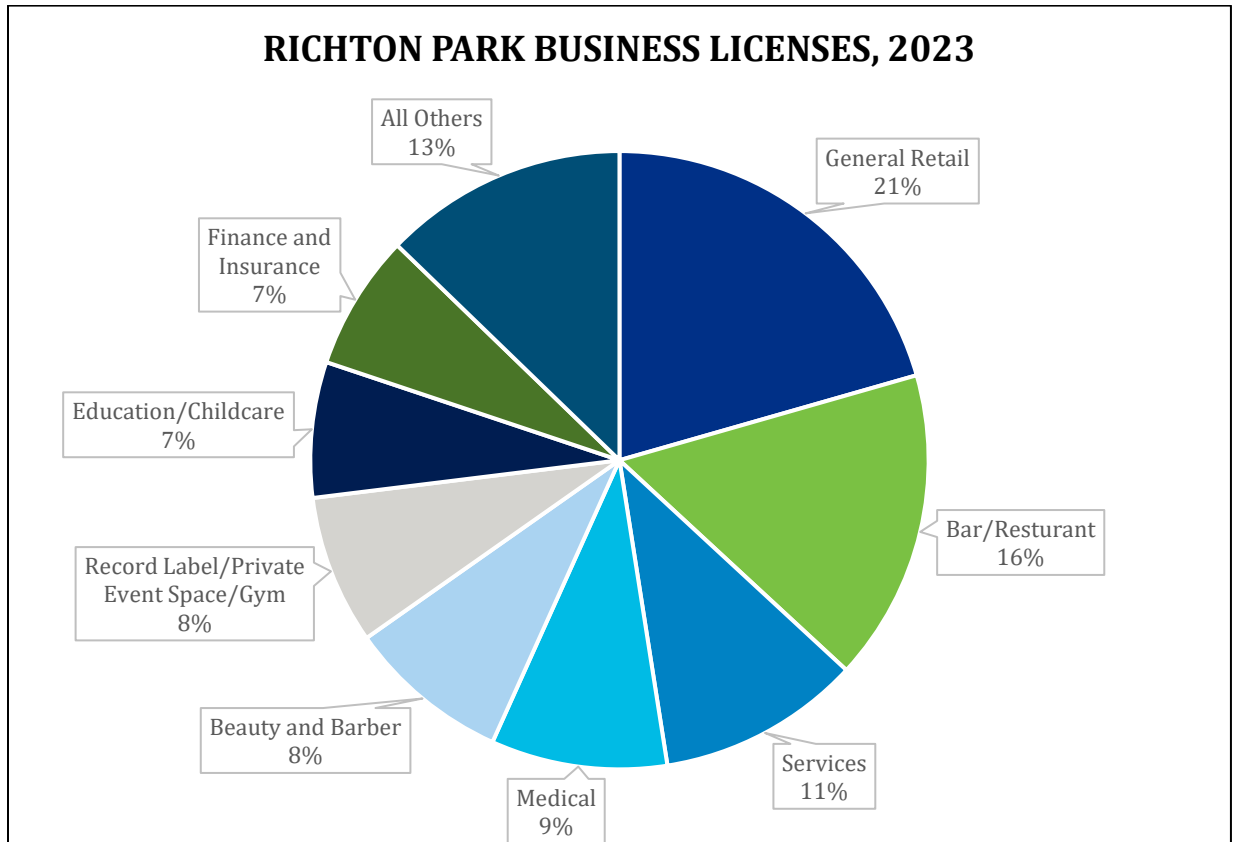
Rental townhouses would be marketable in the TOD Area. Similar to for-sale townhouses, the construction cost for rental townhomes is lower than for a mid-rise building. Rental townhouses would broaden the type of available housing in the village and would command higher rents than apartments in a mid-rise building.

RETAIL MARKET

Businesses in Richton Park and Nearby Areas

VSKA analyzed business license data from the Village of Richton Park and obtained business data from Esri on the number and type of businesses present. Figure 2 below shows the distribution of businesses based on village licenses. In total, there are 141 licensed businesses, of which 37% are general retail and restaurant establishments.

Figure 3



Source: Village of Richton Park, Kretchmer Associates

The larger retail businesses in the village are Walmart, Dollar Tree, Dollar General, Save a Lot, and Richton Park Liquors. Restaurants include Aurelio's, Dunkin Donuts/Baskin Robbins, Beggar's Pizza, Athens Gyros, Chicago Dough Company, Nachos Tacos, Captain's Seafood, Rice King, Starbucks, McDonald's, and Popeye's.

Esri provides data on the number of businesses and estimated employment by SIC code, as shown in Table 12 below. Esri shows a total of 224 establishments, including government, employing 2,542. Of these, 53 are in retail trade including 21 restaurants, and 100 are in a wide range of service industries. Slightly over half of these businesses are located within ½ mile of Governors Highway and Sauk Trail, including 28 retailers and restaurants.

We also looked at the business summary for the area within a 5 and 10-minute drive of Sauk Trail and Governors Highway, as residents will drive this distance for most everyday shopping. The map below shows the boundaries of these areas. Shopping areas in Matteson are within a 5-minute drive.

The number of businesses increases considerably to 841 within 5 minutes and 3,143 within 10 minutes. Notably, the number of retail businesses increases dramatically to 182 within 5 minutes and 628 within 10. Retail centers along Lincoln Highway and Cicero Avenue are the primary competition to Richton Park. Despite vacant retail space along these corridors, the area has a large number of big box national and regional chains, as well as smaller local retailers.

Table 12



Business Summary

Richton Park Village,
Richton Park Village, IL
Geography: Place

Prepared by Valerie S. Kretchmer Associates

Data for all businesses in area	Richton Park Village			
Total Businesses:	224			
Total Employees:	2,542			
Total Residential Population:	12,680			
Employee/Residential Population Ratio (per 100 Residents)	20			
	Businesses		Employees	
by SIC Codes	Number	Percent	Number	Percent
Agriculture & Mining	1	0.4%	4	0.2%
Construction	7	3.1%	31	1.2%
Manufacturing	0	0.0%	0	0.0%
Transportation	4	1.8%	20	0.8%
Communication	3	1.3%	9	0.4%
Utility	0	0.0%	0	0.0%
Wholesale Trade	2	0.9%	5	0.2%
Retail Trade Summary	53	23.7%	788	31.0%
Home Improvement	1	0.4%	10	0.4%
General Merchandise Stores	4	1.8%	360	14.2%
Food Stores	6	2.7%	47	1.8%
Auto Dealers, Gas Stations, Auto Aftermarket	6	2.7%	23	0.9%
Apparel & Accessory Stores	2	0.9%	4	0.2%
Furniture & Home Furnishings	0	0.0%	0	0.0%
Eating & Drinking Places	21	9.4%	298	11.7%
Miscellaneous Retail	13	5.8%	46	1.8%
Finance, Insurance, Real Estate Summary	23	10.3%	127	5.0%
Banks, Savings & Lending Institutions	4	1.8%	18	0.7%
Securities Brokers	3	1.3%	9	0.4%
Insurance Carriers & Agents	2	0.9%	9	0.4%
Real Estate, Holding, Other Investment Offices	14	6.2%	91	3.6%
Services Summary	100	44.6%	1,033	40.6%
Hotels & Lodging	0	0.0%	0	0.0%
Automotive Services	1	0.4%	2	0.1%
Motion Pictures & Amusements	7	3.1%	36	1.4%
Health Services	14	6.2%	326	12.8%
Legal Services	0	0.0%	0	0.0%
Education Institutions & Libraries	10	4.5%	350	13.8%
Other Services	68	30.4%	319	12.5%
Government	13	5.8%	482	19.0%
Unclassified Establishments	18	8.0%	43	1.7%
Totals	224	100.0%	2,542	100.0%

Source: Copyright 2022 Data Axle, Inc. All rights reserved. Esri Total Residential Population forecasts for 2022.

Table 13



Business Summary

Sauk Trail & Governors Hwy, Richton Park 60471
 Drive Time (Mon 12:00 PM): 5, 10 minutes

Prepared by Valerie S. Kretchmer Associates

Latitude: 41.48431
 Longitude: -87.71294

Data for all businesses in area	5 minutes				10 minutes			
Total Businesses:	841				3,143			
Total Employees:	10,013				39,398			
Total Residential Population:	30,496				119,628			
Employee/Residential Population Ratio (per 100 Residents)	33				33			
	Businesses		Employees		Businesses		Employees	
by SIC Codes	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Agriculture & Mining	4	0.5%	107	1.1%	39	1.2%	347	0.9%
Construction	27	3.2%	140	1.4%	122	3.9%	1,196	3.0%
Manufacturing	9	1.1%	105	1.0%	90	2.9%	2,537	6.4%
Transportation	16	1.9%	150	1.5%	90	2.9%	865	2.2%
Communication	5	0.6%	23	0.2%	24	0.8%	336	0.9%
Utility	1	0.1%	13	0.1%	11	0.3%	89	0.2%
Wholesale Trade	16	1.9%	164	1.6%	72	2.3%	1,964	5.0%
Retail Trade Summary	182	21.6%	2,707	27.0%	628	20.0%	7,714	19.6%
Home Improvement	6	0.7%	152	1.5%	34	1.1%	519	1.3%
General Merchandise Stores	10	1.2%	405	4.0%	34	1.1%	899	2.3%
Food Stores	16	1.9%	316	3.2%	74	2.4%	1,546	3.9%
Auto Dealers, Gas Stations, Auto Aftermarket	24	2.9%	569	5.7%	82	2.6%	1,130	2.9%
Apparel & Accessory Stores	10	1.2%	34	0.3%	30	1.0%	81	0.2%
Furniture & Home Furnishings	9	1.1%	31	0.3%	30	1.0%	122	0.3%
Eating & Drinking Places	67	8.0%	849	8.5%	203	6.5%	2,546	6.5%
Miscellaneous Retail	40	4.8%	351	3.5%	141	4.5%	872	2.2%
Finance, Insurance, Real Estate Summary	92	10.9%	507	5.1%	319	10.1%	1,811	4.6%
Banks, Savings & Lending Institutions	25	3.0%	170	1.7%	78	2.5%	557	1.4%
Securities Brokers	16	1.9%	66	0.7%	43	1.4%	171	0.4%
Insurance Carriers & Agents	13	1.5%	57	0.6%	69	2.2%	328	0.8%
Real Estate, Holding, Other Investment Offices	39	4.6%	214	2.1%	130	4.1%	755	1.9%
Services Summary	402	47.8%	4,832	48.3%	1,455	46.3%	19,487	49.5%
Hotels & Lodging	3	0.4%	137	1.4%	13	0.4%	247	0.6%
Automotive Services	19	2.3%	91	0.9%	91	2.9%	478	1.2%
Motion Pictures & Amusements	27	3.2%	292	2.9%	84	2.7%	1,143	2.9%
Health Services	76	9.0%	1,632	16.3%	269	8.6%	5,763	14.6%
Legal Services	7	0.8%	23	0.2%	27	0.9%	105	0.3%
Education Institutions & Libraries	29	3.4%	966	9.6%	111	3.5%	5,652	14.3%
Other Services	241	28.7%	1,691	16.9%	860	27.4%	6,100	15.5%
Government	28	3.3%	1,114	11.1%	83	2.6%	2,574	6.5%
Unclassified Establishments	57	6.8%	151	1.5%	209	6.6%	476	1.2%
Totals	841	100.0%	10,013	100.0%	3,143	100.0%	39,398	100.0%

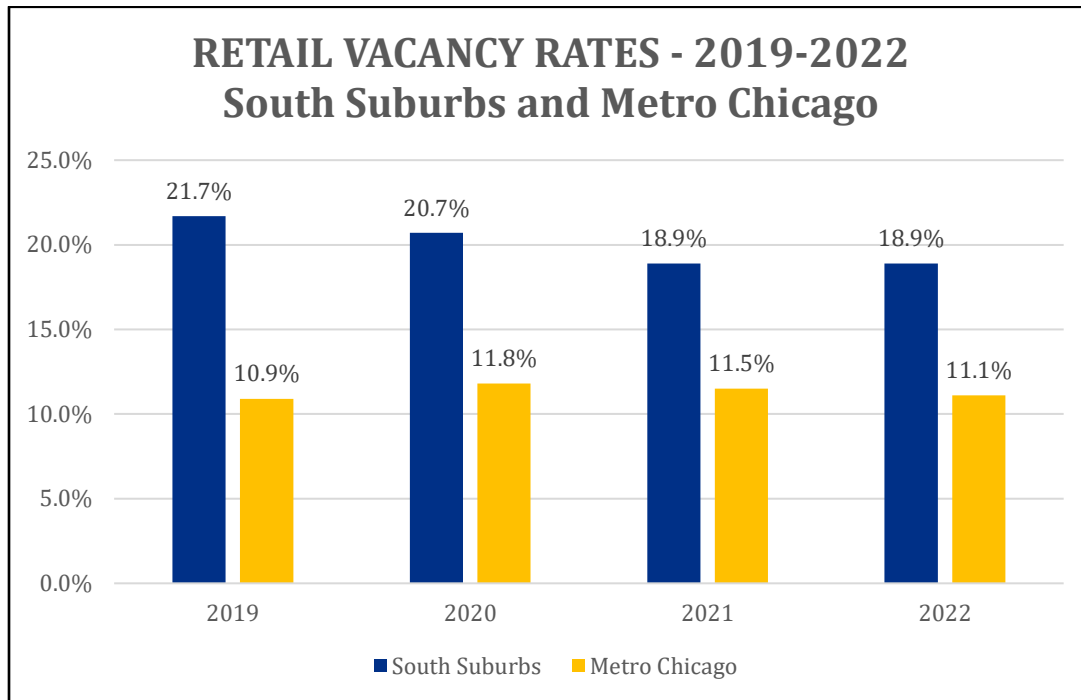
Source: Copyright 2022 Data Axle, Inc. All rights reserved. Esri Total Residential Population forecasts for 2022.

Date Note: Data on the Business Summary report is calculated using Esri's data allocation which uses census block groups to allocate business summary data to custom areas.

South Suburban Retail Market Trends

Richton Park is part of the South Suburbs sub-market as delineated by commercial real estate firm CBRE. According to the most recently available data in early 2022, the retail vacancy rate in the South Suburbs was 18.9%, a decrease since 2019 when it was 21.7%. Though the rate has improved over the past three years, it still remains very high. In comparison, the overall suburban Chicago vacancy rate was 11.1% in 2022. Figure 3 below shows these trends.

Figure 4



Source: CBRE and Kretchmer Associates

Net asking rents (before pass-throughs to the tenant for real estate taxes, common area maintenance and insurance) have declined in the past three years, ranging from \$14.54-18.86 in the South Suburbs as of 2022. This is lower than the suburbs overall where net rents ranged from \$17.16-20.87. The South Suburbs are at a competitive disadvantage in attracting retailers due to high property taxes. Since retail rents are typically quoted on a triple net basis in which the tenant pays extra for its pro rata share of real estate taxes, common area maintenance, and property insurance, the rents that a landlord can charge have to be lower to account for the high taxes. This further dampens interest from potential developers in South Cook County sites. Brokers indicated that it is not unusual to have the additional charge for real estate taxes, common area maintenance and insurance as high as \$15 per square foot, making it very difficult for a landlord to find tenants able to pay those rates. When taxes are high, rents need to be lower to keep occupancy costs affordable for retailers. Retail rents including pass-throughs should be no more than 10-12% of a business's sales to be manageable.

Sales Taxes and Retail Sales Trends in Richton Park and Nearby Communities

Richton Park registered a significant increase in its 1% share of the retail sales tax (excluding the home rule sales tax) between 2018 and 2022. The largest single category is General Merchandise which includes Walmart and the

dollar stores and accounted for 57% of the village’s sales tax receipts. Next highest was the Drugs and Miscellaneous category, followed by Drinking and Eating Places. Of note, the village’s taxes in the Drugs and Miscellaneous category grew by 159% over this four-year period, due primarily to passage of a state law requiring companies such as Amazon to pay sales taxes where goods are shipped. As such, the increase was not due to the addition of new brick and mortar retailers. Table 14 below shows these trends.

It is also useful to look at the per capita retail sales to see how Richton Park is doing compared to its neighbors. This is a measure of the retail sales attributable to a municipality divided by the municipality’s population. Looking only at consumer retail sales (excluding Agriculture and Manufacturers), total 2022 consumer retail sales based on sales tax receipts shown above were \$121 million. Richton Park's sales were \$9,543 per person, much higher than neighboring Park Forest (\$2,558), but well below that of Matteson (\$39,817). Per capita sales were also higher in Olympia Fields and Flossmoor, though those communities have much smaller populations. The one category in which Richton Park exceeded three of the four communities (other than Olympia Fields) was General Merchandise with sales of \$5,726 per capita. (Olympia Fields’s sales in this category, due also to Walmart, were slightly lower than Richton Park’s, but its population is very small.) This shows the extent to which Walmart is attracting shoppers from outside of the village, but also how much Matteson is capturing from non-residents in other categories. Table 15 below shows these comparisons.

Table 14

RICHTON PARK 1% SALES TAX RECEIPTS, 2018-2022*

Category	2022	2020	2018	Change 2018- 22	
General Merchandise	\$726,209	\$668,262	\$0	\$726,209	100%
Food	49,592	38,129	36,761	12,831	35%
Drinking and Eating Places	117,049	120,044	144,469	-27,421	-19%
Apparel	5,009	365	109	4,900	4493%
Furniture & H.H. & Radio	5,562	0	0	5,562	100%
Lumber, Bldg, Hardware	86	0	0	86	100%
Automotive & Filling Stations	90,787	66,915	59,652	31,135	52%
Drugs & Misc. Retail	216,009	69,326	83,300	132,709	159%
Agriculture & All Others	71,980	67,698	30,919	41,061	133%
Manufacturers	<u>799</u>	<u>161</u>	<u>230</u>	<u>570</u>	248%
Total	1,283,081	1,034,208	1,029,319	253,763	25%

* Does not include home rule sales taxes

Source: Illinois Department of Revenue; Kretchmer Associates

Retail Goods and Services Expenditures

VSKA obtained estimates of expenditures on retail goods and services by residents of the village, as well as for the area within a 5- and 10-minute drive. Within the 5-minute drive time, the population and household counts are more than double the number in the village and are nine times greater within a 10-minute drive. Incomes are

slightly higher in the 10-minute area than in the village or 5-minute area. Richton Park’s age profile is slightly younger than these other areas. Table 16 provides a summary of the key demographics for the three areas.

Table 15

2022 RETAIL SALES IN RICHTON PARK AND NEARBY COMMUNITIES

Population and Retail Sales	Richton Park	Park Forest	Matteson	Olympia Fields	Flossmoor
Population (2022 Estimate)	12,682	21,514	19,045	4,622	9,498
Total Consumer Retail Sales	\$121,030,234	\$55,036,037	\$758,313,961	\$141,025,393	\$107,443,821
Per Capita Consumer Retail Sales	\$9,543	\$2,558	\$39,817	\$30,512	\$11,312
Eating and Drinking	\$11,704,861	\$1,689,127	\$48,794,364	\$2,269,522	\$13,433,873
Per Capita Eating and Drinking Sales	\$923	\$79	\$2,562	\$491	\$1,414
Automotive	\$9,078,653	\$3,243,029	\$397,215,117	\$16,698,660	\$3,740,498
Per Capita Automotive Sales	\$716	\$151	\$20,857	\$3,613	\$394
Food	\$4,959,241	\$10,063,079	\$66,569,976	\$7,241,700	\$5,918,109
Per Capita Food Sales	\$391	\$468	\$3,495	\$1,567	\$623
Drugs and Miscellaneous Sales	\$21,600,868	\$37,705,750	\$134,283,835	\$45,572,231	\$27,167,194
Per Capita Drugs and Miscellaneous Sales	\$1,703	\$1,753	\$7,051	\$9,860	\$2,860
General Merchandise	\$72,620,896	\$1,296,095	\$15,362,346	\$68,656,109	\$53,754,634
Per Capita General Merchandise Sales	\$5,726	\$60	\$807	\$14,854	\$5,660

Source: Illinois Department of Revenue, Esri population estimates, Kretchmer Associates

Table 16

RICHTON PARK, 5- AND 10- MINUTE DRIVE TIME DEMOGRAPHIC SUMMARY

	<u>Village of Richton Park</u>		<u>5- Minute Drive Time</u>		<u>10- Minute Drive Time</u>	
	<u>2022</u>	<u>2027</u>	<u>2022</u>	<u>2027</u>	<u>2022</u>	<u>2027</u>
Population	12,680	12,689	30,496	29,981	119,628	117,372
Households	5,066	5,089	11,831	11,693	45,207	44,610
Families	3,471	3,496	7,849	7,764	30,676	30,257
Median Age	37.5	39.0	39.1	40.0	39.9	40.6
Median Household Income	\$71,368	\$85,961	\$71,399	\$85,036	\$76,001	\$87,522

Source: Esri

Esri provides estimates of the 2022 expenditures on retail goods and services for the three areas based on the incomes and age of residents, derived from the national 2018-2019 Consumer Expenditure Survey by the Bureau of Labor Statistics. Table 17 below shows the data for average household expenditures and the total expenditures for all households in these areas. Given the slightly higher median income in the 10-minute drive area, the average household expenditures are higher than in the village or 5-minute drive area.

The largest total retail expenditure categories for residents of the village are:

Food at Home	\$26 million
Food Away from Home	\$18 million
Entertainment and Recreation	\$15 million
Gasoline and Motor Oil	\$11 million
Apparel and Services	\$10 million

Table 17

**RIGHTON PARK, 5- AND 10-MINUTE DRIVE TIME
2022 RETAIL GOODS AND SERVICES EXPENDITURES BY RESIDENTS**

Type of Expenditure	<u>Village of Richton Park</u>		<u>5- Minute Drive Time</u>		<u>10- Minute Drive Time</u>	
	Average HH		Average HH		Average HH	
	Amount Spent	Total	Amount Spent	Total	Amount Spent	Total
Apparel and Services	\$2,021	\$10,238,050	\$2,046	\$24,205,474	\$2,251	\$101,779,874
Men's	\$383	\$1,940,019	\$387	\$4,574,769	\$429	\$19,408,060
Women's	\$702	\$3,555,042	\$720	\$8,516,180	\$792	\$35,782,325
Children's	\$297	\$1,505,173	\$293	\$3,462,919	\$324	\$14,626,442
Footwear	\$482	\$2,442,852	\$488	\$5,770,554	\$534	\$24,159,226
Watches & Jewelry	\$122	\$617,267	\$123	\$1,460,351	\$134	\$6,067,263
Apparel Products and Services	\$52	\$264,600	\$53	\$627,590	\$58	\$2,599,308
Entertainment & Recreation	\$2,988	\$15,139,506	\$3,062	\$36,232,219	\$3,387	\$153,107,146
Fees and Admissions	\$688	\$3,485,992	\$695	\$8,219,618	\$779	\$35,226,449
TV/Video/Audio	\$1,118	\$5,664,384	\$1,158	\$13,701,003	\$1,265	\$57,186,128
Toys/Games/Crafts/Hobbies	\$109	\$554,023	\$111	\$1,308,299	\$122	\$5,513,058
Recreational Vehicles and Fees	\$103	\$520,205	\$105	\$1,243,787	\$116	\$5,251,999
Sports/Recreation/Exercise Equipment	\$159	\$804,004	\$157	\$1,855,828	\$177	\$7,979,605
Photo Equipment and Supplies	\$43	\$217,059	\$43	\$507,568	\$48	\$2,165,383
Reading	\$94	\$475,793	\$98	\$1,155,598	\$109	\$4,921,368
Computer						
Computers and Hardware for Home Use	\$153	\$774,546	\$154	\$1,827,223	\$174	\$7,880,824
Portable Memory	\$4	\$20,630	\$4	\$49,216	\$5	\$206,006
Computer Software	\$9	\$44,624	\$9	\$105,591	\$10	\$452,317
Computer Accessories	\$17	\$87,864	\$18	\$209,450	\$20	\$887,442
Food	\$8,646	\$43,798,321	\$8,816	\$104,303,435	\$9,739	\$440,256,456
Food at Home	\$5,098	\$25,828,207	\$5,216	\$61,707,986	\$5,752	\$260,032,631
Food Away from Home	\$3,547	\$17,970,114	\$3,600	\$42,595,449	\$3,987	\$180,223,826
Alcoholic Beverages	\$590	\$2,987,336	\$607	\$7,182,552	\$670	\$30,281,619

Type of Expenditure	Village of Richton Park		5- Minute Drive Time		10- Minute Drive Time	
	Average HH	Total	Average HH	Total	Average HH	Total
	Amount Spent		Amount Spent		Amount Spent	
Health						
Nonprescription Drugs	\$140	\$709,841	\$147	\$1,738,579	\$161	\$7,297,124
Prescription Drugs	\$313	\$1,586,870	\$333	\$3,936,755	\$360	\$16,294,670
Eyeglasses and Contact Lenses	\$91	\$460,883	\$94	\$1,106,216	\$102	\$4,631,284
Household Furnishings and Equipment						
Household Textiles	\$95	\$482,916	\$97	\$1,147,030	\$107	\$4,854,957
Furniture	\$606	\$3,072,328	\$617	\$7,294,571	\$680	\$30,746,666
Rugs	\$30	\$152,787	\$31	\$364,629	\$34	\$1,533,244
Major Appliances	\$358	\$1,814,924	\$367	\$4,347,015	\$406	\$18,351,252
Housewares	\$81	\$411,896	\$82	\$975,847	\$92	\$4,160,259
Small Appliances	\$49	\$246,819	\$50	\$590,734	\$55	\$2,504,148
Luggage	\$16	\$80,070	\$16	\$187,752	\$18	\$800,551
Telephones and Accessories	\$96	\$484,613	\$97	\$1,143,851	\$106	\$4,810,258
Household Operations						
Child Care	\$497	\$2,517,730	\$488	\$5,777,394	\$546	\$24,660,399
Lawn and Garden	\$461	\$2,335,603	\$484	\$5,722,618	\$533	\$24,109,480
Housekeeping Supplies						
	\$739	\$3,745,655	\$759	\$8,983,679	\$834	\$37,682,267
Personal Care Products						
	\$468	\$2,371,156	\$478	\$5,649,495	\$528	\$23,852,621
School Books and Supplies						
	\$121	\$611,293	\$121	\$1,435,121	\$136	\$6,140,814
Smoking Products						
	\$362	\$1,833,328	\$381	\$4,506,785	\$408	\$18,446,707
Transportation						
Gasoline and Motor Oil	\$2,215	\$11,219,529	\$2,272	\$26,875,130	\$2,520	\$113,930,565
Vehicle Maintenance and Repairs	\$1,036	\$5,248,769	\$1,064	\$12,593,618	\$1,177	\$53,194,351

Source: Esri

While sales based on the village's sales tax receipts indicate a low capture of retail sales in the Food category (\$5 million), Walmart (whose sales are in the General Merchandise category) most likely captures a large share of residents' food expenditures. Eating and drinking sales of almost \$12 million in the village show that the village captures a relatively large share of total expenditures in the Food Away from Home category (67%). Apparel sales are minimal in the village, but again, a portion of apparel expenditures are likely being made at Walmart. Sales of toys, sports and recreation equipment, books, computers, lawn and garden, and household supplies are also likely going to Walmart.

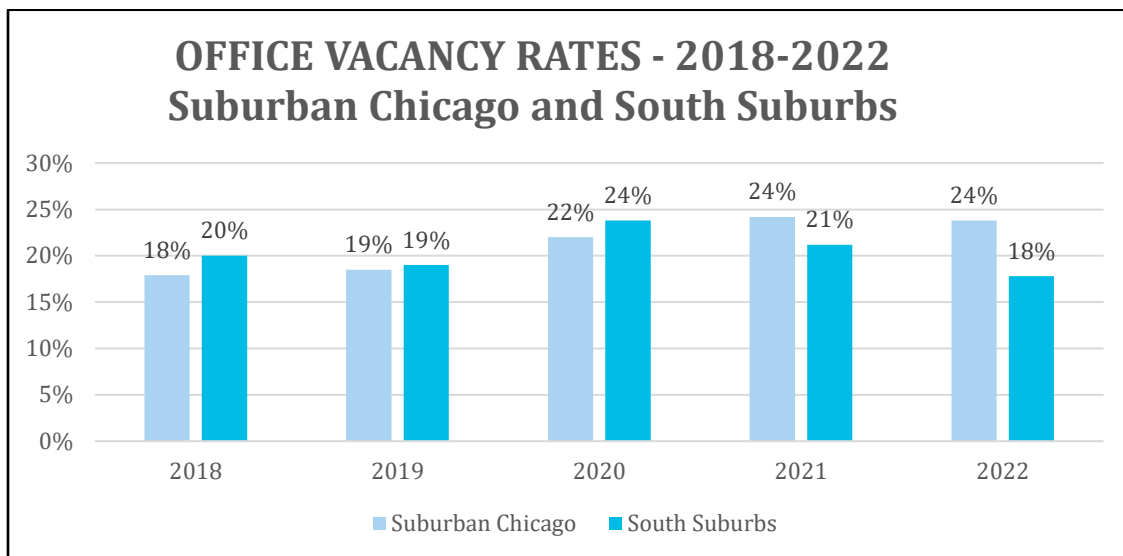
Implications for Retail Development in the TOD Area

There is a need for additional retail stores, restaurants, and personal services to serve the existing population in Richton Park and there has been growing interest from businesses in locating in the village. The TOD Area is a good location for more retail and restaurant activity. A former resident of the area purchased property to open a vegan bakery/restaurant, which will be an excellent addition, offering a product not currently available. Further west on Sauk Trail and Cicero Avenue, the village's first new multi-tenant building in more than 30 years is under construction and will house regional and national tenants. In addition, the village welcomed Starbucks on Sauk Trail west of Cicero Avenue, which sends a positive message to other potential retailers.

OFFICE MARKET

The South Suburbs represent a small share of the total suburban Chicago office market with only 2.9 million square feet, of which only 12% is considered Class A according to CBRE. The 2022 year-end vacancy rate is 17.8%, better than the overall suburban Chicago rate of 23.8%, but still quite high. Most of the space is targeted to professionals and service-oriented businesses. With so much vacant office space in the South Suburbs and throughout the metro area, and more companies allowing employees to work from home at least part-time, demand for traditional office space is down considerably. The average asking gross lease rate (including real estate taxes, common area maintenance and insurance) in the South Suburbs is lower than the Chicago suburbs overall - \$18.75 vs. \$24.84, making the area more affordable. However, there is little newer space, also accounting for the lower overall rents.

Figure 5



Source: CBRE; Kretchmer Associates

Richton Park has very limited office space. According to the business summary shown earlier, there are only 23 businesses in Finance, Insurance and Real Estate, and another 14 in Health Services, all of which have some office space needs. In addition, the Village's business license list includes 32 home-based businesses and businesses in co-working spaces.

Construction of new space for the general office market is unlikely to occur spontaneously in the South Suburbs. However, medical office space is growing in the metro area, fueled by hospitals expanding their outpatient facilities. A new urgent care center will be a tenant in the new building under construction on the west side of Richton Park. Allied health care, including physical therapy, dialysis, and mental health services, can occupy space in both office and retail buildings.

Section 2 Appendices

- Photographs of TOD Area Properties
- Photographs of Representative Market-Rate Apartments

TOD Area Properties



SW corner of Governors Highway and Sauk Trail



Strip Mall at 2221 S Governors Highway



Strip Mall at 3911 Sauk Trail



View West on Sauk Trail at 3911 Sauk Trail

TOD Area Properties



Richton Park Plaza



Richton Park Plaza



Richton Park Plaza - Poooyos



22341 S Governors Highway

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TOD Area Properties



N side of Sauk Trail and Richton Square Rd



Chicago Dough Company at 3/6/ Sauk Trail



TOD Area Properties



SE side of Sauk Trail and Ridgeway Ave



NW corner of Sauk Trail and Ridgeway Ave



Aurelio's on NW Corner of Sauk Trail and Ridgeway



NE corner of Sauk Trail and Ridgeway Ave

Representative Market-Rate Apartments



Park Towers



Richton Square



The Hartford (Under Construction in Homewood)



The Boulevard at Central Station (Tinley Park)

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Section 3: Multimodal Transportation

**Existing Conditions Memorandum
Town Center Plan Update, Richton Park, IL**

Existing Transportation Conditions

A balanced, efficient, and well-connected transportation system, particularly within a Transit Oriented Development area, provides access between residential homes and local businesses and the Richton Park Metra Station through a variety of modes that reduces the reliance on a personal vehicle to access the station. The transportation system within the TOD area for the Village of Richton Park consists of an integrated network of roadways, regional public transit services, pedestrian facilities, and an emerging bicycle system.

The Transportation Plan will document all modes of the current transportation system and identify the locations where infrastructure is missing, mobility is impaired, or linkages can be strengthened between the station and the surrounding properties. It will include a sequence of improvements that closes gaps in the system, upgrades infrastructure, conforms with ADA standards, expands modal options, and supports the station's parking needs for the foreseeable future.

The goal of the transportation component of the TOD plan will be to develop a comprehensive multi-modal transportation network around the Metra Station that maintains continuity, maximizes public safety, eliminates access barriers, and accommodates the station's future parking needs. When implemented, the stage would be set for ridership growth at the station and redevelopment opportunities around it.

Past Plans and Studies

The following plans and studies were reviewed in the assessment of the transportation system serving the Village's TOD study area.

- Richton Park Active Transportation Plan (2017)
- Richton Park Capital Improvement Program
- Richton Park Town Center & Station Area Plan (2004)
- Town Center Redevelopment Plan (2007)
- Richton Park Comprehensive Plan (2014)
- Cook County Highway Improvement Program
- Cook County Long Range Plan
- Cook County Transit Plan
- Cook County Bike Plan (2023)
- IDOT Highway Improvement Program
- CMAP *On To 2050 Comprehensive Regional Plan* (2018)
- Metra Capital Plans

Existing Roadway Characteristics

Four roadways currently accommodate continuous vehicular traffic through the TOD study area. These roadways include Governors Highway, Sauk Trail, Richton Square Road, and Main Street. The remainder of the roadways are local roads, providing access to the study area's predominantly residential land-uses. The following describes the characteristics of the roadway network serving the TOD study area.

Jurisdiction

Governors Highway is under the jurisdiction of the Illinois Department of Transportation (IDOT) and Sauk Trail is under the jurisdiction of the Cook County Department of Transportation and Highways (DoTH). All of the other roadways within the study area are under the jurisdiction of the Village of Richton Park. The village will need to maintain coordination with IDOT and Cook County in order to accomplish the goals and objectives of the TOD Plan that will ultimately improve access to the Metra station.

Functional Classification

Roadways have two basic functions: to provide mobility and to provide land access. For planning and design purposes, roadways are classified in a hierarchical structure by function to define their role in the transportation system and their eligibility for certain types of federal transportation funds. Four general functional classifications are typically used, including freeways, arterials, collectors, and local roads. Arterials and collectors are commonly subdivided into major and minor designations based on location, service function and design features (i.e., right-of-way, road capacity, continuity within system, speed limits, parking controls, traffic signal spacing, etc.). Each roadway classification serves as a collecting/distributing facility for the next higher classification in the system.

There are no freeways or major arterials within the TOD study area. The following summarizes the functional classification system of the roadways within the TOD study area and describes these thoroughfares based on their context and design features. **Table 1** provides a listing of these roads along with the jurisdictional ownership and available annual average daily traffic volume (AADT). **Table 2** summarizes the volume to capacity (V/C) ratios for the roadway sections that have AADT volumes. **Exhibit 1**, illustrates the TOD area roadway network, functional classification, AADT volumes. All exhibits are included in the Appendix.

Minor Arterials

Minor arterial roads augment the major arterial roads by accommodating somewhat shorter trips to and from residential neighborhoods, commercial areas, employment centers and recreational facilities at the community level. As such, operating speeds and road capacity may be less than that of the major arterial roads, with less stringent controls on property access. Minor arterial roads in the TOD study area include Governors Highway and Sauk Trail which carry traffic volumes ranging from 7,800 to 27,300 vehicles per day. Within the TOD area, Governors Highway provides a four-lane cross section which widens to provide exclusive left-turn lanes at Sauk Trail. Sauk Trail provides a five-lane cross section with left-turn lanes provided at all major intersections. Parking is not permitted on either side of the minor arterial roadways.

Table 1
TOD AREA ROADWAYS
FUNCTIONAL CLASSIFICATION, JURISDICTION AND TRAFFIC VOLUMES

Functional Classification	Roadway	Jurisdiction	Annual Average Daily Traffic ¹
Minor Arterials	Governors Highway	IDOT	7,800 – 20,600
	Sauk Trail	Cook County DTH	25,200 – 27,300
Collectors	Richton Square Road	Richton Park	2,550
	Main Street	Richton Park	2,700
	Poplar Avenue	Richton Park	1,300
Key Local Roads	Richton Road	Richton Park	n/a
	Clark Drive	Richton Park	n/a
	Ridgeway Avenue	Richton Park	n/a
	Maple Avenue	Richton Park	n/a

¹ Source: Illinois Department of Transportation n/a – not available

Table 2
TOD AREA ROADWAYS – VOLUME TO CAPACITY (V/C) RATIOS

Roadway	Annual Average Daily Traffic ¹	Theoretical Daily Capacity	Volume to Capacity Ratio
Governors Highway – North of Sauk Trail	20,600	25,900	0.79
Governors Highway – South of Sauk Trail	7,800	25,900	0.30
Sauk Trail – East of Governors Highway	27,300	30,000	0.91
Sauk Trail – West of Governors Highway	25, 200	28,000	0.90
Richton Square Road	2,550	14,000	0.18
Main Street	2,700	12,000	0.23
Poplar Avenue	1,300	12,000	0.11

Collectors

The collector road system is designed to support the arterial road network. Collector roads consist of medium-capacity, medium volume roads that have limited continuity and serve to distribute traffic between the higher-level arterials and the lower-level local roads. Collector roads typically operate with lower speeds than arterial roads and provide some direct land access but to a more limited degree than local roads. Major collector roads in TOD study area include Richton Square Road, which has a three-lane cross section. Minor collector roads in the TOD area include Main Street (north of Sauk Trail) and Poplar Avenue which have a two-lane cross section. The collector roadways carry traffic volumes ranging from 1,300 to 2,700 vehicles per day.

Local Roads

Local roads provide direct access to private property and connect with the arterial and collector roads. Trip lengths on local roads are typically short and volumes and speeds are typically low. All remaining roadways in the TOD study area not mentioned above are classified as local roads and are generally two-lane roadways with parking permitted on one or both sides of the road except for Maple Avenue, which does not permit parking on either side of the roadway.

Truck Routes

There are no State-designated truck routes or local truck routes within the TOD study area.

Traffic Controls

The TOD study area has six traffic signal-controlled intersections. Two of the signalized intersections are located on Governors Highway and are under IDOT jurisdiction and the other four signalized intersections are located on Sauk Trail and are under CCDTH jurisdiction. The majority of the other intersections within the TOD study area are under either stop sign or yield sign control. **Exhibit 2** illustrates TOD area existing traffic control and speed limits.

Public Transit

Public transportation service in the TOD study area is provided by Metra which offers a transportation alternative for Village residents, particularly those that travel between the Village and the City of Chicago.

Metra Commuter Railway



The Metra Electric District (ME) line services the Village of Richton Park and connects Millennium Station in downtown Chicago with the University Park Station. The ME line splits near West Pullman and South Shore where it branches towards Blue Island and South Chicago, respectively. The nearest ME stations to Richton Park are located north of the Village in Matteson and south of the Village in University Park. Currently, there are 27 inbound trains and 26 outbound trains with stops in Richton Park on a weekday, 21 inbound trains and 26 outbound trains with stops in Richton Park on a Saturday, and on 12 inbound trains and 12 outbound trains with stops in Richton Park on a Sunday.

The Regional Transportation Authority Mapping and Statistics (RTAMS) database indicates that the Richton Park Metra station served approximately 1,000 riders per day when the last ridership data was collected in 2018 with ridership trends consistent with typical commute patterns (most riders boarding inbound trains during the morning peak period and alighting outbound trains during the evening peak period). Metra officials indicate that Metra ridership systemwide is currently approximately 60 percent of pre-COVID-19 levels.

Table 3 summarizes the historic boarding and alighting data for the Richton Park Station and the estimated Year 2023 ridership. **Figure 1** illustrates the historic boarding and alighting data. The data indicates that ridership levels at the Richton Park Metra station have been trending downward since 2006. Metra ridership estimates from 2022 reflect a further decline from 2018 levels.

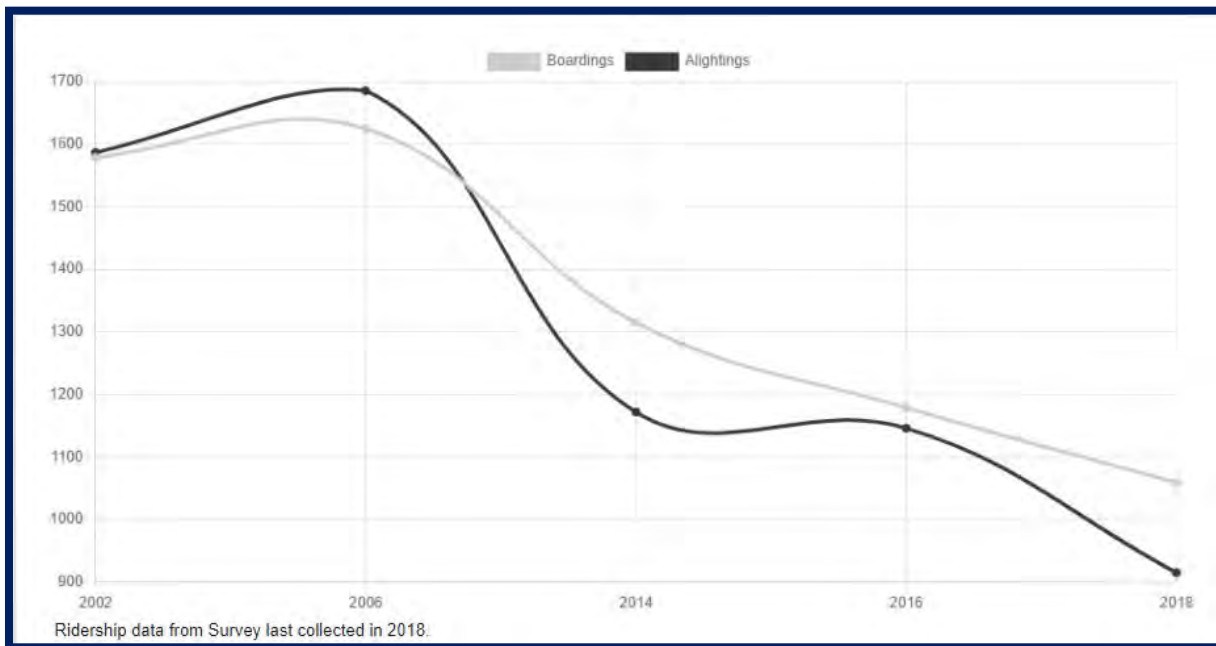
Table 3

HISTORICAL METRA RIDERSHIP AT RICHTON PARK STATION

Year	Boardings	Alightings
2002 ¹	1579	1587
2006 ¹	1625	1686
2014 ¹	1315	1172
2016 ¹	1179	1146
2018 ¹	1059	915
2023 ²	635	549

¹ Source: Regional Transportation Authority Mapping and Statistics (RTAMS)

² Based on ridership estimates by Metra officials as compared to ridership pre-COVID-19



Ridership Trends – Richton Park

Figure 1



The station is served by five parking lots including two daily fee lots, two monthly permit lots, and one quarterly permit lot. The combined capacity of all five lots is 1,043 parking spaces. Based on a spot parking survey conducted by KLOA, Inc. in June 2023, a total of 198 vehicles were parked in the parking lots for a parking utilization of 19 percent of capacity. **Table 4** summarizes the spot parking survey and historic parking survey data available from the RTAMS database. As can be seen from Table 4, the parking demand at the Richton Park Metra station has seen a gradual decrease between 2003 and 2019. However, since the COVID-19 pandemic, the parking demand has decreased significantly and has yet to fully recover, with an approximate 62 percent decrease compared to 2019 parking surveys and 78 percent decrease compared to

2003 parking surveys.

Table 4
METRA PARKING UTILIZATION AT RICHTON PARK STATION

Year	Observed Use ¹
2003	890
2007	869
2008	834
2011	667
2012	673
2013	657
2014	604
2015	558
2016	550
2019	526
2023	198

¹ Source: RTAMS for Years 2003 to 2019 and KLOA, Inc for Year 2023
Approximate Capacity: 1043 spaces

Pace Suburban Bus

Currently, the Village is not served by a Pace suburban bus route. Formerly, Route 362 (South Park Forest) served the TOD study area via Sauk Trail with a terminus stop at the Richton Park Metra Station. However, this route was discontinued in March 2019 due to ongoing low ridership and performance issues. Prior to its discontinuation, total ridership was seven riders on three different bus runs.

The Village, in partnership with Rich Township and Pace, provides a scheduled curb-to-curb service for seniors age 55 and older and those with disabilities from Carriage Creek Apartments, Park Towers Apartments and Cedar Ridge Apartments. Park Towers Apartments are located within the TOD area located just north of the Metra Station, and Carriage Creek Apartments and Cedar Ridge Apartments are located on the fringe of the TOD area to the southwest and south respectively.

Bicycle and Pedestrian System

The pedestrian system within the TOD study area is extensive and consists of sidewalks along one side or both sides of most of the arterial and collector roadways, and within the residential neighborhoods located in the northwest and southeast quadrants of the intersection of Governors Highway and Sauk Trail. While the system reaches much of the community, there are still gaps to be filled to complete the network, particularly within the residential areas located on the east side of the Metra Electric railroad tracks and bounded by Sauk Trail on the south and Main Street on the east. The bicycle system is in the development stages and is currently limited to a multi-use path along Poplar Avenue and Richton Road and a multi-use path system within Rudolph A. Brnovich Park located to the southeast of the TOD area.

Bicycle Facilities

The TOD study area is currently served by two multi-use paths. The first is located on the north side of Poplar Avenue between Kostner Avenue and Richton Road where it extends south along the east side of Richton Road to the Richton Park Metra Parking Lot 3. The multi-use path crosses Governors Highway at its signalized intersection with Poplar Avenue in which a high visibility crosswalk and pedestrian countdown signals are provided on the north leg of the intersection (as pictured to the right). This path is approximately 10 feet wide with a striped centerline and is made of asphalt.



The second is located at the terminus of Millard Avenue south of Jackson Avenue which extends south to Lawndale Avenue, just north of Lee Avenue. As pictured to the right, the multi-use path splits into two directions at the terminus of Millard Avenue. The closest regional trail to the TOD area is the Old Plank Trail located approximately 4,000 feet north of the Poplar Avenue multi-use path. This path is approximately eight feet wide and is made of asphalt.



It should be noted that the TOD area does not have any other designated bicycle facilities except for the two multi-use paths. Additionally, there is currently no connection between the Richton Road/Poplar Avenue multi-use path and the Oak Plank Road Trail.

Pedestrian System Gaps

The majority of arterial and collector roadways in the TOD study area have sidewalks on one or both sides of the road, except for Governors Highway south of Sauk Trail and north of Maple Avenue. Sidewalks are located on one or both sides of the road within the residential areas in the northwest and southeast quadrants of the TOD study area as well. However, several gaps exist in the sidewalk network, most notably along Maple Avenue west of Governors Highway and Richton Road north of Poplar Avenue. Furthermore, the residential neighborhood bounded by Sauk Trail on the south, Main Street on the East and the Metra railroad tracks on the west/north do not contain any sidewalks. **Exhibit 3** illustrates the existing sidewalk network and gaps within the sidewalk network.

Pedestrian Crossings

The signalized intersections along the Village's arterial and collector roadways are the safest locations for pedestrians and bicyclists to cross the road. Brick paver crosswalks, curb ramps and pedestrian countdown signals are provided at the three main signalized intersections within proximity of the Metra station along Sauk Trail (Governors Highway, Richton Road, and Richton Square Road). The signalized intersection of Governors Highway with Poplar Avenue (which contains the multi-use path) provides a high visibility crosswalk, curb ramps, and pedestrian countdown signals on the north leg of the intersection. While the other two signalized intersections along Sauk Trail provide high visibility crosswalks and curb ramps on at least one leg of the intersection, they do not provide pedestrian countdown signals and the crosswalks are faded and in need of new pavement markings. Only nine of the unsignalized intersections within the TOD study area include crosswalks and these intersections are most notably located along Sauk Trail, Richton Square Road, and Richton Road. Similarly, many of these crosswalks are faded and are in need of new pavement markings or replacement from standard style crosswalks to high visibility crosswalks. Approximately half of the other unsignalized intersections that have sidewalks and curb ramps do not provide crosswalks while the other half of the unsignalized intersections do not provide any sidewalks or curb ramps. **Exhibit 4** illustrates the existing pedestrian crossing facilities within the TOD area.

Within the TOD area, where provided, sidewalks are approximately five feet wide. Along Governors Highway, Sauk Trail, along the east side of Richton Square Road, and at the crosswalks connecting the east and west sides of Richton Square Road, the pedestrian infrastructure appears to be ADA compliant with respect to curb ramping at intersections, crosswalks, and pedestrian signals. However, pedestrian countdown signals are not provided at the

intersections of Sauk Trail with Karlov Avenue and Sauk Trail with Main Street. Within the residential areas that have sidewalks, curb ramping is generally provided but does not appear to be ADA compliant as the ramps do not include warning detectors. Further, it is not known if the grades of the curb ramps meet current ADA requirements.

Pedestrian and Bicycle Facility Plans

The Village's *Active Transportation Plan (2017)* identifies a series of additional improvements to the Village's roadway system to improve bicycle travel, close gaps in the pedestrian network, and improve safety at intersections. The improvements include various types of pedestrian and bicycle facilities to provide an interconnected network that connects commercial corridors, parks, schools, civic facilities, and religious institutions. These recommendations, as listed later in the report, will be incorporated into the Transportation component of the TOD Plan.

Complete Streets

A "complete street" is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists, and pedestrians as well as people with disabilities. IDOT has adopted design policy changes in response to the 2007 Complete Streets state law, which requires the agency to construct bicycle and pedestrian ways when an urban roadway is constructed, reconstructed, or widened. The Village of Richton Park adopted a complete street ordinance in April of 2016.

Crash Data

KLOA, Inc. will obtain crash data at key intersections from the Illinois Department of Transportation to evaluate any trends in crash data that involve pedestrians or bicyclists. These intersections will include the signalized intersections within the TOD area and any intersections identified by public feedback.

Sustainable Vehicles

There are currently no electric vehicle charging stations, car sharing, or bike sharing facilities located within the TOD study area. Electric vehicle charging stations encourage the use of no-emission vehicles which offers environmental benefits to the community. Car sharing and bike sharing facilities can result in reduced auto use and parking needs and can lead to a decrease in household automobile ownership rate and reduced household income costs devoted to transportation.

Vanpool

Pace's vanpool programs include its traditional vanpool program, Metra Feeder Program, Community Vehicle Programs and Employer (Corporate) Shuttle Program. Program participants are provided vans to use to connect with train stations, transportation centers, or common employment centers and residential communities for a more economical, convenient, and environmentally friendly commute to work than driving alone.

Rideshare

Pace RideShare is affiliated with Pace Suburban Bus and is the designated public rideshare administrator for Northeastern Illinois. Pace facilitates a free carpooling and vanpooling matching service through their website,

Key Issues

Based on a review of the existing characteristics of the TOD area and the documents reviewed as part of this report, the following key issues were identified regarding accessibility/connectivity issues and pedestrian safety concerns, multi-modal access to the Richton Park Metra Station, transit amenity needs, pedestrian system gaps, vehicle/pedestrian conflict “hot spot” points, and Metra Station parking surpluses/shortages.

- Significant sidewalk gaps exist in the residential neighborhood bounded by Sauk Trail on the south, Main Street on the East and the Metra railroad tracks on the west/north.
 - Providing sidewalks within this neighborhood would provide access to the existing sidewalk network on Sauk Trail.
 - In conjunction with providing a sidewalk network, pedestrian crossing facilities should be provided.
- The number of access drives along Governors Highway and Sauk Trail creates increased opportunity for pedestrian vehicle conflicts and impact traffic flow along both roads. It should be noted that the number and spacing of the access drives do not meet the typical standards for arterial roads. However, it is common to have a greater number of access drives within commercial areas that consist of many smaller properties.
- The TOD area does not currently have on-street bicycle facilities or bicycle facility connections to the Metra station from the residential areas.
- At 42 feet wide with parking permitted on the east side of the roadway, Richton Square Road has a long pavement width for pedestrians to cross east to west with traffic on Richton Square Road operating under free flow conditions. Standard style crosswalks are only provided within the study area and currently no curb bump-outs/extensions or refuge islands are provided in the study area which reduce the crossing distances for pedestrians.
- Only three of the four TOD area quadrants are served by an off-street multi-use path.
- Not all of the TOD area intersections provide high visibility crosswalks on all four approaches and pedestrian countdown signals.
- Many of the striped crosswalks are faded and are in need of replacement.
- Intersection capacity and safety issues exist at the signalized intersection of Governors Highway with Sauk Trail.
- The current capacity of the one-way Richton Road segment is underutilized and provides for limited access to the Metra Station.

- The arterial roadway segments within the TOD area are nearing their theoretical capacity with volume-to-capacity ratios of 0.79 or higher.

Key Resident Concerns

This section will contain a summary of the concerns raised by residents within the TOD area when survey data becomes available.

Planned & Programmed Transportation Projects

The following transportation projects will benefit the TOD study area and are planned or have been programmed by IDOT, Cook County, CMAP, Metra, and the Village of Richton Park.

Richton Park Active Transportation Plan (2017)

The following describes some previously identified improvements within the TOD area that have not yet been implemented as part of the Richton Park Active Transportation Plan:

- Provide sidewalk within the residential neighborhood bounded by Sauk Trail on the south, Main Street on the East and the Metra railroad tracks on the west/north.
- Provide a sidewalk along both sides of Maple Avenue between its terminus and Governors Highway.
- Fill in the sidewalk gaps along Grant Avenue.
- Provide a side path on Sauk Trail and Governors Highway.
- Connect the Governors Highway side path to the Old Plank Trail and coordinate with University Park to connect the side path to Governors State University
- Provide protected bike lanes on Richton Square Road and provide bike lanes on Main Street.
- Provide a sidewalk on the south side of Sauk Trail between Richton Square Road and Central Park Avenue.
- Provide sidewalk along Central Park Avenue south of Sauk Trail
- Provide pedestrian countdown signals at Sauk Trail with Karlov Avenue and Sauk Trail with Main Street/Central Park Avenue
- Provide pedestrian refuge islands along Sauk Trail and Governors Highway.
- Provide bump-outs/curb extensions to reduce the effective width of the roadway along Richton Square Road
- Convert the roadways segments of Clark Drive, Karlov Avenue, Grant Avenue, and Lawndale Avenue to bicycle boulevards.

modernization, realigning left-turn lanes on all approaches, and provide exclusive right-turn lanes on the eastbound, southbound, and northbound approaches. In conjunction with these improvements a ten-foot shared use path is proposed on the northwest corner of the intersection, a seven-foot sidewalk at the back of curb is proposed on the southeast quadrant of the intersection, and five-foot sidewalk is proposed everywhere else.

Cook County Bike Plan (2023)

The Cook County Bike Plan dated April 2023 recommends creating a connected low-stress bike network which includes the provision of a side path along Sauk Trail which includes the section of Sauk Trail within the TOD area. This side path would extend west into Richton Park and east into the adjoining community of Park Forest.

Metra Capital Improvement Program

The Metra Capital Program for 2023 includes train car improvements, car rehabilitation, and general track and infrastructure improvements for the Metra Electric line. There are no improvements specifically identified for Richton Park Station.

Pace Suburban Bus Service

As previously indicated, Pace service within Richton Park was eliminated due to low ridership. Pace is looking at community-based services as being one alternative to reinstate service and these services can be a good way to grow transit demand. As the TOD area continues to be redeveloped, intersections should be designed to accommodate 40-foot vehicle travel and driveway consolidation should be incorporated to better accommodate Pace bus service. Two plans to review when incorporating redevelopment opportunities include the Pace Transit Supportive Guidelines and the Pace Driving Innovation Plan.

Appendices

Map appendices are provided on the following pages.

Exhibit 1

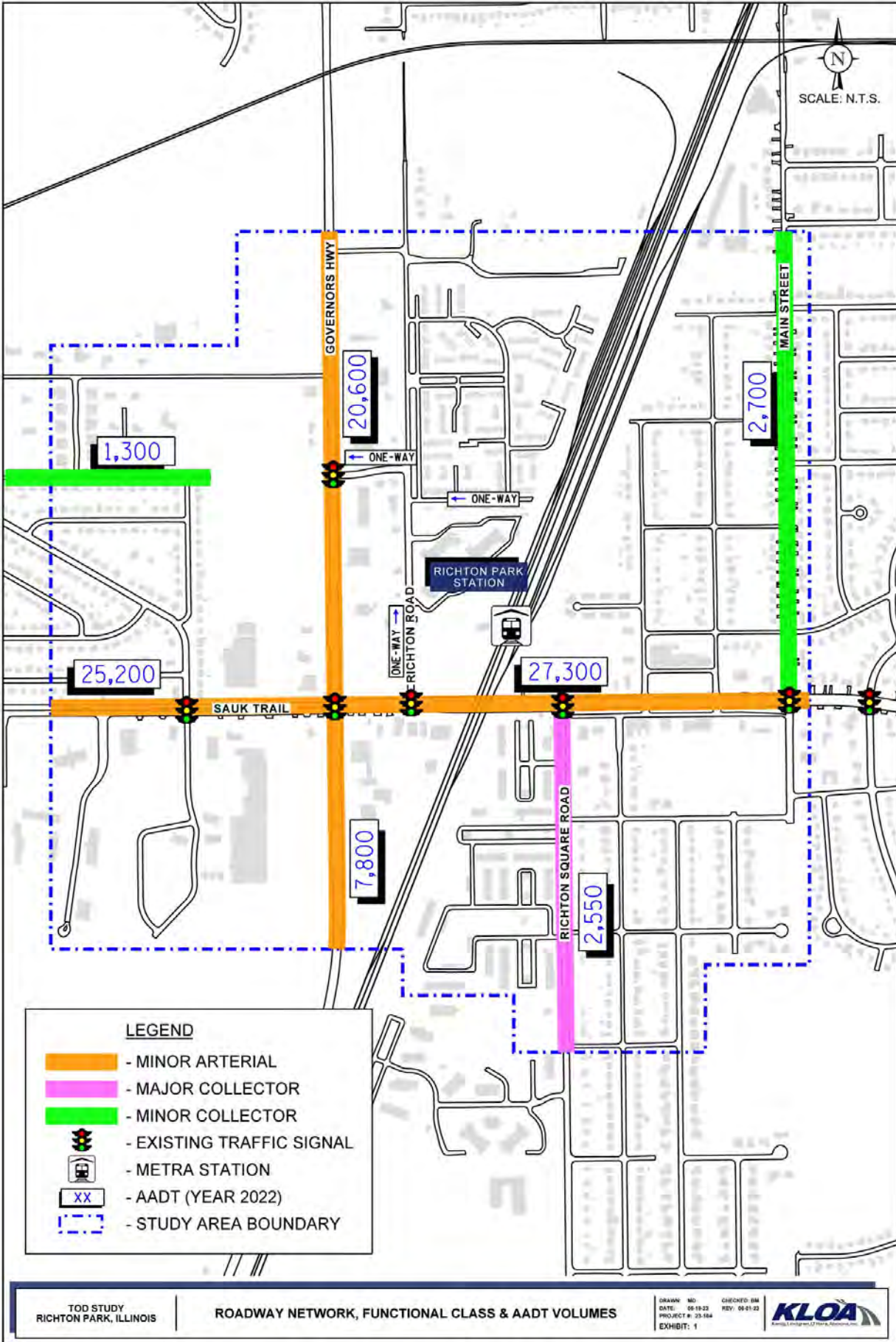


Exhibit 2

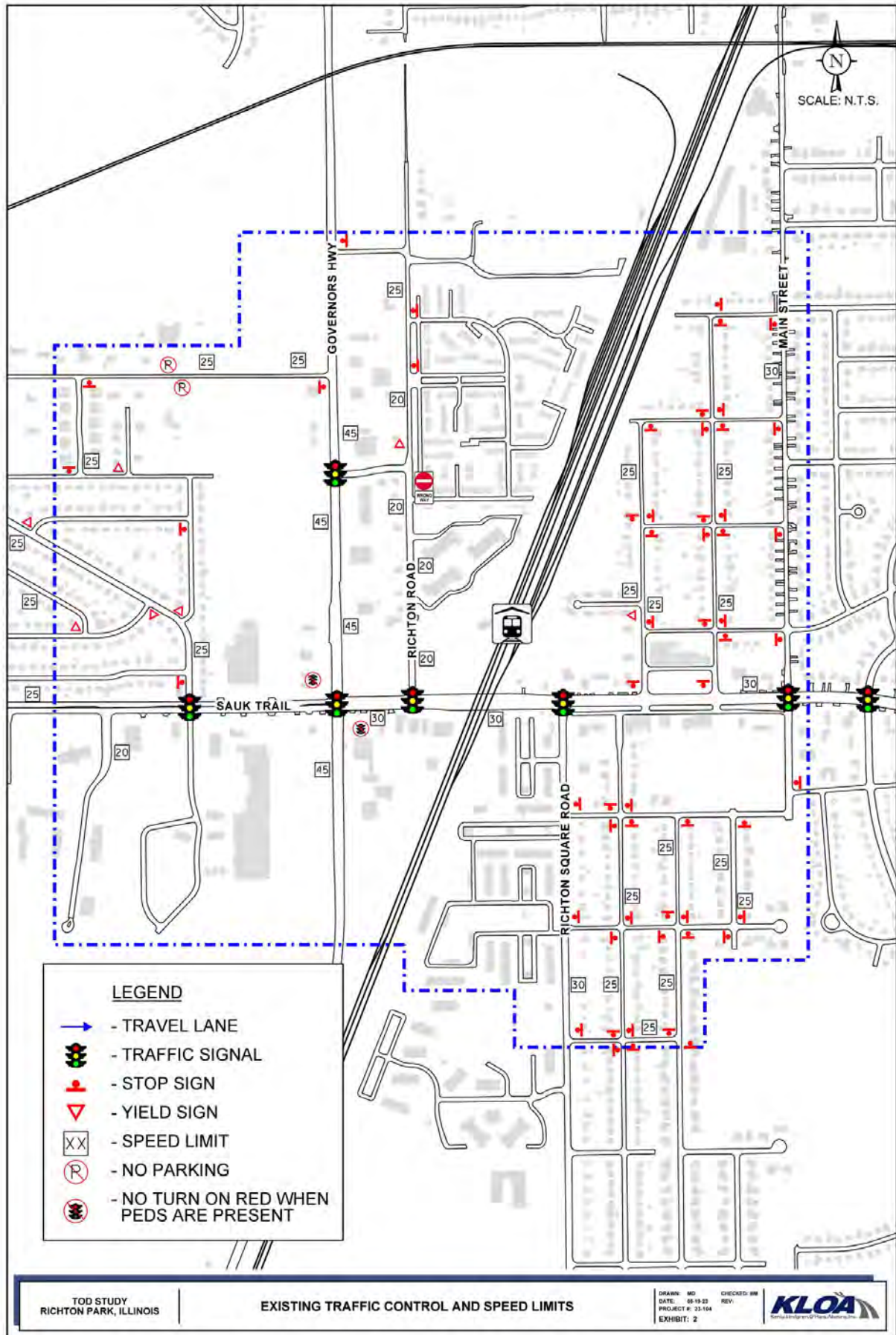


Exhibit 3

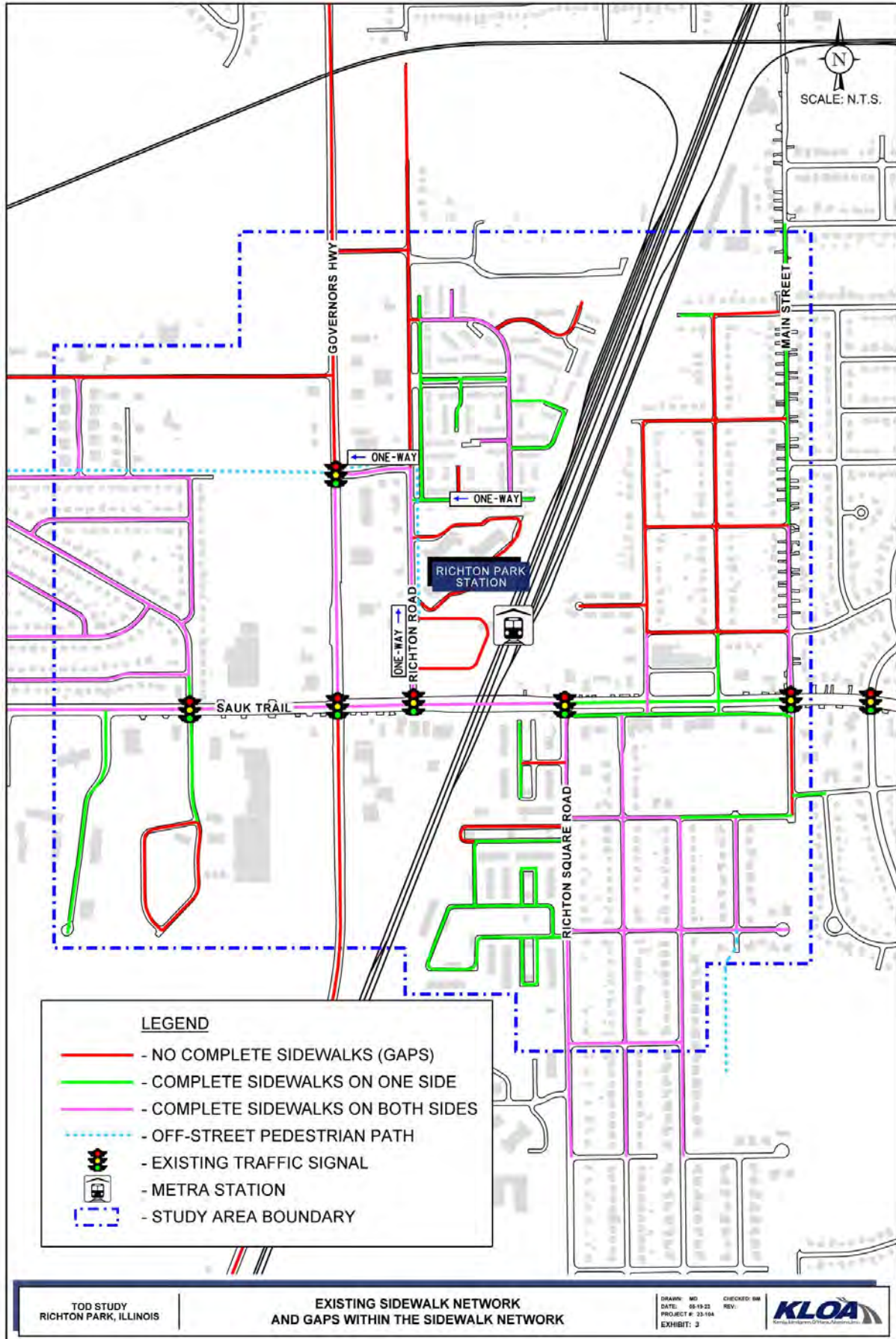


Exhibit 4

