

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

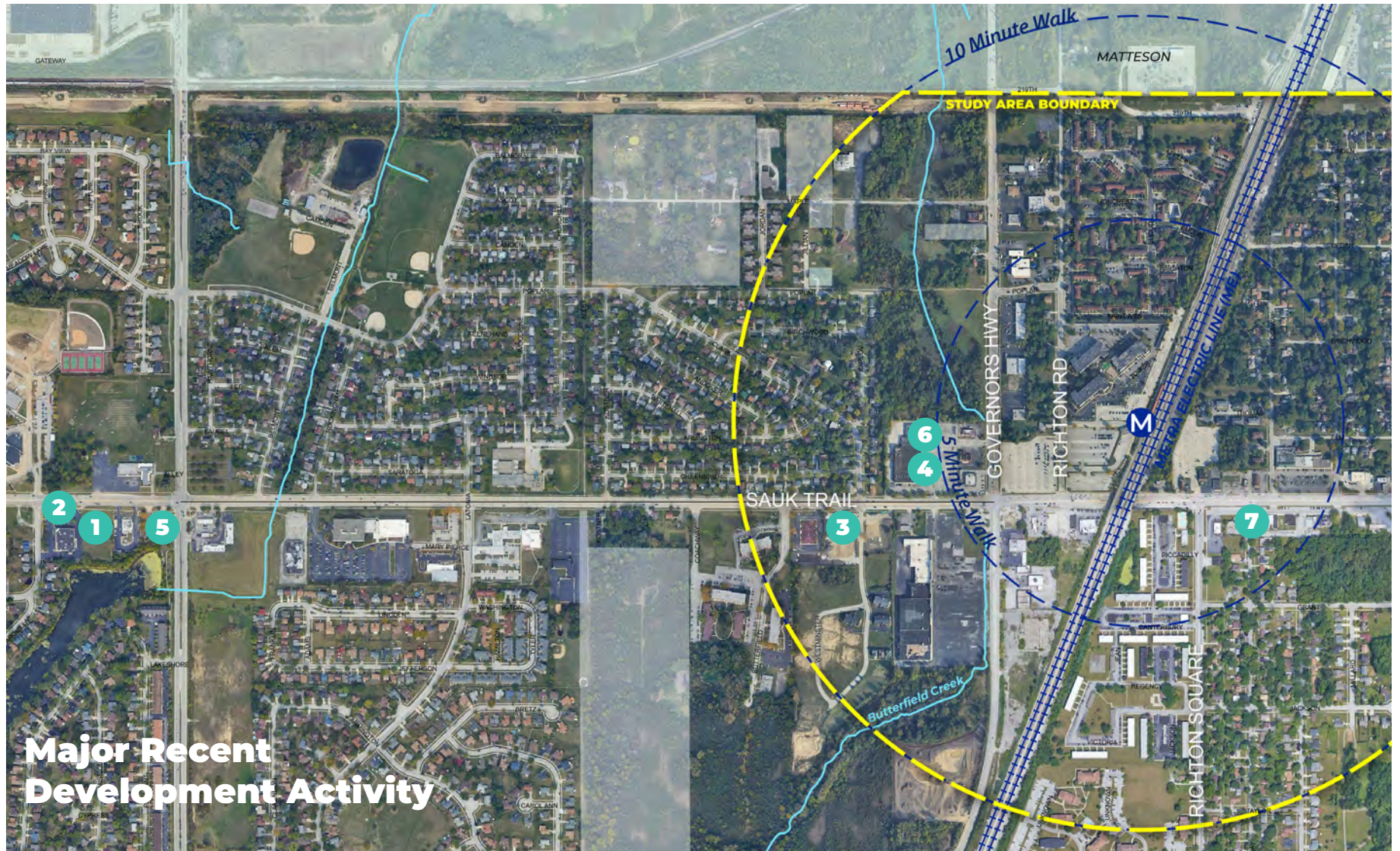
Galaxy Labs Cannabis Dispensary, 22214 Governors Hwy, 2024

- 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

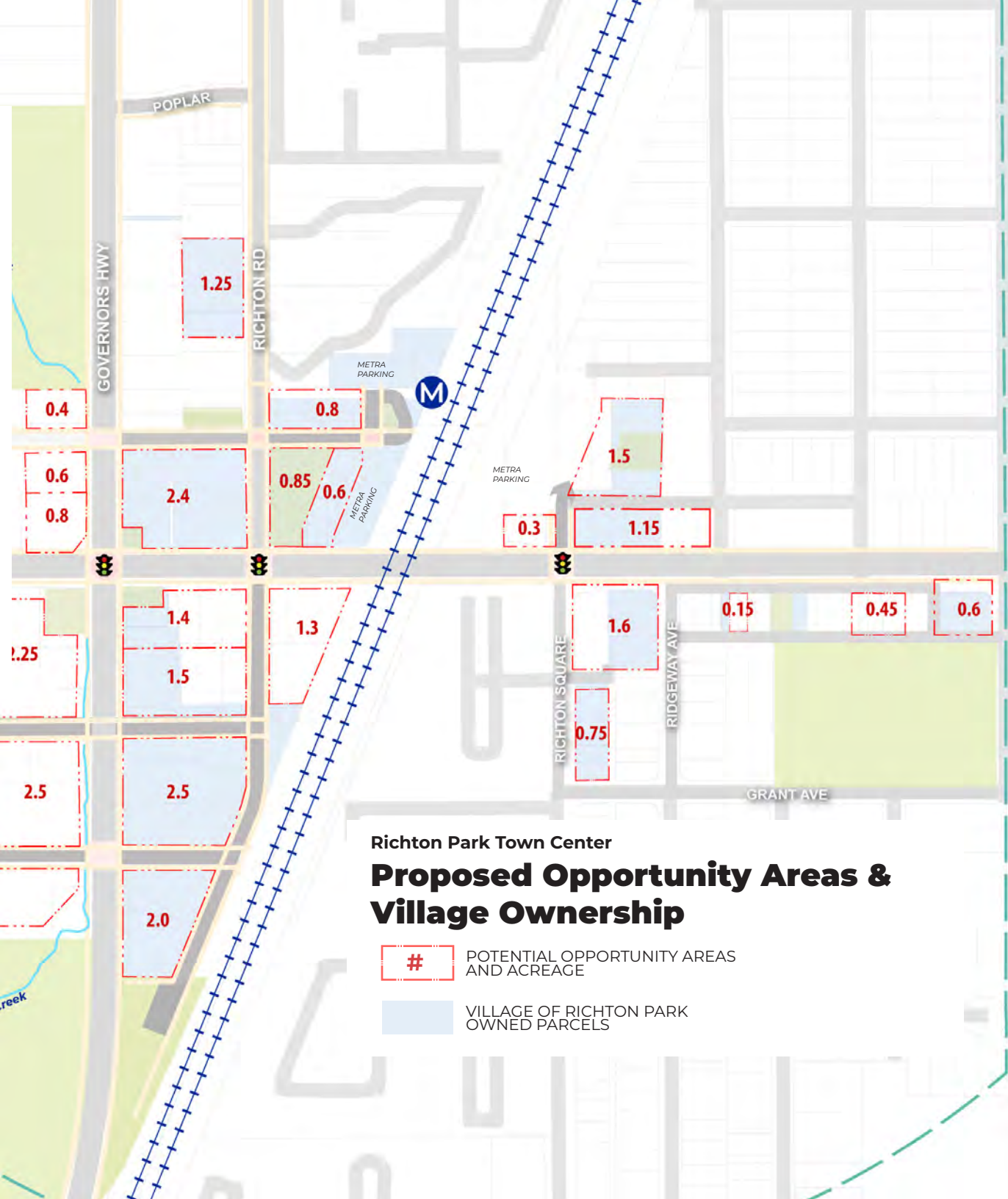
Development Under Construction

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
 - EXISTING BIKE PATH
 - PROPOSED NEW TRAILS AND BIKE PATHS
 - TRAILHEAD PARKS AND PLAZAS
- 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

© Village of Richton Park Town Center Plan 2024





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

Metra 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.

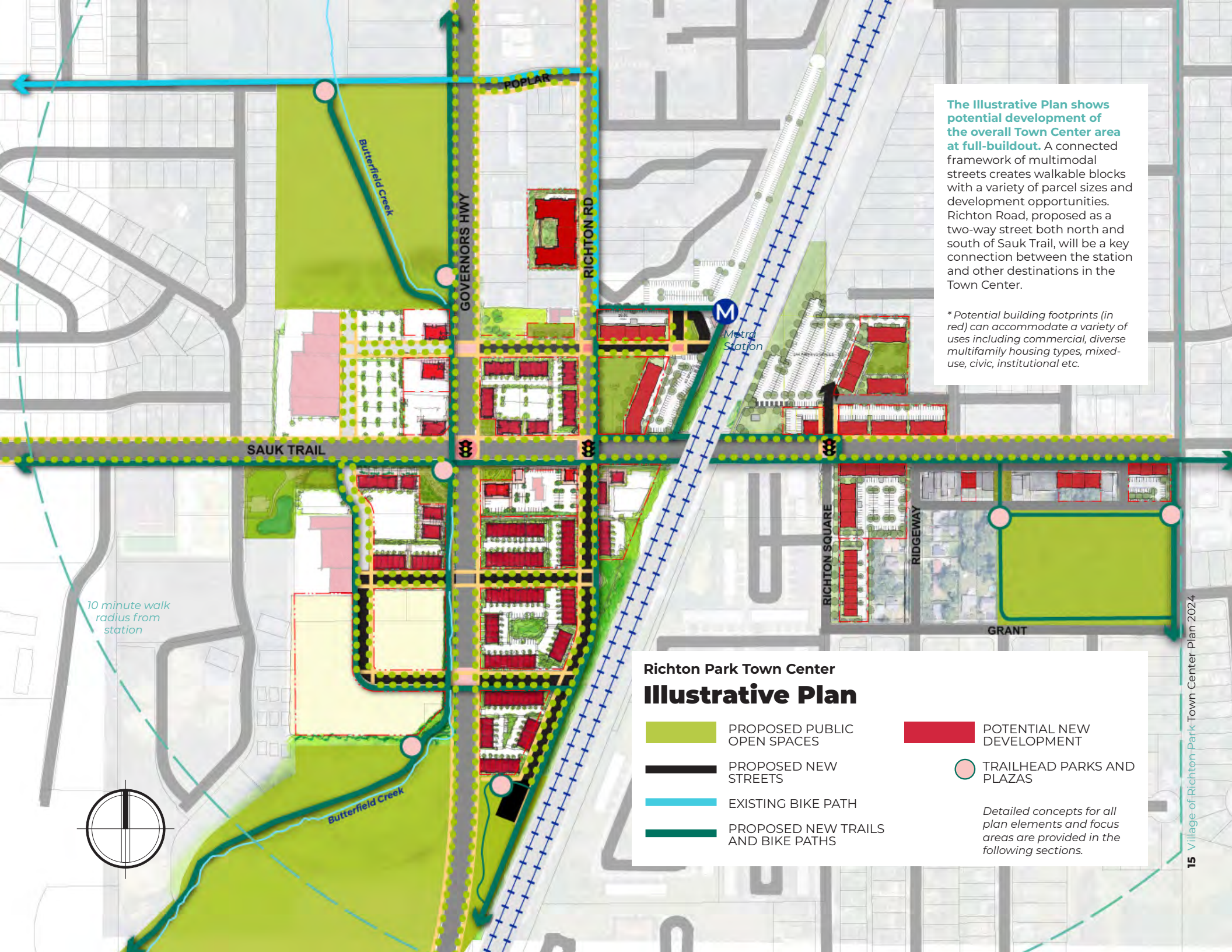
The Illustrative Plan, shown on the following page, strives to capture community vision, catalyze desired development, and inspire leaders into action.

*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.

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

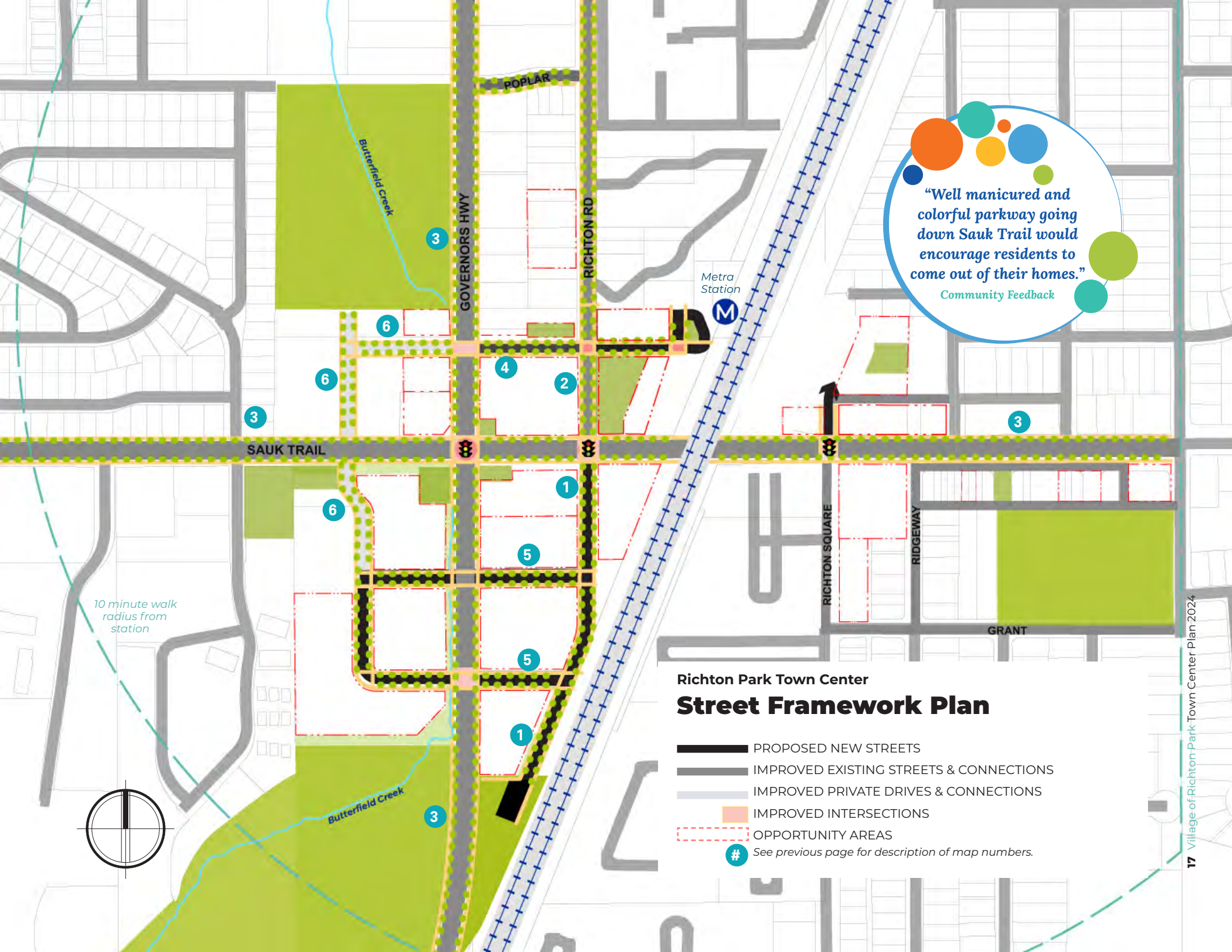
- Construct a new street connection to the Train Station from Governors Highway that aligns with the retail center access drive to the west.

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.

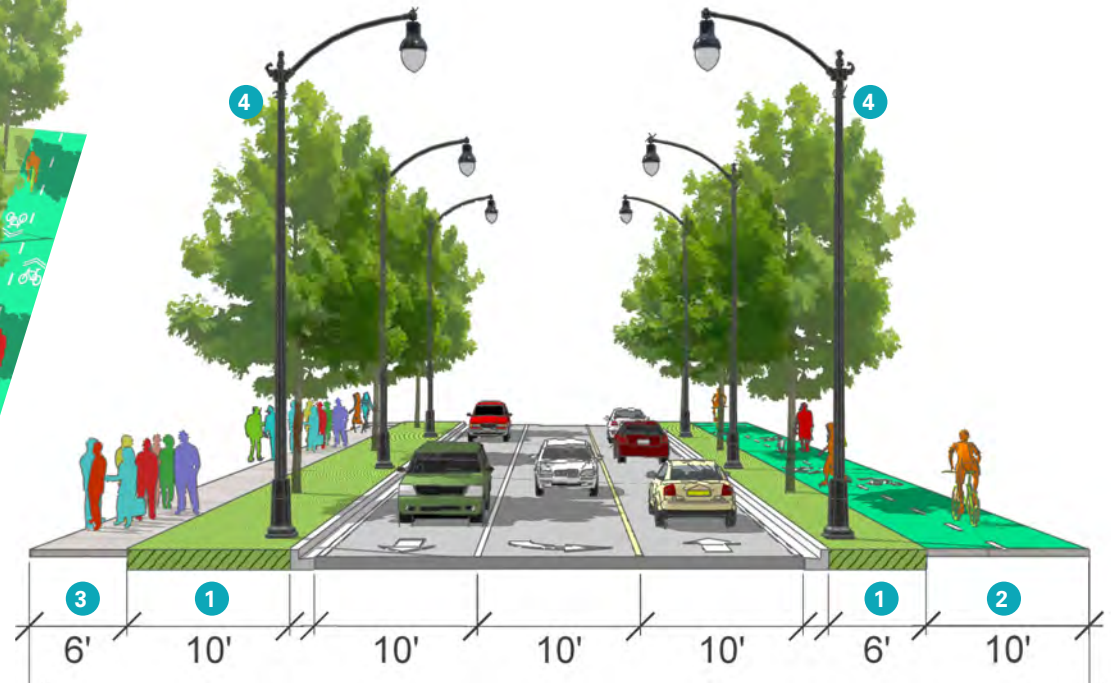
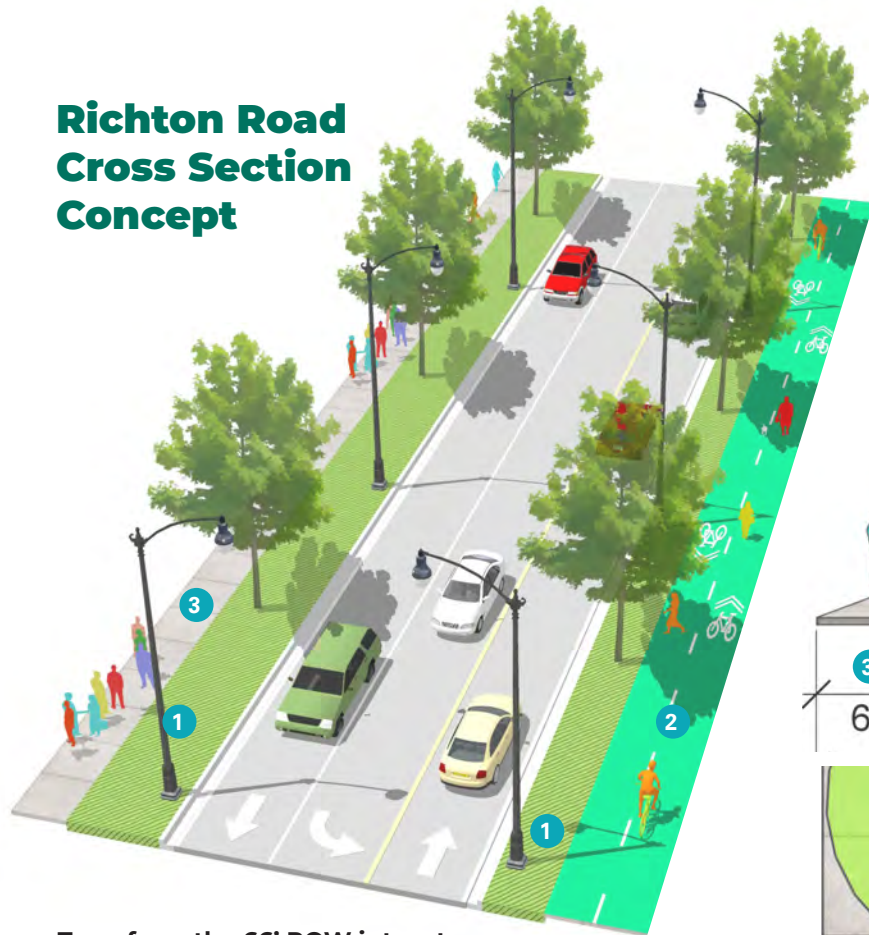


“Well manicured and colorful parkway going down Sauk Trail would encourage residents to come out of their homes.”
Community Feedback

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



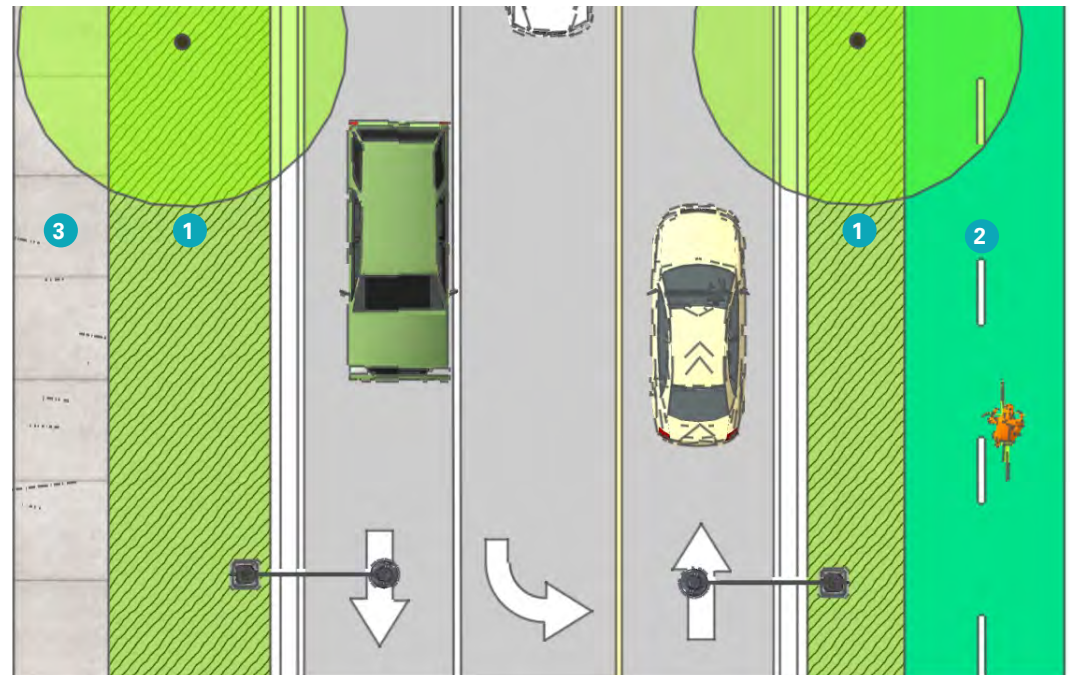
Transform the 66' ROW into a two-way pedestrian and bike friendly street

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

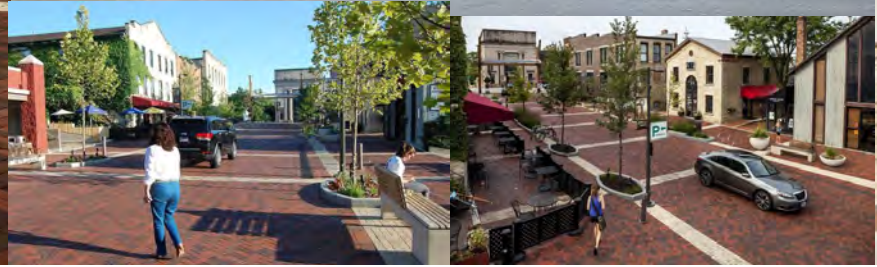
Drawings are conceptual only. Detailed cross sections based on accurate surveys will need to be developed in future phases.



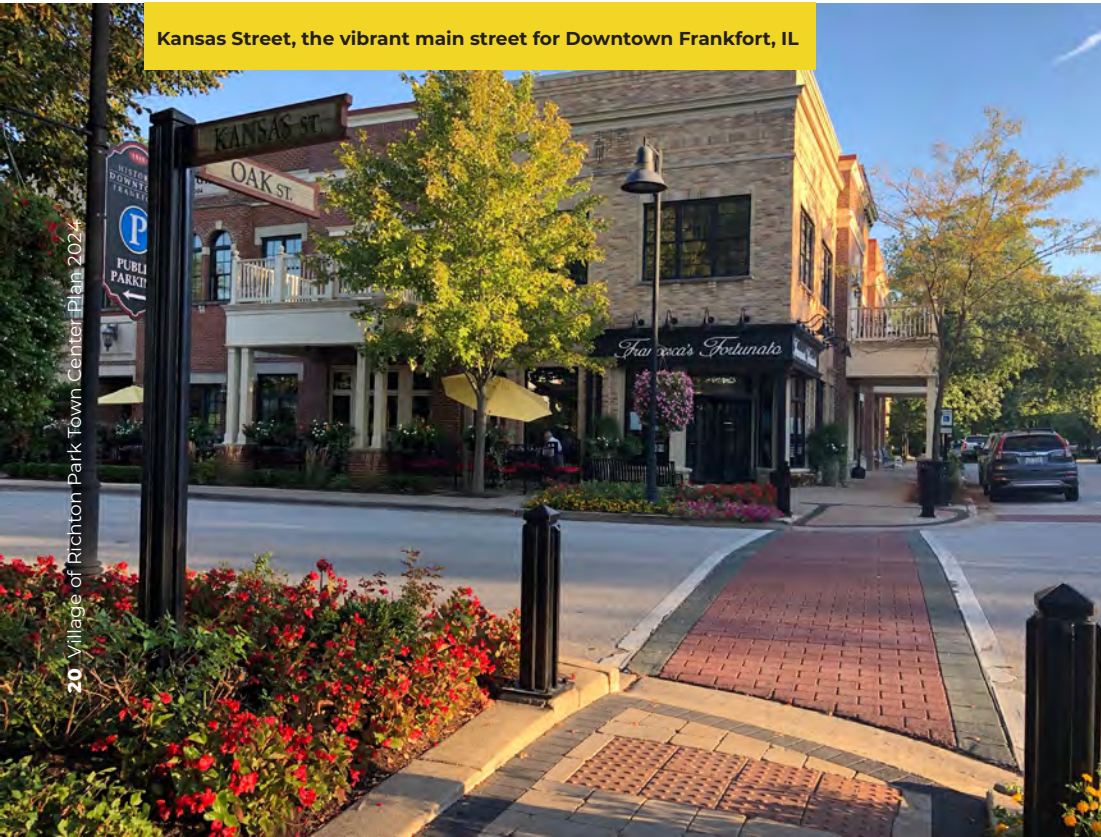
Examples of
Pedestrian
Oriented Streets



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



Image of Richardson Park Town Center Plan 2024

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.

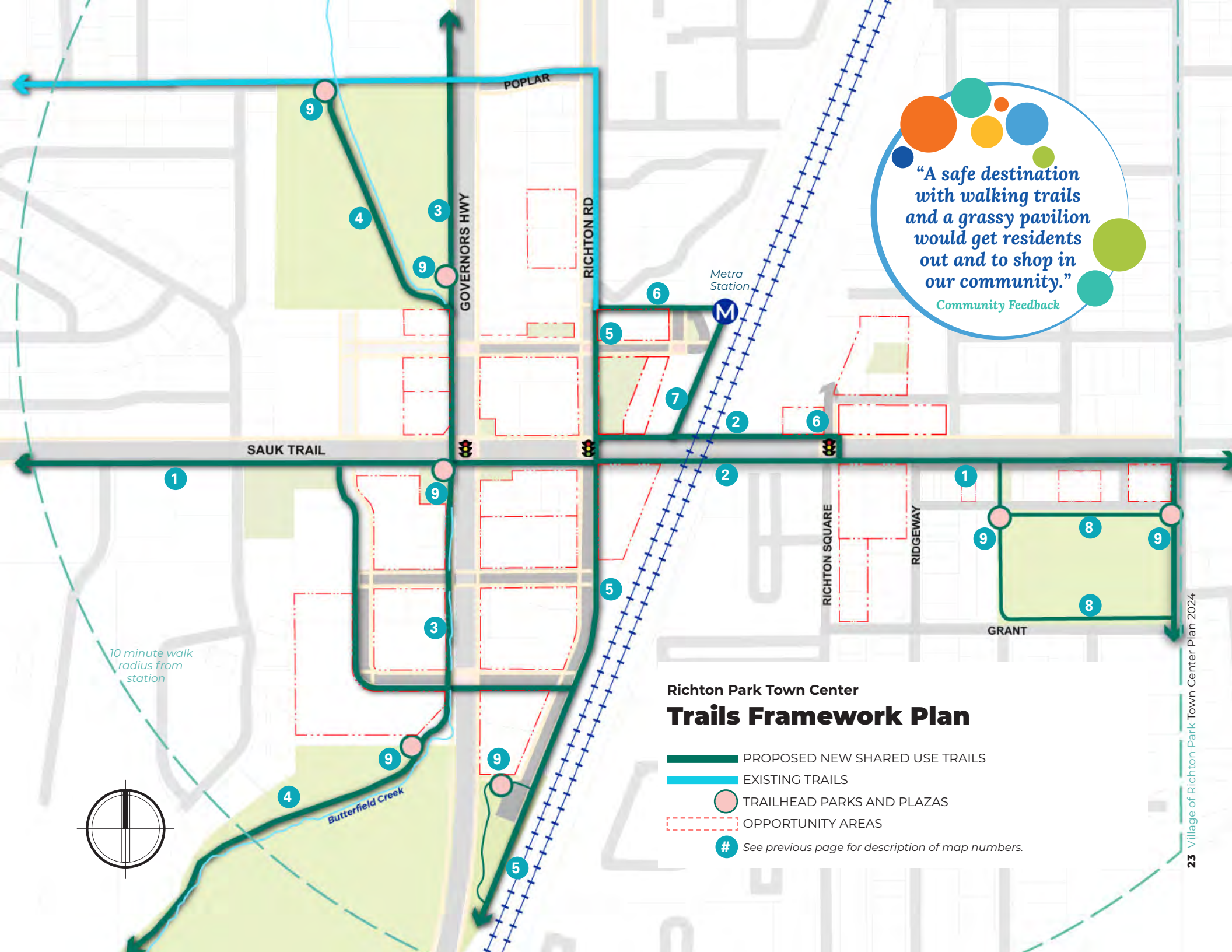
Major elements of the framework include:

- 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:

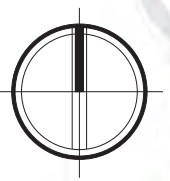
 - Bike racks
 - Shaded seating Areas
 - Drinking fountains
 - Water features
 - Picnic shelters
 - Public art
 - Play areas
 - Trail maps & way-finding

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



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.

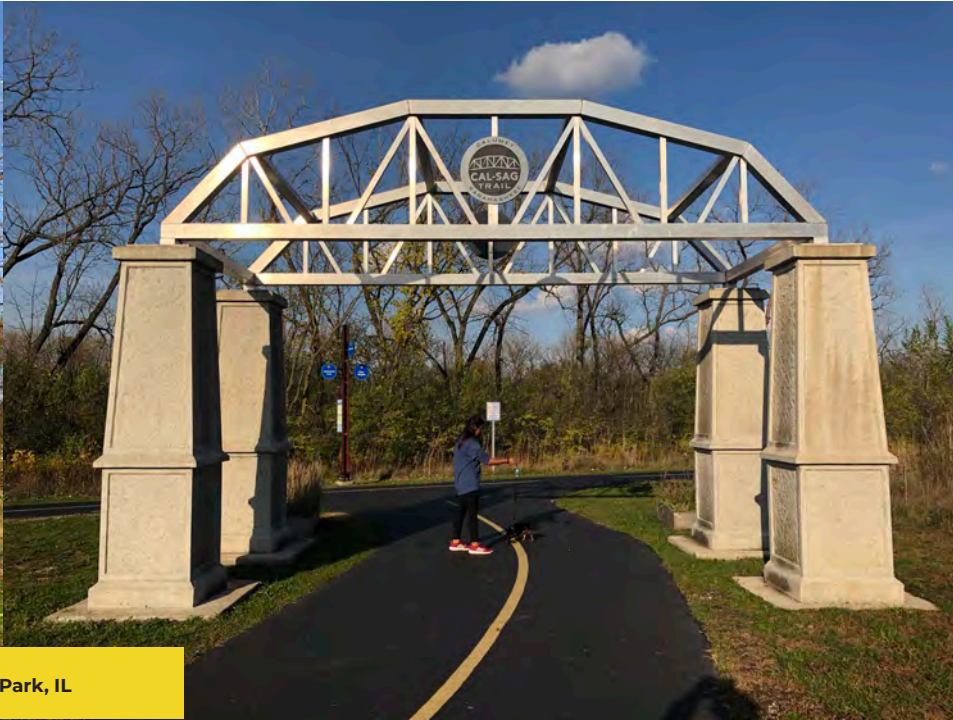


10 minute walk radius from station

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

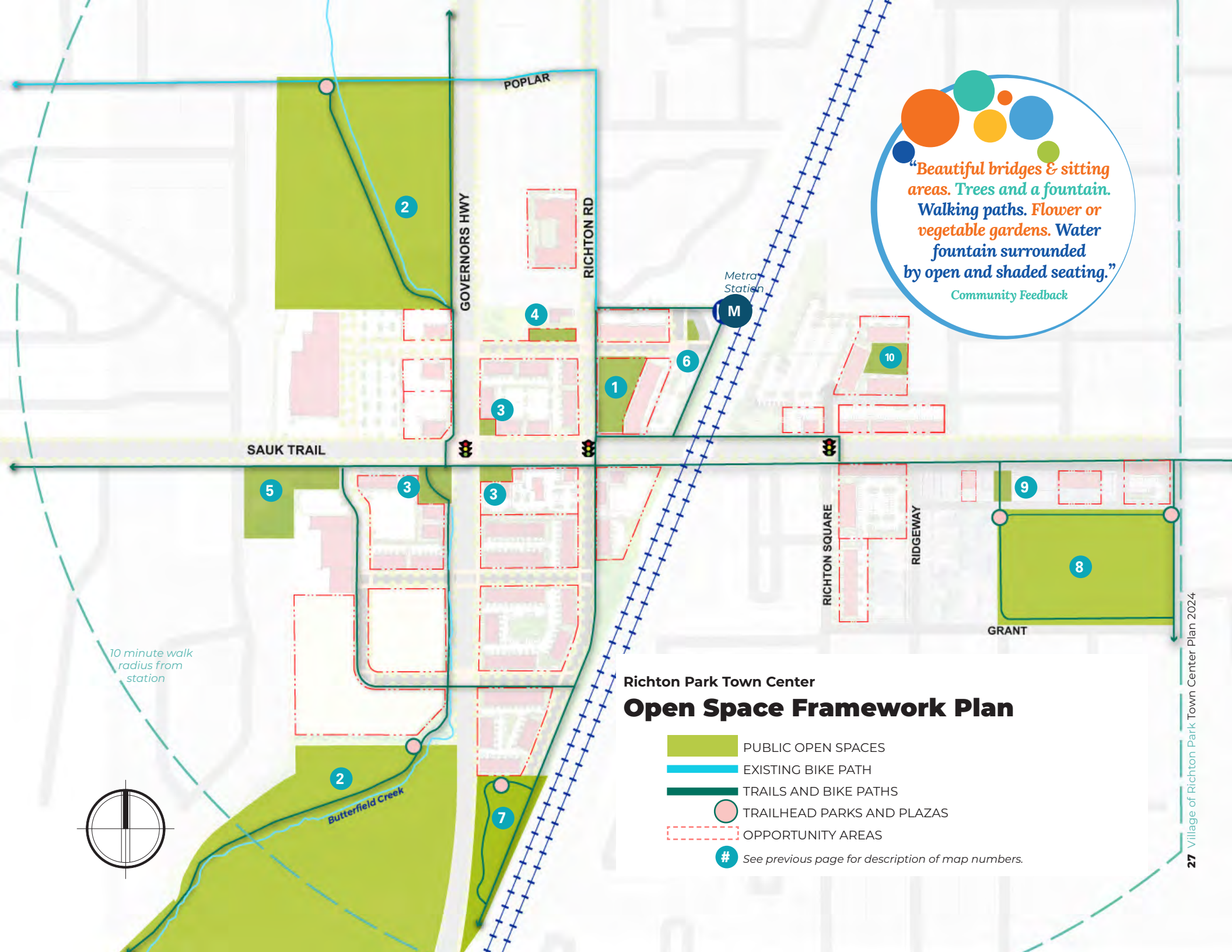
This is an existing 6 acre Village owned open space that has high tree coverage but has no public access or amenities. With new trails, trailhead parks, and other outdoor amenities, this natural area can become a great open space asset for residents. An evaluation of the existing vegetation, soil, and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

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

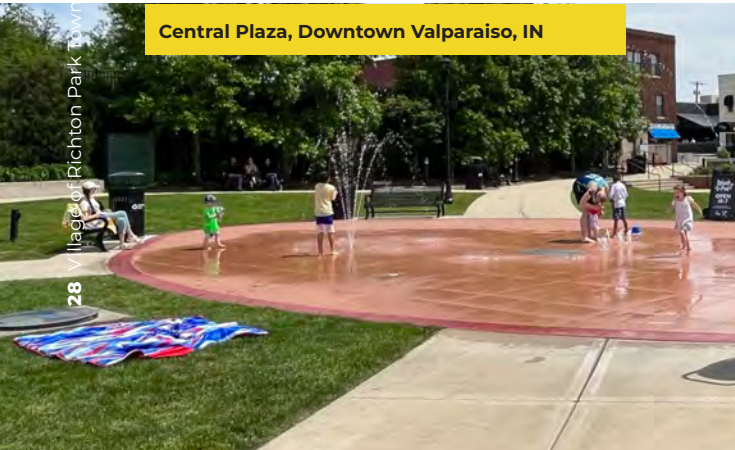


Village Green, Downtown Park Forest, IL

Station Plaza, Downtown Tinley Park, IL



Central Plaza, Downtown Valparaiso, IN



Examples of
Creek
Greenways &
Preserves

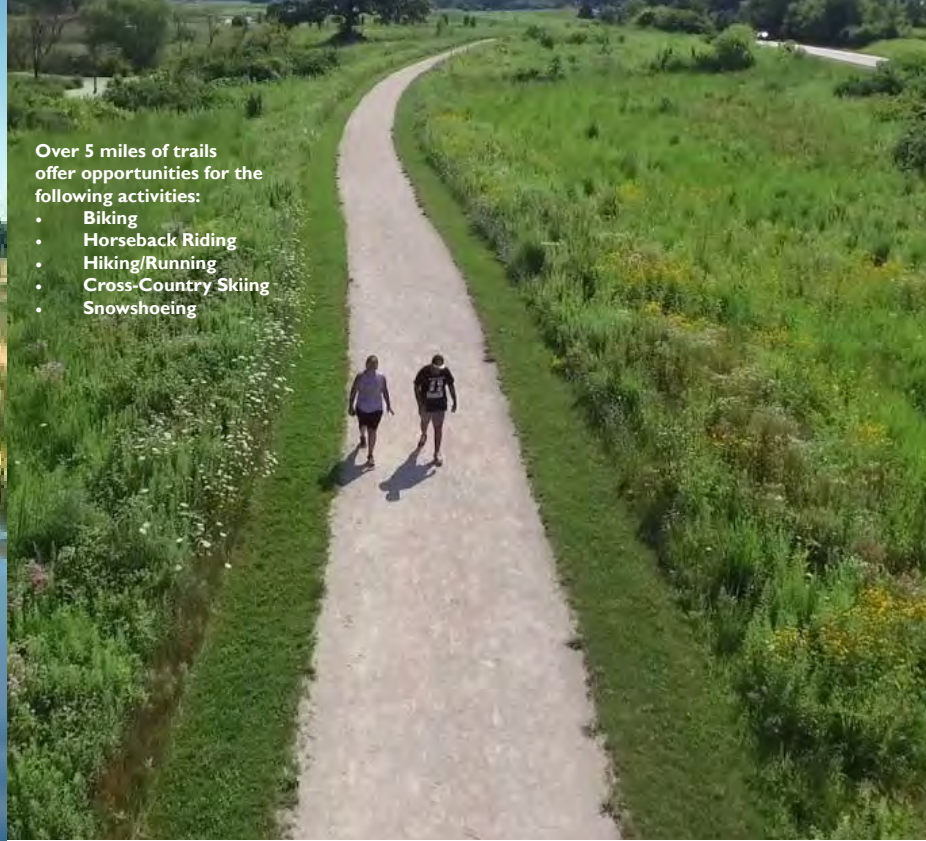


The 500 acre stream de-channelization, wetland restoration and wildlife habitat restoration project is one of the largest conservation projects in the region

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.

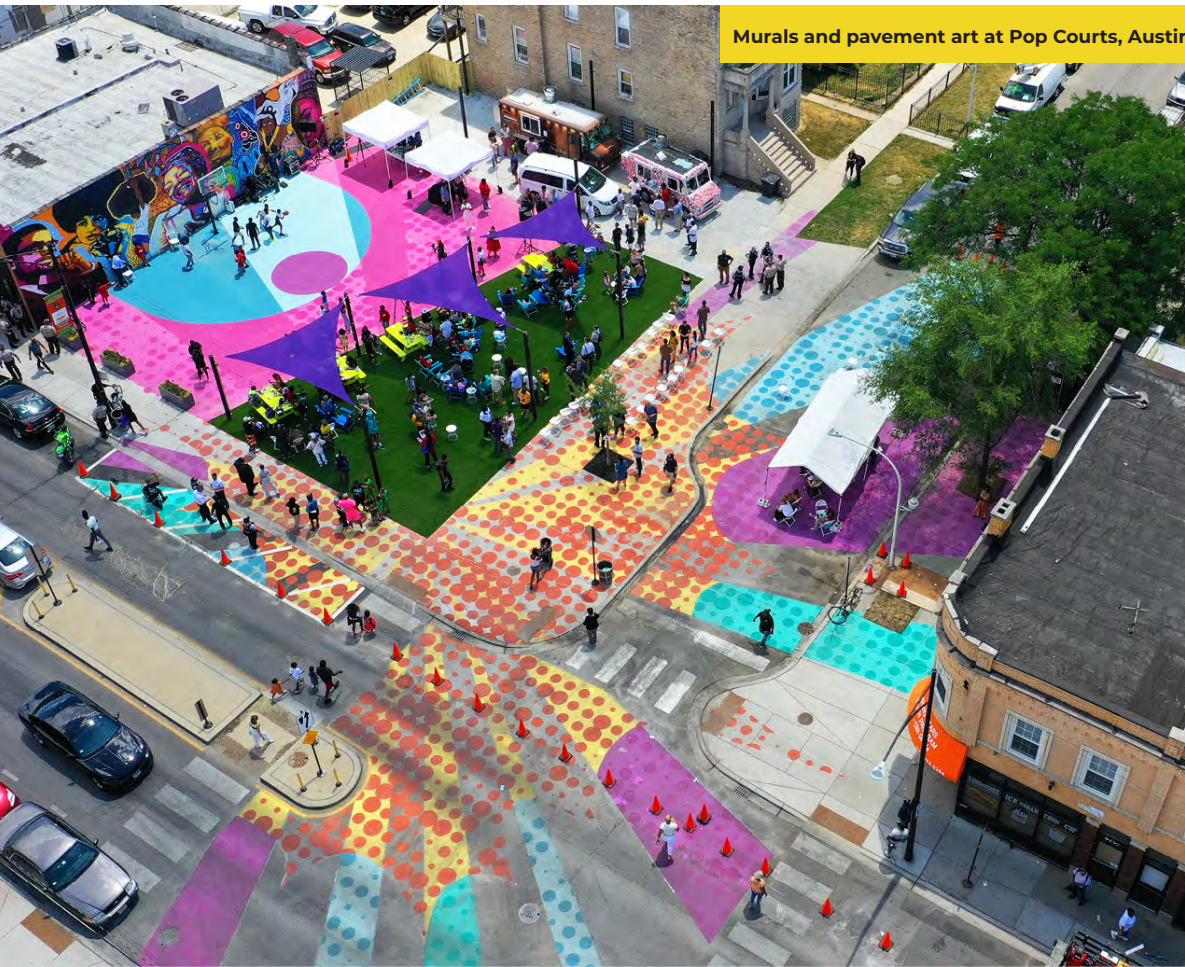


Public art in Downtown Park Forest, IL

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

Condominiums & Mixed-Use

1. Mixed-Use Condominiums, Willow Springs Station

2, 3, 4. Mixed-Use Condominiums, Oak Park Avenue Station, Tinley Park



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**

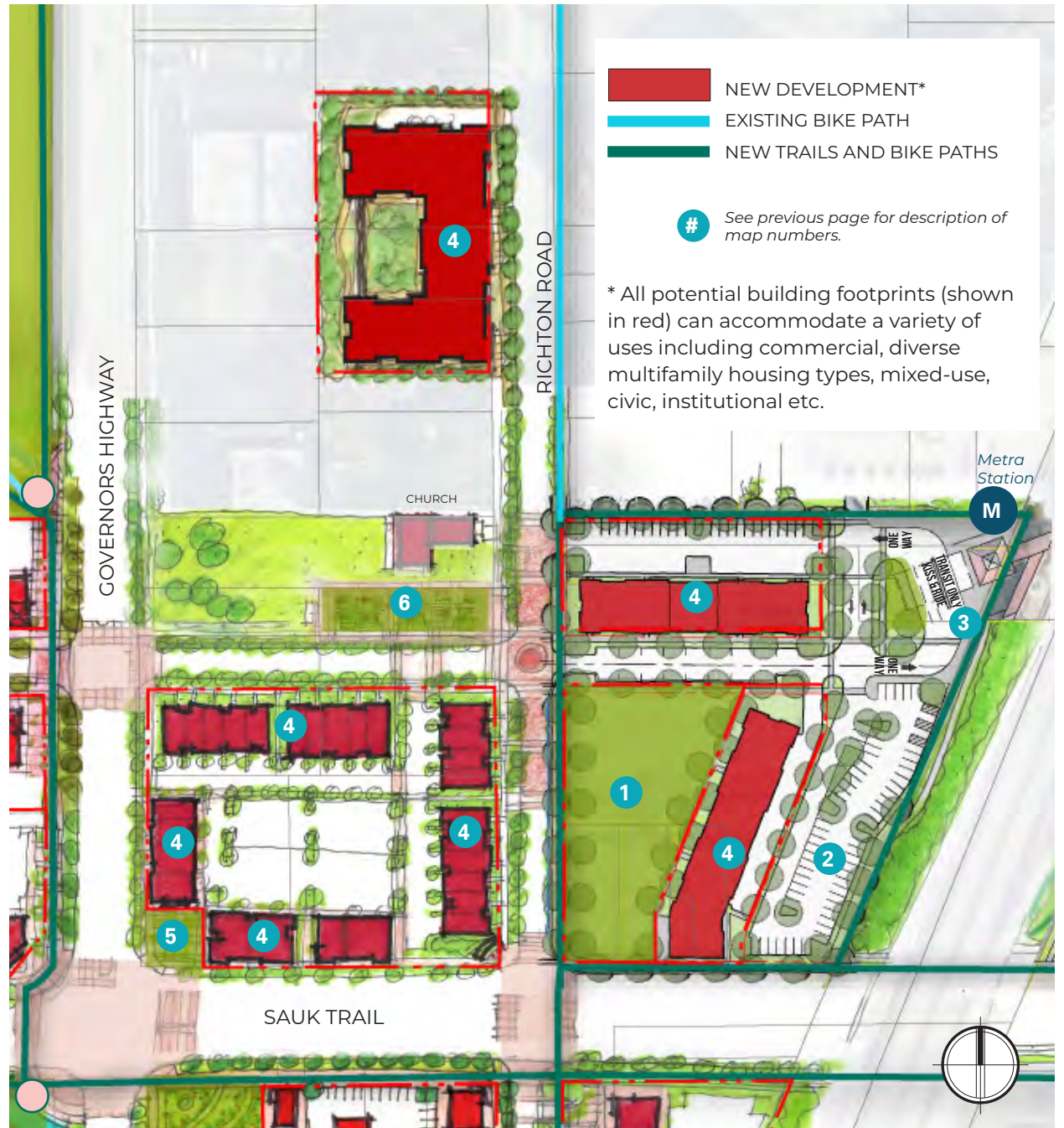
Existing station and apartment buildings to the north



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.)

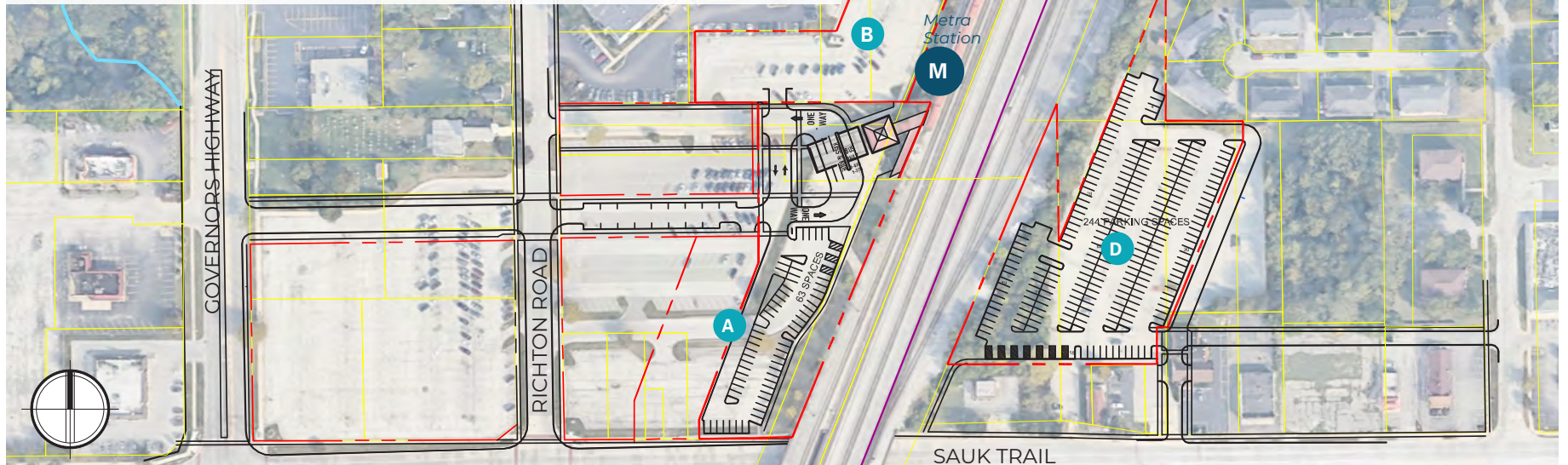
The Plan proposes consolidating Metra parking into three lots, as shown here. Signage should be installed at key intersections to direct commuter traffic to the lots. The consolidation also creates development parcels for new transit oriented development near the station.

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

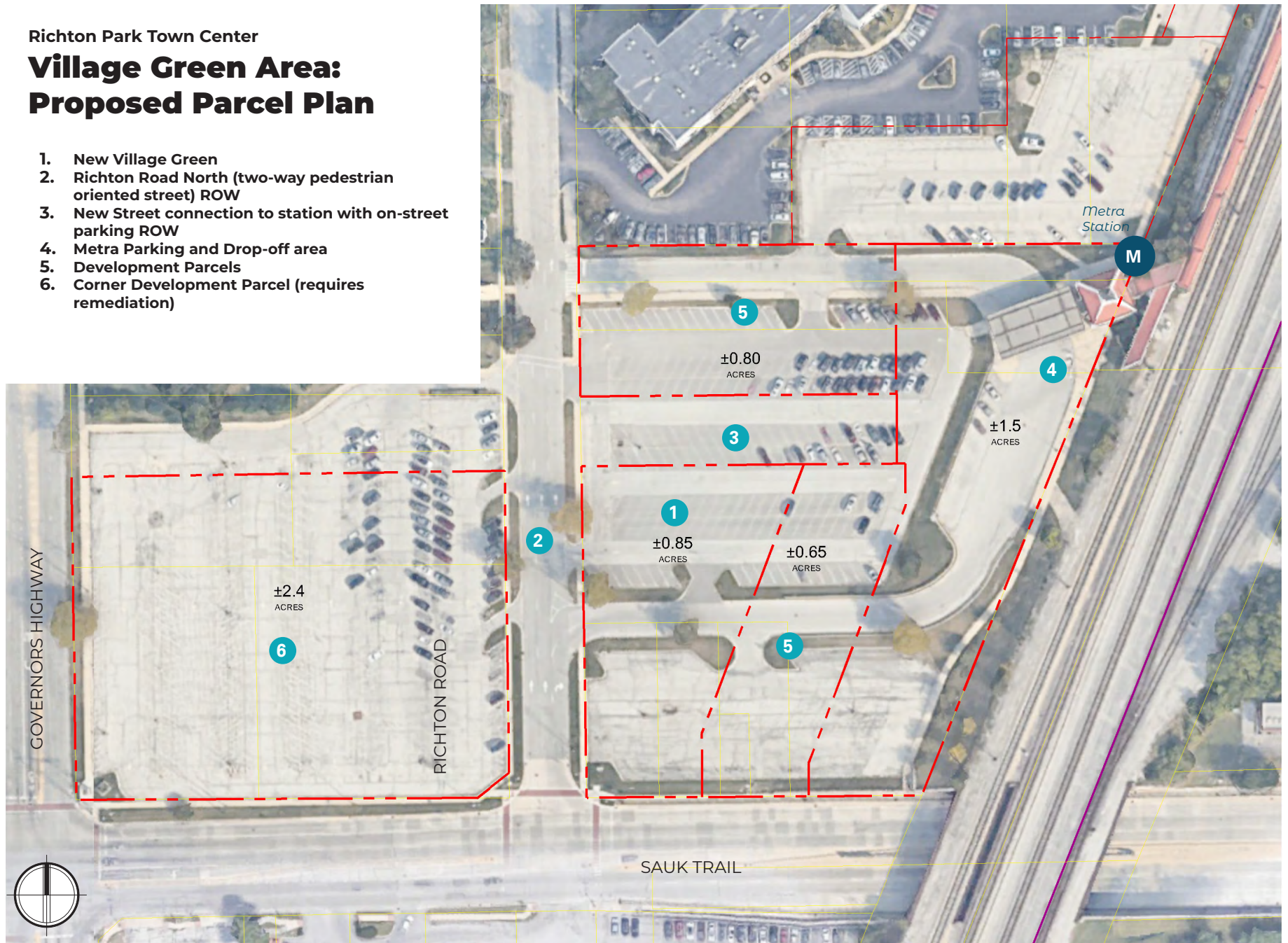
The proposed parking concept also eliminates permit-only and daily-only lots, allowing all Metra riders to use any available parking spaces.



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)

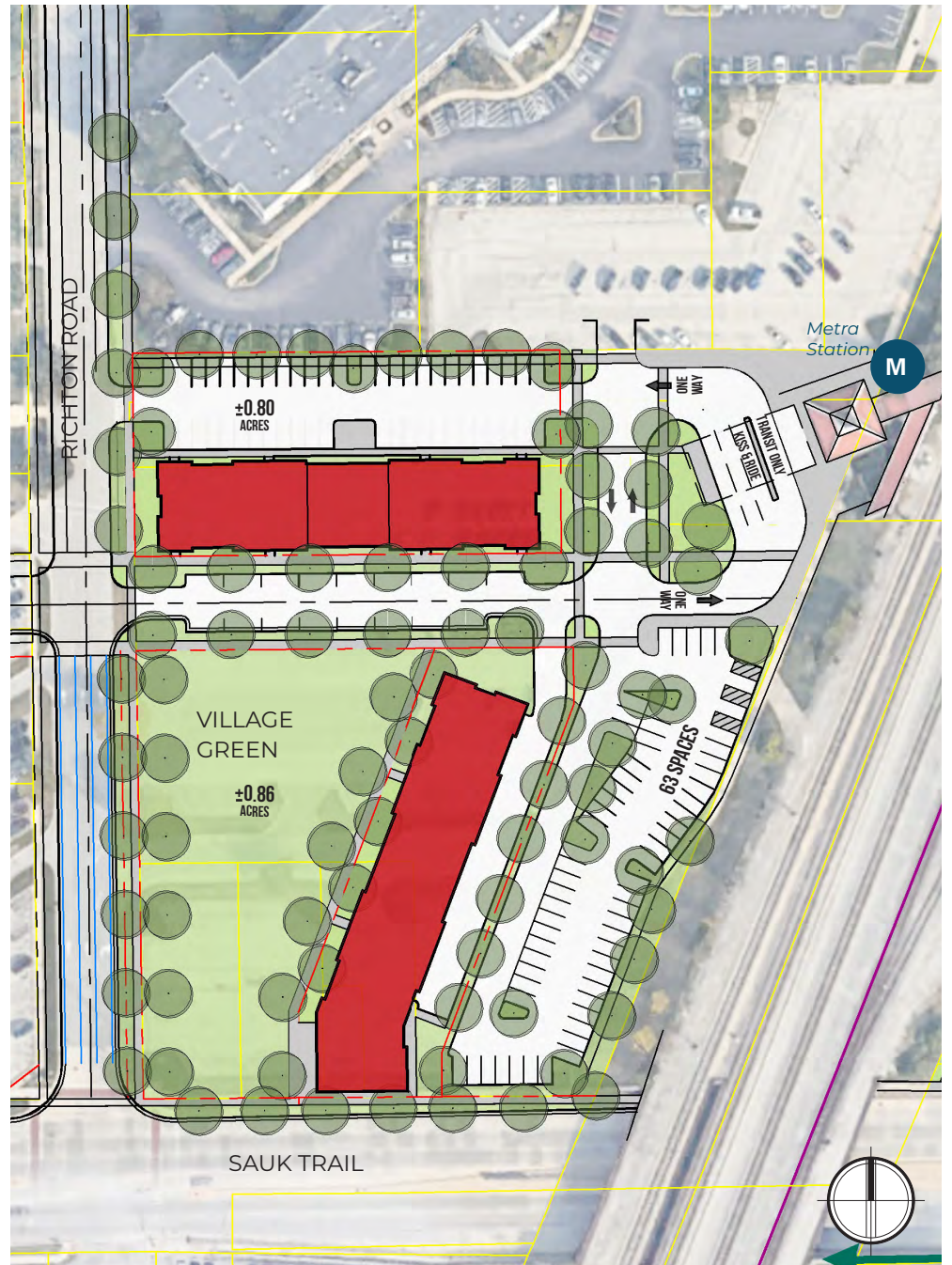


Richton Park Town Center

**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

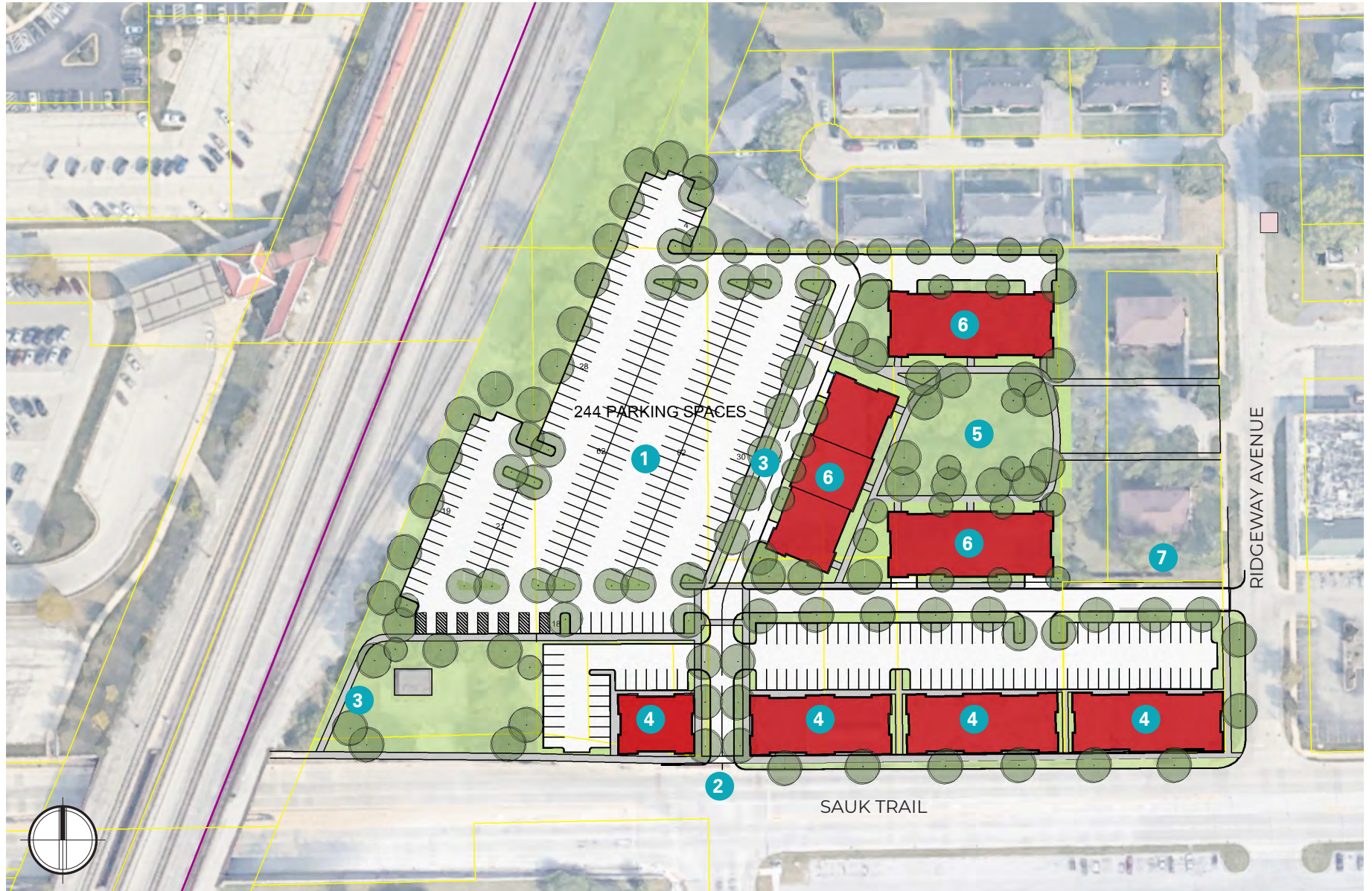


Richton Park Town Center East of Tracks Area Plan

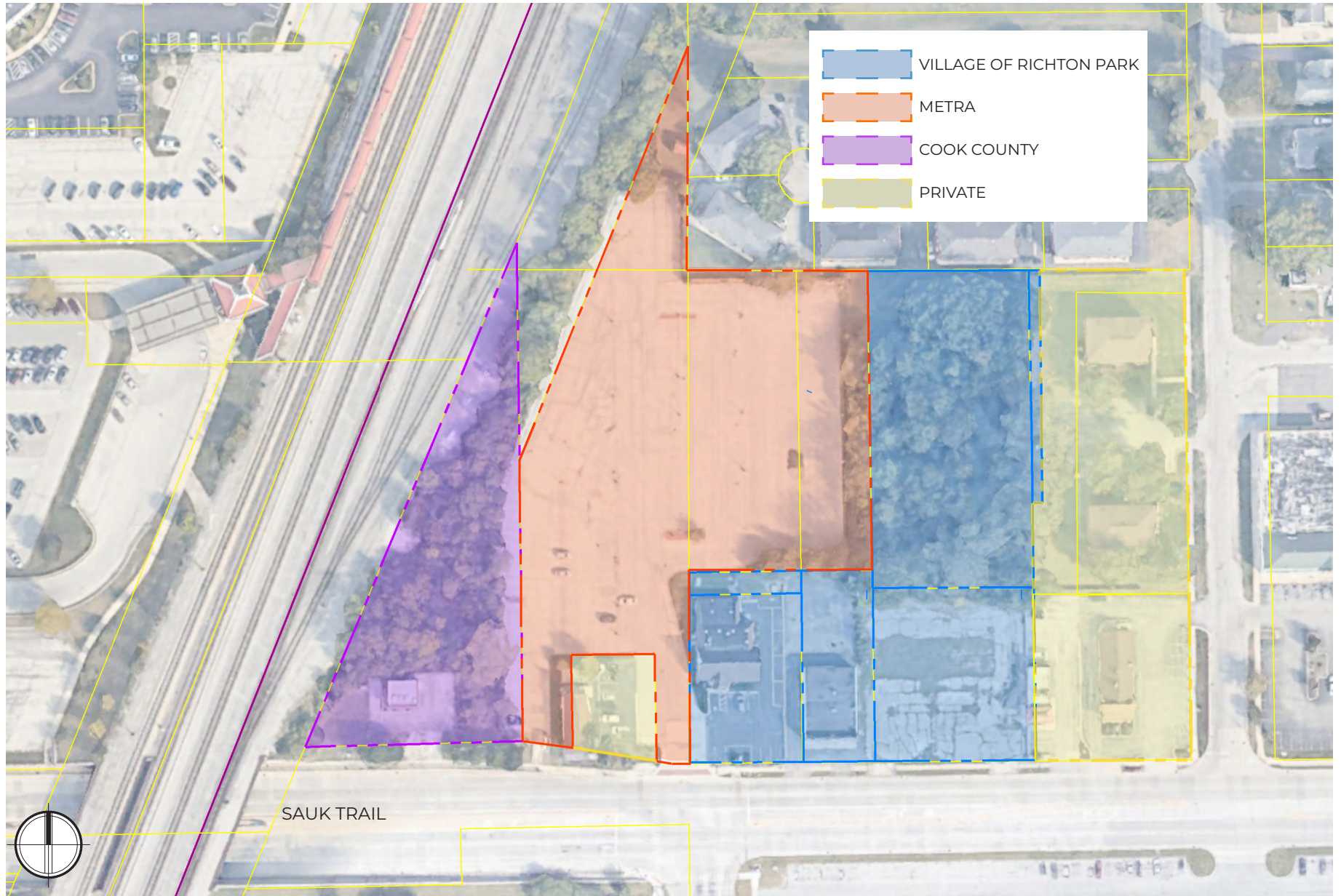
 NEW DEVELOPMENT*

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

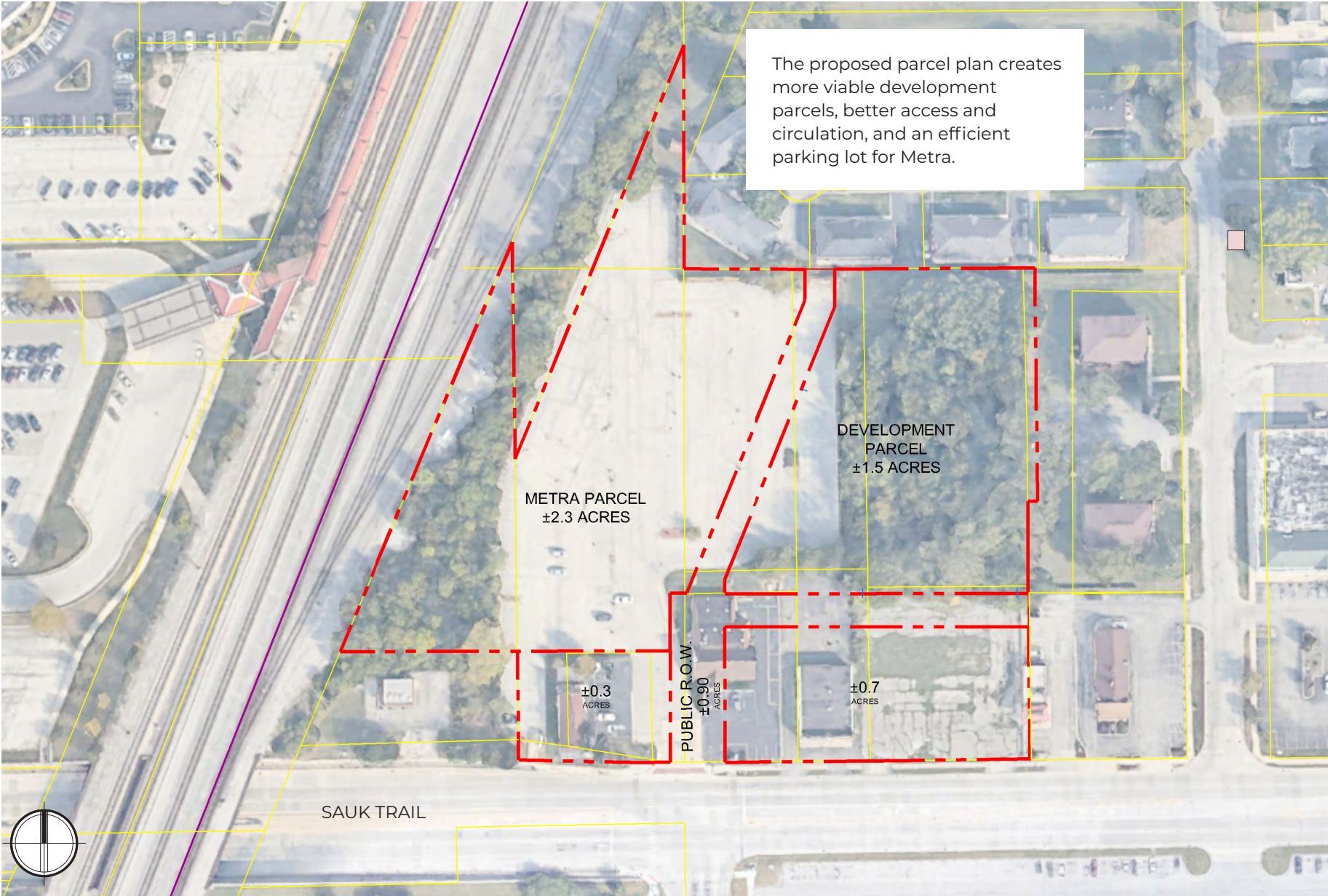
 See previous page for description of map numbers.



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

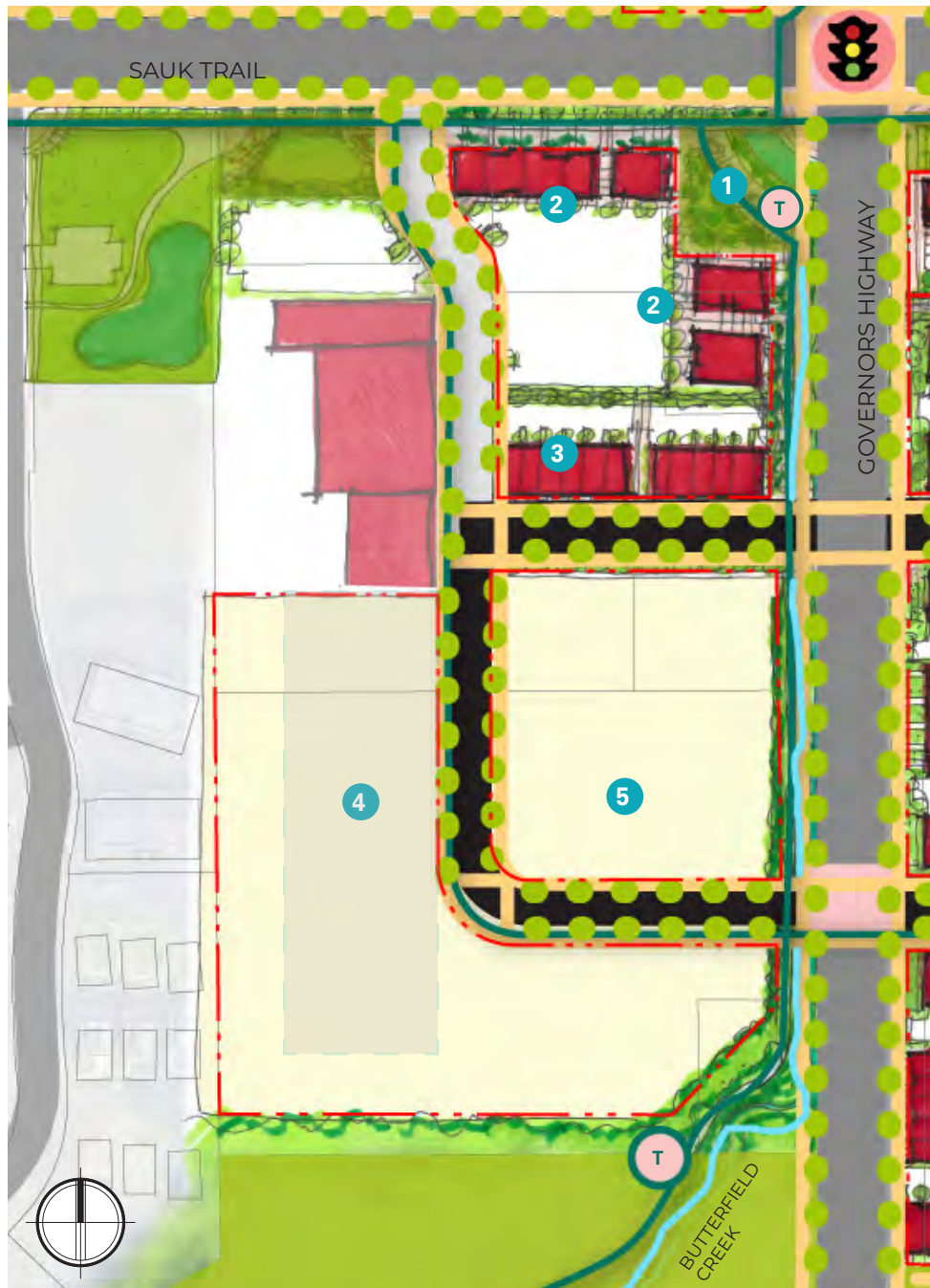
- The southern portion of the large retail center has been significantly vacant for a long time. This part of the building (generally south of the post office) could be demolished to create a clean and large residential parcel to the south.

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.

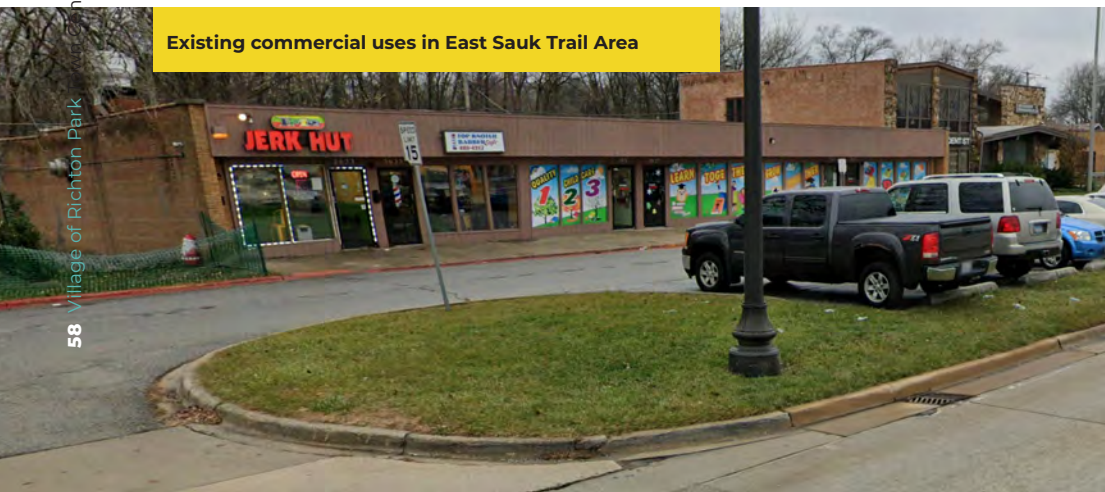
6. Pocket Plaza at the heart of the area

- 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.

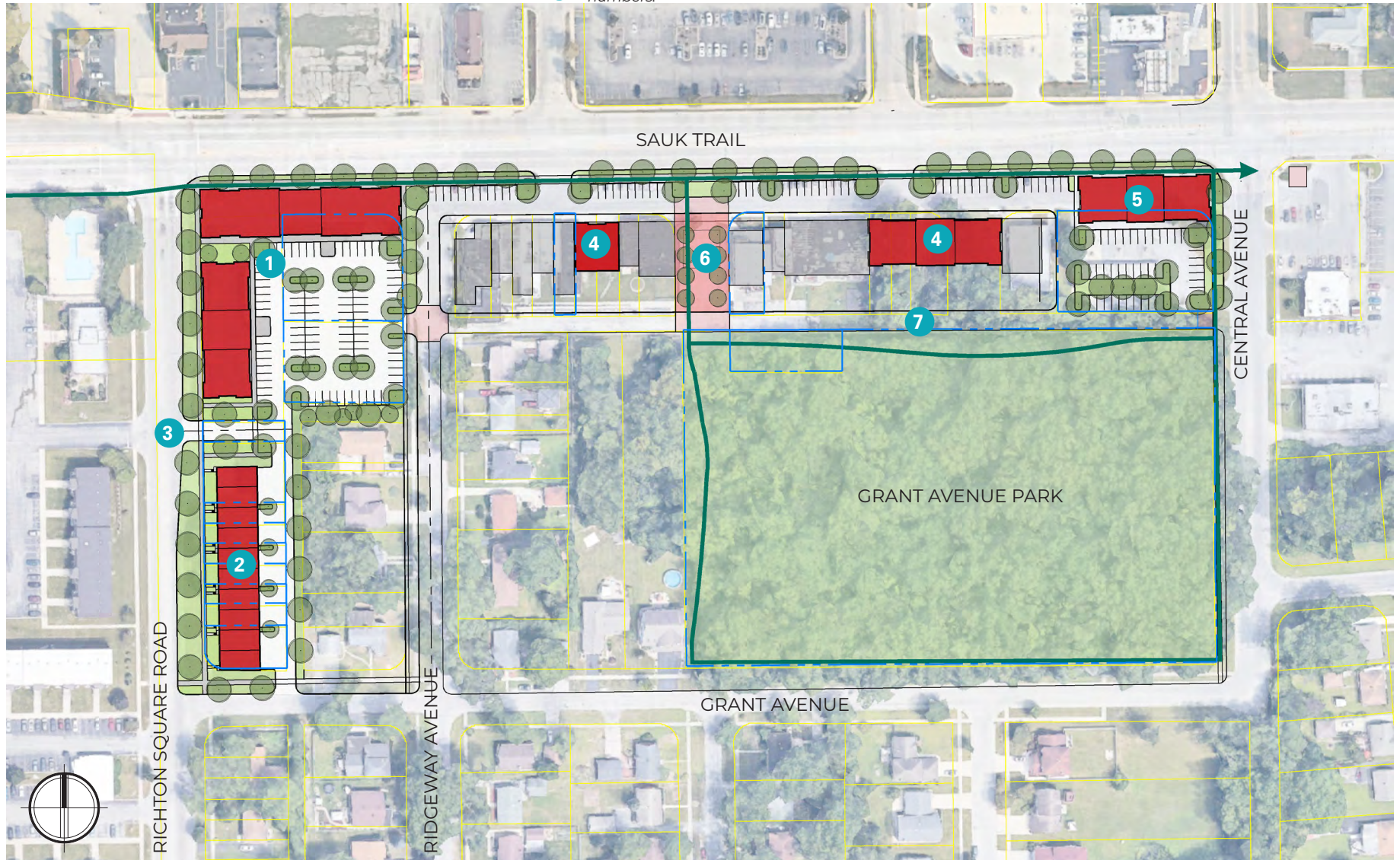
Existing commercial uses in East Sauk Trail Area



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.*





4

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.

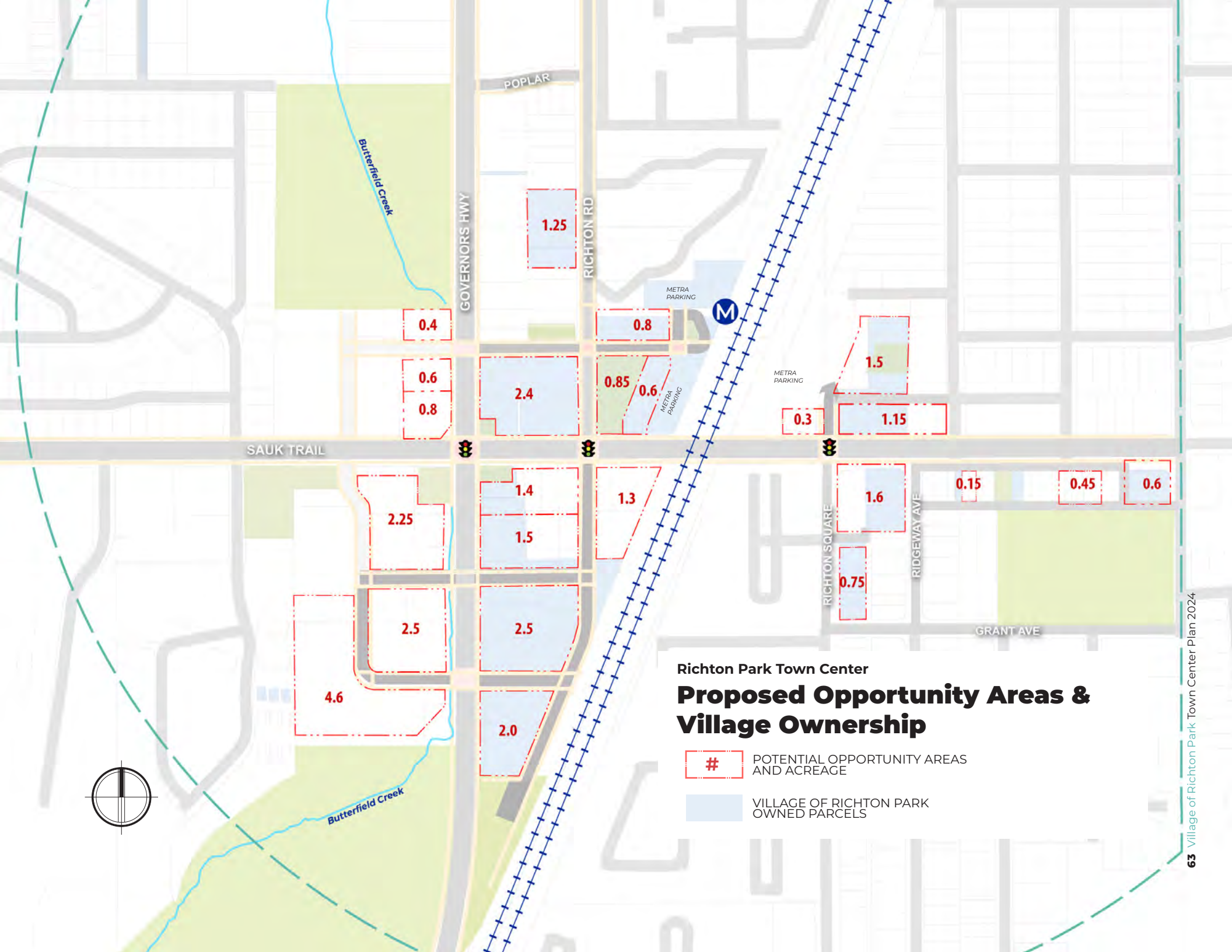
- The Village has already acquired major key sites and other acquisitions are underway. The Village should consider acquisition of other key parcels required to develop the Opportunity Areas, as shown on the following page.
- Plat parcels to create the opportunity sites as recommended by the plan. Proposed 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

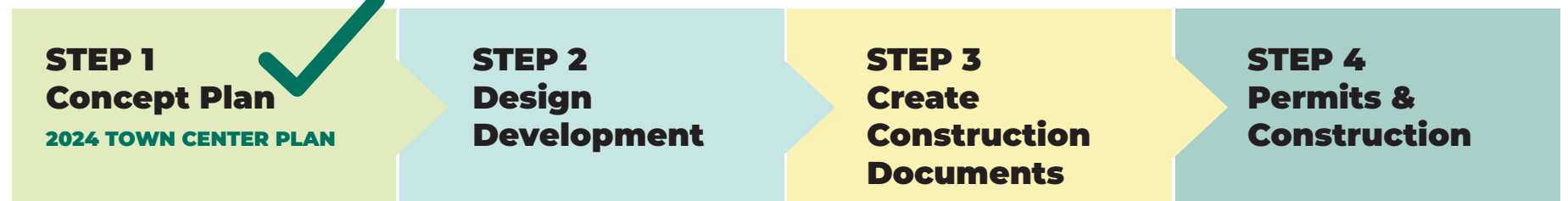
Suggested areas for near, mid, and long term implementation are primarily based two factors:

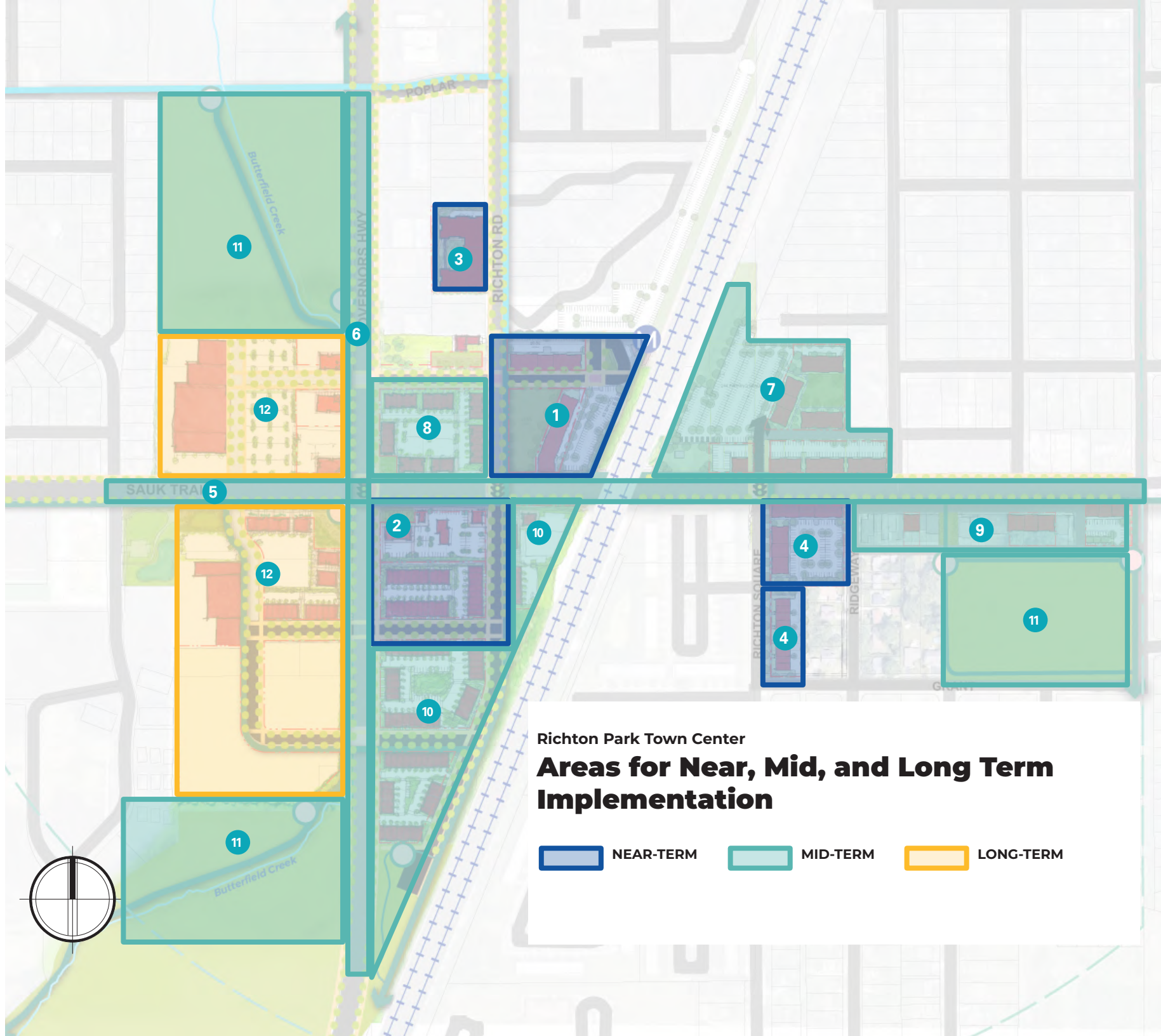
1. The potential to create a “Sense of Place” for the Town Center
2. Land currently owned by the Village

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

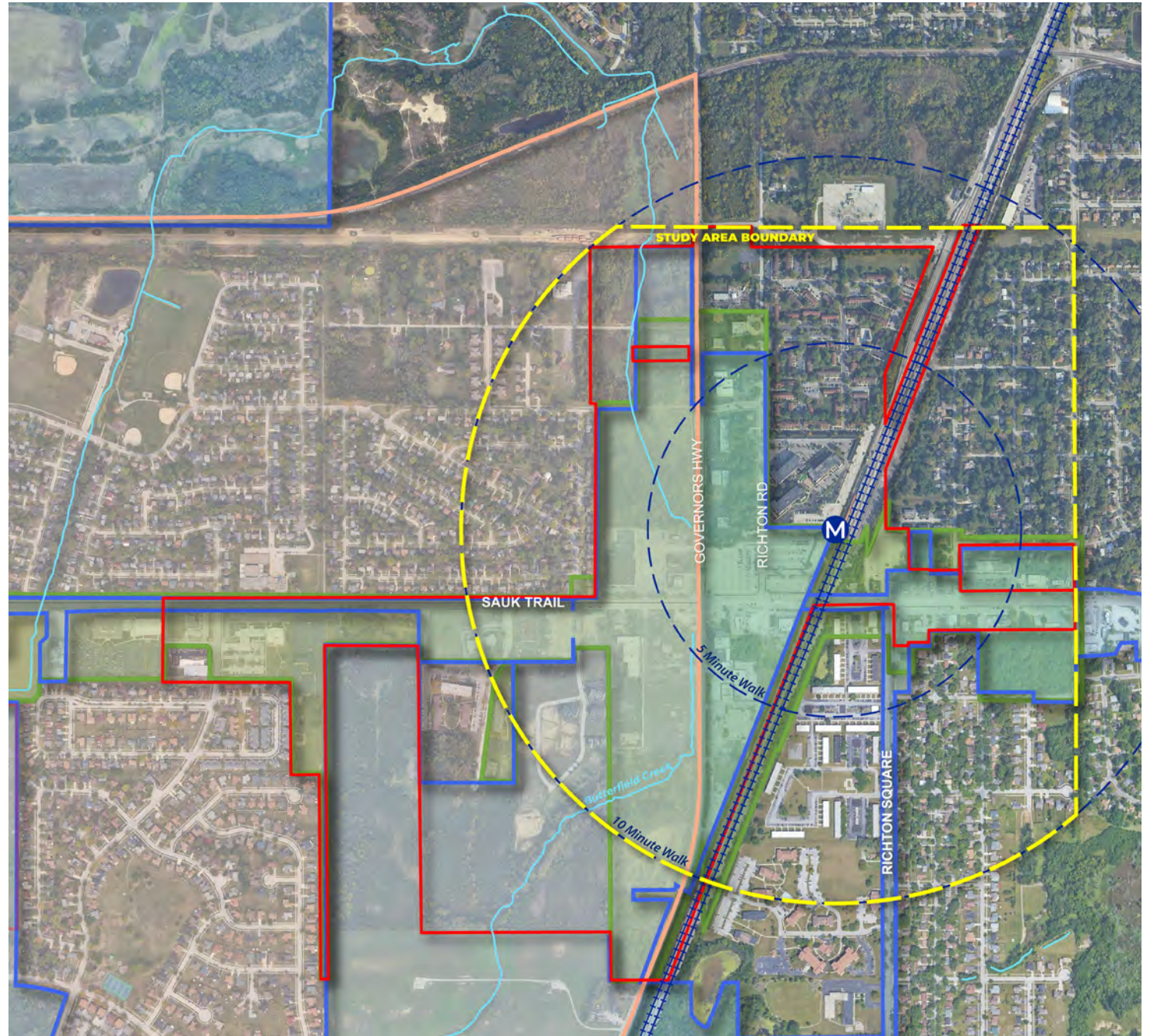
Richton Park has a total of three active Class 8 incentives. Of those, two are in the study area: Beggar's Pizza (2018-2029) and Sell It Again Sam (2023-2034).

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 received 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.cookcountyl.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.cookcountyl.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=

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>