

YOUR FUTURE YOUR FRANKFORT

2040 COMPREHENSIVE PLAN



VILLAGE OF
FRANKFORT
EST • 1855

ADOPTED DECEMBER 16, 2019

executive summary



YOUR FUTURE YOUR FRANKFORT 2040 COMPREHENSIVE PLAN



"The Village of Frankfort will encourage opportunities through planning, commitment, and community involvement by showcasing the charms of a community that embraces new ideas while treasuring its past."

- Village of Frankfort Mission Statement

Executive Summary

The Your Future Your Frankfort 2040 Comprehensive Plan is designed to guide community leaders and decision-makers on matters related to growth, development, and quality of life over the next 20 years. It is meant to assist with coordinated, long-range growth and development, helping to prepare the Village for changes in and around the community.

The Plan includes an analysis of existing conditions and community assets and takes into account community input from Frankfort residents, businesses and other stakeholders. It considers both local and regional planning challenges and opportunities and determines priorities regarding social vibrancy, sustainability, infrastructure, mobility, economic prosperity, overall quality-of-life, and more. The Your Future Your Frankfort 2040 Comprehensive Plan lays out the vision for the Village through goals and policies, indicating potential partners and resources to help achieve those goals.

The Village will use the Plan in evaluating development proposals, planning for infrastructure and other capital improvements, and seeking grants and other funding opportunities. Other organizations, such as the school district or fire district, can use the Plan to understand potential growth and how best to accommodate it. Community organizations can use the Plan to assess the pulse of the community and identify projects they can champion to enhance the Village. Residents and businesses can use the Plan to understand ways they can be involved in building an even stronger community.

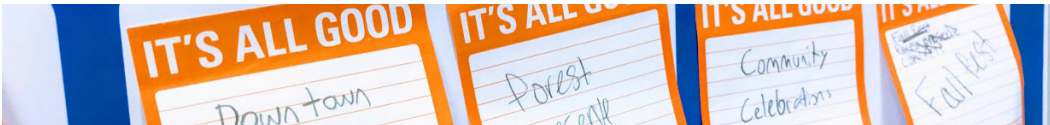
executive summary

PLAN RECOMMENDATIONS



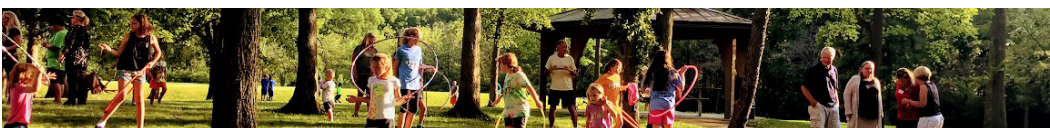
Chapter 1: Introduction

The Village of Frankfort is located approximately 30 miles southwest of Chicago's Loop. Frankfort lies in the northern part of Will County, with Cook County directly to its north and east. The Village is bordered by Tinley Park and Mokena to the north, Matteson, Richton Park, University Park and Monee to the East, and New Lenox to the West. Frankfort is intersected by La Grange Road (Route 45) running North/South and Lincoln Highway (Route 30) running East/West. Interstate 80 lies just to the north of the Village and Interstate 57 is just to the East. For the purposes of this Plan, the Village of Frankfort's planning area encompasses all territory within the Village's corporate limits, as well as certain unincorporated areas of Will County located near the Village. In some cases, jurisdiction over these unincorporated areas is subject to intergovernmental agreements with adjacent municipalities.



Chapter 2: Community Engagement

The Your Future Your Frankfort comprehensive planning process spanned a total of 19 months, with project initiation beginning in March of 2018 and plan adoption by the Village Board in December of 2019. Throughout the process, a dedicated Comprehensive Plan Working Group reviewed progress and goals as new topics were raised and consensus collected. Frankfort's community input campaign lasted the duration of the project, with residents and stakeholders being able to share their ideas via a variety of tools and opportunities, including in-person events, pop-ups, focus groups, and online tools to supplement face-to-face feedback. The Your Future Your Frankfort project website, www.yourfrankfort.com, allowed users to share ideas, map place-based feedback, take quick polls and surveys, and vote on design priorities.



Chapter 3: Social & Cultural Vibrancy

While broad in scope and meaning, social and cultural vibrancy generally refers to the physical and social factors of a place that contribute to the health, well-being, and happiness of its residents, visitors and businesses – it is the things that make a community not only livable but desirable. Chapter 3 explores themes, goals, and actions related to Social and Cultural Vibrancy in Frankfort, addressing topics such as social capital; creative placemaking and thoughtful design; arts, culture, and entertainment; educational opportunities; public safety; and parks and recreation.

VISION: Grow and celebrate Frankfort's social and cultural vibrancy.

THEMES: Connectedness, Knowledge, Empowerment, Health, Safety

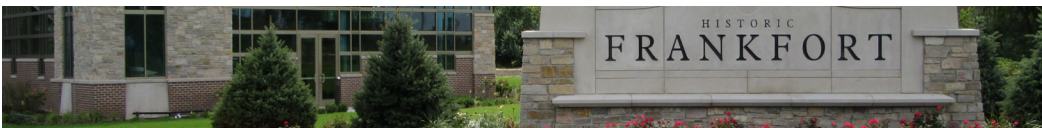
executive summary

PLAN RECOMMENDATIONS



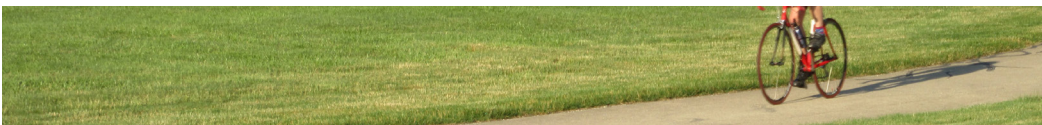
Chapter 4: Green Initiatives

Protecting Frankfort's local ecosystems and natural resources significantly contributes to the well-being of Frankfort's current and future residents. As the community continues to grow and develop, it is important to identify the resources that are important to maintain and protect so they can continue to meet community needs. Chapter 4 explores themes, goals, and actions related to important green initiatives that will help protect and enhance Frankfort's environmental health, including open space and natural areas; water resources; air quality; energy; stormwater management; waste management; development codes and regulations; and infill development and adaptive reuse.



Chapter 5: Resilient Community Infrastructure

Behind every successful community is a system of important infrastructure that contributes to the safety, health, and aesthetics of the community. This system of infrastructure includes utilities and support facilities that provide essential day-to-day services to the Village. Chapter 5 explores themes, goals, and actions related to the Village's infrastructure system, including water and sewer; electricity and natural gas; internet services; and the Village's many municipal facilities.



Chapter 6: Transportation & Mobility

The transportation system in and around Frankfort serves a variety of different travel purposes—from regional roads, railways, and bike trails that support the mobility of regional passenger and freight through the area, to local streets providing access to Frankfort residents and business owners. Chapter 6 explores themes, goals, and actions related to the Village's transportation system, including roadways; freight; transit; and non-motorized transportation. Chapter 6 also identifies several transportation projects related to those goals that the Village should continue to consider and explore over time.

VISION: Protect Frankfort's local ecosystems and natural resources.

THEMES: Environmental Stewardship and Low Impact Development

VISION: Create a system of resilient community infrastructure in Frankfort

THEMES: Utilities, Technology Infrastructure, and Municipal Facilities

VISION: Provide convenient and multi-modal (car, bike, etc.) access throughout the Village

THEMES: Transportation System and Pedestrian Mobility

executive summary

PLAN RECOMMENDATIONS

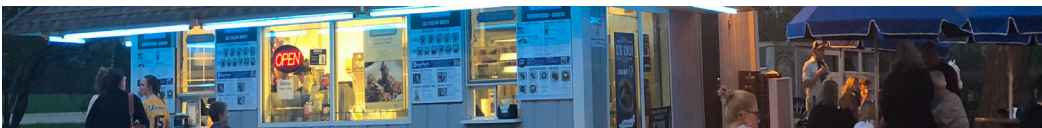


Chapter 7: Economic Prosperity

Sustaining and enhancing economic prosperity is an essential component of maintaining quality-of-life in Frankfort. An economically vibrant and prosperous Frankfort should provide ample and quality opportunities for residents to live, work and play within the Village. Chapter 7 explores themes, goals, and actions related to economic prosperity in Frankfort, including economic base diversification; continued downtown revitalization; infrastructure-linked economic development; and healthy housing stock.

VISION: Sustain & enhance economic prosperity in Frankfort.

THEMES: Mixed use and Industrial opportunities and housing diversity

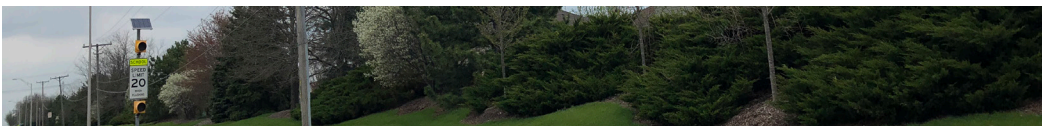


Chapter 8: Land Use

Through land-use regulations, the Village can guide growth and development in a way that considers short-term benefits and long-term effects on the community. Chapter 8 starts with an examination of existing land use patterns in Frankfort, then summarizes the Future Land Use process and strategy. It addresses the Village's planning jurisdiction, boundary agreements, identifies annexation priorities, and references additional Existing Conditions and Design Guidelines (contained in the Appendix) used to inform future land use patterns, the regulatory environment, and decision-making process.

VISION: A balanced mix of land uses to promote continued community prosperity.

THEMES: Continue pattern of quality development while capitalizing on opportunities for additional industrial development and mixed-



Chapter 9-11: Corridors

While this plan takes a Village-wide approach to future land use planning, it also addresses vital subareas of Frankfort that warrant special attention. These areas include the residential neighborhood and commercial core of Downtown Frankfort, two commercial corridors along Route 30 (referred to as Route 30 Central and Route 30 East), the Laraway Road Business Corridor, and the I-57 Industrial Corridor. The future land use patterns and development formats for the five subareas are considered in light of community input, deliberations by a community working group, insights from Village staff, and technical analysis. Each corridor is considered in terms of its 1) key existing conditions, 2) market trends, and 3) land use opportunities and recommendations. In some cases, sketch plans have been prepared to demonstrate different development scenarios.

FOCUS: Downtown Frankfort Residential and Commercial Sub-Areas, Route 30, Laraway Road Business Corridor, and the I-57 Industrial Corridor

executive summary

YOUR FRANKFORT GOAL CHECKLIST

Chapter 12: Implementation

The Implementation Guide provides recommended activities and implementation strategies, as well as a summary of all goals and action items, along with potential partners and priority status for each action item, outlined in the Comprehensive Plan. The “Your Frankfort Goal Checklist” highlighted herein includes the major goals by topic. Please refer to Chapter 12: Implementation for a more detailed list of action items and partners.

Social & Cultural Vibrancy

- ☐ Strengthen Frankfort’s social capital by engaging with and connecting a diverse network of citizens to maintain a strong sense of community.
- ☐ Leverage and enhance Frankfort’s public spaces through creative place-making and thoughtful design that considers how people interact with space and place.
- ☐ Diversify Frankfort’s arts, culture and entertainment offerings by expanding programs and events year round.
- ☐ Partner with local providers to grow, expand and improve educational opportunities for residents of all ages.
- ☐ Support the growth and development of services and amenities that promote healthy lifestyles and contribute to quality-of-life in Frankfort.
- ☐ Promote public safety, focusing on education, enforcement and updating public infrastructure.

Green Initiatives

- ☐ Preserve, enhance and grow Frankfort’s network of open spaces and natural areas.
- ☐ Improve energy efficiency, foster appropriately scaled local energy production and increase the use of renewable energy.
- ☐ Promote awareness, safeguard water resources and improve water management.
- ☐ Promote waste management best practices to reduce the overall amount and types of substances entering landfills.
- ☐ Include grey and green stormwater infrastructure in Frankfort’s overall stormwater management strategy to prevent and alleviate the effects of flooding.
- ☐ Reduce emissions and air pollution, improve overall air quality.
- ☐ Integrate environmental planning into local development codes and regulations.
- ☐ Where possible, encourage infill development and adaptive reuse.



executive summary

YOUR FRANKFORT GOAL CHECKLIST

Resilient Community Infrastructure

- ☐ Provide high quality water and sewer utility services.
- ☐ Provide reliable, efficient and accessible electric & natural gas services.
- ☐ Expand consumer choice / access to reliable low-cost, high-speed internet services.
- ☐ Continue to cater to the health, wellness and safety of Frankfort and its residents through continued maintenance and improvement of municipal facilities.

Transportation + Mobility

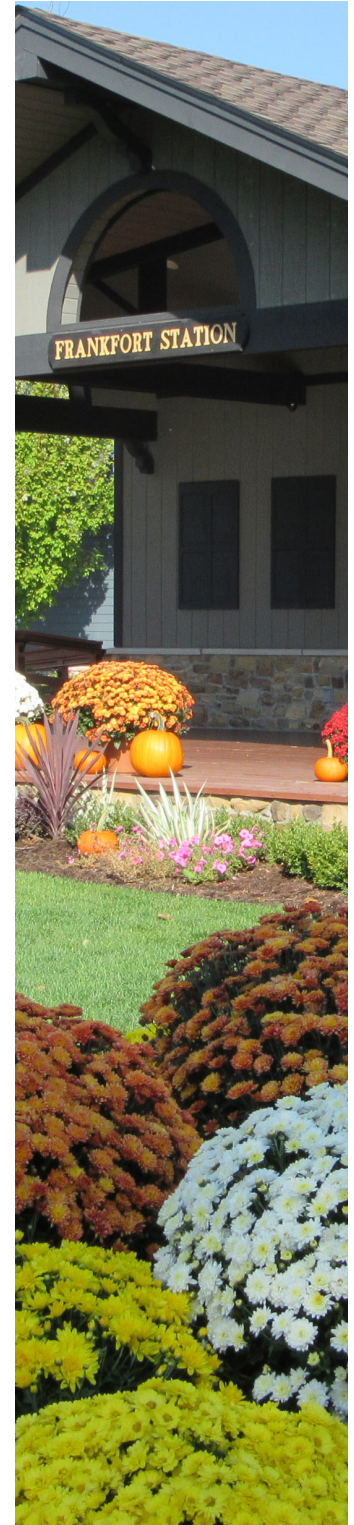
- ☐ Increase roadway connectivity to meet the need for mobility and accessibility.
- ☐ Coordinate with other jurisdictions to mitigate the impacts of truck traffic on area roadways, while maintaining economic vitality and growth as part of the Will County freight network
- ☐ Enhance the use of rail and work with the Canadian National (CN) railroad to leverage the potential of Elgin, Joliet & Eastern corridor to support future industrial development in Frankfort, further diversifying the tax base.
- ☐ Improve transit connections in Frankfort to help decrease reliance on single-occupancy vehicle travel, and increase access to opportunities for those unable or unwilling to drive themselves.
- ☐ Increase connectivity of the trail network—including links to regional trails—to support the safety and comfort of both recreational and destination-based bicycle and pedestrian trips.
- ☐ Promote public safety, focusing on education, enforcement and updating public infrastructure.
- ☐ Expand and enhance Frankfort's inventory of public parks and recreational amenities.

Economic Prosperity

- ☐ Support and encourage the diversification of the Village's tax base.
- ☐ Maintain and enhance Downtown Frankfort as a successful and vibrant corridor for residents, local businesses and visitors.
- ☐ Encourage and support appropriate infill development in commercial corridors.
- ☐ Support infrastructure expansions/investments that promote/foster economic development.
- ☐ Ensure stable growth in the community's high quality housing stock.

Land Use

- ☐ Guide growth and development in a way that considers both short-term benefits and the long-term effects on the community.



thanks



Thanks to the many Frankfort residents and business owners who participated in the Your Future, Your Frankfort 2040 Comprehensive Plan process through workshops, events, and online engagement.

COMPREHENSIVE PLAN WORKING GROUP

Jim Holland, *Mayor*
Robert Kennedy, *Former Trustee*
Dennis Murphy, *Business Owner*
Don Schwarz, *Former Plan Commission Chair*
Gina Hassett, *Frankfort Park District*
Joe Kosteck, *Business Owner*
Lisa Glancy, *Business Owner*
Maura Rigoni, *Plan Commission Chair*
Rich Rappold, *Frankfort Chamber of Commerce*
Tom Kara, *Business Owner*
Joe Kostek, *President of the Lincoln-Way High School District*
210 Board of Education and Business Owner

PLAN COMMISSION

Maura Rigoni, *Chair*
Ken Guevara
Alicia Hanlon
Lisa Hogan
Dan Knieriem
Kris Michuda
Will Markunas

VILLAGE BOARD

Jim Holland, *Mayor*
Adam Borrelli, *Trustee*
Margaret Farina, *Trustee*
Keith Ogle, *Trustee*
Jessica Petrow, *Trustee*
Dick Trevarthan, *Trustee*
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CONSULTANT TEAM

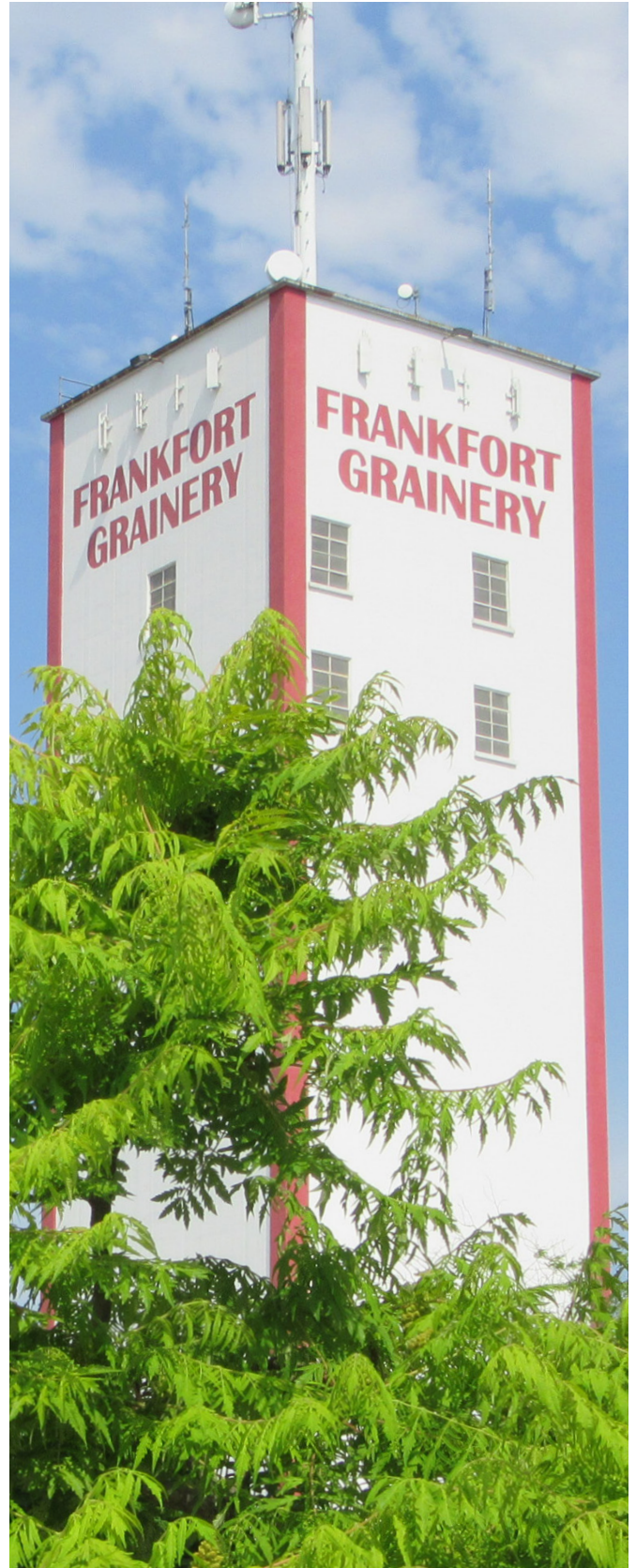
Lead Consultant: Teska Associates, Inc.
Sub Consultant: AECOM

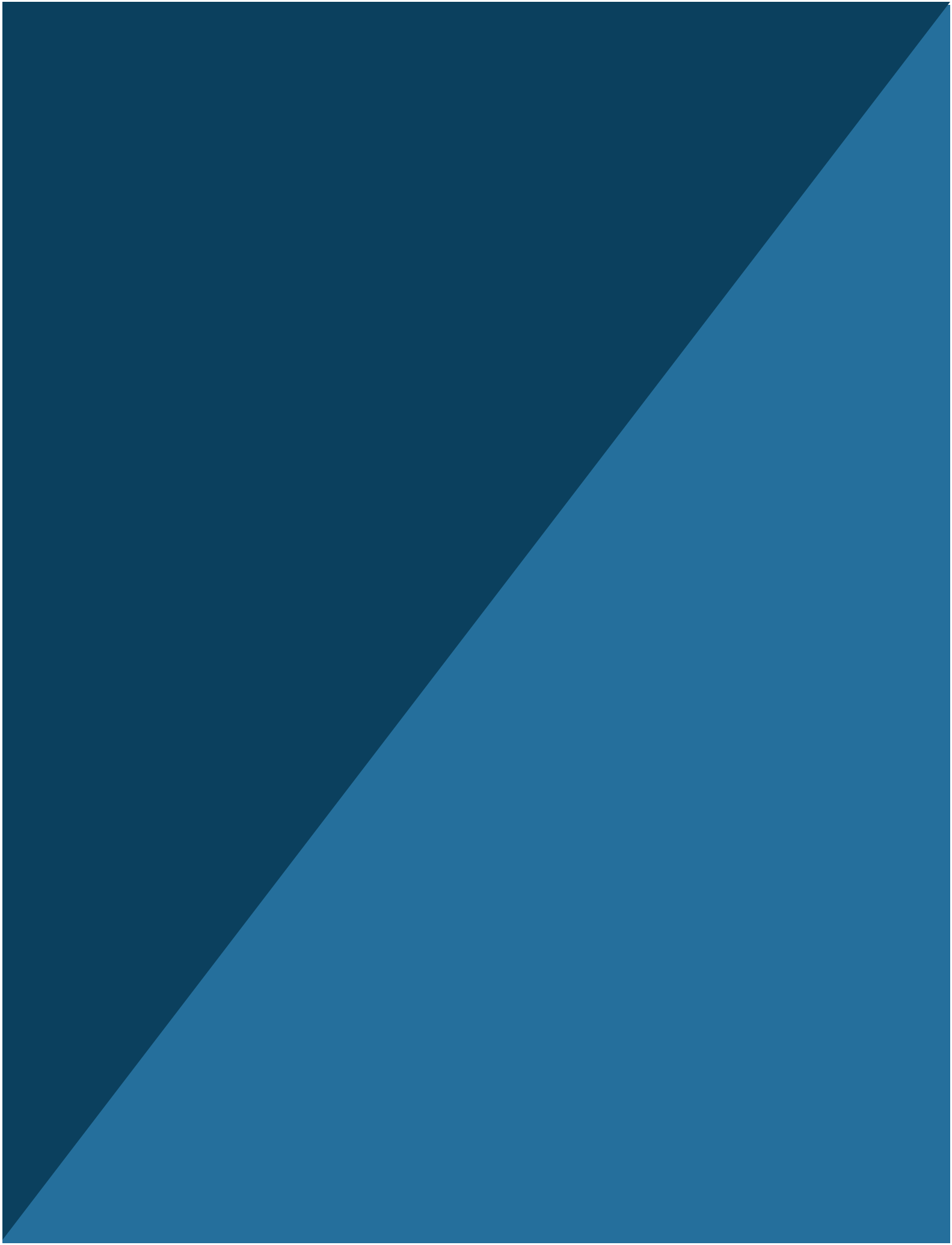
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1



CHAPTER ONE

Introduction

Purpose + Use

A Comprehensive Plan is a guide book that identifies the strengths and challenges of the community and suggests a preferred course of action to direct future growth and development. The ingredients to a well-designed Comprehensive Plan include:

- ✓ **FACTS:** An assessment of data, physical factors, and community assets.
- ✓ **COMMUNITY INPUT:** Opinions and desires of Frankfort residents and business owners based on public workshops, surveys and on-line tools, pop-up events, and hearings.
- ✓ **PROFESSIONAL ADVICE:** Guidance and direction offered by the consulting team retained by the Village of Frankfort.

Building on the themes of previous plans, the Your Future, Your Frankfort: 2040 Comprehensive Plan Update is designed to guide the Village on matters related to growth and development over the next 20 years.

The Comprehensive Plan is both reflective of, and a response to, many changes both locally and nationally, that have affected the long-term viability of Frankfort. The Plan provides updated goals and objectives for a range of important issues, including economic prosperity, social and cultural vibrancy, resilient community infrastructure, and harmonious land use.



▲ Downtown Frankfort

1 | introduction

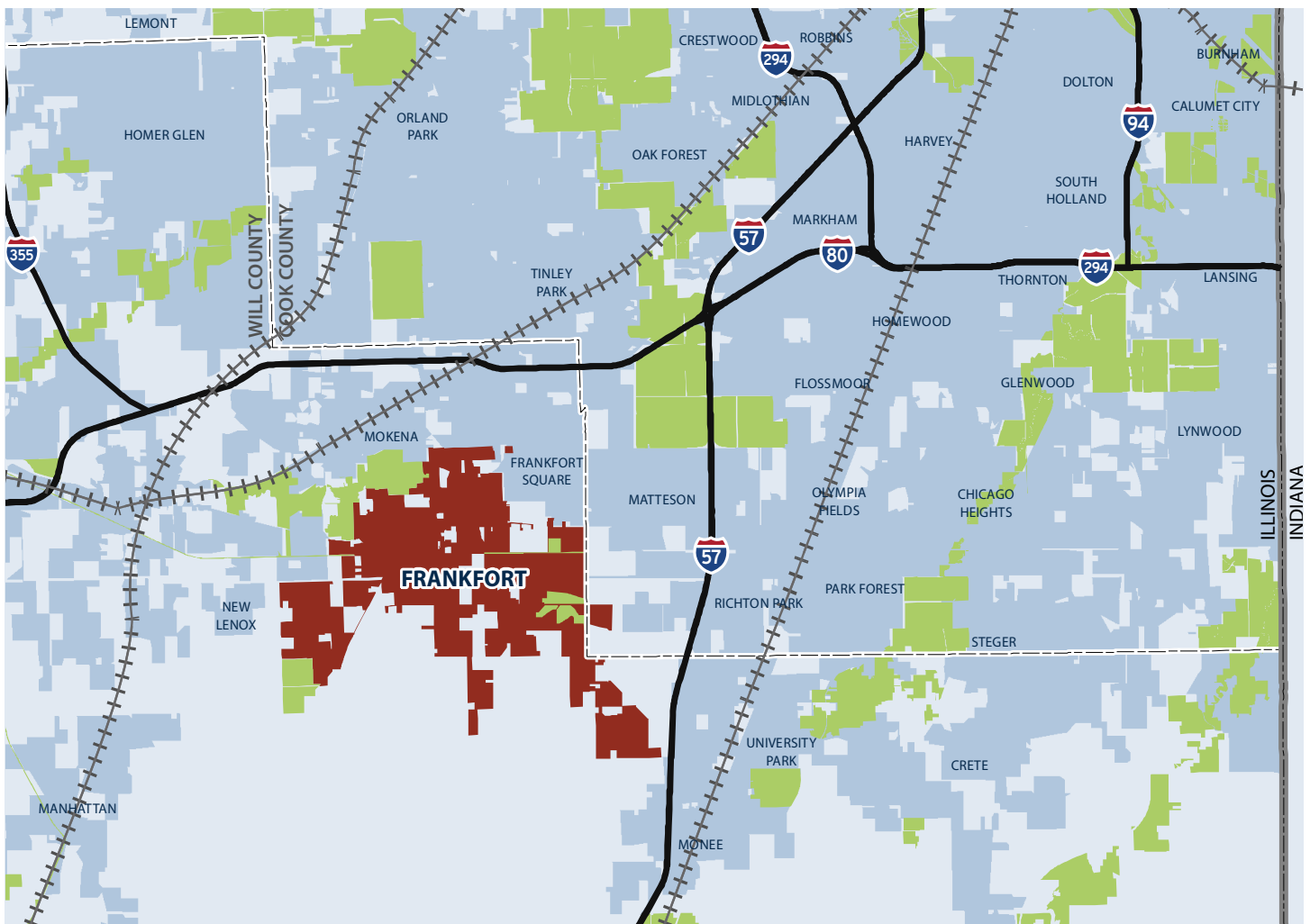
The Illinois State Statutes empower municipalities to plan future land uses within a one and one-half mile radius outside their actual municipal boundaries, known as the planning jurisdiction. This planning area allows a municipality to identify desired future land uses, review plans for unincorporated areas, and preserve public sites and open space corridors.

As is the case for many communities, Frankfort's planning area overlaps with neighboring municipalities. In such instances, communities often enter into boundary agreements which establish jurisdictional limits that both municipalities agree not to plan for or annex beyond.

For the purposes of this Plan, the Village of Frankfort's planning area encompasses all territory within the Village's corporate limits, as well as certain unincorporated areas of Will and Cook Counties located within the Village's planning jurisdiction. However, jurisdiction over these unincorporated areas is subject to intergovernmental agreements with adjacent municipalities and county land use regulations.

Several areas within the Village of Frankfort and its jurisdictional boundary are given special attention in this update to the Comprehensive Plan, addressing development strategies, policy recommendations and design guidelines.

Figure 1.1 | Regional Context Map





▲ Frankfort Station

About Frankfort

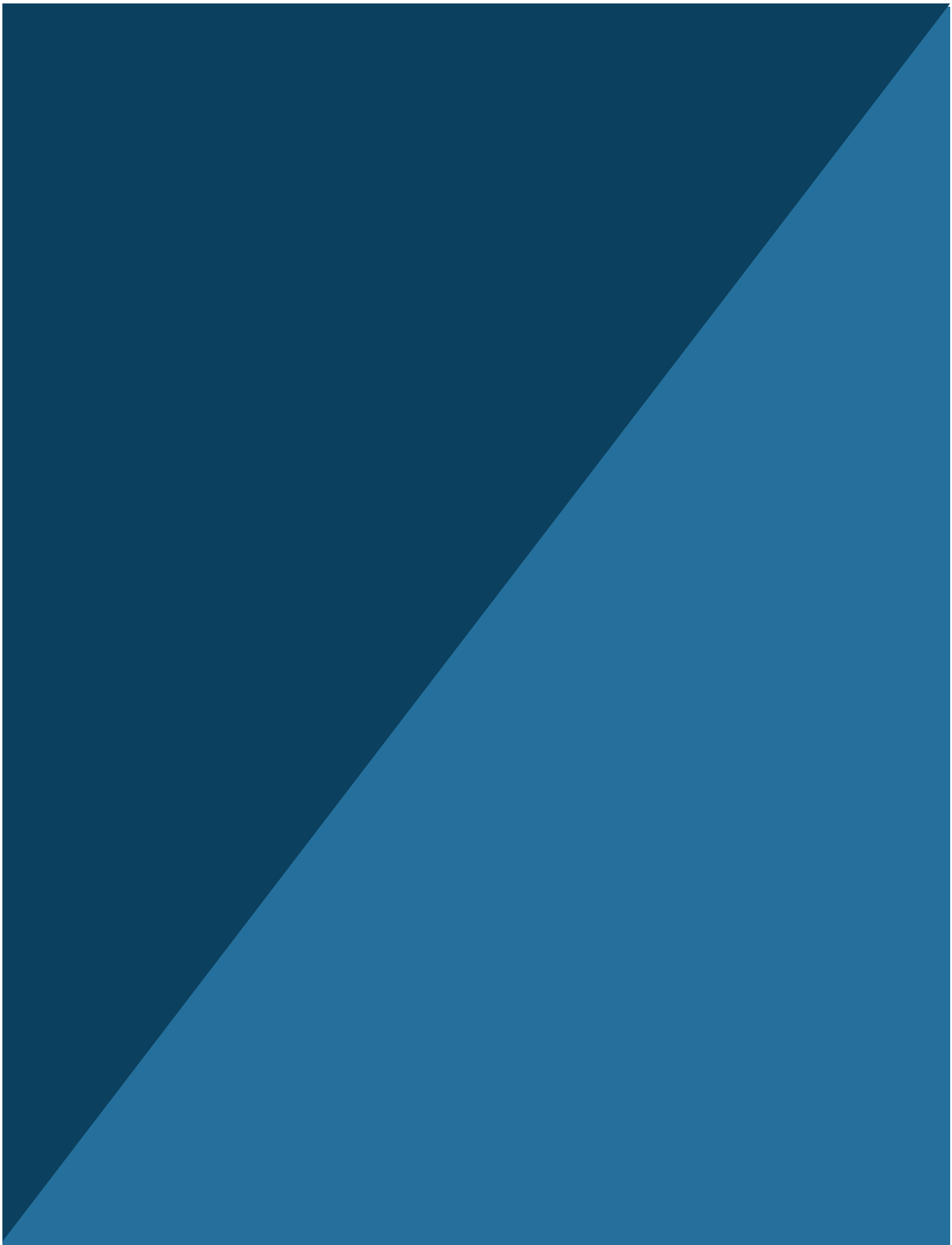
The Village of Frankfort is located approximately 30 miles southwest of Chicago's Loop. Frankfort lies in the northern part of Will County, with Cook County directly to its north and east. The Village is bordered by Tinley Park and Mokena to the north, Matteson, Richton Park, University Park and Monee to the East, and New Lenox to the West. Frankfort is intersected by La Grange Road (Route 45) running North/South and Lincoln Highway (Route 30) running East/West. Interstate 80 lies just to the north of the Village and Interstate 57 is just to the East. Proximity to these major transportation routes offers residents and businesses within Frankfort excellent access to Chicago, surrounding communities and the region as a whole.

Once home to Potawatomi, Sac and Fox tribes, the area now known as Frankfort was settled by English, Scottish, and German settlers. Frankfort was founded in 1855, and soon after became a prominent town and rail depot after the Michigan Central Railroad Company built the Joliet and Northern Indiana Railroad (JNIR) rail line.

Frankfort's sense-of-place is derived from its rich settler and railroad history. The Village has a unique historic downtown

that developed along the rail line. This downtown area has evolved into a vibrant town center, providing a space for community events and a home to a variety of local businesses. Additionally, the JNIR has since been converted into a pedestrian trail, known as the Old Plank Road Trail (OPRT). OPRT has become an important community asset for Frankfort, providing both recreational opportunities and an alternative means of transportation to the downtown area. The Breidert Green and surrounding areas hosts many community events, such as the Frankfort Country Market, bicycle rides, walk/run events, car shows, and arts & crafts shows and serves as a gathering place for residents and groups.

Frankfort's unique community assets, high quality of life, excellent schools, quality housing stock, outstanding commercial development, and regional accessibility provides the opportunity for continued growth. Frankfort continues to attract new residents, with a population of 17,782 in 2010 (US Census) growing to over 20,000 by 2019 (estimate based on occupancy permits). Given the Village's many assets, continued growth and development are anticipated.



2



CHAPTER TWO

Community Engagement

CONTENTS

- Introduction
- Process
- Getting The Word Out
- Stakeholder Interview + Focus Groups
- Workshops + Events
- Project Website + Interactive Tools
- Outreach Timeline
- Key Themes

Introduction

What are the **CHALLENGES**?

Where are the **OPPORTUNITIES**?

What does **FRANKFORT WANT** in the future?

Community engagement helps provide the answer to all of these questions. At its most basic truth, effective outreach means effective communication - active listening, reporting back, reworking ideas, refining concepts, and ultimately, producing a set of actionable items and goals that speak to what the community wants, needs, aspires to be – the opportunities, the possibilities, the community's desires.



▲ Your Frankfort Pop-up Idea Booth at a Frankfort Party in the Park event

“Vibrant, family friendly, self-sustaining, with variety of shops and restaurants...”

- Resident Idea

2 | community engagement

To fully understand the what, where, and why of Frankfort's opportunities, possibilities, and community desires requires the **interplay of engagement mediums**:

- ✓ Community awareness and education;
- ✓ Effective project marketing and design;
- ✓ Interactive tools to cultivate ideas and consensus;
- ✓ Interviews and focus groups with local organizations, stakeholders and businesses;
- ✓ Workshops and events to connect with residents, business and stakeholders.

It is the **collective sum of these “parts”** that allows us to:

- ✓ Build awareness about the what and why of the Comprehensive Plan;
- ✓ Provide choices in the way residents can share their perspective and collaborate;
- ✓ Effectively facilitate idea sharing; and
- ✓ Prioritize opportunities.



▲ The “Your Future, Your Frankfort” community engagement process used an interplay of engagement mediums, such as creative marketing and pop-up idea booths at local events to connect with residents, businesses and other stakeholders.

ENGAGEMENT COMPONENTS

1 | PROJECT BRANDING

2 | CREATIVE MARKETING

3 | INTERACTIVE TOOLS

4 | IN-PERSON EVENTS



Project Logo



Color Scheme



Project Details



Print Materials



Social Media



Local News



Project Website



Quick Polls



Smartphone Polls



Community Workshops

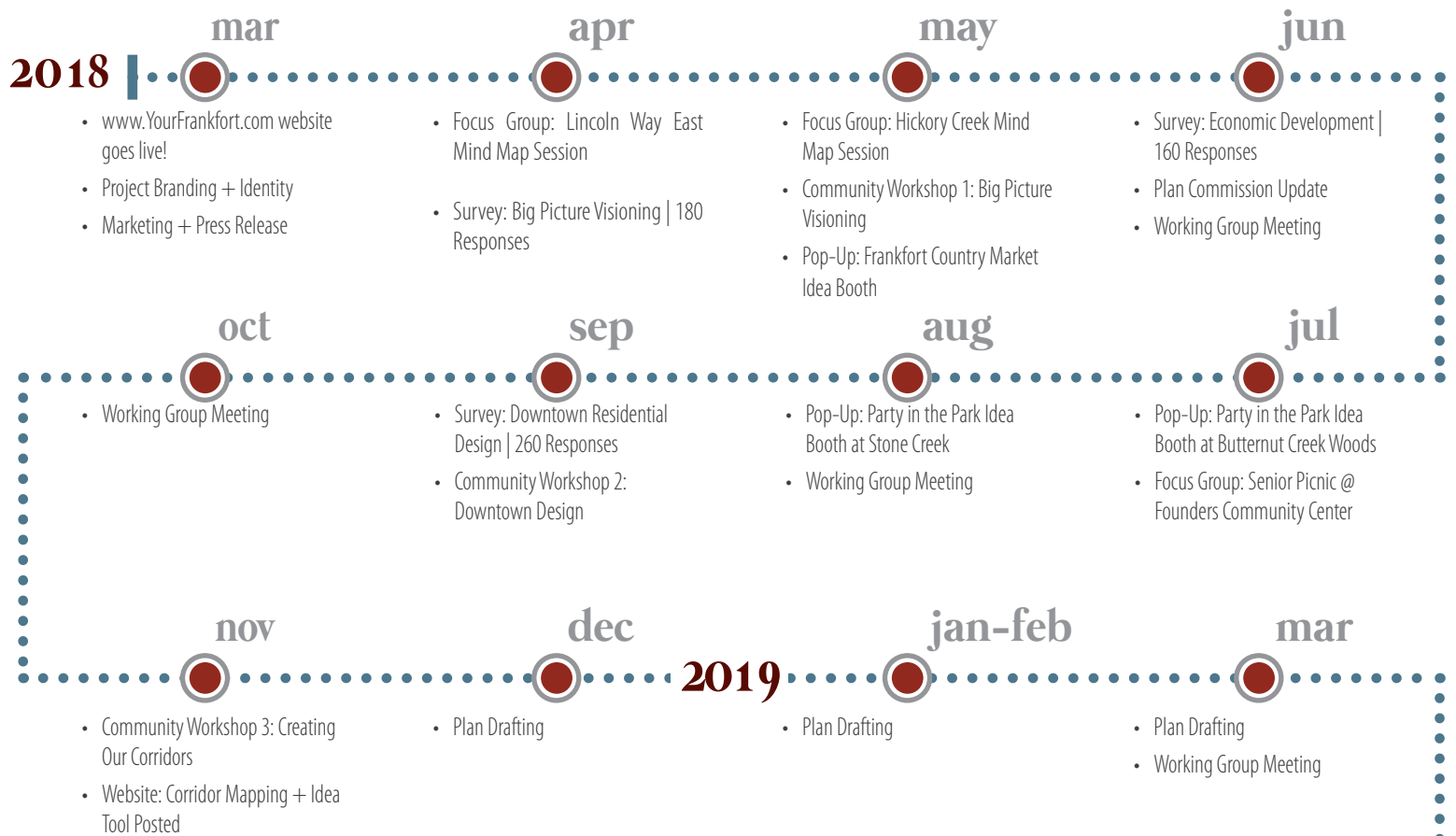


Pop-Up Idea Booths



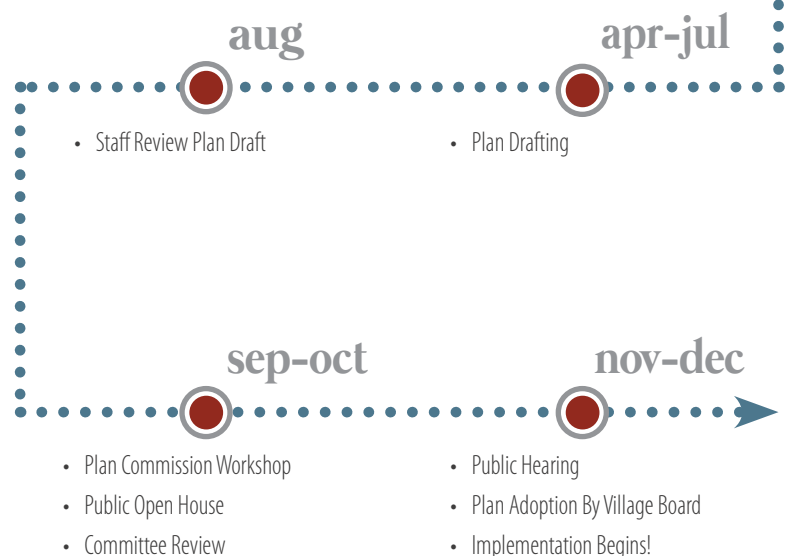
Interviews & Focus Groups

Your Future Your Frankfort Outreach Timeline



Process

Frankfort's Comprehensive Plan, 'Your Future, Your Frankfort', spanned a total of 20 months, with project initiation beginning in March of 2018 and plan adoption by the Village Board in December of 2019. Frankfort's community input campaign lasted the duration of the project. Throughout the process, a dedicated Comprehensive Plan Working Group reviewed progress and goals as new topics were raised and consensus collected. The Frankfort Working Group included members of the Plan Commission, Mayor Jim Holland, a Village Board representative, representatives of local community organizations, business owners, residents and Village Staff. This group of approximately 12 individuals met with the consultant team every other month to provide input on engagement efforts, identify critical issues, and review and advise on emerging themes.



Getting the Word Out

From the project's kick-off in March of 2018 to adoption in December of 2019, the Village took a very active stance in educating residents, businesses and stakeholders about the importance of the Comprehensive Plan, and their voice in guiding it. Marketing and promotion of the plan included press releases and news coverage, pop-up events at the Frankfort Country Market and Parties in the Park, interactive discussions with area students and seniors, engaging with local Home Owners Associations, and posts via community partner's Facebook pages. Thanks to these ongoing efforts in conjunction with creative marketing of the website, interactive idea tools, quick polls and other community events, the Comprehensive Plan, 'Your Future, Your Frankfort' was readily understood and embraced by the Frankfort community!

Within the first month of planning, major work was already underway to gear-up outreach efforts and thoughtfully pace engagement to maintain project momentum. With Village guidance and preferences in mind, the project name and logo were established, workshop dates confirmed, community events flagged, and an interactive, educational website built. Over 2,000 project cards were designed, printed and distributed throughout the Village to market the project, the website, and further awareness of and attendance at workshops and events.



Sharing is Caring



Old Town Homeowners Association

Page · 97 like this · Community Organization

Dec 12, 2018 · 🌐 · At last night's OTHA meeting, the results of the Downtown Residential Design Survey were discussed. The link is below. Of note, "The Downtown Residential Design Survey yielded a total of 261 responses. The majority of responses came from residents who live in...



5



Frankfort Park District

3.9K like this · Frankfort, Illinois · Community Center

Jun 13, 2018 · 🌐 · The Village of Frankfort's 2040 Comprehensive Plan: Take the 'Your Frankfort Survey #2: Economic Development' today! Please take 5-minutes to share your input, preferences and behaviors as they relate to economic development – i.e. personal shopping...



Frankfort Resident 🗳️ voting at Village of Frankfort.

September 11, 2018 · Frankfort, IL · 🌐

You can't have a voice if you don't come out to have it heard.



10

1 Comment



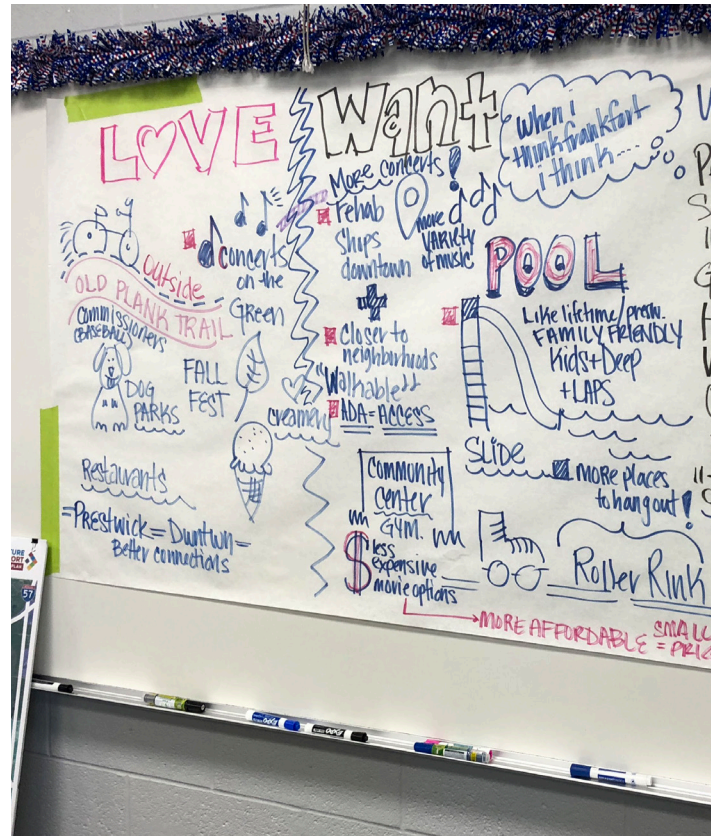
▲ Project Cards help get the word out by acting as conversation starters throughout the engagement process. They also provide the comprehensive plan website address so residents can learn more and be inspired to contribute.

Stakeholder Interview + Focus Groups

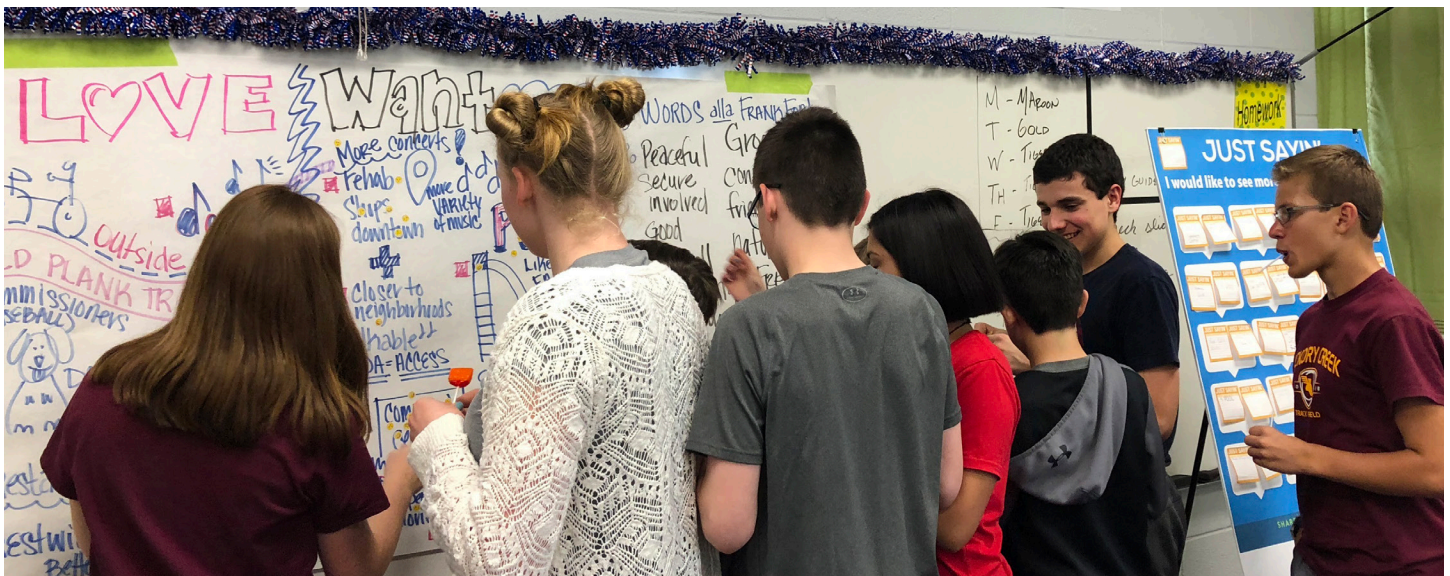
A series of interviews were conducted with over 50 residents, business owners, Village staff, and area stakeholders to better understand existing and future opportunities and issues and generate local insights from a wide range of backgrounds and perspectives. These conversations served-up a wealth of knowledge that inspired new ideas, important questions to ask the community, insights on how to shape the content and structure of workshops, and ultimately inform the final plan.

“We need connecting paths, especially in areas around Prestwick and Chelsea.”

- Hickory Creek Student Idea



▲ As highlighted in the photos above and below, Frankfort's younger residents also had a chance to get involved in the Village of Frankfort's Comprehensive Planning Process. In this focus group at Hickory Creek Middle School, students had a chance to openly talk about the things they love most about their community and things they would like to see more of in Frankfort. Students were able to share their ideas in a group brainstorm and mind-mapping exercise.



Workshops + Events

In-person community engagement in the form of workshops, focus groups, mind mapping and pop-up idea booths were pivotal components in hearing from the community. Speaking with residents face-to-face provided an intimate understanding of issues and opportunities, what they want, need and why. Kick-off activities included a “Big Picture Visioning” poll and community-wide workshop, a pop-up idea booth at Frankfort’s infamous Country Market, and two interactive mind mapping sessions with students at Hickory Creek Middle School and Lincoln Way East High School.

Following these initial kick-off activities, community outreach continued. The ‘Your Future, Your Frankfort’ team hosted two additional idea pop-ups at Frankfort Park District’s Parties in the Park events to connect with residents and families, a focus group with seniors was held at the Founder’s Center, and three additional community-wide workshops were conducted to explore ideas and opportunities related to economic development, downtown development, residential design guidelines, special areas planning and corridor considerations. Workshop activities ranged from group discussions and collaborative idea murals to place-based activities, mind mapping and live smartphone polling. Opportunities related to environmental stewardship, transportation / mobility, social components and cultural vibrancy were also explored and discussed.

A Community Open House was also hosted in September of 2019 that invited residents to view and comment on the Draft Plan prior to its review and adoption by the Village Board.



▲ There were a total of 3 community workshops; above is the event poster from the Kick-Off Meeting hosted in May 2018. At the end of the planning process, an open house was held in September 2019 to showcase and receive feedback on the Draft Plan.



▲ Your Frankfort Visioning Workshop

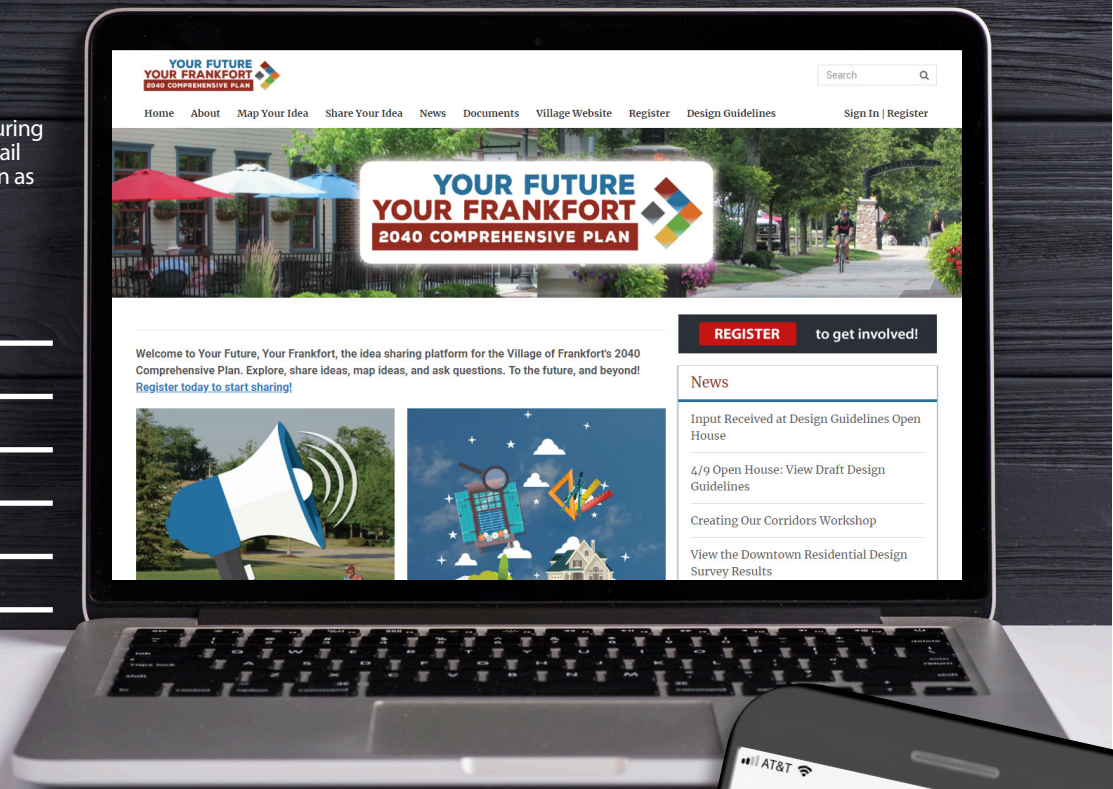
Online Engagement

The project website integrated 'opt-in' emails notifications ensuring subscribers would receive a email containing project news as soon as such was posted.

Quick Statistics:

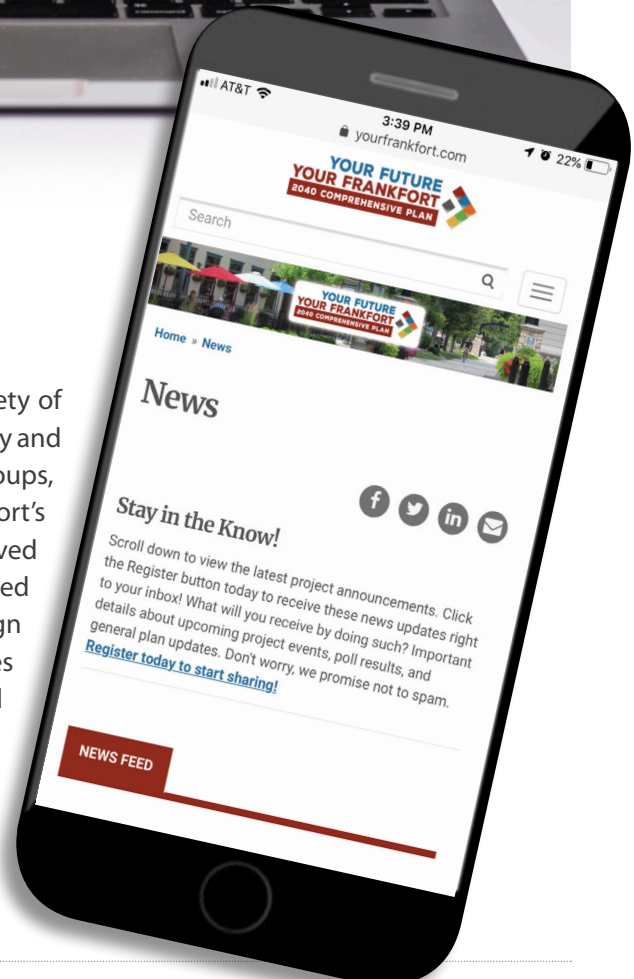
May 2018 to July 2019

- 20+ Website News Articles
- 4,500+ Site Visits
- 250+ Site Registration
- 250+ Ideas Shared
- 75+ Mapped Ideas
- 600+ Survey Participants



Project Website + Interactive Tools

To inspire Frankfort residents and stakeholders to share their ideas, a variety of tools and opportunities were provided to make the process of sharing as easy and fun as possible. In addition to the in-person events, pop-ups and focus groups, online tools were utilized to supplement face-to-face feedback. Frankfort's online participation via the project website www.yourfrankfort.com, served as an extensive source of insight and collaboration. Interactive tools allowed users take quick polls and surveys, map place-based feedback, vote on design priorities, map place-based feedback, and to share ideas showcasing places they love or things they would like to see. The project website also included a "Subscribe Feature" that allowed visitors to sign-up to receive project news and announcements via email. At every workshop and event, a sign-up form was furnished that allowed residents to opt-in to be added to this list. Throughout the project, over 250 unique subscribers signed up for project updates via the project website



Community Polls

Three community polls were posted to the website, promoted via social media, and marketed at workshops, events, and via community partners. The polls allowed residents to rank, vote and comment on Frankfort's assets, challenges and priorities. Poll topics included big picture visioning, economic development, and downtown residential design aesthetics. Within these polls topics pertaining to recreation and entertainment, transportation and mobility, business development, future growth considerations, and quality of life in general were also explored.

Live Smartphone Polling



▲ Live polling was integrated into focus groups and meetings that allowed participants to anonymously interact, share comments, and vote on priorities via their smartphones during live presentations. The results were then collected and reported back in real-time via colorful bar charts. Live polling was introduced at the start of focus group sessions to provide a baseline of data for participants to respond to, discuss, and opine in greater detail.



InTheNews...



“It was very interesting to see what could be and what direction we could be heading. To me this is the perfect venue to have your voice heard, to see what the future of Frankfort holds for us.

— Resident, Community Workshop #2

Workshop + Event Photos



3



CHAPTER THREE

Social & Cultural Vibrancy

CONTENTS

- Introduction
- Connectedness
- Knowledge & Empowerment
- Health & Safety
- Summary of Action Items

Introduction

What is Social & Cultural Vibrancy? Why is it important?

While broad in scope and meaning, social and cultural vibrancy generally refers to the physical and social factors of a place that contribute to the health, well-being, and happiness of its residents, visitors and businesses – it is the things that make a community not only livable but desirable.

Social and cultural vibrancy can foster diversity and inclusivity, which help drive community health and resiliency. Vibrant communities attract and retain residents and businesses and become unique destination places. This chapter explores elements of Frankfort's social and cultural vibrancy and presents policies and strategies intended to strengthen and connect those elements that together create a *vibrant Frankfort*.



VISION: Grow and celebrate Frankfort's social and cultural vibrancy.

Connectedness

Connectedness refers to the number and strength of relationships that a resident has with others in their community, and/or the strength of the relationship that a resident has with the community itself.¹ Connectedness is important to social vibrancy because it fosters a sense-of-place and sense-of-inclusion that contributes to the mental health and well-being of its residents, visitors and businesses.

Frankfort is well-known for its community connectedness. Frankfort's destination downtown, popular community events, and unique recreational amenities are important assets that have been and should continue to be, leveraged to foster connectedness within Frankfort. The community's excellent parks, sports programs, and school districts also contribute significantly to this connectedness, bringing residents together for educational and recreational activities.

SOCIAL CAPITAL

Social capital refers to the value derived from stable social bonds, relationships and networks that allow individuals to accomplish things which they otherwise would not be able to on their own. Strong social capital can benefit a community by allowing residents to easily share information, offer each other assistance and establish a level of trust.² Other benefits include shared norms, shared values, and a shared sense of identity. Overall, social capital contributes to a higher quality-of-life.

GOAL: Strengthen Frankfort's social capital by engaging with and connecting a diverse network of citizens to maintain a strong sense of community.



TIP: Community events are great hands-on, face-to-face opportunities to engage with residents. Because people will already be at those events for other reasons, you do not have to ask them to go out of their way to attend a meeting. This approach was taken during development of the Comprehensive Plan, gathering input at events like the Frankfort Country Market and Parties-in-the-Park. Social media campaigns can also be successful, because people can engage from anywhere, anytime.



▲ Residents and visitors enjoying the Frankfort Country Market in Downtown Frankfort

PLACEMAKING + DESIGN

"In creative placemaking, partners from public, private, non-profit, and community sectors strategically shape the physical and social character of a neighborhood, town, city, or region around arts and cultural activities. Creative placemaking animates public and private spaces, rejuvenates structures and streetscapes, improves local business viability and public safety, and brings diverse people together to celebrate, inspire, and be inspired." - Gadwa and Markusen, 2010³

Creative placemaking in many suburban communities has a unique set of challenges. Some of the physical challenges that must be navigated in the suburbs include automobile dependency, limited walkability, lack of public spaces and lack of pedestrian-scale spaces. Other challenges that placemaking efforts might face in the suburbs include community skepticism and critique, finding adequate funding for projects and providing long-term maintenance. But despite the challenges, creative placemaking is an effective tool for connecting residents with their community. Because Frankfort has an established downtown with high quality public spaces and good walkability, some of the creative placemaking challenges have already been overcome. However, placemaking efforts should not be limited to the downtown area.

While creative placemaking can be effective for connecting people with place, thoughtful design can also foster a sense of connectedness, especially for the community-wide scale. Thoughtful design considers the way buildings, streets and the spaces between them relate to one another, and attempts to tie different elements and spaces together functionally and visibly. One example of thoughtful design is installing wayfinding and streetscape elements, like signage, lighting, street furniture, and landscaping that both create a cohesive visual aesthetic for the community, but also works to create a community brand that both residents and visitors can easily recognize.

GOAL: Leverage and enhance Frankfort's public spaces through creative place-making and thoughtful design that considers how people interact with space and place.



Route 30 Landscaping

The Village worked with the Illinois Department of Transportation (IDOT) to enhance Route 30 between Wolf Road and Harlem Avenue. The Route 30 reconstruction, which concluded in 2013, involved expanding Route 30 in a nine mile section from New Lenox to Frankfort. Elements of this reconstruction project included roadway improvements, drainage and stormwater management improvements, noise walls, new bike paths and sidewalks, and medians for traffic safety. In exchange for the Route 30 enhancements funded by the IDOT, the Village agreed to maintain the landscaped medians along its section of Route 30. The Village maintains these areas to ensure these highly-visible spaces are reflective of Frankfort's high-quality standards. This type of thoughtful design contributes to the Village's identity.

Downtown Gateway Signage

Frankfort has beautiful and prominent community gateway signage that welcome residents and visitors to the Village while setting the tone for what they can expect from the community.

The Village expanded its inventory of signage in 2011 by adding wayfinding signs throughout the Historic District's commercial core for directing both pedestrian and vehicular traffic.





Events in Frankfort

- ☐ Frankfort Country Market
- ☐ Cruisin' Frankfort
- ☐ Fridays on the Green
- ☐ Movies on the Green
- ☐ Concerts on the Green
- ☐ Art on the Green
- ☐ Bluegrass Festival
- ☐ Amateur Rib Cook-Off
- ☐ Night Out Against Crime
- ☐ Fall Festival
- ☐ Old Plank Road Trail 5K Run/Walk
- ☐ Trunk or Treat
- ☐ Lighting of the Green
- ☐ Chili Cook-off
- ☐ Winter on the Green
- ☐ Get Hooked on Frankfort Fishing Derby
- ☐ Reindeer on the Green
- ☐ Earth Day Celebration
- ☐ Midnight Madness
- ☐ Memorial Day Ceremony

Community Knowledge & Empowerment

Throughout the community engagement process, residents expressed interest in expanding and improving Frankfort's educational opportunities above and beyond the traditional classroom setting. By weaving together the public education system, higher learning community, recreational programming and educational partners, such as business, faith and interest-based organizations, residents will have access to a system of knowledge that provides diverse opportunities for learning.

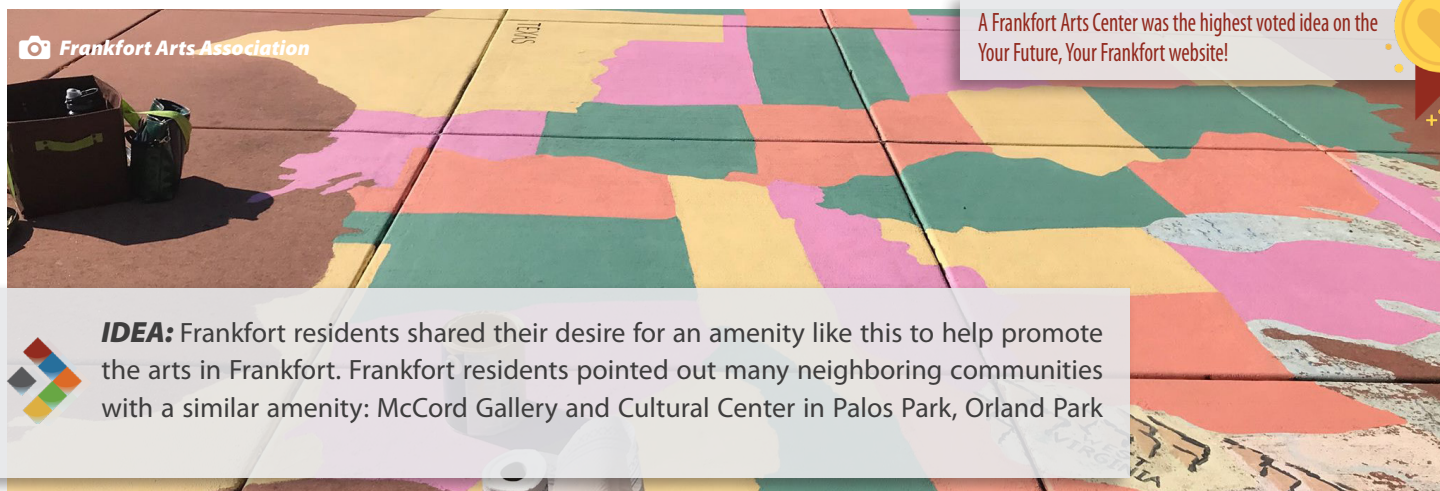
Year-round arts, culture and entertainment offerings are an important part of the system of knowledge in Frankfort, providing residents opportunities to develop new interests, skills and passions that they can use and pursue throughout their lifetimes.

ARTS, CULTURE, + ENTERTAINMENT

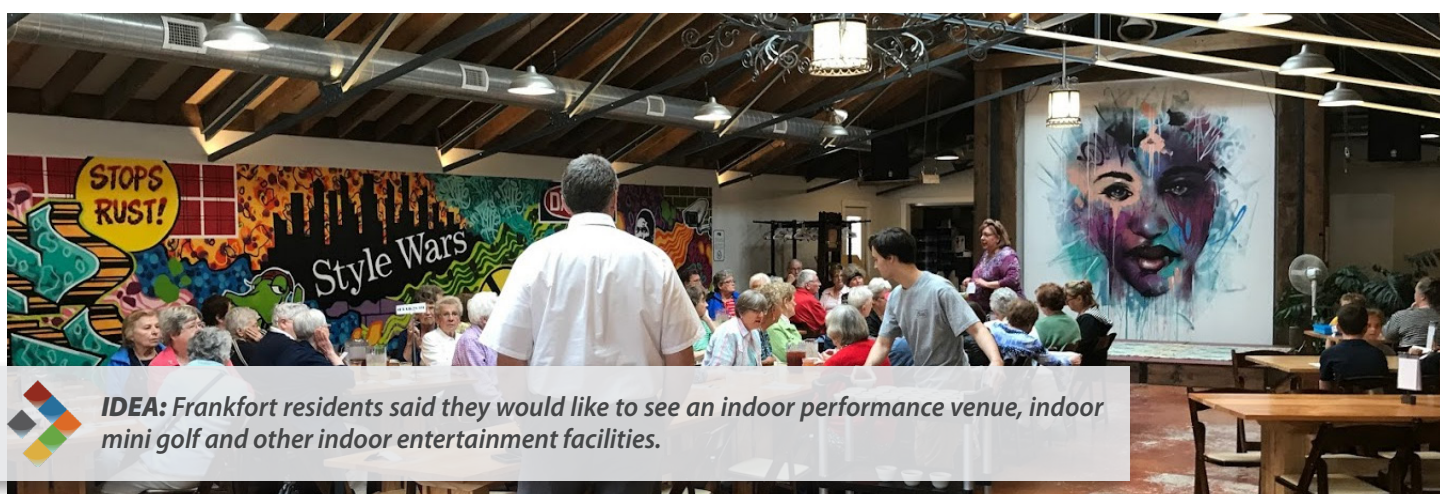
Throughout the Your Future, Your Frankfort community engagement process, Frankfort residents continuously praised the many community events the Village and its partners offer, including but not limited to, the Frankfort Country Market, events "on the Green," and the annual Bluegrass Festival. However, residents pointed out that while Frankfort offers many wonderful community events, the events are mostly based outdoors during warmer months. Residents expressed the desire to expand community events during the winter months to keep residents of all ages active and engaged with community year-round. Amenities in the Village, including but not limited to, the Park Districts, Library District, the KidsWork Children's Museum and the Village itself, provide the community with a suite of arts, cultural, and entertainment offerings. While these amenities provide a strong base, residents feel the Village would benefit from expanding these opportunities as much as possible.

GOAL: Increase Frankfort's arts, culture and entertainment offerings by expanding programs and events year round.

3 | social & cultural vibrancy



▲ Mural of the United States done by the Frankfort Arts Association for a local grade school



▲ Example of an indoor performance venue



▲ The Creamery on Nebraska Street

EDUCATIONAL OPPORTUNITIES

PUBLIC SCHOOL SYSTEM

Frankfort's excellent public education system is a popular reason why residents choose to live in Frankfort. High testing scores and high graduation rates show the public school districts serving Frankfort are exceptional, especially compared to other districts in the region and the state.

PUBLIC LIBRARY DISTRICT

The Frankfort Public Library District encourages lifelong learning by providing residents access to a wealth of information and ideas via their extensive physical and digital collections and access to the internet. The Library's diverse programs and services enhance the social and cultural vibrancy of the community by educating, enriching, inspiring, and entertaining residents of all ages. The Library District serves 30,484 people including Frankfort residents as well as residents in surrounding unincorporated areas. The district operates a 29,400 square foot facility at 21119 S. Pfeiffer Road containing 103,185 physical and 87,635 digital items in its collection. The public meeting spaces provided in the facility offer opportunities for community members and civic organizations to come together, learn, and share ideas resulting in a more connected and educated Frankfort community.

ADDITIONAL EDUCATIONAL OPPORTUNITIES

A good, comprehensive system of educational opportunities available to people of all ages is a major factor in consideration of a community for both residents and businesses. While Frankfort's excellent public school system and library district have been vital in the attraction and retention of residents, creating a network of different educational opportunities and resources can empower individuals to learn, lead and better themselves and their community. This includes educational opportunities above and beyond the public school system and library district, whether that be ballet classes through the park district, coding classes through the community college or a personal finance workshop at the chamber of commerce. All of these learning experiences contribute to a greater system of community knowledge and empowerment.

GOAL: Partner with local providers to grow, expand and improve educational opportunities for residents of all ages.



▲ Hickory Creek Middle School

Community Health + Safety

“Healthy communities are places where all individuals have access to healthy built, social, economic, and natural environments that give them the opportunity to live their fullest potential regardless of their race, ethnicity, gender, income, age, abilities, or other socially defined circumstance.”

- American Planning Association⁵

When planning for the future, the health of residents is central to the longevity and resiliency of a community. Addressing and improving public health goes beyond catering to the basic needs of residents – i.e. providing shelter, access to healthy food, disease prevention – it requires addressing multiple factors that contribute to the physical, mental and social health of its residents, including safety, access to health and human services (jobs, housing, education), and opportunity and space for physical activity and recreation.

PUBLIC SAFETY

In 2018, the Village of Frankfort was ranked one of the safest communities in Illinois based on federal crime and population data (National Council for Home Safety and Security). Frankfort ranked highest among other neighboring communities. The Frankfort Police Department and Frankfort Fire Protection District work hard to provide exceptional services to the Village. The sense of safety and security in Frankfort is a substantive community selling point, attracting residents and businesses to the Village. The Village of Frankfort should continue to provide exceptional services and look for ways to make those services even better. The Village should remain proactive in addressing current concerns within the community such as pedestrian safety and multi-hazard emergency response planning for schools.

GOAL: Address public safety concerns, through education, enforcement and updating public infrastructure.



***IDEA:** Throughout the engagement process, Frankfort Residents called for improved safety and accessibility for children to and from school. In general, residents were interested in seeing bicycle path enhancements and expansions throughout the community.*



▲ Bicycle Crosswalk in Downtown Frankfort

PARKS + RECREATION

Both passive and active recreation are key ingredients for a healthy lifestyle. Creating opportunities and maintaining space for recreation can enhance quality-of-life for people who live, work and play in Frankfort. Providing updated, well-maintained parks and recreational facilities, and interesting and fulfilling recreational activities and programming can promote physical and mental health for residents. These places and opportunities should be accessible for a range of ages and interests to ensure all residents can enjoy recreation in Frankfort.

NEIGHBORHOOD PARKS

Neighborhood Parks are generally designed for informal active, passive recreation and community gathering spaces. Frankfort Park District's Neighborhood Parks generally range from 2 to 5 acres in size. Neighborhood Parks are located in residential areas and generally serve neighborhoods within a 10-minute walk.

COMMUNITY PARKS

Community Parks are generally designed for active recreation and focus on meeting community-based recreation needs. These parks preserve unique landscapes and open space, and often serve the community as gathering and general team sport spaces. Community Parks tend to serve the entire Park District.

Frankfort Park District (FPD) manages and maintains several parks, all within the Village of Frankfort. The majority of the parks within Frankfort are located near or within residential neighborhoods, which means that most of the community is within walking distance of a park. FPD also uses some of the facilities of the local schools, as well as their community center, for fitness classes and programs.

Frankfort Square Park District (FSPD) also manages and maintains a few parks within Frankfort, and several parks outside of the village limits, but within the Village's planning jurisdiction. Existing parks in Frankfort Square are well located and generally within reasonable walking distance to Frankfort's residential areas.

As the community grows, it will be important to provide additional park space. The Frankfort Park District 2013 Comprehensive Master Plan recognizes this need, and identifies areas within the Village that will require additional park space. In addition to expanding the park inventory, the Village and the park districts should also expect additional need for recreational amenities and programming. Overall, Frankfort's park network is an asset in enhancing quality-of-life and providing appeal to residents and businesses.

Frankfort also has the foundation for an extensive trail network, anchored by the Old Plank Road Trail that runs through the heart of downtown Frankfort. The Old Plank Road Trail is a unique amenity that attracts people, including running, walking and cycling groups, from all over the region. Additional trail assets are well distributed throughout the Village; however, some segments remain isolated within residential neighborhoods and lack direct connections to the Old Plank Road Trail.



IDEA: One of the most desired amenities amongst Frankfort's residents during the public outreach process was a public aquatic facility. Residents also mentioned an indoor ice rink, indoor tennis court and rock-climbing wall.

▲ Just one instance (the product of a mindmapping activity during a group interview) that shows that Frankfort residents are interested in having a pool in their community.

Figure 3.1 | Frankfort Park Inventory Map

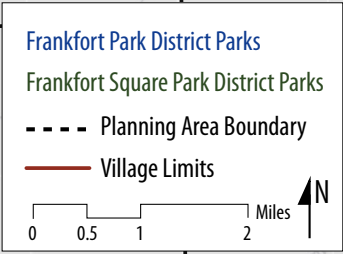
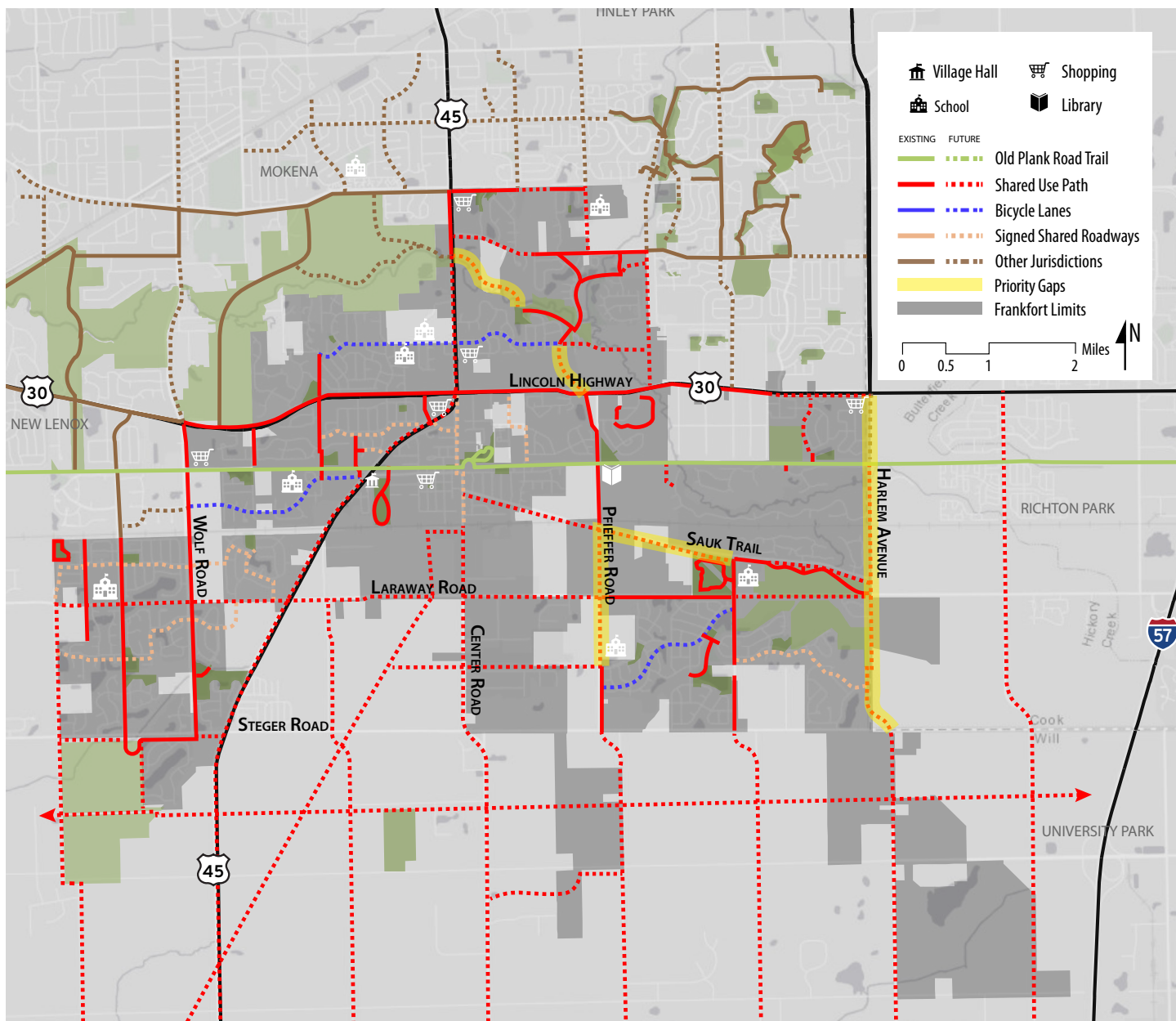


Figure 3.2 | Frankfort Trail Inventory Map



Enhancing the entire trail network in Frankfort through trail improvements, expansions and connections will add to the attractiveness of Frankfort for future residents and businesses and encourage use of the Village's entire trail network and other recreational amenities. In allocating resources toward the system, Frankfort should prioritize improvements providing the highest benefit for the cost, while remaining feasible under engineering and time constraints.

To the extent possible Frankfort should maximize the use of grant funding and partnerships with other agencies (Park Districts, Forest Preserve District) to facilitate trail improvements. See *Chapter 6: Transportation* for Trail Improvement/Connection recommendations.

GOAL: Expand and enhance Frankfort's inventory of public parks and recreational amenities.



Action Items

VISION: GROW AND PROMOTE FRANKFORT'S SOCIAL AND CULTURAL VIBRANCY.

GOAL 3.1 Foster social cohesion at the micro and macro level to create a diverse network of stakeholders to maintain a strong sense of community.

- » Foster social relationships at a micro-level – provide opportunities for clubs, blocks or neighborhoods to organize events and other programming to build relationships and engage more residents.
- » Foster social relationships at a macro-level – increase the use of online and social media marketing of events, news, and updates to get residents more engaged with each other and with all-things-Frankfort.

GOAL 3.2 Leverage and enhance Frankfort's public spaces through creative place-making and thoughtful design that considers how people interact with space and place.

- » Engage residents and local stakeholders in the process of imagining and implementing creative placemaking strategies that involve the rejuvenation and (re)activation of public spaces in the community.
- » Pursue historic preservation activities that help maintain Frankfort's well-known character and charm that attracts residents, visitors and businesses to the area.

GOAL 3.3 Expand and diversify Frankfort's arts, culture and entertainment offerings.

- » Work with community providers to provide formal and informal art education opportunities for residents of all groups and age ranges.
- » Encourage the creation of a cultural center in Frankfort that provides residents the opportunity to engage with, participate in and learn about the arts.
- » Encourage more indoor activities/entertainment options for Frankfort residents and visitors.
- » Encourage development of more youth-friendly and family-friendly dining and entertainment options.

i Potential Partners: Frankfort Arts Association, Frankfort Park District, Frankfort Square Park District

GOAL 3.4 Grow, expand and improve educational opportunities for residents of all ages.

- » Work with community providers to create, offer and promote specialized programming and classes that encourage learning new skills for residents of all ages: i.e. coding, basic computer skills, personal finances, etc.

i Potential Partners: Frankfort Arts Association, Frankfort Park District, Frankfort Square Park District

“Love the quaintness of downtown Frankfort and all the locally-owned businesses. The historic nature of the downtown makes it charming and unique.

- Idea Shared at Frankfort Country Market

GOAL 3.5 Support the growth and development of services and amenities that promote healthy lifestyles and contribute to quality-of-life in Frankfort.

- » Create more indoor activities so Frankfort residents and visitors of all ages have something to do in all seasons. Opportunities include exploring a new aquatic center and a community cultural center.

GOAL 3.6 Promote public safety, focusing on education, enforcement and updating public infrastructure.

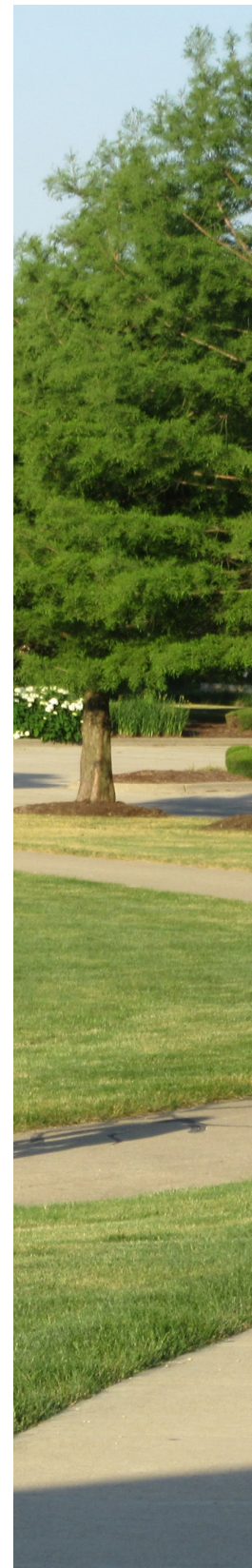
- » Engage in proactive coordination with the local school districts to provide pedestrian and bike safety instruction to all students, grades K-8, in accordance with the new Illinois Bike Walk Education in Schools Act (Public Act 100-1056).
- » Create a Safe Routes to School program to educate the community about walking/biking safety, encourage students and families to use active transportation options, improve enforcement activities and facilitate engineering projects to create safer physical settings for active transportation in the community.⁶
- » Continue efforts to improve multi-hazard emergency response planning throughout the community and continue to educate and inform students and parents about preparedness and promoting school safety.

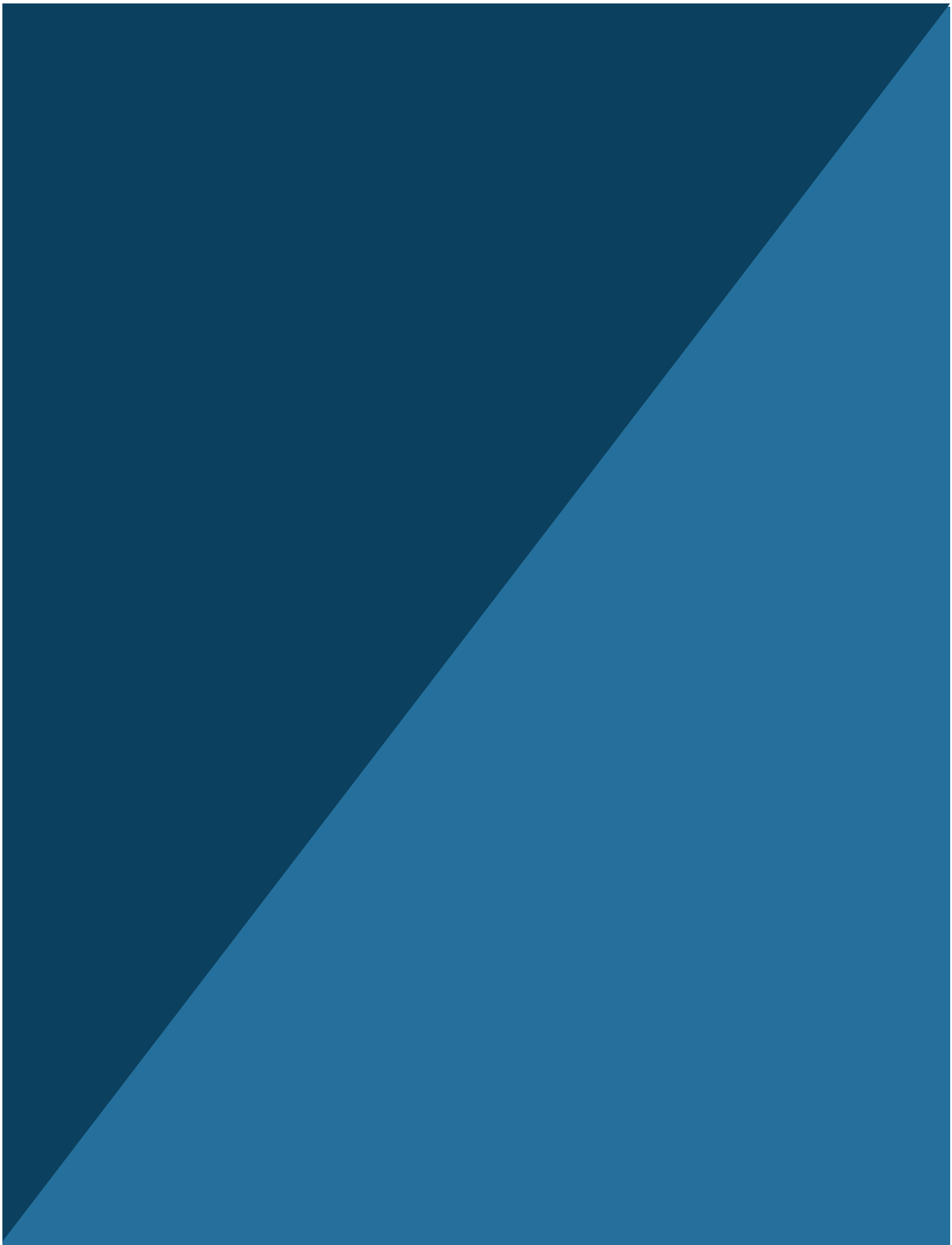
i *Potential Partners: Local school districts*

GOAL 3.7 Expand and enhance Frankfort’s inventory of public parks and recreational amenities.

- » Create more indoor activities so Frankfort residents and visitors of all ages have something to do in all seasons. Opportunities include exploring a new aquatic center and a community cultural center.
- » Eliminate missing segments and expand the trail network to provide continuous trail loops and improve connectivity between neighborhoods and the Old Plank Road Trail.

i *Potential Partners: Frankfort Park District, Frankfort Square Park District*





4



CHAPTER FOUR

Green Initiatives

CONTENTS

- Introduction
- Environmental Stewardship
- Low Impact Development
- Summary of Action Items

Introduction

Protecting Frankfort's local ecosystems and natural resources significantly contributes to the well-being of Frankfort's current and future residents. While these features easily blend into the background of daily life in Frankfort, residents are regularly garnering the benefits of the services these features provide.

Benefits that local ecosystems provide the community are not easily recovered or replaced once destroyed, so preserving and protecting these important systems are essential to the health and wellness of residents, and the long-term vitality of the community. In workshops, outreach events, and online comments, community members expressed a desire to incorporate 'green' initiatives into the planning process to ensure that Frankfort's important ecosystems and natural resources are protected going into the future.



VISION: Protect Frankfort's local ecosystems and natural resources.

As the community continues to grow and develop, it is important to identify the resources that are important to maintain and protect so they can continue to meet community needs. This chapter identifies important green initiatives that will help protect and enhance Frankfort's environmental health. Following through on these green initiatives in a manner that also educates residents will help foster stewardship for future generations.

Environmental Stewardship

One of the main contributors to Frankfort's high quality-of-life is the abundant natural environment. Frankfort's ecological assets play an important role by performing a variety of ecosystemic services (any positive benefit that wildlife or ecosystems provide to people⁷) that continuously improve and enhance life in Frankfort. These services often go unnoticed as they are naturally performed in the background of the community, which is why it is important to identify and safeguard these features as the Village continues to grow and develop.

OPEN SPACE & NATURAL AREAS

Open spaces and natural areas can be effective stormwater management tools. These areas provide opportunities for stormwater to infiltrate and for groundwater recharge. They also provide important habitats for both nonmigratory and migratory wildlife. Open spaces and natural areas are important places for passive recreation and can contribute to the physical and mental health of residents.

GOAL: Preserve, enhance and grow Frankfort's network of open spaces and natural areas.

WATER RESOURCES

The protection, conservation and restoration of local water resources has been a forefront ambition of the Village and its partners. Frankfort's surface waters eventually work their way back into the Jackson Creek and Hickory Creek Watersheds, some of which ultimately become groundwater in the local aquifer. Because Frankfort relies on the aquifer for drinking water, ensuring groundwater is properly recharged and protection of the aquifer from contaminants are both essential to the overall well-being of the community. Safeguarding local creeks, streams, and drainage ways, while providing supporting natural areas such as wetlands and open spaces, promotes healthy ecosystems and clean water for the Village and the region.

The Village's Water Resource Management Plan details standards and best management practices that the Village should continue to follow to ensure the protection of the many water resources in the area. For example, the Village requires all owners and/or developers to inventory and evaluate (in compliance with all governing federal, state and local requirements) any wetlands present on a property. The Village also rates local streams and creeks to evaluate their ongoing preservation.

GOAL: Safeguard water resources and supporting ecosystems through planning, monitoring, evaluation, and education.

TIP: The Village's Water Resource Management Plan prioritizes protection of wetlands. Per this plan, the Village should prioritize the preservation of a major Freshwater Emergent Wetland around Jackson Creek, located southeast of the Steger Road/La Grange Road intersection.



Google Maps June 2018

▲ Jackson Creek and surrounding wetland



▲ Frankfort Prairie Park

Frankfort Prairie Park

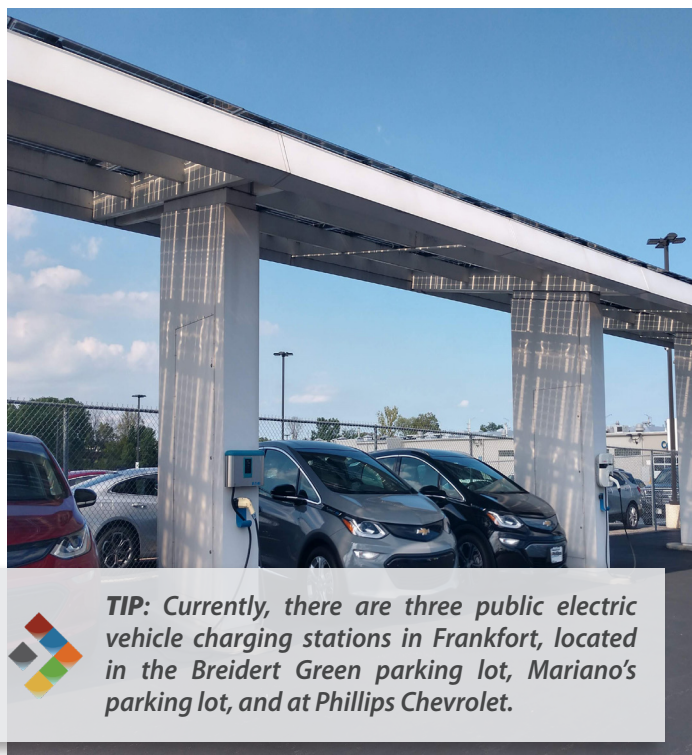
Tucked away at the east end of Frankfort's historic downtown lies the award-winning Prairie Park. This 14 acre park features both preserved and expanded native prairie areas, over 140 different native plant species, a fishing pond, walking paths and educational interpretive signage. Creation of the park was prioritized by the Village following the discovery of a high quality 2 acre prairie remnant along the former Penn Central Railroad right-of-way during the development of the Old Plank Road Trail. In addition to being a recreational amenity the wet bottom pond in the park also functions as a storm water management area for the downtown. Sediments, contaminants, and pollutants from the urban runoff are filtered and removed as water flows through a specially designed treatment train that includes a separator basin, stilling pond, cascading rock stream, wet prairie area, and bio-swale prior to exiting the park and flowing to Hickory Creek.

In 2003 the Frankfort Prairie Park received the "Conservation and Native Landscape Award" from the United States Environmental Protection Agency and Chicago Wilderness and was recognized for preserving and enhancing native prairie areas and promoting management and conservation of natural resources. In 2005 the park received the "Urban Award" from the Will/South Cook Soil and Water Conservation District for demonstrating an exemplary effort in storm water management and for the utilization of best management practices to reduce and remove pollutants and contaminants from urban storm water runoff. In 2017, the Village of Frankfort entered into a partnership agreement with the Conservation Foundation to develop a long term plan for maintenance of Prairie Park to ensure the original design intent is preserved.



IDEA: During the community outreach process, numerous residents said they would like to see more native landscaping. Many said they like the appearance of native plants because they look aesthetically pleasing and have a low profile. Many also said that they prefer native landscaping over non-native landscaping, given the many environmental benefits.

▲ Garden outside Founders Community Center



TIP: Currently, there are three public electric vehicle charging stations in Frankfort, located in the Breidert Green parking lot, Mariano's parking lot, and at Phillips Chevrolet.

▲ Phillip Chevrolet's solar powered electric vehicle charging station

AIR QUALITY

Historically, air quality has been a greater perceived threat in urban areas compared to suburban areas. Although suburbs are much less dense than urban areas, industry continues to grow and automobile dependency remains high and stable in suburban areas. Because of these factors, air quality in suburban communities should not be overlooked. Air pollutants like Nitrous Oxides (NOx) and Particulate Matter (PM), usually emitted by fuel-combustion in cars, school buses, freight trucks and other automobiles, are a risk to human health. Other common air pollutants include ground-level ozone (O3), carbon monoxide (CO), carbon dioxide (CO2), nitrogen dioxide (NO2), sulfur dioxide (SO2), lead and air toxins. Certain at-risk groups, like young children, the sick and the elderly, are especially vulnerable to negative effects tied to these gasses and particles. Therefore, having good ambient (outdoor) air quality is essential to the general well-being of any community, especially in a suburban community like Frankfort where people of all ages work, live and play.

To help improve and maintain good air quality in Frankfort, the Village should be proactive when it comes to new and emerging alternatives, such as electric vehicles and active transportation. While electric vehicles do not reduce overall vehicle miles traveled (VMT), they are assisting with the transition away from conventional fuel-combustion vehicle dependency. Active transportation trends, on the other hand, are helping to reduce vehicle miles traveled by encouraging the prioritization of bicycle and pedestrian infrastructure and public policy. Over time and if deployed in mass, these trends could have noticeable impacts on air quality by reducing the amount of air pollutants that are emitted by the transportation sector.

GOAL: Reduce emissions and air pollution, improve overall air quality.

ENERGY

As technology continues to develop, improving energy efficiency community-wide will become easier and more affordable for both the Village and its residents. There are opportunities for both the Village and its residents to produce energy, conserve energy, reduce energy consumption, and eliminate energy waste.

The transition to renewable energies, such as solar, wind, and geothermal, continues to become more cost effective for homes and businesses, and some are already making the switch. There are several incentives and rebate programs in Illinois for residential, commercial and industrial users alike, including renewable energy production tax credits, special tax assessments, and solar energy buy-back programs. As each type of system can create different impacts Frankfort should continually evaluate its regulations to assure a proper balance of renewable energy benefits and the impacts of their installation.

SOLAR ENERGY SYSTEMS (SES)

SEs are made up of panels that contain photo-voltaic (PV) cells that convert the sunlight into electricity that is then used to supply renewable energy to a home or business. Solar systems come in many forms, including building-mounted panels that are mounted to the facade or roof of a building, building-integrated systems that replace or substitute an architectural or structural part of the building (i.e. solar roofing materials or solar windows), and ground-mounted systems that are not attached to a building.

COMMUNITY SOLAR GARDEN

Through the Community Solar Program, residents and businesses can “subscribe” (lease or purchase) a portion of the electricity produced by a solar installation (a.k.a. community solar garden) within their service area, and in return receive credits on their electric bills. This allows residents and businesses access to solar energy without having to install solar panels on their property. Because the program allows subscribers to simply pay for their energy per kWh, it is great for residents and businesses who do not want—or are not able—to pay the upfront costs of installing solar panels. It is also ideal for consumers who are interested

in using solar power, but are unable to—or cannot—install panels on their property. Given the scale of community solar gardens it is appropriate to consider them as a distinct land use and develop regulations to address their unique visual, environmental, and hydrological impacts.

GEOTHERMAL HEATING & COOLING

Geothermal heating and cooling systems circulate fluid through heating or cooling loops which either extract heat from or deposit heat into the ground, taking advantage of the consistent temperatures below the Earth’s surface. While the cost and installation of geothermal systems are more expensive than an HVAC system, they require less energy to operate, saving money on utility bills. These systems are generally considered to be one of the most efficient systems, extending cost savings of 30 - 70% on monthly utility bills.

WIND ENERGY

Wind Turbines use wind to generate electricity, which is transferred to the power grid and then distributed by utility providers to customers. There are two main types of wind energy that can be used installed on land: utility-scale wind and “small” wind. Utility-scale wind is created by large turbines, ranging in size from 100 kilowatts (kW) to several megawatts (MW). Small wind turbines produce less than 100 kWh and are generally not connected to the power grid, providing the energy directly to a home, farm or small business. In considering regulations for wind energy systems the Village should consider potential visual and noise impacts and develop appropriate buffering requirements from residential uses.

GOAL: Promote energy efficiency, foster appropriately scaled land located local energy production and increase the use of renewable/ alternative energy.

Illinois Alternative Energy Incentives & Rebates

Illinois residents and businesses have access to variety of incentives and rebates when they make the decision to invest in alternative energy.

■ Illinois Adjustable Block Program & Renewable Energy Credits (RECs) (SOLAR)

The Illinois Adjustable Block Program is a financial incentive program that supports the development of new solar photo-voltaic ("PV") systems in Illinois by rewarding solar energy system owners for the power they can produce. For each megawatt hour (MWh) of electricity a solar system produces, the owner will be granted one Solar Renewable Energy Credit (REC) that can then be sold in the market. Under the Program, RECs are sold at fixed prices, giving the owner more consistent payments for their power over a longer period of time. In addition to the State requirement of that 1.5% of its electricity must come from solar, the State also set a goal of producing 25 percent of its electricity from renewable resources by 2025. This incentive program helps utilities reach their goal of 1.5%, while also helping the State move toward its 25% target by 2025, all while rewarding the owner with a way to make money on their solar energy investments.

■ Illinois Net-Metering (SOLAR)

Illinois' Net-Metering policy allows utilities to buy back excess energy from solar energy system owners that have produced more electricity than they used during a given billing period. This policy allows system owners to make full use of their solar energy investments. It also provides system owners a way to control energy costs, given the variability in monthly energy production versus energy consumption. This program is best for system owners whose energy production and energy consumption are relatively equal on an annual basis, given that system owners who want to participate in net metering are limited in capacity size so that they generate no more than 110% of the customer's prior 12 months of electricity usage. If a system owner is interested in investing in a system that produces more energy than they consume in a given year, the owner can sell their excess energy for RECs.

■ Business Energy Investment Tax Credit (Federal)

The Business Energy Investment Tax Credit (ITC) is a federal corporate tax credit that allows energy system owners to deduct 30 percent of the cost of installing a solar, fuel cells, or wind energy system or 10 percent of the cost of installing a geothermal, micro-turbines or combined heat & power systems from their federal taxes. In general, the original use of the equipment must begin with the taxpayer, or the system must be constructed by the taxpayer. The equipment must also meet any performance and quality standards in effect at the time the equipment is acquired. The energy property must be operational in the year in which the credit is first taken. Eligibility for this tax credit includes: Commercial, Industrial, Investor-Owned Utility, Cooperative Utilities and Agricultural.



TIP: The ComEd Energy Efficiency Program provides an incentive of 70 cents/watt reduced for converting municipal streetlights to LEDs. The Village of Frankfort would be able to reduce their energy consumption, save money and reduce maintenance costs by upgrading all Village streetlights to energy-efficient LEDs.⁸

TIP: ComEd offers a variety of rebates for Energy Star labeled consumer products, such as home appliances, lighting, and smart thermostats, as well as other weatherization and heating/cooling rebates. ComEd also provides some in-store discounts on a few energy-efficient home products at select retailers.



■ Special Assessment for Solar Energy Systems (Illinois) (SOLAR)

Illinois offers a special assessment of solar energy systems for property tax purposes. This allows property owners to install solar energy systems without having to worry about an increase in property taxes. Essentially, the program values solar energy systems no higher than a conventional energy system. Special assessment is only valid for the following equipment: Passive Solar Space Heat, Solar Water Heat, Solar Space Heat, and Solar Photo-voltaics.

■ Investment Tax Credit (Federal) (SOLAR)

The Investment Tax Credit (ITC) is a federal solar tax credit that allows solar energy system owners to deduct 30 percent of the cost of installing a solar energy system from their federal taxes. The ITC applies to both residential and commercial system, as long as the taxpayer owns their system (bought with a cash purchase or solar loan) and has enough income for the tax credit to be relevant (credit can be split over multiple years if the taxpayer does not have enough tax liability to claim the entire credit in one year). Taxpayers can claim the tax credit as soon as the construction of the system begins and will be operational by December 31, 2023. The ITC is currently expected to remain at 30% until the end of 2019 and will incrementally decrease between 2020 and 2022. From 2022 onwards, commercial solar energy systems will be able to deduct 10% of the cost of the system from their taxes, but there will be no federal credit for residential solar energy systems.

■ Investment Tax Credit (Federal) (GEOTHERMAL)

The federal government currently offers homeowners and 30% tax credit for the installation of a geothermal system on their residential property. This 30% tax credit will be available through the end of 2019, then it will reduce to 26% through 2020 and 22% through 2021, when the credit expires. There is also an investment tax credit for commercial installations that will be available through January 1, 2022 offering a 10% tax credit.⁹

■ Community Solar Program (SOLAR)

The Future Energy Jobs Act (FEJA) that was passed in 2016 created Community Solar program that allows any customer of ComEd to subscribe to a community solar garden. Current solar installations around the state are inadequate, so solar garden developers are in the process of submitting applications to a lottery which will determine the future locations of solar gardens for the community solar program. The initial goal is to develop 666 megawatts of new photo-voltaic generation in the state by the end of the 2020-2021 delivery year (Illinois Power Agency).¹⁰

STORMWATER MANAGEMENT

While much of Frankfort has developed following a suburban pattern, Frankfort has done an excellent job preserving and protecting open space and natural areas. These ecosystems, namely native prairies, woodlands and wetlands, provide numerous ecological services, both direct and indirect to the community. These services include, but are not limited to, the following: soil stabilization and erosion prevention, flood control and stormwater management, water quality maintenance, and groundwater recharge.

GOAL: Incorporate grey and green infrastructure in Frankfort's stormwater management strategy through education and public and private projects of many scales.

WASTE MANAGEMENT

Frankfort is one of the thirty-eight communities in the Will County Service Area that are eligible to utilize the Prairie View landfill in Wilmington, IL. While this is a relatively new landfill (opened 2004) and has the capacity to service the County for another 22 years, Will County has a goal 55% waste diversion by 2022 through recycling and composting.¹¹ That's roughly a 28% increase from the 43% diversion rate achieved in the County as of 2016. While "Zero Waste" (90% diversion) is desirable, the County recognizes that the infrastructure is not in place yet for that goal to be attainable by 2022. However, the County plans to continue to set incremental goals that will allow for a substantial increase in waste diversion over the next few years. The Village already has several waste services in operation that help reduce and divert waste from the local landfill, including curbside recycling through NuWay Disposal and the Village's own leaf/brush collection program. The Village of Frankfort should continue work with the County and other local partners to increase the amount of waste diverted from the landfill by working with residents and businesses to reduce the reliance on single use paper and plastic products, reuse products where appropriate and recycle products that cannot be reused.

GOAL: Promote waste management best practices to reduce the overall amount and types of substances entering landfills.

TIP: Will County and The Conservation Foundation partnered together to sell rainwater barrels to county residents for the collection and reuse of stormwater. In residential areas rain barrels should be located so that they are screened from adjacent property owners and the public right-of-way.



▲ A 55 gallon black rain collection barrel with an attached garden hose

TIP: Will County's Composting in the Classroom program provides schools with vermicomposting (worm composting) bins. This type of program encourages people to start thinking about waste at a young age, and students are likely to share what they learn with their families.



Will County Green

▲ Students participating in the Will County Composting in the Classroom program



Native Landscaping

Having evolved here over time, native prairie and woodland plants are built to withstand, and even thrive in, northern Illinois' dynamic climate, including the deep winter freezes, the heavy spring rains and the hot summer droughts. Because of their climate resiliency, they can thrive on their own year-round with little maintenance, which can help save time, money and resources (fossil fuels, fertilizers, pesticides/herbicides and water). Using low-maintenance native plants in landscaping and in flower beds can contribute to cleaner air and water. They do not require fertilizer, helping to prevent phosphorus and nitrogen (the main components of fertilizers) runoff into local waterways and require substantially less water than non-native plants. They also do not require frequent mowing, which helps reduce fossil fuel consumption (one gas-powered lawn-mower emits 11 times the air pollution of a new car for each hour of operation). Native plants are natural carbon sinks due to their extensive root systems, which allow them to take in and store carbon in their deep roots. Their deep root systems also help to recharge groundwater by allowing surface water to efficiently infiltrate the soil where the roots can then carry the moisture down deep into the ground, ultimately replenishing the local aquifer. Native landscaping and native landscaped gardens can attract beneficial wildlife, such as bees, butterflies and songbirds, due to the biodiverse food and habitats they provide compared to traditional lawns and non-native plantings.

Native plants...

- ☐ Do not require fertilizers.
- ☐ Require fewer pesticides than lawns.
- ☐ Require less water than lawns.
- ☐ Help reduce air pollution.
- ☐ Provide shelter and food for wildlife.
- ☐ Promote biodiversity and stewardship of our natural environment.
- ☐ Save money.

Native plants can be used to create rain gardens (aka bioretention filters), which can be an effective tool for absorbing and cleaning rainwater. Rain gardens are uniquely designed to temporarily trap rainwater that runs off rooftops, driveways and other hard surface during storm events and then slowly releases it back into the ground. The native plants use their deep root systems to filter rainwater, which helps reduce the amount of pollutants and runoff that reach our streams and other groundwater sources.^{12 13}

Low Impact Development

When it comes to communities that are growing and developing, low impact development strategies can be effective at preserving local ecosystems and natural resources. These strategies help ensure the Village strikes a balance between the built and natural environment.

DEVELOPMENT CODES & REGULATIONS

The Village's existing Engineering Design Standards, Landscape Ordinance and Water Resource Management Plan contain many low impact design strategies geared towards preserving natural resources. Updating additional codes and regulations could help further the balance between the Village's built and natural environments. Using sustainable development best practices, the Village can regulate where and how development is taking place in the community. Regulations also have the ability to protect property and homeowners from naturally occurring events, and taxpayers from costly capital improvements needed to address development related issues. They can also influence renovations to existing buildings, ensuring that buildings are updated and improved with sustainability in mind.

There are several Green Building Certification Programs, such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) and The International Living Future Institute's Living Building Challenge, which create incentives for developers to use green building construction and maintenance best practices. Green building standards and rating systems provide a framework to evaluate the extent to which buildings are built with energy efficient materials, fixtures and appliances, water saving technologies and eco-friendly materials.

Consumer preference and market demands are likely incentive enough for developers to use green building practices, however education and incentive programs can further motivate sustainable development efforts within Frankfort. The benefits of green building best practices for renovations and new development include, but are not limited to, the following: reduced energy and fuel consumption, reduced energy costs for residents and businesses, and reduced emissions.

GOAL: Further integrate environmental planning into local development codes and regulations.



Flood Regulations

In 2008 and again in 2019, the Village of Frankfort adopted a Floodplain Regulation Ordinance which helps the Village maintain their eligibility for the National Flood Insurance Program. The National Flood Insurance Program provides insurance to property owners, renters and businesses in an effort to encourage communities to adopt floodplain regulations to help reduce the impact of flooding on private and public structures and set standards for appropriate construction requirements in and near flood prone areas. The Village's flood regulations are also meant to protect property owners from health and safety risks and property damage related to flood hazards. They are also meant to help lessen the burden on taxpayers for costly capital improvement projects related to flooding issues, all while protecting and conserving natural hydrological functions through the orderly development of land and water.



▲ Frankfort Grainery in Downtown Frankfort

INFILL DEVELOPMENT & ADAPTIVE REUSE

“Infill development and redevelopment, increased density of development, and the adaptive re-use of existing buildings result in efficient utilization of land resources, more compact [sub]urban areas and more efficient delivery of quality public services. Efficient use of public and private infrastructure starts with creating neighborhoods that maximize the use of existing infrastructure.”

- American Planning Association ¹⁴

Maintaining harmonious and balanced land uses, while also avoiding excessive sprawl, is one of the Village’s top priorities going into the future. Adopting sustainable development and smart growth best practices will help the Village achieve and maintain this goal, while also providing several economic benefits for the community. By implementing these best practices, like infill development, redevelopment and adaptive reuse, the Village can continue to grow and enhance the core downtown and commercial centers, focus investment in

existing infrastructure, and maintain open space, natural areas and agricultural uses where needed and appropriate. Smart growth and sustainable development encourage compact, balanced and efficient communities. Additional benefits of these strategies include enhanced vibrancy and sense-of-community, ongoing reinvestment in neighborhoods, and improved public health.

Infill: Developing underutilized land in already developed, built areas that are already served by public infrastructure. ¹⁵

Redevelopment: Converting existing built property into a new and better use that provides community benefit, such as contributing to the uses in the surrounding area or providing an economic return to the community.

Adaptive Reuse: Repurposing an existing building, most likely one that has outlived its original purpose or its original purpose has become obsolete.

GOAL: Where possible, encourage Infill Development and Adaptive Reuse.



Action Items

VISION: PROTECT FRANKFORT'S LOCAL ECOSYSTEMS AND NATURAL RESOURCES.

GOAL 4.1 Preserve, enhance and grow Frankfort's network of open spaces and natural areas.

- » When and where appropriate, consider opportunities for open space and/or natural area preservation and acquisition, such as important riparian zones around streams, tributaries and wetlands within major floodplains, high quality native prairie remnants, and old growth forests.
- » Local amenities, such as the Village of Frankfort Prairie Park and Frankfort Square Park District's Island Prairie Park + Nature Center should be leveraged as an educational tool to help teach residents and businesses about conservation and the importance of preserving natural habitats.
- » Consider building upon Frankfort's existing tree preservation program to establish a tree planting fund to assist the Village in maintaining its natural resources and ensure its continued status as a Tree City USA.

GOAL 4.2 Improve energy efficiency, foster appropriately scaled and located local energy production and increase the use of renewable energy.

- » Educate residents and businesses about energy conservation and efficiency opportunities and solutions.
- » Work with local energy providers to install, upgrade and/or replace on a cost effective basis, all Village-owned assets to energy-efficient alternatives.
- » Create a strategy to inform and educate residents and business owners about energy efficiency solutions for their homes and businesses, and any associated rebates, incentives or assistance available from Federal, State, local government, power companies and nonprofits.
- » Consider renewable (wind and solar) energy codes that both regulate and enable appropriate renewable energy systems of different purposes and scale; i.e. wind, solar, geothermal and biomass energy conversion system and electric vehicle charging stations.

i Potential Partners: The Conservation Foundation, ComEd, Nicor Gas, Will County

“Would like to see Frankfort consider sustainable technologies.”

- Resident comment shared via the project website

GOAL 4.3 Promote awareness, safeguard water resources and improve water management.

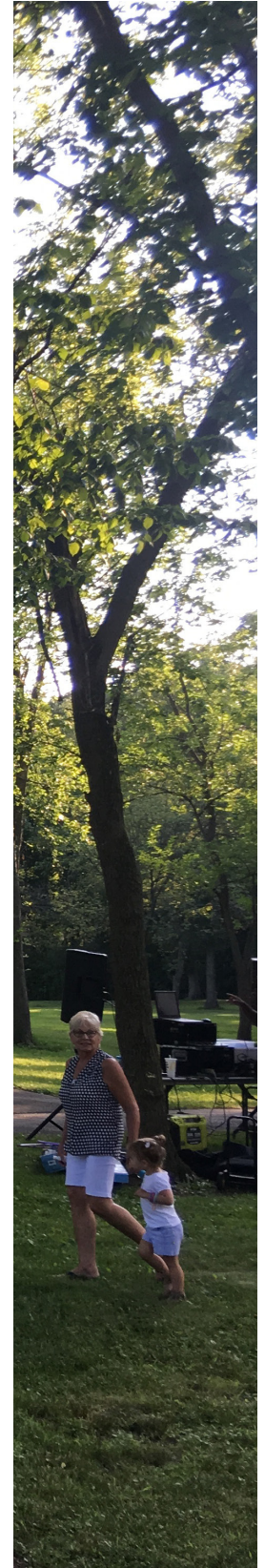
- » Educate residents about water-conserving solutions; i.e. low-flow shower heads, toilets, faucets, and appliances. Explain how to capture rain, shower and sink water for reuse as gray water.
- » Update the Village’s Water Resource Management Plan at least every ten (10) years.
- » Continue to prioritize the goals and actions established and set forth in both the Hickory Creek Watershed Plan and the Jackson Creek Watershed Plan.
- » Use the Village’s website and consider social media as an additional tool to educate residents about waste management best practices and provide them with the tools and resources they need to properly and effectively reduce, reuse and recycle.

i *Potential Partners: Waste & Recycling Haulers*

GOAL 4.4 Promote waste management best practices to reduce the overall amount and types of substances entering landfills.

- » Work with local partners to create recycling events that encourage proper disposal and recycling of things that cannot be disposed or recycled in the traditional waste system; i.e. batteries, books, electronics, etc.
- » Collaborate with local and regional partners to create a DIY Composting educational program that teaches residents about composting their kitchen and yard waste.
- » Consider code amendments to set reasonable standards for at-home composting on residential property.

i *Potential Partners: Will County, Park Districts, Frankfort Public Library District, Local School Districts, and Waste & Recycling Haulers*





Action Items Continued...

GOAL 4.5 Include grey and green stormwater infrastructure in Frankfort's overall stormwater management strategy to prevent and alleviate the effects of flooding.

- » Educate residents about stormwater management problems and solutions; i.e. planting rain gardens, keeping contaminants out of storm sewers, installing and maintaining rain barrels, etc.
- » Promote the use of appropriately designed and located rainwater collection systems.
- » Preserve the role of wetlands and woodlands as essential components of the hydrological system as well as valuable wildlife habitat and restore and improve degraded wetland and woodland resource where possible.
- » Incorporate site-scale green infrastructure solutions, such as rain gardens and native landscaping, bioswales, impervious pavers, trees, etc., into public spaces where appropriate and effective, such as street right-of-ways, parking lots and around public facilities.

i *Potential Partners: Will County, Forest Preserve District of Will County, Frankfort Park District, Frankfort Square Park District*

GOAL 4.6 Reduce emissions and air pollution, improve overall air quality.

- » Reduce automobile dependency by encouraging active transportation (see Chapter X: Transportation & Mobility).
 - » Support the transition to electric vehicles by prioritizing related infrastructure improvements, including the installation of electric vehicle charging stations.
 - » Consider the use of electric, hybrid, or other alternative fuel vehicles when adding or replacing Village owned vehicles.
 - » Continue to promote the appropriate installation of native vegetation on public and private properties to help combat pollutants and improve air quality. Lead by example: continue to use Village-owned land to showcase native landscaping in action in a well-designed and maintained manner.
-

“Promote “green” infrastructure with landscape, parking lot & street design.”

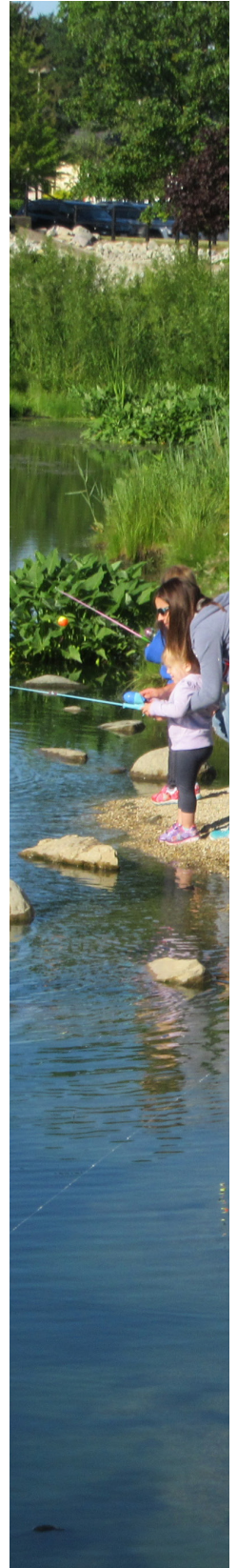
- Resident comment shared via the project website

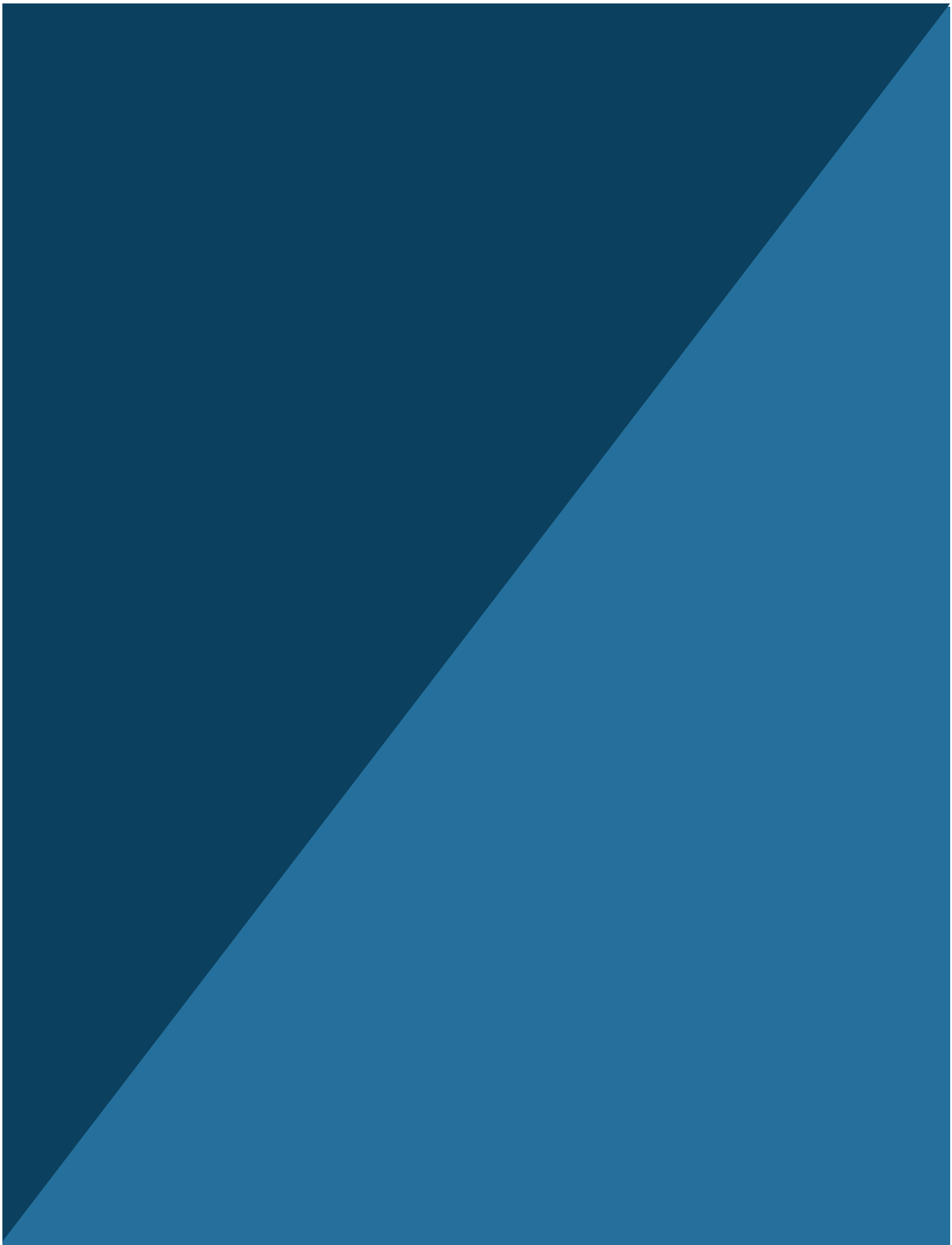
GOAL 4.7 Further integrate environmental planning into local development codes and regulations.

- » Encourage energy efficiencies for both new developments and renovations of existing buildings: weatherization, envelope improvements, high-performance heating, ventilation, and cooling systems, upgraded home appliances and lighting retrofits.
- » Consider a “Green Building Permit Program” that reduces the cost and time taken to issue a permit for developments that achieve certification from a nationally-recognized green building rating system to incentivize developers to improve energy efficiency in new construction and renovation.

GOAL 4.8 Where possible, encourage infill development and adaptive reuse.

- » Support adaptive reuse of historic buildings in Frankfort’s downtown and throughout the community where appropriate.
- » Encourage revitalization in Frankfort’s downtown by creating new commercial and mixed-use spaces via strategic infill development.





5



CHAPTER FIVE

Resilient Community Infrastructure

CONTENTS

- Introduction
- Utilities
- Technology Infrastructure
- Municipal Facilities
- Summary of Action Items

Introduction

Behind every successful community is a system of important infrastructure that contributes to the safety, health and aesthetics of the community. This system of infrastructure includes utilities and support facilities that provide essential day-to-day services to the Village. To ensure Frankfort's infrastructure can withstand and recover from any and all situations as the Village's size and population continue to grow, it is important to continue updates and maintenance that will allow the system to provide essential services to the community.

This chapter focuses on the elements of the Village's infrastructure system and the important role that they play in planning for Frankfort's future.



VISION: Create a system of resilient community infrastructure in Frankfort.

Utilities

The Village and its regional partners maintain a system of infrastructure used for public service, also known as utilities. For Frankfort, these utilities include proper handling of wastewater and stormwater, the distribution of drinking water, reliable electricity and natural gas, and access to up-to-date telecommunications and internet. These utilities cater to the needs of the community and contribute to the functionality of the Village, all while supporting new growth and development. Residents, businesses, and visitors depend on these utilities.

WATER & SEWER

The Village of Frankfort continuously invests in capital improvements that help maintain and improve its water and sewer utility services. The largest capital improvement project in Frankfort history is the wastewater treatment consolidation project, which involved the expansion of Frankfort's Regional Wastewater Treatment Plant (WWTP), and the decommissioning and, ultimately, conversion of the North WWTP and West WWTP to pumping stations. This project is nearing completion at the time of this plan and is expected to be realized at a cost well below the estimated cost of 60 million dollars. Other ongoing water and sewer infrastructure projects include the Village's water main replacement and looping program, water tower repairs and regular maintenance, and water main valve and hydrant preventative maintenance.

GOAL: Continue to invest in capital improvements that maintain and improve Frankfort's water and sewer utility services.

DID YOU KNOW:

The average 2018 residential electrical rate in Frankfort was 8 percent less per kilowatt hour than other communities in Illinois, and 12 percent less than national averages. Residential natural gas rates in Frankfort were also 20 percent less than national averages depending on the month and the type of user (residential or industrial).^{16 17}

ELECTRICITY & NATURAL GAS

Commonwealth Edison (ComEd) is the primary distributor of electricity for Frankfort and the surrounding region. While ComEd is the utility distributor that maintains the infrastructure and handles the delivery, Illinois is a deregulated state, meaning the consumer can choose which utility supplier they want for their electricity. In 2012, voters in Frankfort passed an Opt-Out Electrical Aggregation Referendum, which allowed the Village to join the Will County Aggregation Group (WCAG). WCAG includes fifteen other communities in the County and was ultimately formed with the purpose of establishing a purchasing power that allows these communities, including the Village of Frankfort, to easily negotiate for a competitive electricity supply rate for its residents and eligible small businesses. Residents and eligible businesses do, however, have the option to opt-out of the program for whatever reason. The ComEd substation, located on the east side of Pfeiffer Road north of the Canadian Nation railroad tracks, is a significant source of electricity which can also be leveraged for economic development purposes.

Frankfort's natural gas utility services are provided by NICOR Gas, including infrastructure maintenance, distribution and handling, and supply services.

GOAL: Continue to provide reliable, efficient and accessible electric & natural gas services.

Technology Infrastructure

Technology and economic growth are becoming increasingly intertwined, which is why it is important for the Village to continue to proactively research and invest in the appropriate infrastructure that will make these resources accessible for residents and businesses.

INTERNET SERVICES

Access to reliable, high-speed internet services is essential for economic growth in Frankfort. Not only is the internet an important amenity for residents in everyday life, but it has also become an important component of both business and education. Access to reliable internet services will continue to be an important part of the education system as more and more educational institutions and programs are turning to technology as a tool for both education and communication with students and their families. Additionally, high-speed internet services are becoming an essential amenity for most businesses as everyday business operations, such as administration, job advertisement, and employee hiring, and even workforce training, are becoming more reliant on technology. Not only are business operations becoming more reliant on technology, but more industries are evolving to become more high-tech all around.

More advanced technology infrastructure, like a strong fiber optic network and access to 5G wireless communication to accommodate high-speed gigabit internet, will be an effective selling point for many businesses, particularly for businesses in high-tech sectors and the big-data industry. With new web streaming services, smart TV's and other technological advances, high-speed gigabit internet and 5G wireless communication that can transfer large amounts of data quickly is becoming an increasingly desired amenity for residents, as well.

While fiber optic internet is desirable, it is also a large capital expenditure for service providers to install. However, market demand and high-costs to maintain aging copper networks will most likely motivate service providers to upgrade to fiber in the future.

GOAL: Improve access to reliable, high-speed internet services.



▲ Frankfort students participating in the STEAM camp at the Frankfort Public Library

Municipal Facilities

One of the Village's main priorities is to cater to the health, wellness and safety of the community. To be effective, the Village needs to continually explore and invest in new and refined technologies and tools and ongoing education and trainings opportunities that will allow the Village to provide services in an efficient and equitable manner. Public services and municipal facilities should continue to evolve with the community over time. Because municipal facilities also represent the Village and its values, they should be used as a model for private development, demonstrating the value of green building best practices, user accessibility, appropriate design aesthetics and overall property maintenance.



▲ Frankfort Village Hall on Nebraska Street

VILLAGE HALL

Frankfort's Village Hall is located at 432 W Nebraska St, at the corner of La Grange Road and Nebraska Street. The Village Hall houses the Mayor & Village Board, the Village Administrator, Building Department, Finance Department, Community Development Department, Public Works and Utilities Department. The facility was expanded in 2015 and is well located and sized to accommodate future growth.

PUBLIC WORKS

Frankfort's Public Works Department has offices in the Village Hall, with a garage facility at 100 Sangmeister Road, just west of Center Road. The Public Works department is responsible for various maintenance-related services for the Village, including but not limited to, maintaining roads, sidewalks, bicycle paths, storm sewers, public property, public buildings and equipment.

POLICE DEPARTMENT

Frankfort's Police Department is headquartered at 20602 Lincoln-Way Lane, just west of La Grange Road. The Police Station was opened in 2013 and was designed to accommodate future growth. The Frankfort Police Department employees a total of 33 authorized officers.

UTILITIES DEPARTMENT

Frankfort's Utilities Department has offices in the Village Hall, with a garage facility at 524 Center Road. The Utilities Department is responsible for maintaining the Village's sanitary sewer system, wastewater treatment plants, and water distribution system.

GOAL: Continue to cater to the health, wellness and safety of Frankfort and its residents through continued maintenance and improvement of municipal facilities.

Action Items

VISION: CREATE A SYSTEM OF RESILIENT COMMUNITY INFRASTRUCTURE IN FRANKFORT.

GOAL 5.1 Provide high quality water and sewer utility services.

- » Implement the Village's Water and Sewer Master Plans.
- » Continue to explore options to provide water and sewer services to the I-57 interchange area to promote future commercial and industrial development.

GOAL 5.2 Provide reliable, efficient and accessible electric & natural gas services.

- » Support technological advancements that increase efficiency in the provision of public utilities.

i Potential Partners: ComEd, Nicor

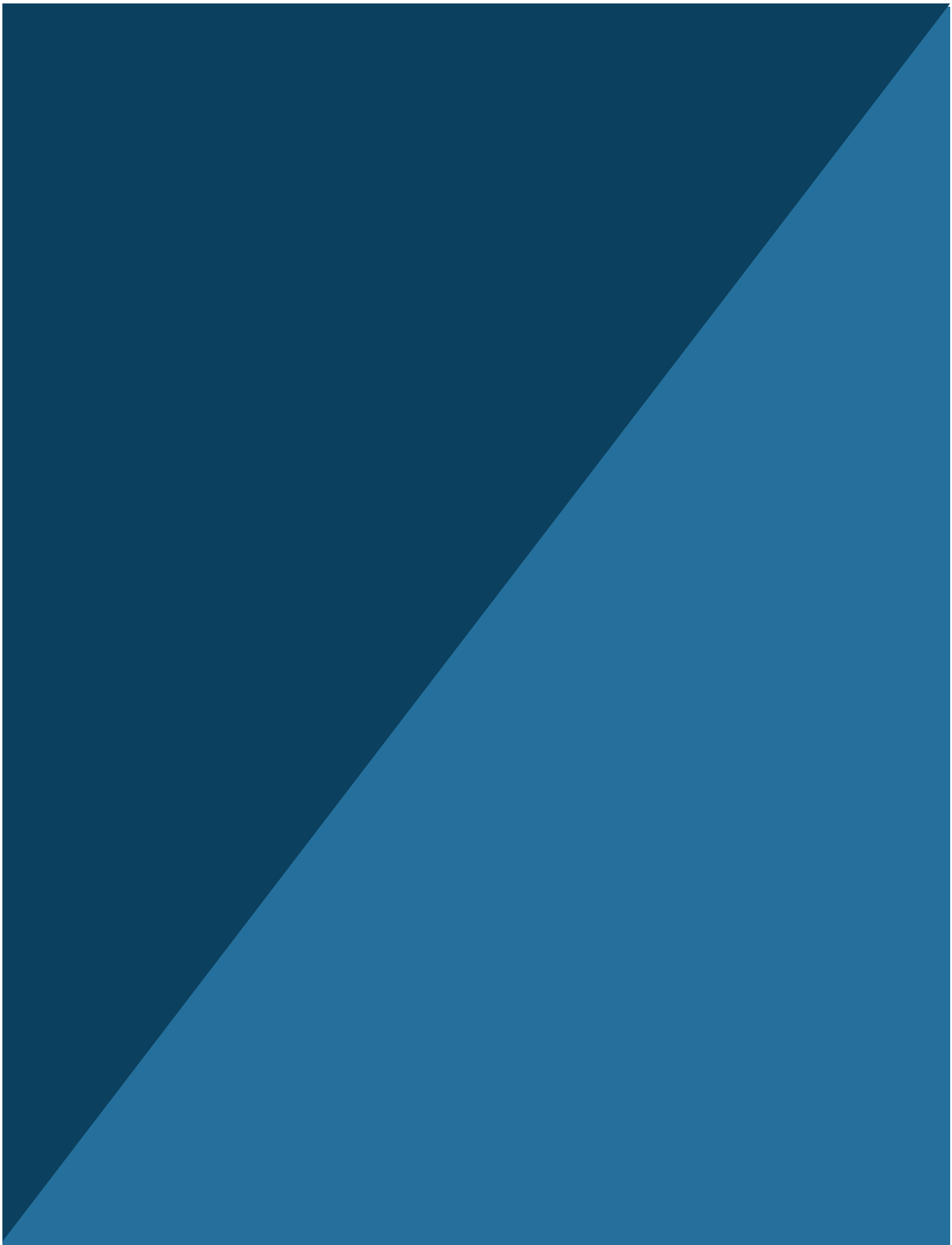
GOAL 5.3 Expand consumer choice and access to reliable low-cost, high-speed internet services.

- » Continue to provide internet access in Village owned buildings and other public institutions, such as the public library and local schools, to ensure all residents and groups have access to internet services.
- » Work with local service providers to upgrade internet infrastructure in Frankfort to a fiber network.

GOAL 5.4 Continue to cater to the health, wellness and safety of Frankfort and its residents through continued maintenance and improvement of municipal facilities.

- » Strategically and proactively invest in public safety infrastructure (i.e. technology advancements, equipment, vehicles, etc.) that will allow the Village to increase efficiency in the provision of and overall access to Village services.





6



CHAPTER SIX

Transportation & Mobility

CONTENTS

- Introduction
- Transportation System
- Summary of Action Items

Introduction

The transportation system in and around Frankfort serves a variety of different travel purposes—from regional roads, railways, and airfields that support the mobility of regional passenger and freight through the area, to local streets providing access to Frankfort residents and business owners. Transit stations in nearby communities connect commuters to major employment centers in Chicago, and trails support recreational and other non-motorized trips at a local level. Prosperity and quality-of-life in Frankfort depend on a well-planned transportation network, where operations and maintenance are conducted smoothly and efficiently.

Changes are on the horizon for Will County, as anticipated freight volumes grow, and road, rail, and air transportation projects identified in previous planning efforts begin to move into implementation. Projects like I-80 capacity expansion, Laraway Road widening, and the potential South Suburban Airport—along with the continued growth of the



Vision: Keep our Village safe and well-connected both internally and externally.

logistics industry—will have ripple effects throughout the region, and Frankfort needs to be sensitive to these changes. This chapter describes the goals and projects identified as priority improvements to Frankfort's transportation network to keep the system operating optimally as these changes occur, and to make enhancements in the years to come.

Transportation System

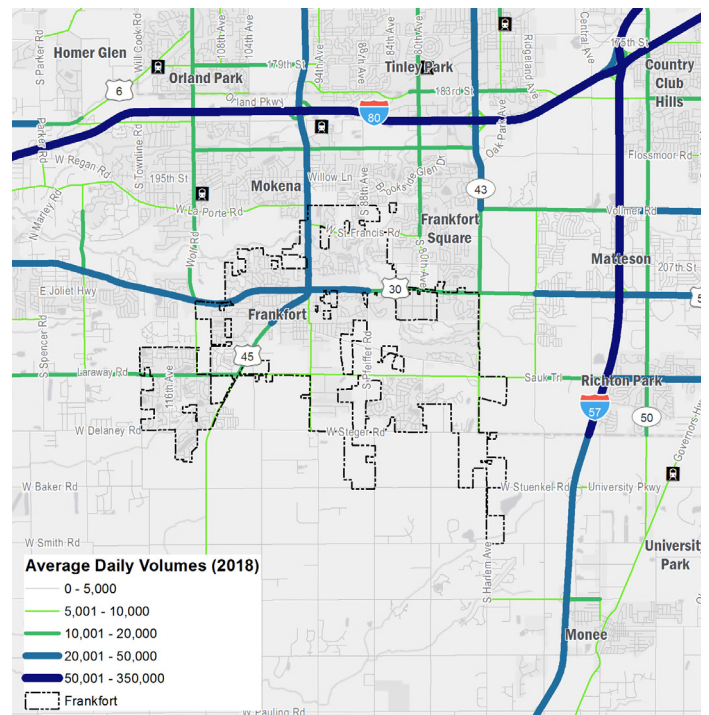
An understanding of Frankfort's transportation system—based on information about existing and future conditions, an assessment of transportation assets, and input from stakeholders and area transportation partners—yields insights into where to direct attention and resources for future transportation improvements. Furthermore, it highlights the critical need for coordination with the multiple jurisdictions across facilities and modes, as many agencies lay claim to area infrastructure and coordinating projects and priorities with these partners is key. This section summarizes major findings from an evaluation of the Frankfort transportation system, while the next uses these findings to identify goals and projects to achieve the Village's transportation vision.

ROADWAYS

At present, the transportation needs of Frankfort residents, workers, and businesses are overwhelmingly served by the area's roadway network. Keeping this network in good repair and responsive to changing needs requires effective coordination across multiple roadway jurisdictional agencies, as well as a clear eye to the future. The roadway network by functional classification is depicted in Figure 6.1, showing the community's proximity to two interstates, and the presence of two principal arterials (US 45 and US 30) serving mobility needs within Frankfort, along with collectors and local roads to provide local access. Over 80% of Frankfort commuters travel to work by driving alone in their personal vehicles. These trips, in addition to other types of automobile travel, highlight the fact that roadway connectivity and mobility are the key transportation priorities for many Frankfort residents.

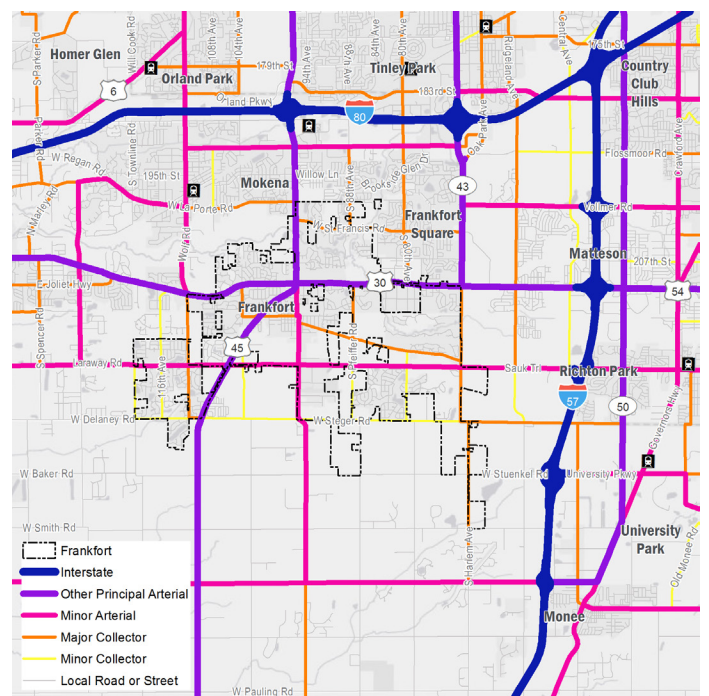
Seen in Figure 6.2, the most heavily used roadway in the Village is US 30 / Lincoln Highway, which in 2018 experienced average daily volumes of 35,000 vehicles in the central segment. The next most heavily used is US 45 / S. La Grange Road, with volumes of 34,400 vehicles in the northern segment. US 45 is the primary north-south connection in the area, and the two nearest through streets are Wolf Road

Figure 6.2 | Roadway Daily Traffic Volumes



Data source: IDOT (2018)

Figure 6.1 | IDOT Functional Classification System



Data source: IDOT (2018)

6 | transportation & mobility

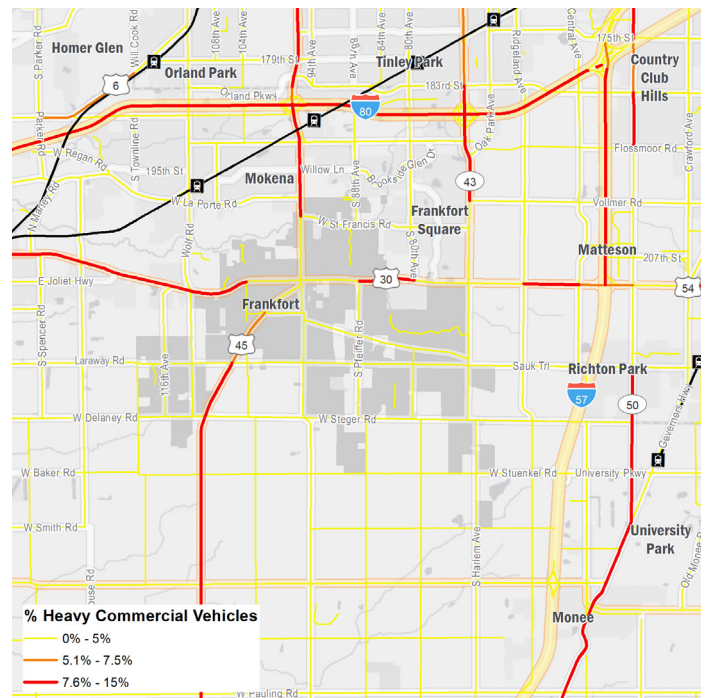
and South 80th Avenue, each just over 2 miles away. Given that many vehicle trips are directed north, there's a need for redundant through-routing to reduce congestion on US 45 and increase accessibility. Will Connects, the County Long Range Transportation Plan, forecasts that segments of US 45, US 30, Laraway Road, Harlem Avenue, and St. Francis Road will all likely be over capacity by 2040 unless measures are taken to intervene.

A notable feature of the roadway grid in Frankfort is the misalignment of north-south roadway segments off of Steger Road. This creates two T-intersections rather than a full four-legged intersection in three locations: South 88th Avenue, South 80th Avenue, and South Harlem Avenue, as seen in Figure 6.4. (The offsets at Center Road and Ridgeland Ave have already been addressed.) As a general rule, considering both economic development and transportation operational factors, full four-legged intersections are superior to offset T-intersections. While there are no hard and fast rules, the following factors will dictate eventual need to improve these intersections.

Among the three intersections, the highest north-south traffic volumes are along S. Harlem, which may be a factor when prioritizing projects. South 80th Avenue is the central intersection, equidistant from the two that have already been improved (Center Road and Ridgeland Avenue).

GOAL: Increase roadway connectivity to meet the need for mobility and accessibility.

Figure 6.3 | Roadway Daily Truck Traffic Volumes



Data source: IDOT (2018)

Figure 6.4 | Offset Roadway Intersections along Steger Road



Source: Esri, Digital Globe.

FREIGHT

Freight transportation is a cornerstone of the regional economy, but infrastructure investment is needed to ensure quality-of-life for area residents as industry grows and the impacts become more widely felt. Frankfort has long played a role in Will County's freight logistics activity, as demonstrated in its inclusion in the Will County Community Friendly Freight Plan.

Highlighted in Figure 6.5 and Figure 6.6, Frankfort occupies a significant location in north Central Will County, astride two larger areas (generally around Joliet and Monee/ University Park), which are seeing consistent growth in warehouse, logistics, and manufacturing development linked with

five Class I railroads and three major intermodal terminals. Proximity to large-scale freight demand drivers associated with the Will County Inland Port will likely drive increases in truck traffic. Furthermore, with nearly two million square feet of occupied industrial inventory in the Frankfort freight cluster itself (Figure 6.5), manufactured goods are produced and transported locally, placing strain on the pavement and congestion conditions on local roads. This roadway wear-and-tear and congestion is likely to grow in the future, due to the 1,200+ vacant industrially zoned parcels in the Frankfort Cluster that may be developed as the Will County hub grows.

Figure 6.5 | Frankfort Freight Cluster

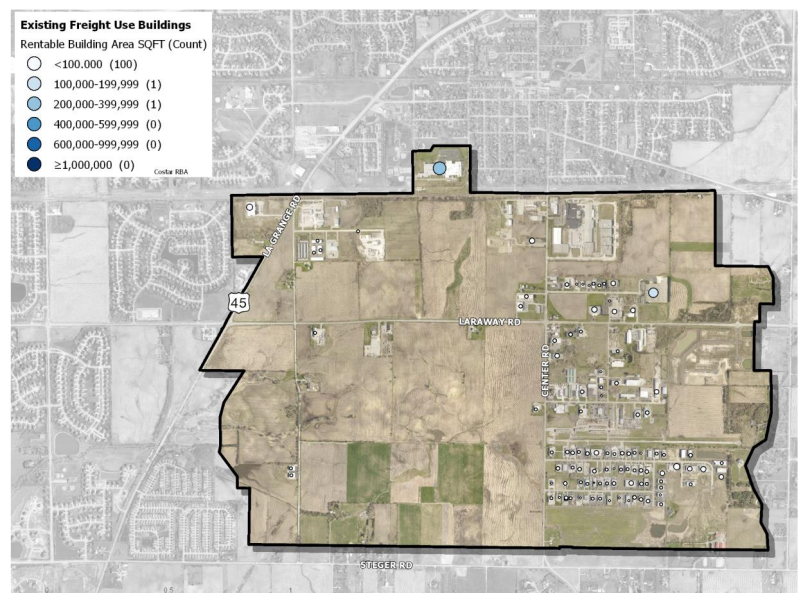
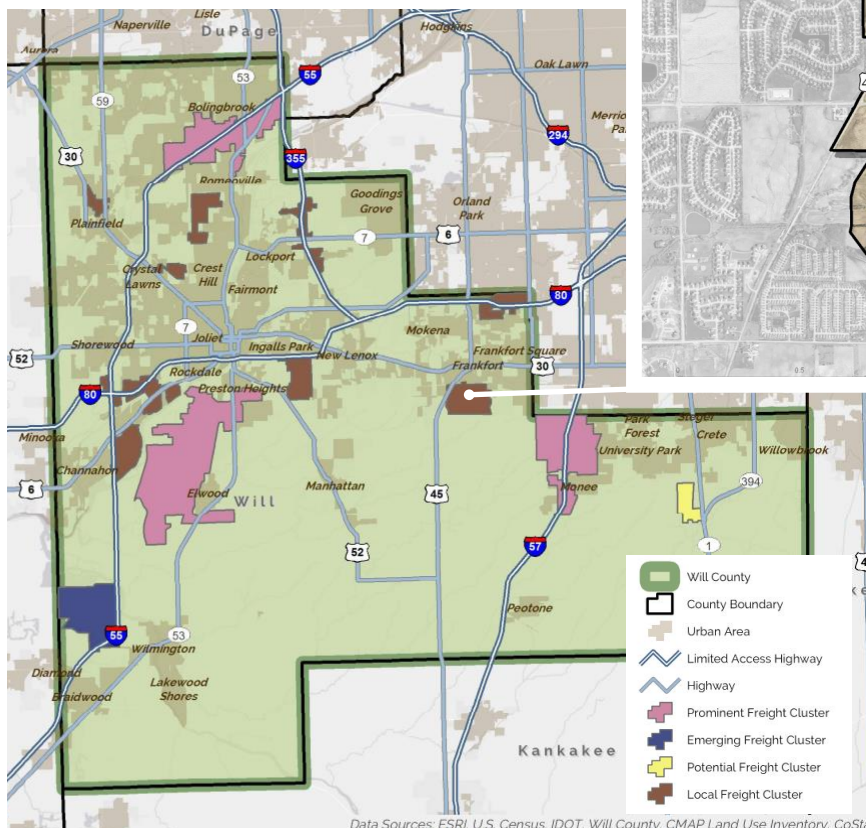


Figure 6.6 | Will County Freight Network

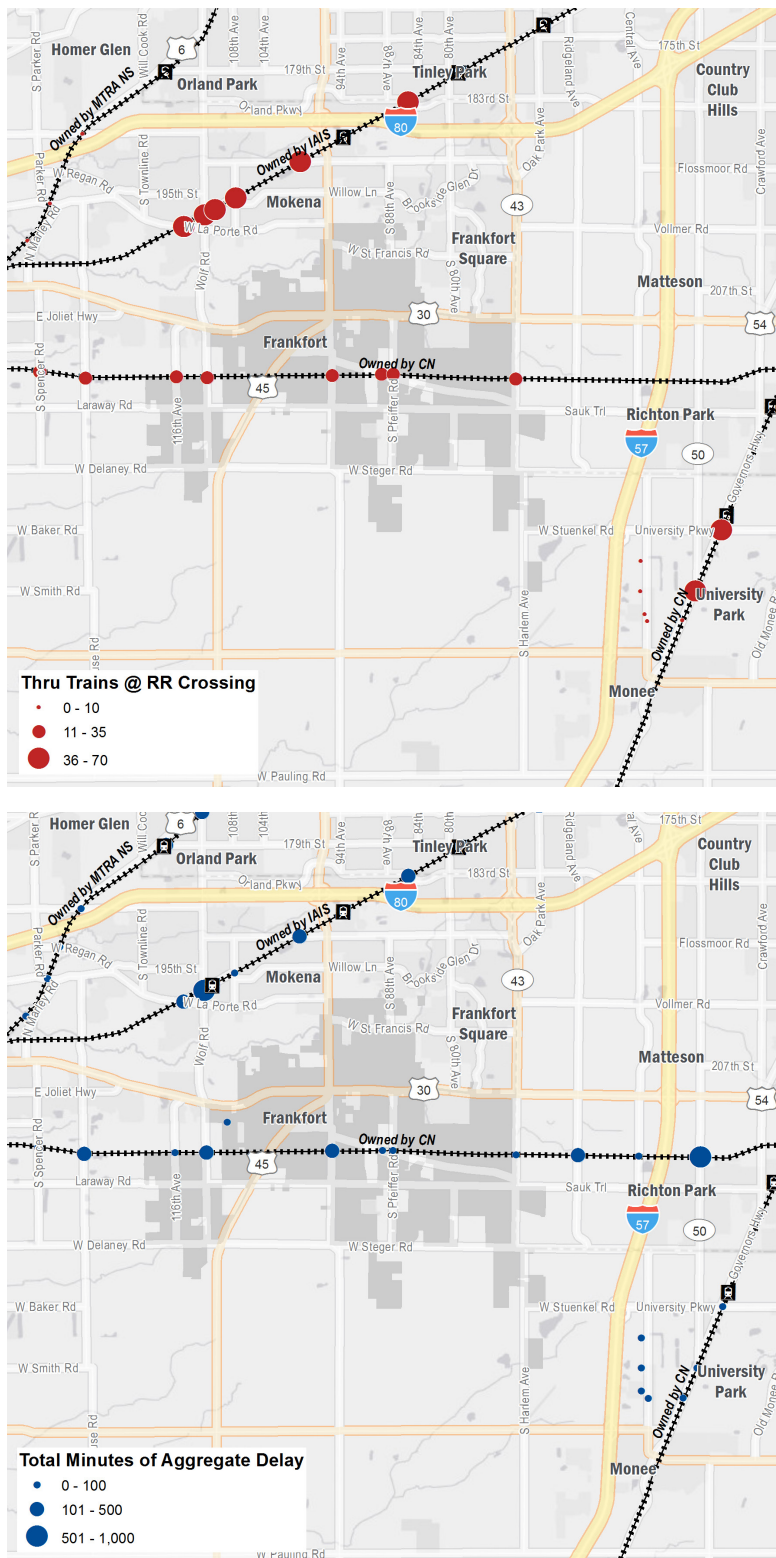


Source: Will County Community Friendly Freight Plan

The recently completed Will County Community Friendly Freight Mobility Plan identified a number of east-west road improvements to support truck traffic, including improvements to US 45 as well as Manhattan-Monee Road, and a widening of Laraway Road. The village needs to pay attention to broader infrastructure improvements being discussed across Will County, and work with State officials to sustain funding for improvements that support safety and capacity. It will also be important for Frankfort to coordinate with area partners to ensure that the broader implications of improvement projects are understood and planned for locally, and—in the case of projects located within Frankfort but sponsored by other agencies or jurisdictions—that local knowledge is taken advantage of to maximize the efficiency of such projects.



Figure 6.8 | Rail Crossings by Through Train Counts & Total Minutes of Motorist Delay



Data source: IDOT (2018), CMAP (2017), FRA

that connects the Atlantic and Pacific Oceans with the Gulf of Mexico and, through acquisition of the EJ&E, operates an outer belt which bypasses the majority of freight congestion in Chicago, where a reported 25% of US rail traffic passes. As CN has only recently completed the integration of the EJ&E line into its network, traffic has only started to build and mode conflicts occurring at at-grade crossings are likely to increase in the near future.

Finally, emergence of South Suburban Airport (SSA) will impact transportation networks for freight and passengers. Reports state that IDOT has acquired most of the land required for the SSA Inaugural Program including acquisition of Bult Field, which now is operating as a general aviation/business aviation airport. Bult Field is considered the initial step in the future development of the SSA. Reports point to the intent of IDOT to incrementally upgrade Bult Field to FAA standards as federal and state funding becomes available, and in context with demand growth.

GOAL: Coordinate with other jurisdictions to mitigate the impacts of truck traffic on area roadways, while maintaining the economic vitality and growth of the area as part of the Will County freight network

GOAL: Enhance the use of rail and work with the Canadian National (CN) railroad to leverage the potential of Elgin, Joliet & Eastern corridor to support future industrial development in Frankfort, further diversifying the tax base.

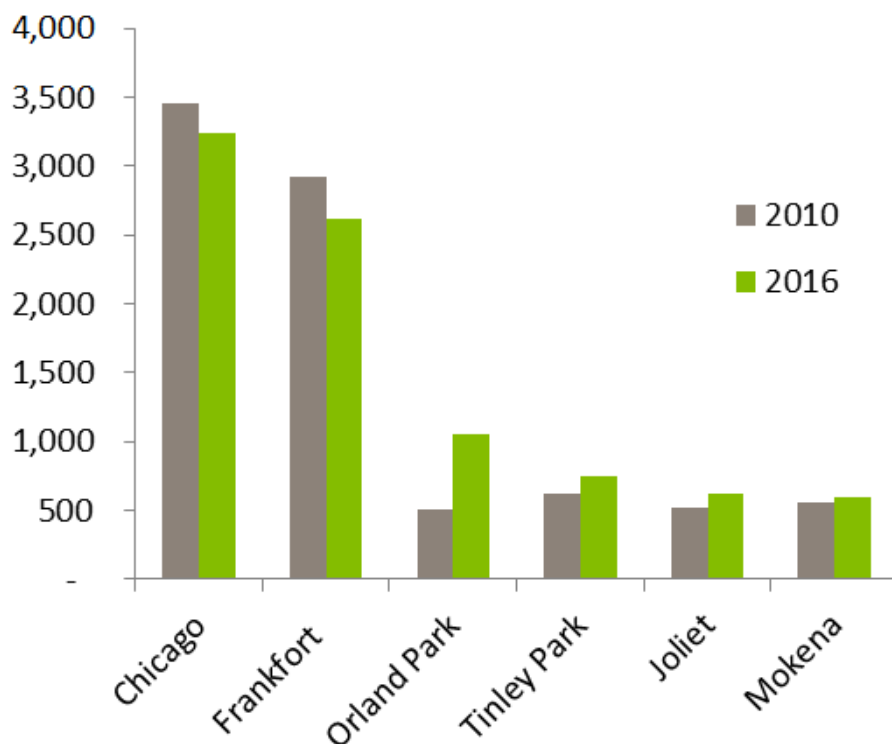
TRANSIT

There is a need to expand transit access in Frankfort, primarily by improving access to existing transit facilities nearby. Data from 2016 shows more Frankfort residents work in the City of Chicago than in Frankfort itself—about 3,240 workers, 18% of whom take transit (mostly Metra) to work. Given that half of the total Chicago workers who live in Frankfort are employed in downtown Chicago (i.e., 1,650 people commuting to the Loop), there are opportunities to make transit connections to downtown more convenient for Frankfort residents. About half of the existing Metra riders originating in Frankfort are driving to the Hickory Creek Station in Mokena, and roughly a tenth each are driving to 80th Avenue/Tinley Park, Mokena, 211th Street, and Richton Park Stations. While access to downtown by Metra is fast (as short as 46 minutes from Hickory Creek), there is room for improvement in the first-mile, last-mile connections with Metra stations in order to expand access to employment opportunities via transit—provided that it's done so efficiently, given that population density in Frankfort is likely too low to support fixed-route transit.

Reviewing commute patterns outside of Chicago, recent commuter flow data reveals the fastest location of employment growth for Frankfort residents is Orland Park, doubling from about 500 to over 1,000 workers between 2010 and 2016, while Frankfort's employed labor force grew by about 6% over the same period (Figure 9). As one of the major employment centers in the area, Orland Park currently has Pace bus routes to the west (832 to Joliet), north (379 to Midway Airport), and east (364 to Hegewisch), but none to the south towards Frankfort along US 45 / South La Grange Road. Partnerships could be explored with neighboring villages to share operating costs for a transit connection to Orland Park. Micro-transit or van-pool programs are also strategies to consider for growing such connections.

GOAL: Improve transit connections in Frankfort to help decrease reliance on single-occupancy vehicle travel for some trips, and increase access to opportunities for those unable or unwilling to drive themselves.

Figure 6.9 | Frankfort Resident Top Workplace Locations



Source: CTPP, from ACS 5-year estimates (2010, 2016)

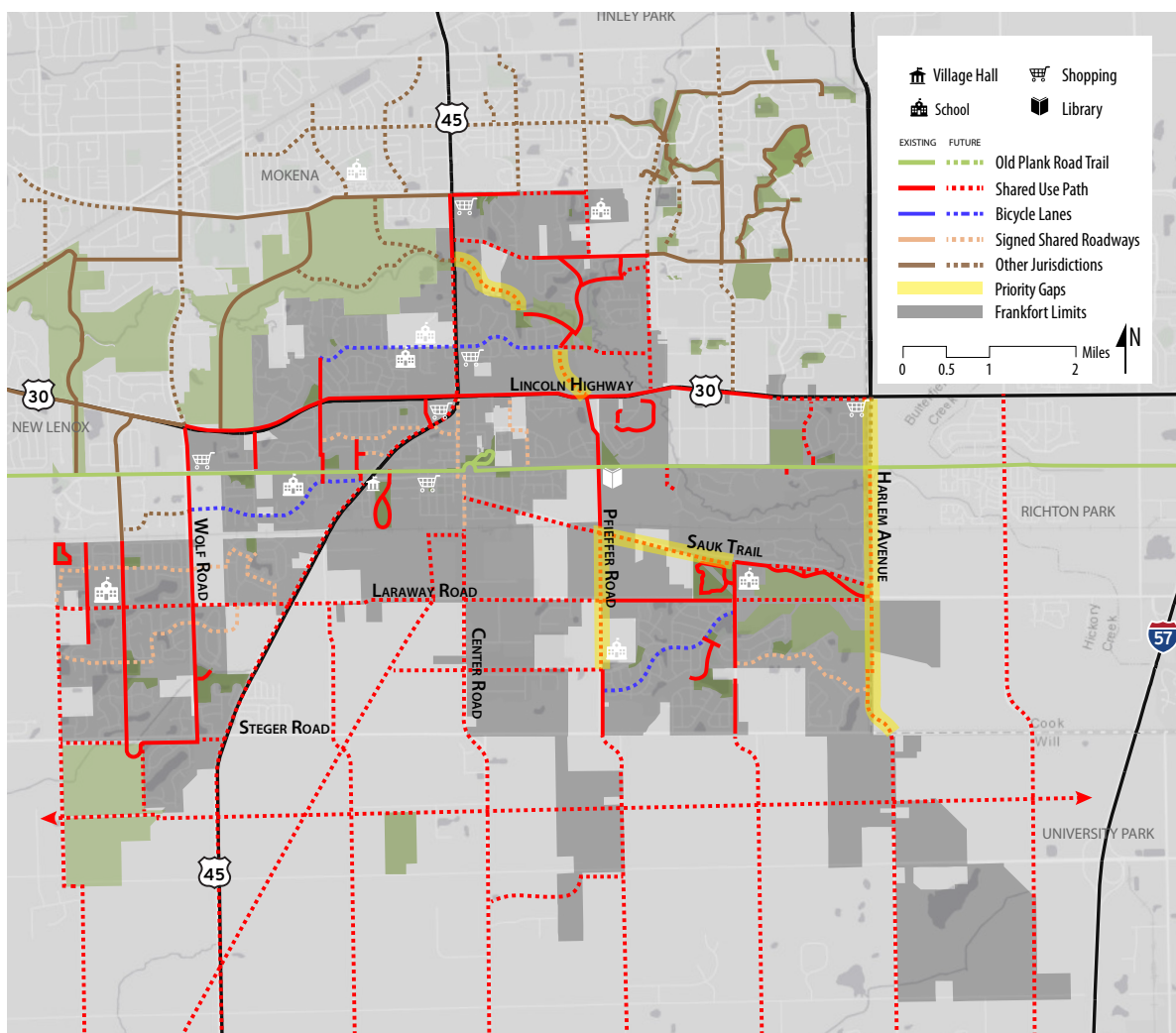
NON-MOTORIZED TRANSPORTATION

Frankfort can build upon and improve the direct access it has to significant non-motorized transportation amenities, including a major regional east-west bikeway spine (the Old Plank Road Trail), as well as other trails. According to the Frankfort Park District Comprehensive Plan, all residents within the Park District are within a half-mile of a local or regional trail. However, there remains the opportunity to connect the various discontinuous trails in the Village to each other and to the Old Plank Road Trail to create a non-motorized transportation network that will allow cyclists and pedestrians to travel safely and comfortably throughout the area, without relying on private automobiles. The existing trails and potential gaps to close are depicted in

Figure 6.10. As roadway projects move forward, it is important to review and coordinate potential opportunities to expand and improve the non-motorized network. Implementation of non-motorized facilities, in coordination with roadway projects, often leads to improved long-term multimodal planning and is typically more cost-effective than implementing projects separately.

GOAL: Increase connectivity of the trail network—including links to regional trails—to support the safety and comfort of both recreational and destination-based bicycle and pedestrian trips.

Figure 6.10 | Frankfort Area Trails and Gaps





▲ Example of Complete Streets design principles in action

📷 Bret Baronak (America Planning Association)

Complete Streets

”Complete Streets is a policy and procedural approach to roadway design focused on the needs of all transportation users, regardless of their age, ability, or mode of travel. It provides a framework for planners, engineers, and elected officials to incorporate active forms of transportation into roadway design projects wherever feasible.”

- Active Transportation Alliance ¹⁸

Complete Streets are streets designed for all ages and abilities and incorporate all modes of transportation. While many of Frankfort’s roadways may not be suitable for all travel modes, striving for Complete Streets whenever possible is the goal. A Complete Streets policy would define the Village’s commitment to establishing, designing and implementing transportation improvements that consider and balance all users. Complete Streets are most effective when integrated into all phases of project planning and development.

GUIDING PRINCIPLES

- ❑ During each stage of a street’s maintenance cycle and project development, identify opportunities to plan, design, fund, and implement Complete Streets elements.
- ❑ Make investments that consider the entire network of Complete Streets, such as bike lane connections and continuous sidewalks.
- ❑ Not all streets can accommodate all modes of transportation, which means not all streets are ideal as Complete Streets.
- ❑ Motorist, pedestrian, bicyclist, and transit rider education is a key component of making streets safe for all transportation modes.

EXAMPLES OF COMPLETE STREET IMPROVEMENTS

- ❑ Sidewalks
- ❑ Bike lanes
- ❑ Frequent and safe crossing opportunities
- ❑ Median islands
- ❑ Accessible pedestrian signals
- ❑ Curb extensions
- ❑ Narrower travel lanes
- ❑ Roundabouts

Roadway Projects

■ **Extend South Pfeiffer Road Northward:**

North-south mobility is currently served by US 45 (S La Grange Road) and a number of roadways spaced roughly one mile apart—Wolf Road, Center Road, Pfeiffer Road, 80th Avenue, and Harlem Ave. Most of these roadways are contiguous, with the exception of Pfeiffer Road and 80th Avenue. The roadway gap in 80th Avenue is created by the Prestwick Country Club and thus currently not able to be addressed, but the gap in Pfeiffer Road north of the intersection with US 30 is currently undeveloped land and has been a long planned north-south connection for the Village of Frankfort. Closing this gap would increase mobility and accessibility and mitigate congestion on US 45. This project could be considered as part of an economic development strategy to break up the surrounding undeveloped land into smaller more developable parcels. The Village could consider recapture for some of the cost of these improvements from future development.

■ **Enhance East-West Mobility:**

East-west mobility is currently served by US 30 (Lincoln Highway), Laraway Road and a number of other roadways spaced roughly one mile apart – LaPorte Road, St. Francis Road, Nebraska Street, Sauk Trail, and Steger Road. Most of these roadways are contiguous, with the exception of LaPorte Road and Nebraska Street. The gaps on Nebraska Street between Wolf Road to the west and Pfeiffer Road to the east and the gap on LaPorte Road between the Shimming View and LaPorte Meadows subdivisions are currently undeveloped land and as such extension of these roadways is possible. Although important roadway connections these areas are not critical to current east-west mobility and as such should be improved as part of private development of the vacant land.

■ **Investigate Offset Intersection Improvements:**

As a general rule, full four-legged intersections are superior to offset T-intersections. Two intersections on Steger Road that should be investigated for improvements are South Harlem Avenue (higher traffic volumes) and South 80th Avenue (the central of the three offset intersections). Improvement of the Harlem Avenue intersection will require coordination with the Cook County Highway Department who has jurisdiction of Harlem north of Steger Road. The following factors will dictate the need to improve these intersections:

1. **Crash Data:** Concern that T-intersections are an emerging safety concern typically dictates a realignment
2. **Intersection Operations:** Increased volumes of cross traffic will make turning movements of stop-controlled intersections difficult, warranting upgrading to signals.
3. **Upgrading from Stop-Control to Signalized:** If and when traffic signals are warranted, consider geometric changes to realign the intersections.
4. **Heavy Vehicle Movements:** Given anticipated growth in freight, increased north/southbound truck volumes will likely dictate intersection realignment.



Freight Projects

■ Laraway Road Widening

The Will County Community-Friendly Freight Mobility Plan, in agreement with LRTP Will Connects, identify a road widening for the segment of Laraway Road from US 52 to Harlem Avenue, at the cost of roughly \$187 million and under the jurisdiction of Will County DOT. The project ranked very highly because of its positive impact on targeted factors: mobility/accessibility, preservation/safety, potential economic benefits, and quality of life, as well as its state of project readiness.

■ Harlem Avenue Improvements

Harlem Avenue and Steger Road are the only roadways in Frankfort that experience truck traffic volume as over 10% of total roadway annual average daily traffic (AADT). Harlem Avenue in particular has sections over 25% truck volumes. Given that these are not principal arterials, it will be important to monitor the pavement and safety conditions of these roadways, and potentially upgrade to a higher classification with turn / deceleration lanes. Future improvements to Harlem Avenue should include a bicycle trail connecting the residential subdivisions to the Old Plank Road Trail in accordance with the Village's Bicycle Trail Master Plan. Harlem Avenue is under Cook County Highway Department jurisdiction north of Steger Road and Village of Frankfort jurisdiction south of Steger Road to Dralle Road.

■ US 45 / LaGrange Road Widening

As traffic increases on US 45 south of Nebraska Street Frankfort should work with IDOT to widen the road to four lanes south to Steger Road. As part of this project the CN Railroad separated grade crossing located south of Nebraska Street should be rebuilt and existing storm water management issues mitigated.

■ Grade Separation at Rail Crossings

At-grade rail crossings should be monitored for safety and motorist delay impacts. Analysis of recent IDOT and CMAP data indicates a significant amount of delay occurring at the crossing of the CN freight line (31 daily thru trains, per IDOT 2018 data) with Wolf Road, where 2018 IDOT data shows AADT of 9,550 vehicles, or Center Rd/96th Avenue with AADT of 6,350. As CN freight volumes increase, delays at this location could have quality of life impacts on those living or working in the area.

■ Stuenkel Road Widening / Interchange Factors

The new interchange at I-57 and Stuenkel Road can be expected to increase the attractiveness of undeveloped parcels immediately to the west, which may undergo industrial development in the future to take advantage of immediate interstate access. Should this occur—or should other projects in the area increase the vehicular traffic at this interchange—it may be necessary to increase capacity or otherwise alter the geometrics to better manage access. Furthermore, Stuenkel Road itself is currently classified as a local road, and it should be monitored for potential re-classification as travel patterns respond to the new infrastructure. A widening from 2 to 4 lanes west of Ridgeland Avenue may be necessary to accommodate future industrial development, should it occur.



Transit Projects

■ Improve connections to downtown Chicago by increasing access to nearby Metra stations:

Noting that Rock Island District service improvements are identified as a priority in several Will County transportation plans, explore the potential to develop new shared mobility connections to existing Metra stations, such as Hickory Creek. This could take the form of a partnership with a Transportation Network Company (e.g., Lyft, Uber Via) to operate on-demand micro-transit in the area, or sponsorship of a Pace service operating flex-zone service in Frankfort and nearby communities. Such a service could also serve the limited need for local transit connections for transit-dependent populations like seniors.

■ Investigate the potential demand for public transit connections to existing transportation networks to the north:

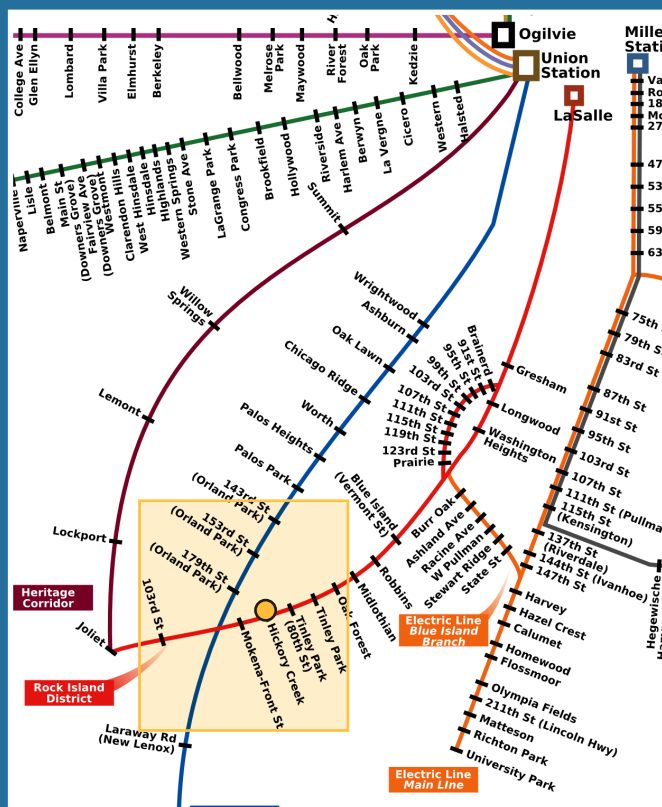
As the area grows as an economic center, there may be an opportunity to coordinate with Pace and other local partners to operate public transit service along US 45. Potential partners could include other communities south of I-80 seeking better inter-community bus connectivity.

■ Investigate potential impacts associated with increased use of autonomous vehicles:

Although still in its infancy the use of autonomous vehicles is expected to increase in the future. While autonomous vehicles can serve as a substitute for more traditional public transit options and increase efficiency of lane usage they may also increase development pressure further from urban areas as commute times becomes less important and create the demand for large parking areas to store and charge the autonomous vehicles during non-peak times.



Hickory Creek Metra Station



Metra Map with LaSalle Line Hickory Creek Station Identified

Bike + Ped Projects

■ Improve trail connectivity by closing existing gaps in the non-motorized trail network:

As noted in trail analysis, trail gaps exist in several locations of the Village. Targeted trail links include connections along Harlem Avenue between Steger Road and Route 30, on Pfeiffer Road between Sauk Trail and Pine Ridge Drive, on Sauk Trail between 80th Avenue and Pfeiffer Road, Along Steger Road between Azure Drive and Five Oaks Drive, and along Hickory Creek from the Lighthouse Point Park to the Hickory Creek Forest Preserve.

■ Monitor upcoming roadway projects to build on their positive impact on non-motorized transportation in Frankfort:

Reference Complete Streets design criteria when designing new road improvements so as to enable safe, convenient, and comfortable travel and access for all anticipated roadway users, regardless of their age, abilities, or mode of travel. Will Connects identifies a Complete Streets widening for 80th Avenue from 191st Street to US 30. While not within Frankfort itself, this improvement is immediately adjacent to the Village, and creates the opportunity to make connections to the Old Plank Road Trail, which lies about half a mile to the south of this project. This would improve regional bikeway connectivity and would involve the active participation and coordination with area partners.

Economic Projects

■ Evaluate locations for future rail-served industrial sites

Uniquely among class 1 railroads, CN operates a rail network that connects the Atlantic and Pacific Oceans with the Gulf of Mexico and, through acquisition of the EJ&E, operates an outer belt which by-passes the majority of freight congestion in Chicago, where a reported 25% of US rail traffic passes.

■ Extension of Pfeiffer Road

Gain the cooperation of the property owner to facilitate the extension of Pfeiffer Road between Route 30 and Colorado Avenue. Extension of Pfeiffer Road would create new developable sites at a lighted four way intersection on Route 30 and break up the larger Route 30 West Special Area into smaller more manageable development sites.

“Improvements to walkability and bikeability.”

- Idea Shared at Frankfort Country Market Pop-Up





Action Items

VISION: KEEP OUR VILLAGE SAFE AND WELL-CONNECTED BOTH INTERNALLY AND EXTERNALLY.

GOAL 6.1 Increase roadway connectivity to meet the need for mobility and accessibility.

- » Extend South Pfeiffer Road northward to fill the gap between US 30 and Colorado Avenue.
- » Investigate offset intersections along Steger Road at Pfeiffer Road, 80th Avenue, and Harlem Avenue.
- » Enhancement of East-West Mobility through extension of Nebraska Street to Wolf and Pfeiffer Roads by private development and support of improvements to Route 30 and Laraway Road.

GOAL 6.2 Coordinate with other jurisdictions to mitigate the impacts of truck traffic on area roadways, while maintaining the economic vitality and growth of the area as part of the Will County freight network

- » Jurisdiction coordination for Laraway Road road widening project.
- » Monitor pavement and safety conditions for Harlem Avenue.
- » Monitor vehicular traffic and enhance capacity and access to Stuenkel Road interchange.
- » Jurisdiction coordination for US 45 (LaGrange Road) road widening project.
- » Monitor safety and motorist delay impact for grade separation at rail crossings.

i Potential Partners: Will County, IDOT

GOAL 6.3 Enhance the use of rail and work with the Canadian National (CN) railroad to leverage the potential of Elgin, Joliet & Eastern corridor to support future industrial development in Frankfort, further diversifying the tax base.

- » Evaluate locations for future rail-served industrial sites.

“Improve neighborhood walkability and connections.”

- Resident comment shared via the project website

GOAL 6.4 Improve transit connections in Frankfort to help decrease reliance on single-occupancy vehicle travel for some trips, and increase access to opportunities for those unable or unwilling to drive themselves.

- » Improve connections to downtown Chicago by increasing access to nearby Metra stations.
- » Investigate the potential demand for public transit connections to existing transportation networks to the north.

i *Potential Partners: Metra, Pace, Ridesharing Services*

GOAL 6.5 Increase connectivity of the trail network—including links to regional trails—to support the safety and comfort of both recreational and destination-based bicycle and pedestrian trips.

- » Improve trail connectivity by closing existing gaps in the non-motorized trail network.
- » Reference Complete Streets design criteria when designing new road improvements so as to enable safe, convenient, and comfortable travel and access for all anticipated roadway users, regardless of their age, abilities, or mode of travel
- » Monitor upcoming roadway projects to build on their positive impact on non-motorized transportation in Frankfort.

i *Potential Partners: Frankfort Park District, Frankfort Square Park District, Forest Preserve of Will County*





7



CHAPTER SEVEN

Economic Prosperity

CONTENTS

- Introduction
- Economic Base Diversification
- Downtown Frankfort
- Corridor Infill Revitalization
- Infrastructure-Linked Economic Development
- Healthy Housing Stock
- Summary of Action Items

Introduction

Sustaining and enhancing economic prosperity is an essential component of maintaining quality-of-life in Frankfort. An economically vibrant and prosperous Frankfort should provide ample and quality opportunities for residents to live, work and play within Frankfort. Frankfort's increased economic prosperity will be achieved through an increased and diverse economic base, a successful and vibrant downtown for residents and visitors, strategic investment in important infrastructure for economic development and, finally, a healthy housing stock to support a diverse population that will continue to live, work, and play in Frankfort.



VISION: Sustain & enhance economic prosperity in Frankfort.

Economic Base Diversification

While residential and retail/commercial property valuations remain below 2009 thresholds, the assessed value of industrial property in Frankfort has grown significantly since 2009, from about \$26 million to almost \$40 million. For industrial markets, strategies that encourage growth of industrial space (manufacturing, warehouse, distribution, and flex/office/service) will broaden the local property tax base. Importantly, industrial companies have a broader set of needs, possibly related to workforce development, utilities and energy efficiency, truck access, etc. Consideration of a focused industrial retention/outreach plan should be considered, such that the Village can be more pro-active in supporting these companies.

While growth in commercial/retail opportunities will remain linked to growing population, households and employment levels in Frankfort, the reality of generally saturated and over-built regional retail markets reinforces three conversations:

1. General focus on restaurant, cafe, and entertainment uses, (locally owned and national chain) which are more resistant to the impact of online spending.
2. Leverage/conduct outreach with developers, tenants, and retail brokers to understand the sample of larger anchor retail tenants (auto sales, general merchandise, etc.) in the region with leases that are coming due in the near future. While the market for these anchor tenants is highly competitive, the ability to align ready-to-go retail sites with tenants is critical in shaping larger destination retail projects.
3. Support the development of an appropriate regional attraction to help draw residents, visitors and businesses to Frankfort and the greater south suburban area.

GOAL: Support and encourage the diversification of the Village's tax base.



▲ Restaurant in Downtown Frankfort

Downtown Frankfort

Downtown Frankfort is uniquely positioned across the Southland as a walkable urban center with a modest inventory of about 100,000 square feet of retail space according to CoStar. Unlike the north and west suburbs which feature multiple transit-oriented downtowns, Downtown Frankfort is defined in part by its location along the Old Plank Road Trail, and a limited number of competitive proximate downtown environments. Against a narrower competitive set of 16 traditional downtowns that lack a Metra Station, including Plainfield, Oswego, and Batavia, Frankfort stands out with higher occupancy and rent, and an inventory of space which appears below average (sample average inventory of 165,000 square feet) in context with above average incomes.

Like other suburban downtowns, Frankfort is seeing growing interest in walkable environments, and real estate values appear to have increased as a result; a limited number of recent transactions would suggest that downtown land values have increased as of late. With a limited set of competitive Southland Downtown environments, experience suggests that interest in Downtown Frankfort is likely to sustain in coming years, resulting in pressure for still higher real estate values. In other communities, similar increases have triggered developer interest in higher-density mixed use development.

GOAL: Maintain and enhance Downtown Frankfort as a successful and vibrant corridor for residents, local businesses and visitors.



▲ Downtown Frankfort

Corridor Infill Revitalization

Practical challenges of encouraging infill redevelopment along older commercial corridors like the east Route 30 corridor, which have largely been in place well before the “great recession,” include:

- Constraints created by smaller parcel sizes, older commercial buildings, and limited infrastructure.
- Older shopping centers with weak/vacant anchor tenants, excessive parking, and stores generally pushed back from streets, limiting visibility.
- Excessive curb cuts which impact corridor traffic flow.

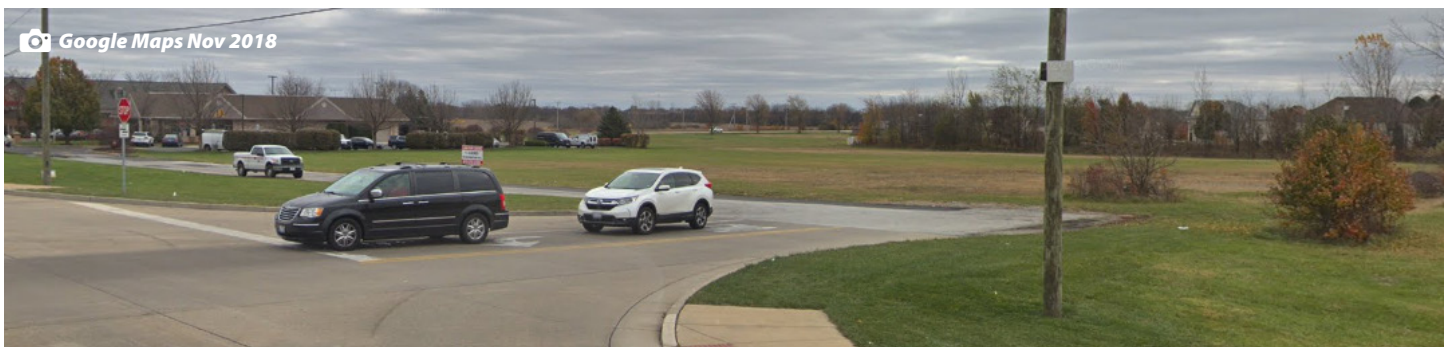
Since 2010, additional variables have come into play for commercial corridors:

- The impact of ride sharing on demand for off-street parking, even in suburban locations.
- Amazon and internet retail have altered demand for retail shopping and exposed the reality of generally over-built retail markets.
- Suburban office markets have been impacted by reductions in office space per employee, as well as the pivot of suburban office headquarters into downtown Chicago.
- Residential markets have been slow to recover from the recession, linked in part to sustained Millennial demand for apartments rather than single-family homes and condominiums.

Reflective of the real challenges of effecting change in these areas, successful policy responses have emerged:

- Build public consensus on intended reuse options for strategic infill sites in advance of developer interest. “Consensus” can range from just establishing public support for density, mix of uses, building height, and construction materials / design, to securing preliminary entitlements for reuse. The Route 30 Central corridor sketch on page _ is an example of this type of policy.
- Engage with owners of vacant/under-utilized buildings to ascertain their plans for repositioning and capacity/ need for resources to support reinvestment.
- Improve the appeal of infill sites with targeted infrastructure and access improvements, and marketing efforts. For Frankfort, this may include annexation of currently unincorporated areas within the Route 30 East Corridor.
- Consider selective site acquisition and building demolition, using tools such as TIF.

GOAL: Encourage and support appropriate infill development in commercial corridors.



▲ Example of infill development opportunity along Route 30

Infrastructure-Linked Economic Development

The community needs to be prepared to anticipate local impacts from anticipated future growth in freight volumes, with sources such as USDOT stating that as the US economy doubles in size over the next 30 years, that freight movements across all modes will increase by more than 40% as a result. Will County has already seen dramatic increases in industrial space construction, at a pace well above pre-recession thresholds. Looking to the future, Frankfort needs to pay attention to local impacts of these anticipated increases. For example, the Village must work closely with the Will County Highway Department as they plan improvements to Laraway Road to ensure improvements are compatible with the character of Frankfort while accommodating anticipated traffic volumes.

GOAL: Support infrastructure expansions and investments that promote and foster economic development.



▲ Two-Family home in Frankfort

Healthy Housing Stock

Housing trends in Frankfort should acknowledge that the pace of construction has slowed from pre-recession levels, when 200 to 300 new units were added per year. Since 2013, the community has added new units at a pace of roughly 80 to 100 units per year. This slower pace of construction is likely influenced by choices made by younger, generally Millennial families who have shown a continued willingness to rent rather than own, along with interest in smaller unit sizes and delayed car purchases.

As the Millennial Generation is expected to make a consequential pivot from renting to owning in the next 5 years, they will face concern over the “missing middle”, which focuses on a tier of housing formats (duplex, courtyard apartment, and townhomes) typically built in many pre-World War II neighborhoods. However, with zoning codes increasingly favoring either single family homes or larger apartments since 1950, the result has been a “missing middle”; i.e. housing styles that have increasingly not been built in most suburbs over the past 50 years.

National experience argues that housing (cost, quality, and unit mix) can exert broad impacts on local community development. For retirees & seniors, interest in downsizing from traditional single-family homes has created demand for lower-maintenance, smaller, and more energy efficient housing units, with greater interest in apartments.

GOAL: Ensure stable growth in the community’s high quality housing stock.



Action Items

VISION: SUSTAIN & ENHANCE ECONOMIC PROSPERITY IN FRANKFORT.

GOAL 7.1 Support and encourage the diversification of the Village's tax base.

- » Encourage manufacturing, service, and flex/office development in appropriate areas.
- » Enable locations near I-57 to support high-density distribution / warehouse uses.
- » Recognize EJ&E rail access as an economic development asset to support industrial uses.
- » Maintain and enhance a strong retail base providing local access to goods and services.
- » Provide a mix of housing options to meet community needs.

GOAL 7.2 Provide high quality water and sewer utility services.

- » Ensure the long-term competitive position of Downtown Frankfort with targeted engagement efforts geared to supporting and encouraging growth of local retailers and restaurants.
- » Support housing stock diversification, with appropriate multi-family development, in response to increasing median age trends across the community.
- » Consider use of targeted incentives to expand retail, commercial, and office offerings downtown.
- » Leverage Village-owned properties to control the future character of downtown development.

GOAL 7.3 Encourage and support appropriate infill development in commercial corridors.

- » Encourage infill development and mixed use in areas currently with limited infrastructure.
- » Respond to broader trends in retail and identify nodes which can support healthy clusters of retail and restaurant activity.

“Seek developments that become attractions for residents and visitors from other places.”

- Resident comment shared via the project website

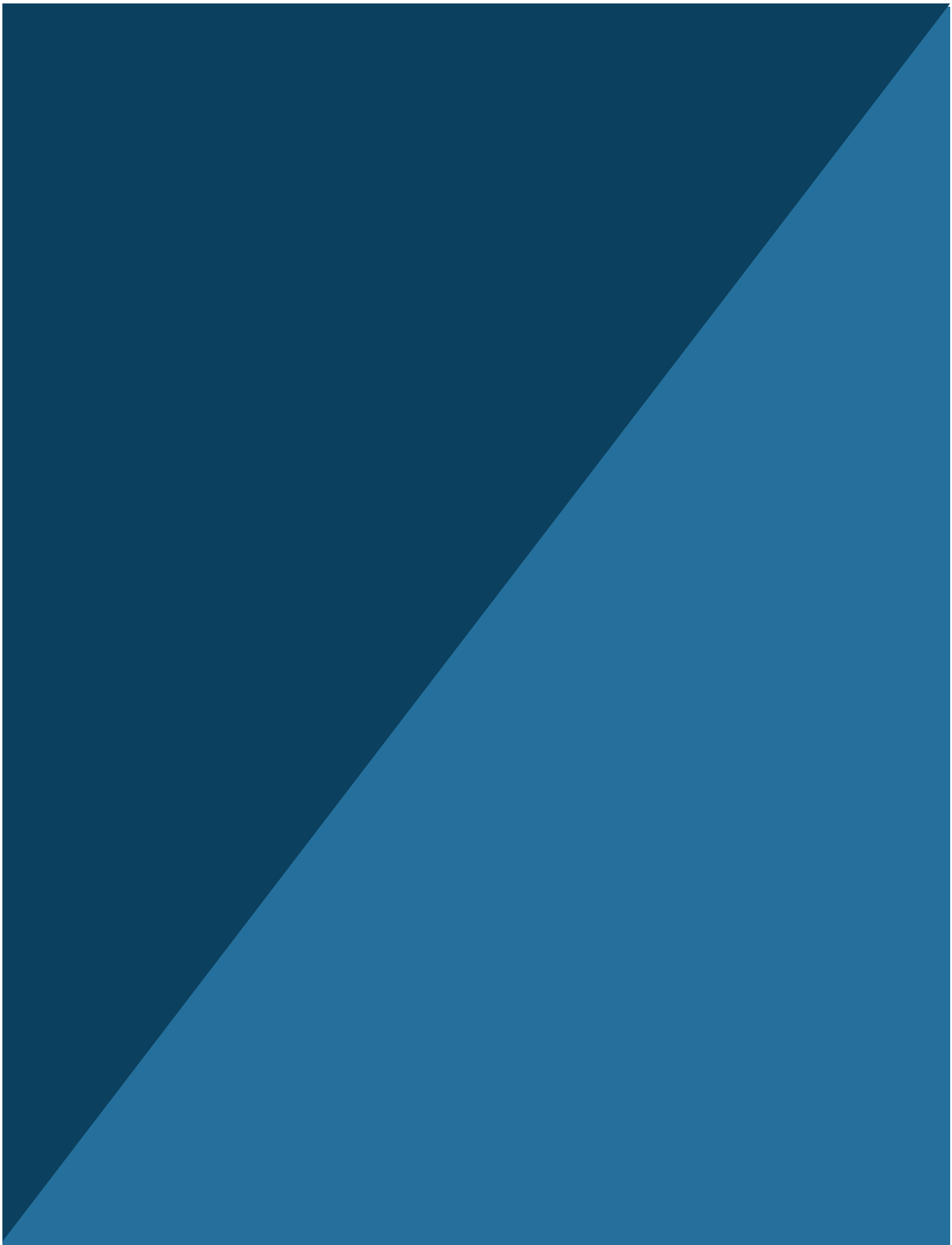
GOAL 7.4 Support infrastructure expansions and investments that promote and foster economic development.

- » Negotiate with property owners to extend utilities, opening up more property for development. Areas of interest include the Stuenkel & I-57 interchange area, and along unincorporated sections of Route 30.
- » Support infrastructure investments by IDOT and the Will County Highway Department that respond to expectations for long-term growth in east-west truck traffic and freight rail traffic across Frankfort.
- » Consider road and utility infrastructure projects that help facilitate project ready development sites such as the extension of Pfeiffer Road between Route 30 and Colorado Avenue and extension of water and sewer lines along Route 30 between 84th Avenue and 78th Avenue.

GOAL 7.5 Ensure stable growth in the community’s high quality housing stock.

- » Sustain investments that ensure quality and support appreciation in residential real estate values, with consideration of specific energy efficiency goals for construction of new housing units, increasing community resiliency.
- » Encourage housing stock diversification in response to resident lifecycle needs. Evaluate smaller lot sizes in response to owner interest in reduced maintenance expense.





8



CHAPTER EIGHT

Land Use

CONTENTS

- Introduction
- Existing Land Use
- Future Land Use
- Planning Area Limits & Boundary Agreements
- Annexation Priorities
- Summary of Action Items

Introduction

Since adoption of the 2004 comprehensive plan, the Village of Frankfort has grown by over 7,000 residents (based upon 2019 population estimates). This continued growth trend, coupled with the many amenities that make Frankfort a desirable place to live, work and play, are indicators that the Village will continue to experience growth in the coming years. The Village desires to accommodate new growth in a way that preserves the characteristics and strengths that initially attracted residents, businesses and visitors.

Frankfort, like most communities, has long regulated the use of land, balancing the rights of individual property owners with the needs and desires of the community and other surrounding property owners. Through land use regulations, the Village can guide growth and development



▲ Single Family Home in Frankfort

in a way that considers both short-term benefits and the long-term effects on the community.

This chapter starts with an examination of existing land use patterns in Frankfort. It then summarizes the process used to develop a Future Land Use strategy and outlines that specific strategy. The Appendix includes additional Existing Conditions information and Design Guidelines that have been used to inform future land use patterns, the regulatory environment, and decision-making process.

Existing Land Use

The current land uses in Frankfort are shown in Figure 8.1. As the map shows, the Village is primarily single-family residential. However, it should be noted there are several vacant lots in many of the newer residential developments throughout the Village. Frankfort is served by a network of open spaces with an emphasis on both active and passive improvements such as the Old Plank Road Trail, Prairie Park, Commissioners Park, access to forest preserves, and a number of neighborhood parks and facilities. The Village's main commercial areas are located along La Grange Road, north of Old Frankfort Way and at the eastern and western ends of Lincoln Highway at Wolf Road and Harlem Avenue. Frankfort's primary industrial area is along and located east of Center Road between Corsair Road and the Canadian National Railroad tracks. Frankfort's downtown, near the intersection of White Street and Kansas Street, is a charming mix of retail, restaurants, office, residential, and parks and open spaces.



▲ Indian Boundary Park

EXISTING LAND USE

Understanding existing land use patterns is important for making informed planning decisions for the future. The following descriptions chronicle the types of land uses that are found in the Village Limits and within the greater Planning Area.

ESTATE RESIDENTIAL

Single-Family Detached residential use on lots from one (1) acre to ten (10) acres in size.

RESIDENTIAL

Single-Family Detached homes on lots less than one (1) acre, Single-Family Attached, and Multi-Family residential uses.

MANUFACTURED HOME FACILITY

Semi-permanent manufactured homes which are part of a neighborhood that has connection to public utilities.

COMMERCIAL

Retail, office uses, and other service commercial uses.

INSTITUTIONAL

Educational, medical, religious and governmental uses, as well as other uses associated with public bodies.

INDUSTRIAL

Manufacturing, warehousing, storage, assembly uses, and other general industrial uses.

AGRICULTURE

Farming and related uses.

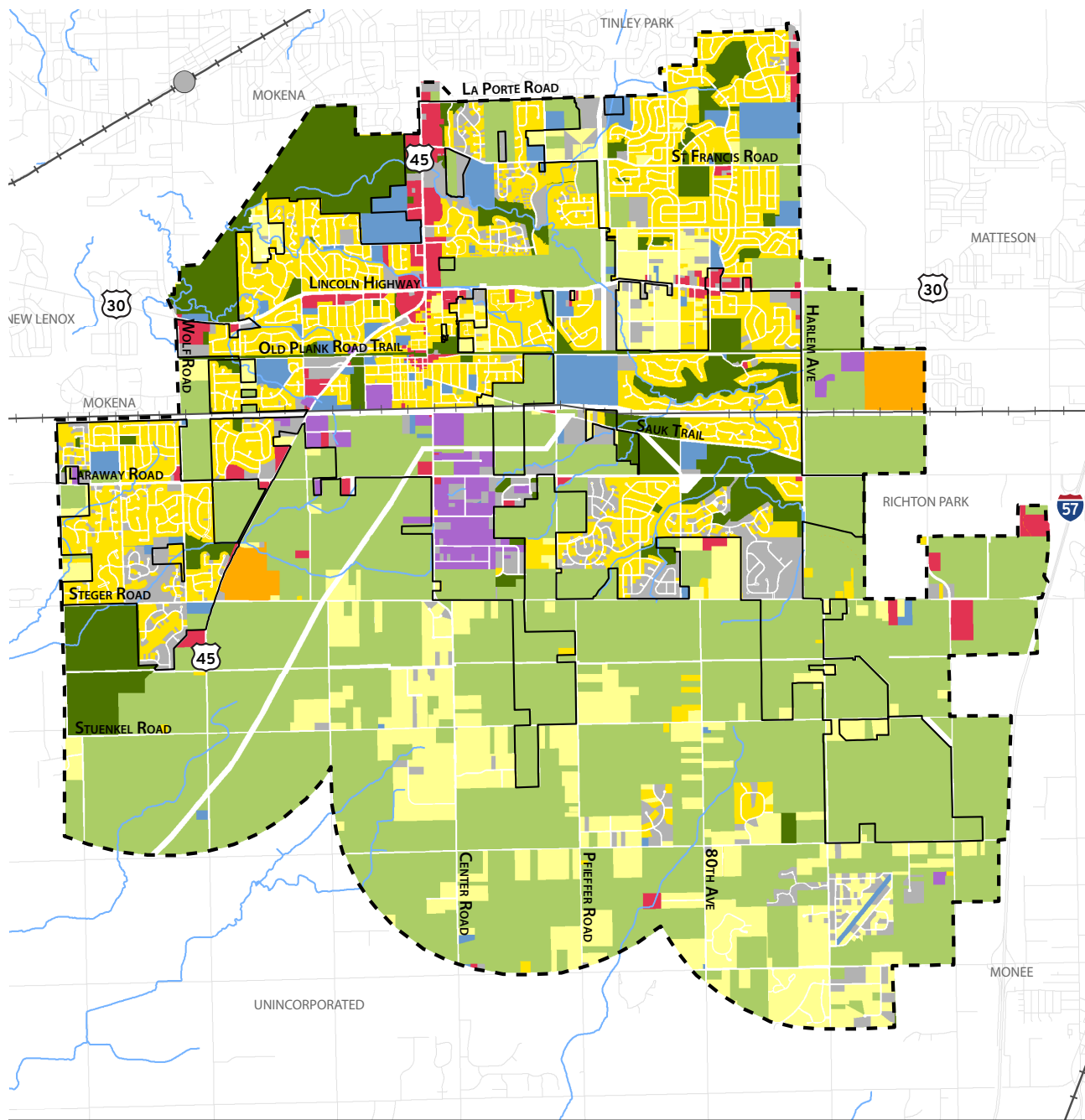
OPEN SPACE

Parks and dedicated public or private recreational and environmental conservation uses.

UTILITY/TRANSPORTATION

Utility, road and railroad right-of-ways (ROW), and stormwater uses, as well as parking and wastewater treatment uses.

Figure 8.1 | Frankfort 2018 Existing Land Use Map



Legend

- Roads
- Railroads
- Streams
- ⬡ Planning Jurisdiction
- ⬡ Frankfort Limits
- Metra Stations

Land Use

- ⬡ Estate Residential
- ⬡ Residential
- ⬡ Mobile Living Facilities
- ⬡ Commercial
- ⬡ Industrial
- ⬡ Institutional
- ⬡ Agricultural
- ⬡ Open Space
- ⬡ Vacant

Village of Frankfort 2018 Existing Land Use

0 0.5 1.0 Mile s



Future Land Use

The Village of Frankfort has a healthy mix of land uses, including residential and commercial areas, newer developments, various types of industrial and commercial uses, and important natural areas and open spaces. Creating and enhancing harmony between these different land uses is essential for maintaining a healthy, vibrant Frankfort.

The amount of land and type of land uses needed to accommodate new growth in Frankfort will be influenced by several factors, including the economy, consumer preferences and changes in demographic characteristics, such as household size, age and income. The plan is designed to promote a strong tax base for the Village, offering opportunities to live, work and play locally.

While this plan takes a Village-wide approach to future land use planning, it also addresses vital subareas of Frankfort that warrant special attention. Route 30 is one of the main arterial corridors running through the core of the Village. The corridor west of LaGrange Road is mostly built out while several development and re-development opportunities exist east of LaGrange Road.

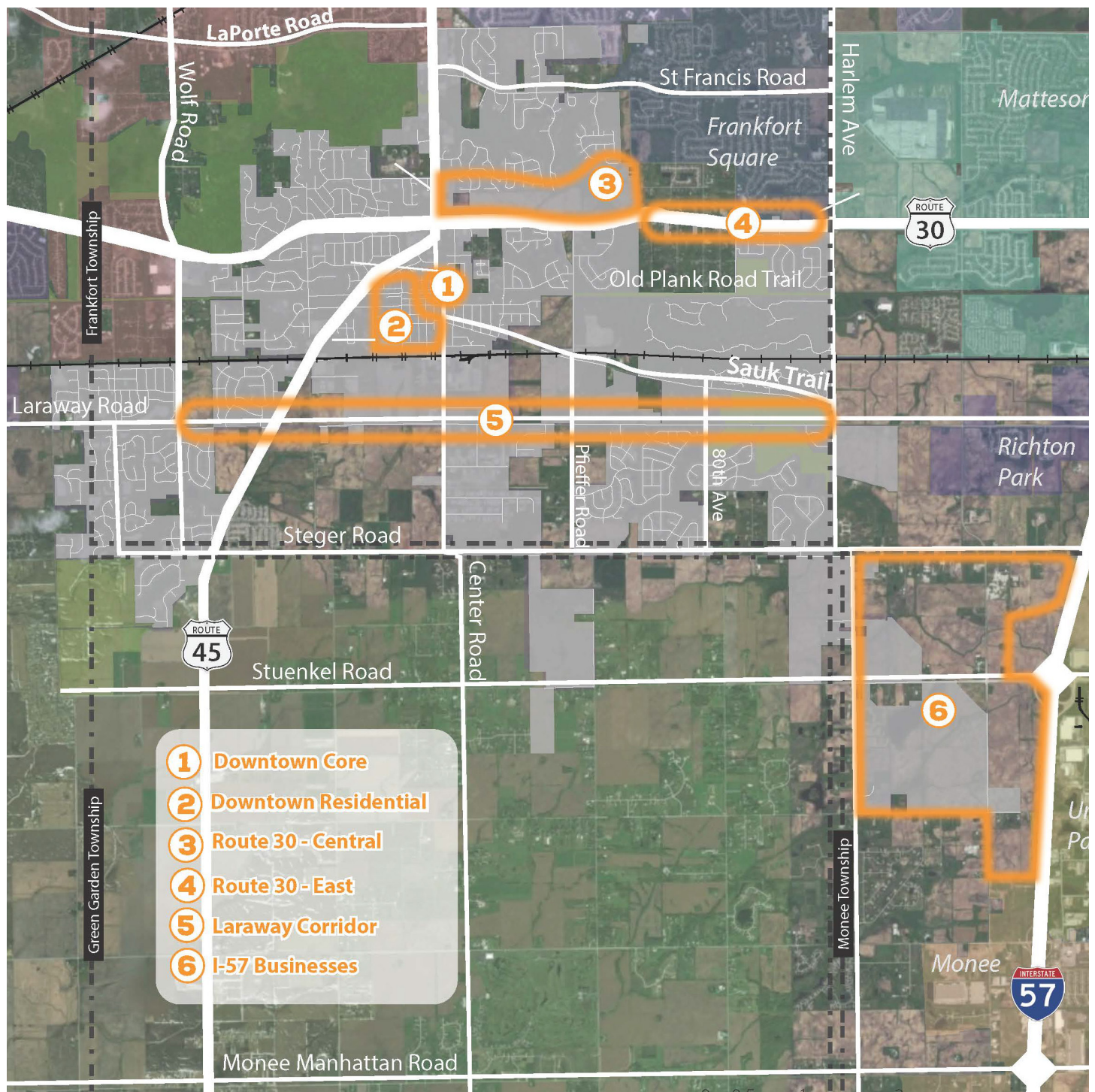
The section of Route 30 east of LaGrange Road looks, feels, and functions in distinctive ways in different sections, so it is divided here into two segments (East and West) for the purposes of the subarea analysis (See Chapter 10). The Laraway corridor is the third subarea addressed in Chapter 11. Laraway is an important regional arterial roadway, which connects Frankfort to nearby communities and the greater region. Within Frankfort, Laraway Road provides primary east/west access to the existing industrial development near Center Road. Also addressed in Chapter 11 is the I-57 corridor, planned for large-scale industrial and business development along the expressway where these uses have been growing. The final subarea is downtown Frankfort, which is addressed in Chapter 9.

The future land use patterns and development formats for the five subareas are considered in light of community input, deliberations by a community working group, insights from Village staff, and technical analysis. Each corridor is considered in terms of its 1) key existing conditions, 2) market trends, and 3) land use opportunities and recommendations. In some cases, sketch plans have been prepared to demonstrate different development scenarios.



▲ New development in Downtown Frankfort

Figure 8.2 | Special Areas Map



FUTURE LAND USE DESIGNATIONS

AGRICULTURE

The Agriculture use designation consists of land devoted to farming, along with their associated support facilities, on large tracts of land. In this area, most agricultural activity is focused on corn and soybean crops. On the Future Land Use Map, it is anticipated that most agricultural areas will remain unincorporated in Green Garden Township/Will County for the foreseeable future.

RURAL RESIDENTIAL

The Rural Residential land use category includes single-family residential homes on lots greater than one acre in size and primarily located outside of existing and future public sewer service areas. Rural character is reinforced by ongoing agricultural activity within and around rural residential housing, with minimal infrastructure. Future development is intended to be of low-intensity and supportive of a rural context, with significant setbacks from roadways and adjacent farms. Future single-family residential development should occur at a density of no more than one dwelling per acre.

Rural residential areas are planned primarily south of Stuenkel Road. If annexed into the Village, the Estate Residential zoning category would be the most appropriate classification.

SINGLE-FAMILY DETACHED RESIDENTIAL

Land designated as Single-Family Residential consists of developed land or land appropriate to develop with detached homes within a subdivision. Lots are typically less than one acre in size but greater than 15,000 square feet and are part of developed neighborhoods that are serviced by municipal utilities and transportation infrastructure (roads, sidewalks and/or bike paths). This land use designation also includes the common open spaces associated with residential development. Single-Family Residential land uses are ideally near supporting commercial and institutional land uses.

SINGLE-FAMILY ATTACHED RESIDENTIAL

Land designated as Single-Family Attached Residential consists of land appropriate for homes that are arranged in a compact development layout with comprehensive site and architectural design. Homes are typically attached single-family units, like duplexes or townhomes. This land use designation also includes the common open spaces associated with residential development. Single-Family Attached Residential land uses are ideally located near major activity nodes, usually with commercial and institutional land uses. Single-family attached areas often provide a transition between commercial areas and lower density single-family detached developments.



▲ Rural Residential



▲ Single-Family Detached Residential

GENERAL COMMERCIAL

The Commercial land use category includes areas designated for the sale of goods and provision of services such as restaurants and offices. This category includes commercial uses at all scales, including local (at the neighborhood scale serving the needs of residents and the immediate surrounding area) and regional (larger shopping areas intended to draw patrons and visitors from both within and beyond the community).

General commercial use is planned along the Village's major roadway corridors like Route 30 and Route 45. General commercial use is also proposed at key intersections in other areas of the Village or within its planning area, such as the I-57/Stuenkel interchange.

MIXED-USE

The Mixed-Use category designates areas that are intended to be developed in a way that promotes a mix of retail, housing, employment, office and institutional uses through unique development and/or design standards. The mix can either be horizontal (adjacent different but compatible uses) or vertical (different uses within a single building). The objective is to create more walkable, accessible developments with shorter blocks and shared parking arrangements (either on-site or in collective lots). Development intensity is greater than in other land use categories, but still relatively low with building heights generally not taller than the width of the public right-of-way they abut. The Mixed-Use category is also intended to encourage the preservation or restoration of environmental features and open space. Downtown Frankfort is the best existing example of mixed-use development.

Mixed-use development is planned (and existing) in downtown Frankfort. It is also proposed along the north side of Route 30 between Route 45 and Hickory Creek (see Chapter 10 for additional recommendations for this area).

BUSINESS PARK

The Business Park land use category includes both Light Industrial uses (i.e. office, research, limited manufacturing, processing, and production, and the storage and/or distribution of goods). Lots are relatively small (one to ten acres) and arranged in a compact development layout. Other uses included in this category are more intense commercial service uses such as contractor shops and businesses/offices used to support industrial, research, logistics operations, and limited retail sales in connection with a wholesale or warehouse establishments. The impacts of Business Park land uses may include slightly increased traffic and freight movement, visual impacts, and noise impacts. However, these impacts are relatively less intense compared to heavy industrial uses. Business Park use exists and is proposed predominately in the Laraway Road corridor. This area has long been home to many Frankfort based small businesses.



▲ Mixed-use



▲ General Commercial

INDUSTRIAL

The Industrial land use category includes land devoted to industrial manufacturing, warehousing and assembly uses. Other uses included in this category are more intense commercial service uses and businesses/offices used to support industrial, research, or logistics operations. The impacts of Industrial land use typically include increased traffic and freight movement and may include visual or noise impacts. Typically, Industrial land use is buffered from adjacent land uses and separated from residential and commercial activity. Industrial uses are primarily proposed near the I-57/Stuenkel Road interchange to minimize truck movement through the Village.

PUBLIC INSTITUTIONAL / UTILITY

The Public Institutional / Utility land use classification designates major public or quasi-public organizations, public and private primary and secondary schools, churches and faith-based organizations, public health care facilities, and land used by government facilities. Additional land use designation includes land in Frankfort devoted to electricity, sewer collection and treatment, water distribution, and other utilities. Institutional and utility uses are located where appropriate throughout the Village. The base zoning for these uses is highly dependent on the nature of the use.

PARKS / OPEN SPACE

The Open Space land use category includes land areas in Frankfort that have been designated to serve the community's active and passive recreational needs, including neighborhood parks, community parks, and golf courses. This category includes both public and private facilities. Also included in this category are other open spaces designated for preservation, associated either with development or preserved natural areas. Like institutional uses, parks and open space use is appropriate throughout the Village.

ENVIRONMENTAL CONSERVATION AREAS

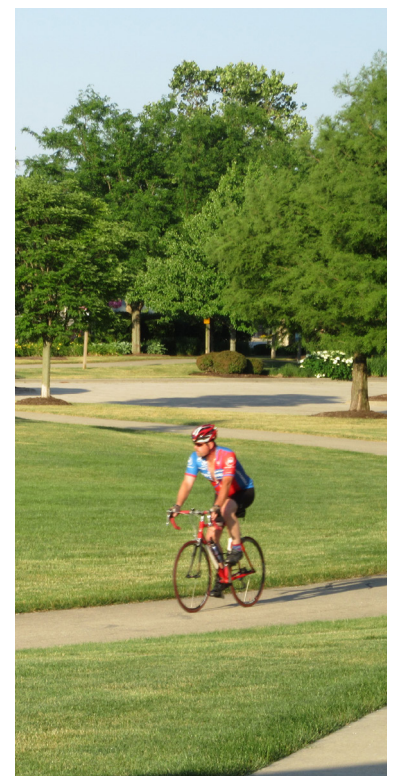
Land devoted to the conservation of sensitive environmental features such as forest preserves, floodplains, prairies, creeks and wetlands. These include areas within Will County Forest Preserves, and many areas along creeks and streams which have been identified by the Federal Emergency Management Agency (FEMA) within the 100-year flood plain. Most of these flood prone areas are under private ownership and will likely remain under private ownership.

OPEN SPACE OPPORTUNITIES

Given the unique natural resources in the area, general locations shown as open space opportunities would be ideal for future open space amenities, such as parks, recreational areas and conservation areas. When combined with the existing parks, open space and conservation areas described above, these opportunity areas will help form a comprehensive network of open spaces that provides a diverse mix of recreational and conservation amenities that serve community.



▲ Public Institutional/Utility



▲ Parks/Open Space

FUTURE LAND USE PLAN MAP

The Future Land Use Plan Map is a guide to development and a tool used to evaluate the appropriateness of a zoning change. Zoning is the legal mechanism that controls the use of land. The Future Land Use Plan and is not intended to indicate precise boundaries between uses. For example, the boundary between two different land uses could vary somewhat from the boundary illustrated on the Future Land Use Plan when it is time to apply specific zoning to a parcel of land. Zoning decisions should be based on how a specific proposal relates to existing uses, the physical conditions of the property, existing zoning, and to this plan. The Village will consider proposals for land development that varies from the plan. If the proposal will enhance the Village, Frankfort may amend the Future Land Use Plan Map, and the related zoning map, to approve the proposed use.

Table 8.1 summarizes the land area coverage of the future land uses depicted on the Future Land Use Plan map. Total residential land uses comprise about 54% of total land area, with Single-Family Detached making up the greatest percentage of all land uses (29%). Out of all non-residential land uses, Business Park areas comprise the most land area at 12% with Agriculture (10%), Parks and Open Space (10%), and Industrial (7%) following. General Commercial had one of the lesser total areas at 5%.

Table 8.1 | Frankfort Future Land Use Acreage

LAND USE	ACRES	PERCENT
Mixed Use	260	1%
Single-Family Attached	650	2%
Public Institutional/Utility	790	2%
Commercial	1,580	5%
Industrial	2,170	7%
Parks/Open Space	3,210	10%
Agriculture	3,290	10%
Business Park	3,730	12%
Rural Residential	7,370	23%
Single-Family Detached	9,320	29%
TOTAL		

FUTURE LAND USE MAP

LAND USE

- Agriulture
- Rural Residential
- Single-Family Detached Residential
- Single-Family Attached Residential
- General Commercial
- Mixed-Use
- Business Park
- Industrial
- Public Institutional / Utility
- Parks / Open Space

ENVIRONMENTAL

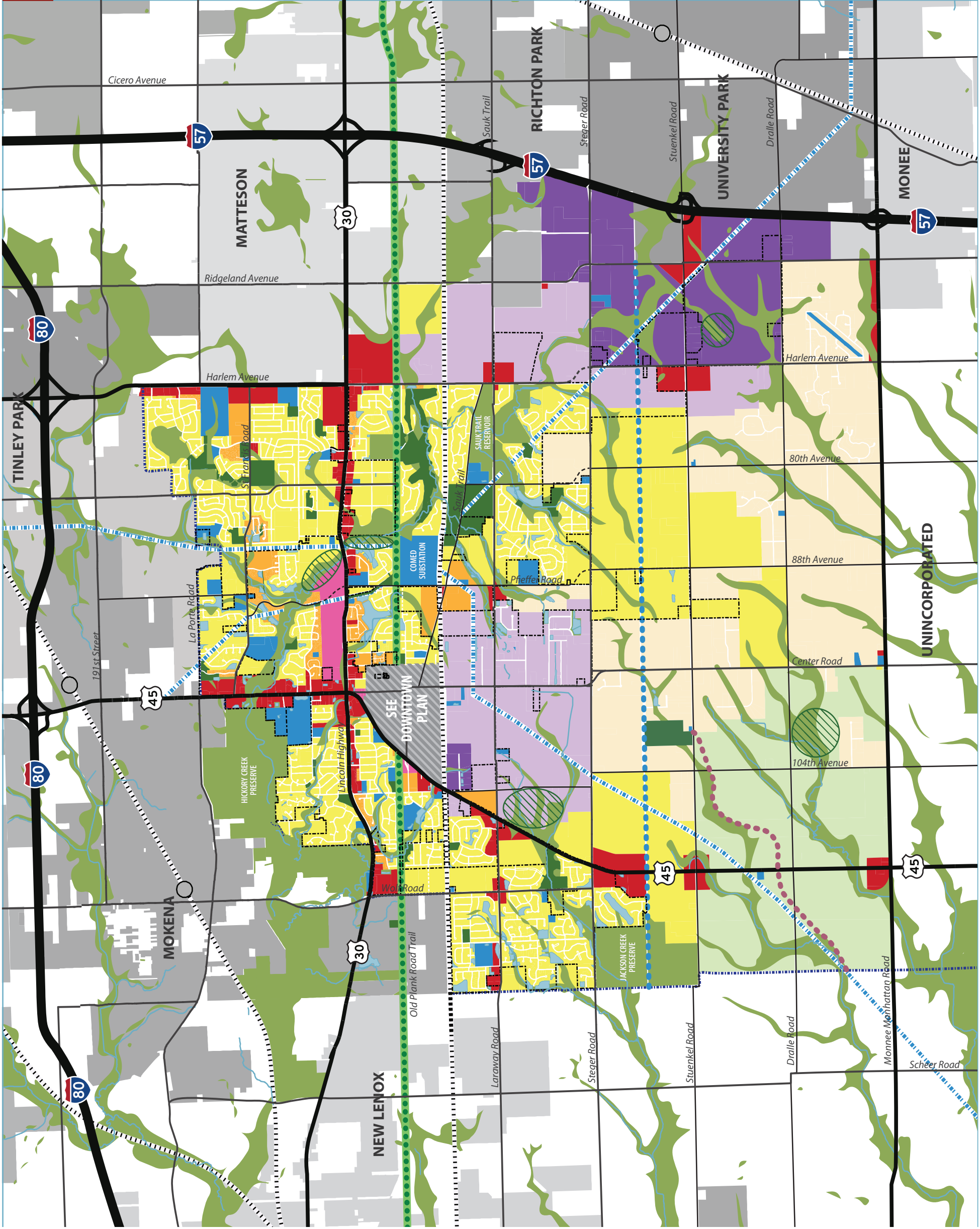
- Old Plank Road Trail
- Streams/Creeks
- Detention & Retention Ponds
- Environmental Conservation
- Open Space Opportunity
- Pipeline Right-of-Way
(Potential Recreational Path)
- Midewin Access Corridor
(Potential Recreational Path)

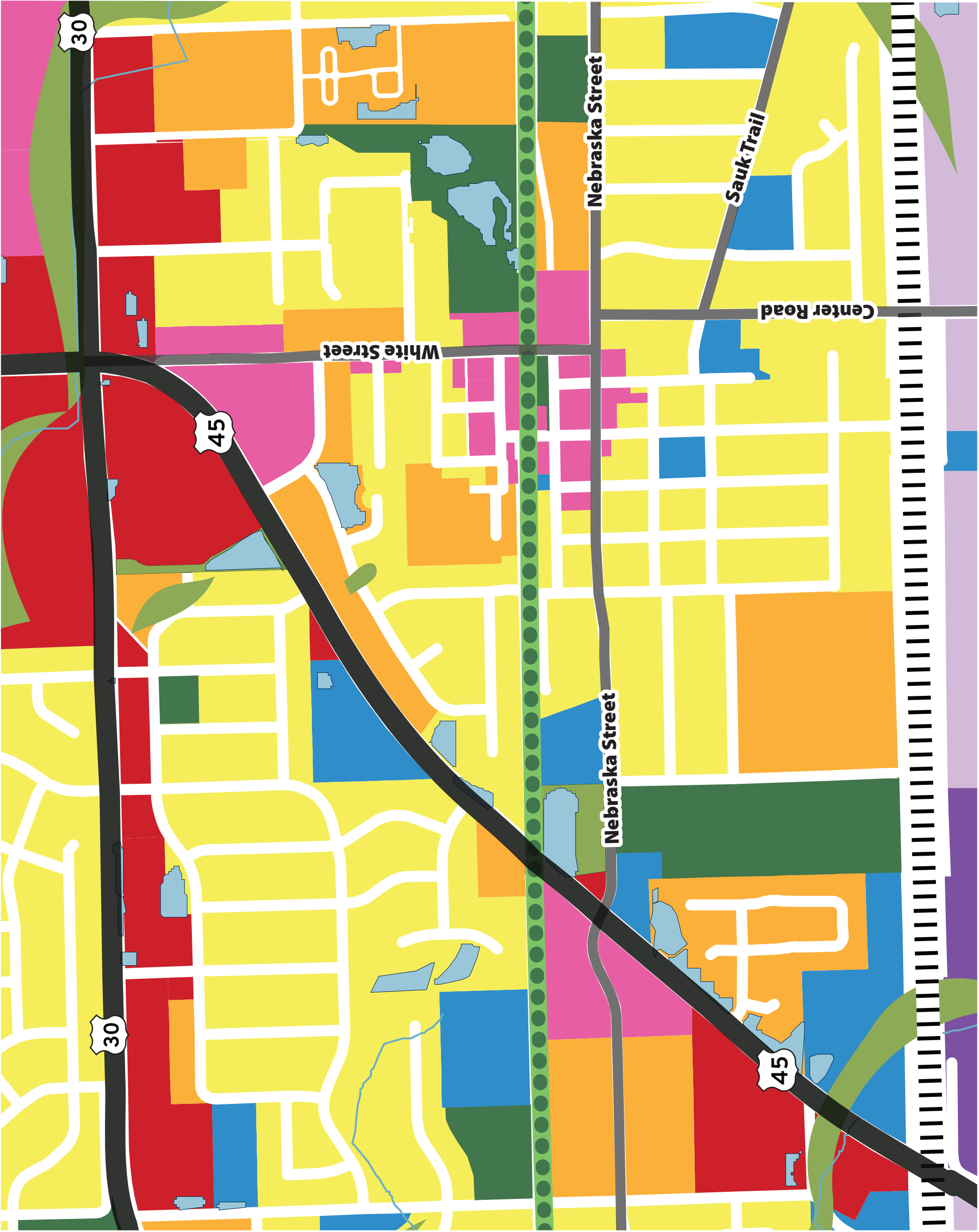
PLANNING

- Village Boundary
- Planning Boundary Agreement

TRANSPORTATION & UTILITY

- Local Roadways
- Minor Roadways
- Major Roadways
- Expressways
- Rail Lines
- Metra Stations
- Utility ROW





FUTURE LAND USE MAP

LAND USE

- Agriculture
- Rural Residential
- Single-Family Detached Residential
- Single-Family Attached Residential
- General Commercial
- Mixed-Use
- Business Park
- Industrial
- Public Institutional / Utility
- Parks / Open Space

ENVIRONMENTAL

- Old Plank Road Trail
- Streams/Creeks
- Detention & Retention Ponds
- Environmental Conservation
- Open Space Opportunity

PLANNING

- Village Boundary

TRANSPORTATION & UTILITY

- Local Roadways
- Minor Roadways
- Major Roadways
- Expressways
- Rail Lines
- Metra Stations



0 0.125 0.25

Scale in Miles

Planning Area Limits & Boundary Agreements

The ultimate development and future growth of Frankfort as envisioned in the Future Land Use Plan (See Figure 8.4), is dictated by many factors, among which are Frankfort's extra-territorial jurisdiction (ETJ) and the existing and any future boundary agreements between Frankfort and other surrounding municipalities.

Frankfort's planning jurisdiction is derived from Frankfort's authority and responsibility to plan for a 1.5-mile planning area from the boundary of the corporate limits, excluding areas already annexed into neighboring municipalities or areas whose planning authority is governed by formal boundary agreements. Frankfort's growth has been bound on the west by Scheer Road, the western growth limit established by boundary agreements with the Villages of New Lenox and Manhattan. While neighbored by several communities to the east, there are no formal boundary agreements yet with either Matteson, Richton Park, University Park or Monee. In the southeast corner of Frankfort's planning area, I-57 has generally posed as a natural boundary limit, given the resources required to bring utilities across the expressway.

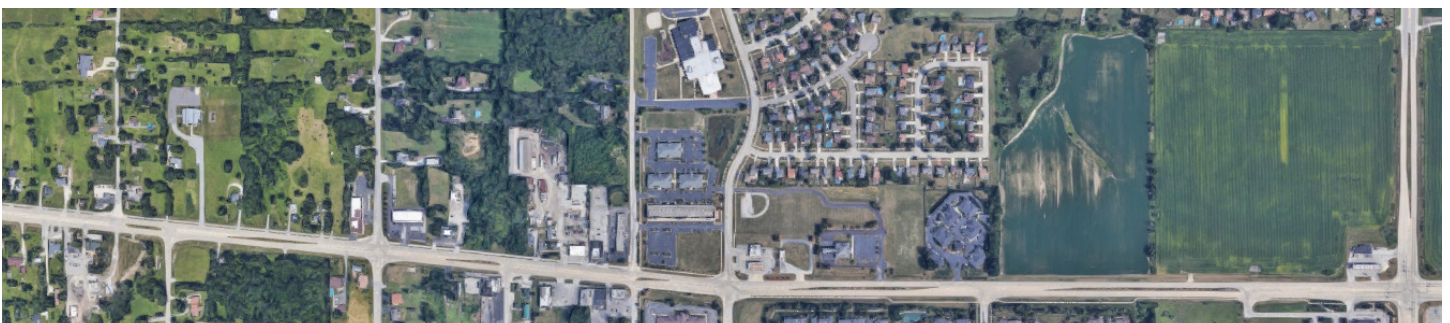
Prior Village Plans had shown land use extending south of Manhattan Monee Road. However, given development trends, expense of extending utilities, and the availability of developable land to the north, the 2040 Future Land Use Plan uses Manhattan Monee Road as a southern growth limit for the scope of this planning effort however Frankfort may wish to pursue development opportunities extending south along LaGrange Road in the future.

Annexation Priorities

The process and decision of annexation is complex and, depending on the use and potential of the area, annexation may not always be justified or appropriate. The economic impact of annexation includes the cost of extending Village services, such as water and sewer lines, as well as the revenue of property taxes and user fees from new development.

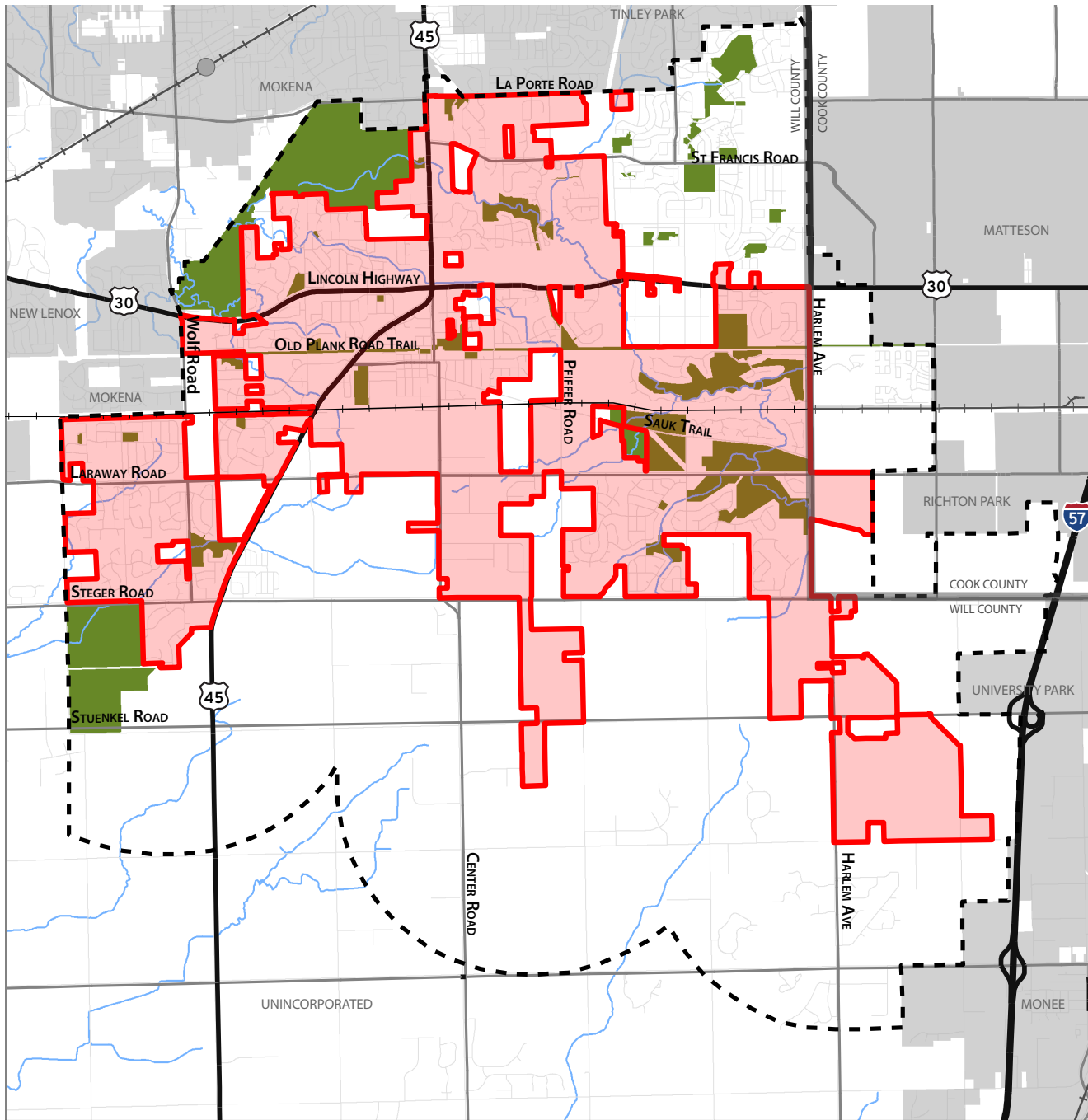
Priority areas for the Village to consider for future annexation include:

- Unincorporated properties in the Route 30 East Corridor between 84th Avenue on the west and Harlem Avenue on the East. This corridor is the Village's front door, and incorporation would provide the Village with the ability to regulate the character and development in this corridor.
- Property south and east of the Village in the vicinity of the I-57/Stuenkel Road interchange. This area provides an opportunity to expand the Village's tax base and enhance employment opportunities while expanding on an existing industrial/warehouse cluster within the I-57 corridor.
- Remaining unincorporated properties within the Laraway Road corridor, generally between Pfeiffer Road and U.S. Route 45.
- Southwest of the Village along the Route 45 corridor.



▲ Unincorporated properties along Route 30

Figure 8.4 | Frankfort Planning Area Map



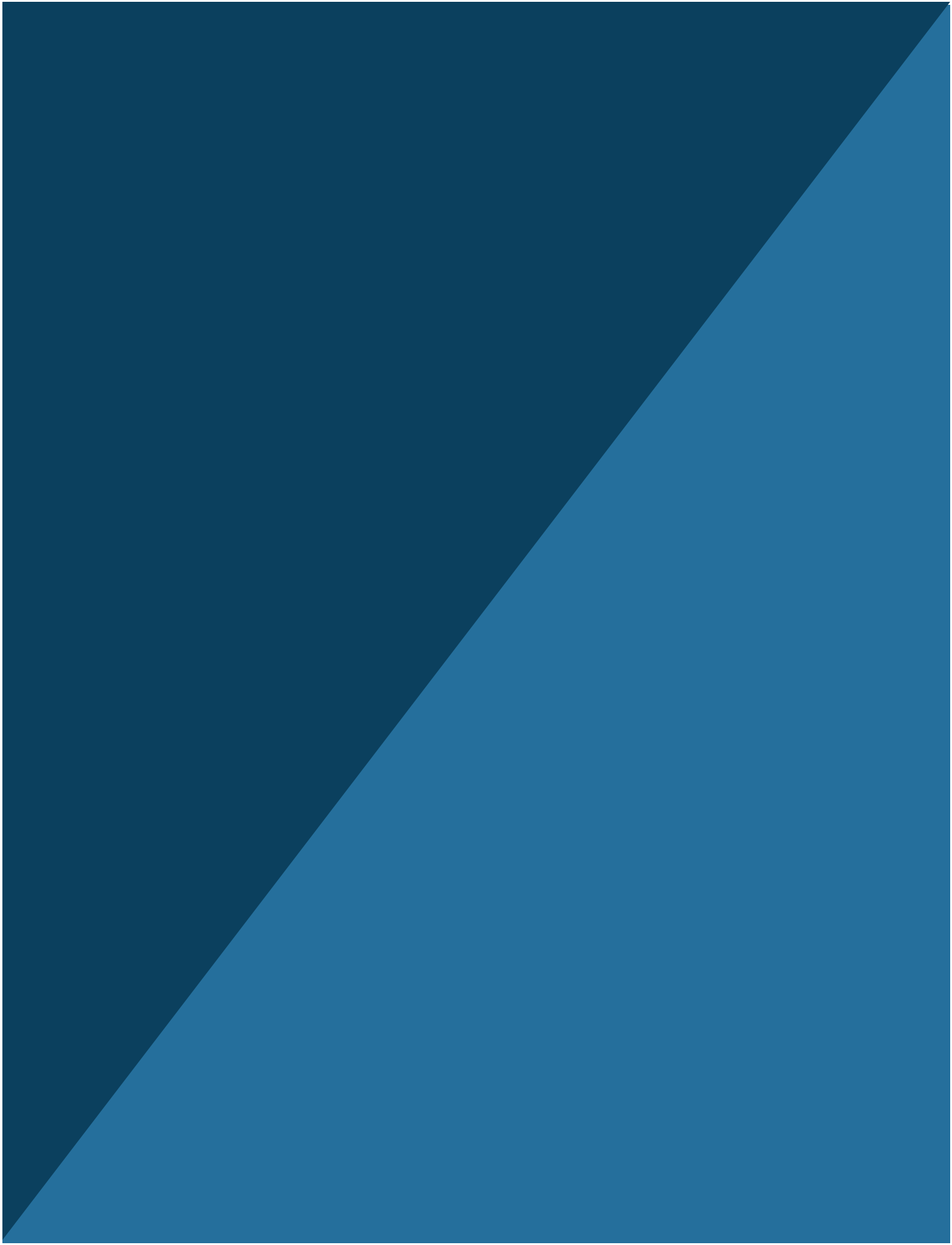
Legend

- | | | |
|-----------|-----------------------|--------------------|
| Roads | Planning Jurisdiction | Metra Stations |
| Railroads | Village Limits | Incorporated Areas |
| Streams | Open Space | |

Village of Frankfort 2018 Planning Area

0 0.5 1.0 Miles





9



CHAPTER NINE

Downtown Frankfort

CONTENTS

- Introduction.....
- Market Trends.....
- Commercial Core.....
- Downtown Residential Neighborhood.....

Introduction

Downtown Frankfort is comprised of two key areas, the commercial core and the surrounding single family residences. The commercial core of Frankfort's downtown is centered around Breidert Green (northwest corner of Kansas and White Streets) and is bisected by the Old Plank Road Trail (see map). The downtown core is compact and walkable, featuring a mix of restaurants, shops and offices. This core area is surrounded by an established residential area with homes on a (mostly) traditional street grid.

The commercial core area hosts many community events, including weekly summer concerts on the Green and a Country Market, and several weekend festivals including the Frankfort Fall Festival and a summer Bluegrass Festival. Adjacent to the downtown area is Prairie Park, a large open space that surrounds the Old Plank Road Trail. The area is known both within the Village and regionally for these events and for ever evolving collection of excellent restaurants and interesting shops.



▲ Downtown businesses along Kansas Street

During the engagement process, residents were candid about all the things they love about Frankfort, as well as what they would like to see improved in Frankfort over the next 20 years. Residents were most vocal about Frankfort's cherished community asset: the downtown. Frankfort's downtown is flush with historic charm that residents, businesses and visitors' highly value. This historic charm is the reason many residents and businesses locate in Frankfort, and thus requires special attention when it comes to planning for Frankfort's future.

Commercial Core

The commercial core of downtown Frankfort offers a variety of commercial uses, mainly small-scale, locally owned businesses including specialty retail stores, restaurants and small offices. Other uses include civic buildings and not for profit establishments, such as the KidsWork Children's museum and the Frankfort Historical Society.

MARKET TRENDS

Downtown Frankfort provides residents and visitors with a charming mix of shops, dining, and entertainment, and living options. It provides the Village with a strong identity and serves as a focal point for many community events. One unique element is the Old Plank Road Trail which runs east-west through the heart of downtown – providing both enhanced recreational opportunities and a source of potential customers for local shops and restaurants.

During the community engagement process, residents expressed their love for downtown Frankfort, specifically mentioning the Country Market and events, nice restaurants, and overall charm and character of the commercial core and the surrounding residential neighborhood. Residents suggested they would like to see a little more of the same – some additional dining choices, a few more shops, and

perhaps some more consistent hours for stores in the downtown area. Many also mentioned a desire for some type of arts/cultural center. Frankfort has a strong arts community, and such a facility could offer classes, host art shows, and provide a small performance space for concerts or community groups.

Given the convenient access to shops, dining, entertainment, recreation, and a wonderful mix of unique homes, the residential neighborhood around downtown Frankfort's commercial core is very healthy. Homes do not stay on the market for very long, and there has been pressure to tear down some smaller homes and construct larger replacements. There was considerable discussion on this topic during development of this Comprehensive Plan, and the appendix contains a set of design guidelines to address both new construction and renovations within the downtown neighborhood.

When looking at the market, some additional housing density and options would be desirable in downtown Frankfort – particularly rowhomes or attached townhouses. Ideally, these would be located to leverage adjacency to the Trail or Prairie Park. If a larger redevelopment site became available, consideration should be given to a small condominium or apartment project to enhance the housing mix and provide some additional customers, and potential employees, to downtown Frankfort.



▲ Outdoor Seating in Downtown Frankfort

OPPORTUNITIES & RECOMMENDATIONS

Figure 9.1 highlights the downtown core, and several redevelopment opportunities within and adjacent to this core area. Several of the sites identified for new infill or redevelopment opportunities are improved with existing structures or homes. The Village does not intend to force redevelopment of these sites but rather would support such a request if brought forward by willing property owners.

Figure 9.1 highlights several opportunities, including:

NEW INFILL OPPORTUNITIES

These sites in or near the historic core offer opportunities for redevelopment. These properties are either vacant or are deemed to be underutilized given their key location within downtown Frankfort.

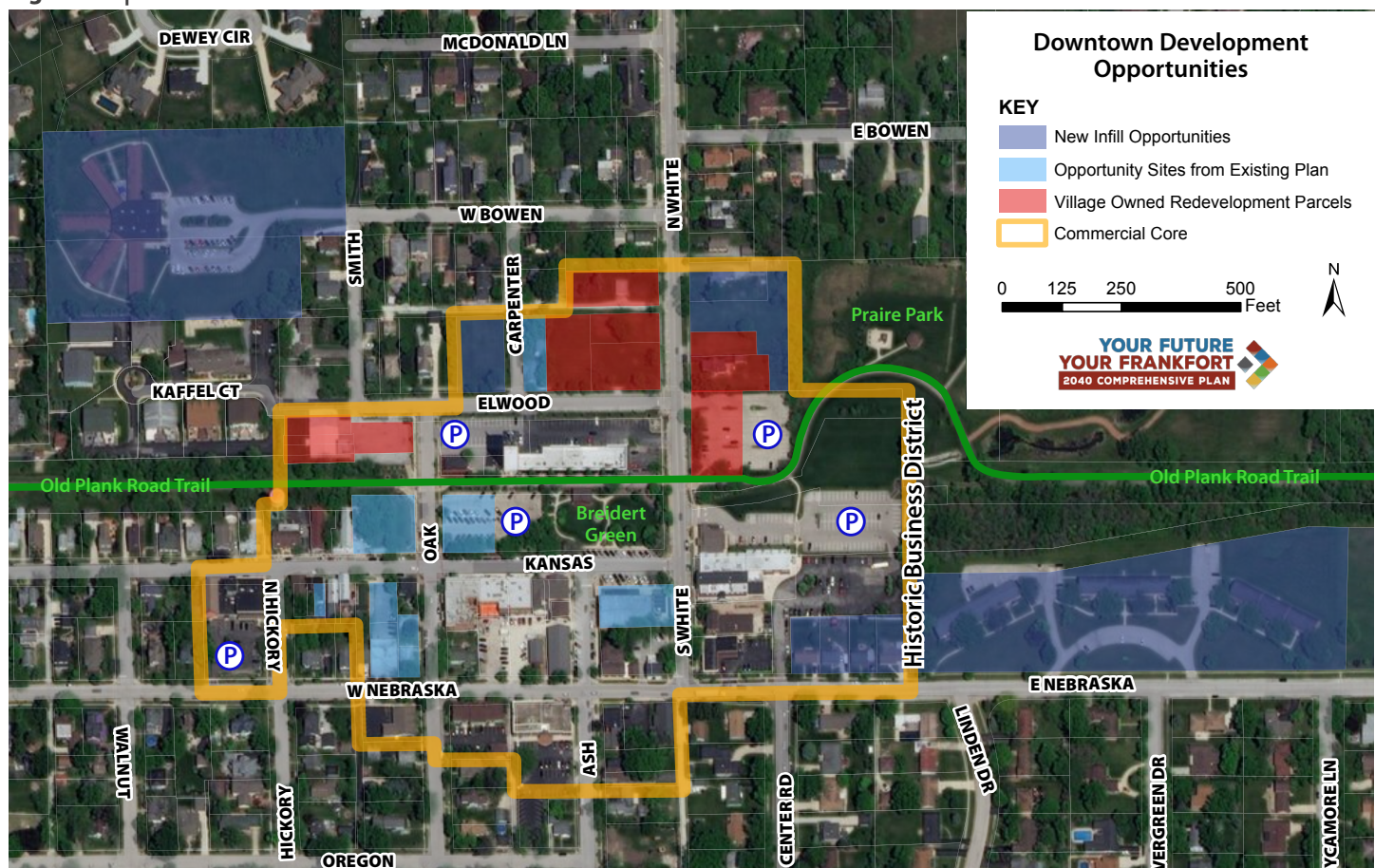
OPPORTUNITY SITES

While many of the sites identified in the 2007 Downtown Plan have since been redeveloped, these sites still provide opportunities for renovation and/or redevelopment.

VILLAGE-OWNED REDEVELOPMENT PARCELS

These are parcels the Village has acquired over time and would be appropriate for redevelopment for public or private use.

Figure 9.1 | Downtown Frankfort Commercial Core



CONTINUED REVITALIZATION

Although Frankfort's downtown is no longer a bustling agricultural rail stop, it has flourished into a vibrant suburban center. Its historic charm and prime location along the Old Plank Road Trail have allowed the commercial core to succeed and grow over time. It is arguably the best small downtown in the south suburbs, and a unique regional attraction that is the envy of many communities.

Over the past few decades, the Village has made a conscious effort to make the downtown even better by developing a list of important strategies for the revitalization of Frankfort's Historic District. In 2007 the Village adopted the Historic District Revitalization Strategies for commercial core revitalization. Many of the elements of that plan have been accomplished, including redevelopment of several key sites, addition of new public parking, and continued streetscape enhancements. The recommendations in this chapter serve as an update to that earlier effort.

In 2016, the Village commissioned a downtown parking study, and has been working to implement that plan over the past several years. One of the concerns expressed during development of this plan was a lack of parking on the west end of the downtown commercial core. In the State of Illinois 2019 Capital Bill, \$200,000 was allocated for additional parking improvements in Downtown Frankfort, which could be directed to add parking west of Oak Street while retaining new commercial redevelopment opportunities.



▲ Storefronts Downtown Frankfort

NEW BUSINESSES

Frankfort's downtown is a vibrant commercial center, offering residents and visitors places to shop, eat, play, recreate and engage with their neighbors and their community. Throughout the planning process, residents said that the downtown could use some new and different businesses that both fill long-time vacant spaces and fill gaps in terms of the types of businesses offered within the downtown. Residents want to see a mix of businesses that both attract people to the downtown, contributing to Frankfort's regional "destination" status, and provide everyday goods and services for residents. Some businesses that residents would like to see in downtown Frankfort includes a coffee shop or café (the Grounded Coffee Bar opened during development of the plan), a small or specialty grocer, a gastropub and more affordable family restaurants were all mentioned frequently. Residents also said they would like to see better hours for downtown shops and outdoor seating for restaurants and cafes, both of which would improve the overall downtown commercial core experience.

MIXED USES

Continuing to provide a mix of uses (commercial, residential and institutional) and densities within the commercial core will be beneficial to the longevity and vitality of the area. Developing the downtown commercial core with mixed uses will encourage walkability, connect patrons with commercial uses and continue to attract younger residents and families. For this downtown area, the mix of uses can be vertical—residential over shops— or horizontal – different uses side by side.

Many communities in the Chicagoland area, such as Park Ridge, Oak Park and Glenview, have been incorporating higher-density residential uses into their already successful downtowns in an effort to attract young-professionals and young families who are looking for all the benefits of a walkable downtown in the safety and comfort of the suburbs. Incorporating higher density residential helps grow the population while also enhancing economic health. More people means more patrons who are shopping and dining in the commercial core. However, all higher-density, new developments should be carefully considered and properly regulated (height, architectural style, parking requirements) to ensure they fit the aesthetic, character and

functionality of the ever evolving downtown. Any higher density residential use would best be located either above first floor commercial uses or on the periphery of the Historic Core Business District, which should be kept in a related character to the nearby single-family homes.

Three specific opportunities for higher density residential uses (townhomes, condominiums or apartments) would be redevelopment of the nursing home property (northwest corner of Bowen and Smith) redevelopment of the older apartment complex on the north side of Nebraska Street east of White Street and just south of Prairie Park and the Old Plank Road Trail, and development at the eastern end of the One N. White Street property immediately south of the Old Plank Road Trail. Due to the limited number of available redevelopment sites in the downtown area Frankfort should consider requiring new/redevelopment projects be two stories in height or designed to accommodate the future construction of a second floor.

Residents frequently suggested the establishment of a civic/institutional use such as an arts/cultural center and or recreation facility. The arts community is alive and well in Frankfort, and some type of facility that would celebrate the arts – offering exhibition space, classrooms, and perhaps a small performance space could be an excellent complimentary use within Frankfort’s Historic Core Business District. Likewise Frankfort residents are active and social and an indoor recreational facility could serve as a place for people to keep healthy and socialize on a regular basis. The extra visitors to the downtown, particularly in the winter months, could help businesses by providing access to regular potential customers.

HISTORIC PRESERVATION

The charm and character of downtown Frankfort is derived in part by the mixture of new and old structures constructed since its establishment in 1855. These buildings along with tasteful landscaping, abundant hardscape improvements, and thoughtful new building construction contribute to a warm and inviting atmosphere that attracts residents, visitors and businesses to the area. Frankfort should continue to pursue historic preservation activities that help maintain this well-known character and preserve Frankfort’s heritage and history for future generations.

▼ Example of Residential Conversion in Tinley Park



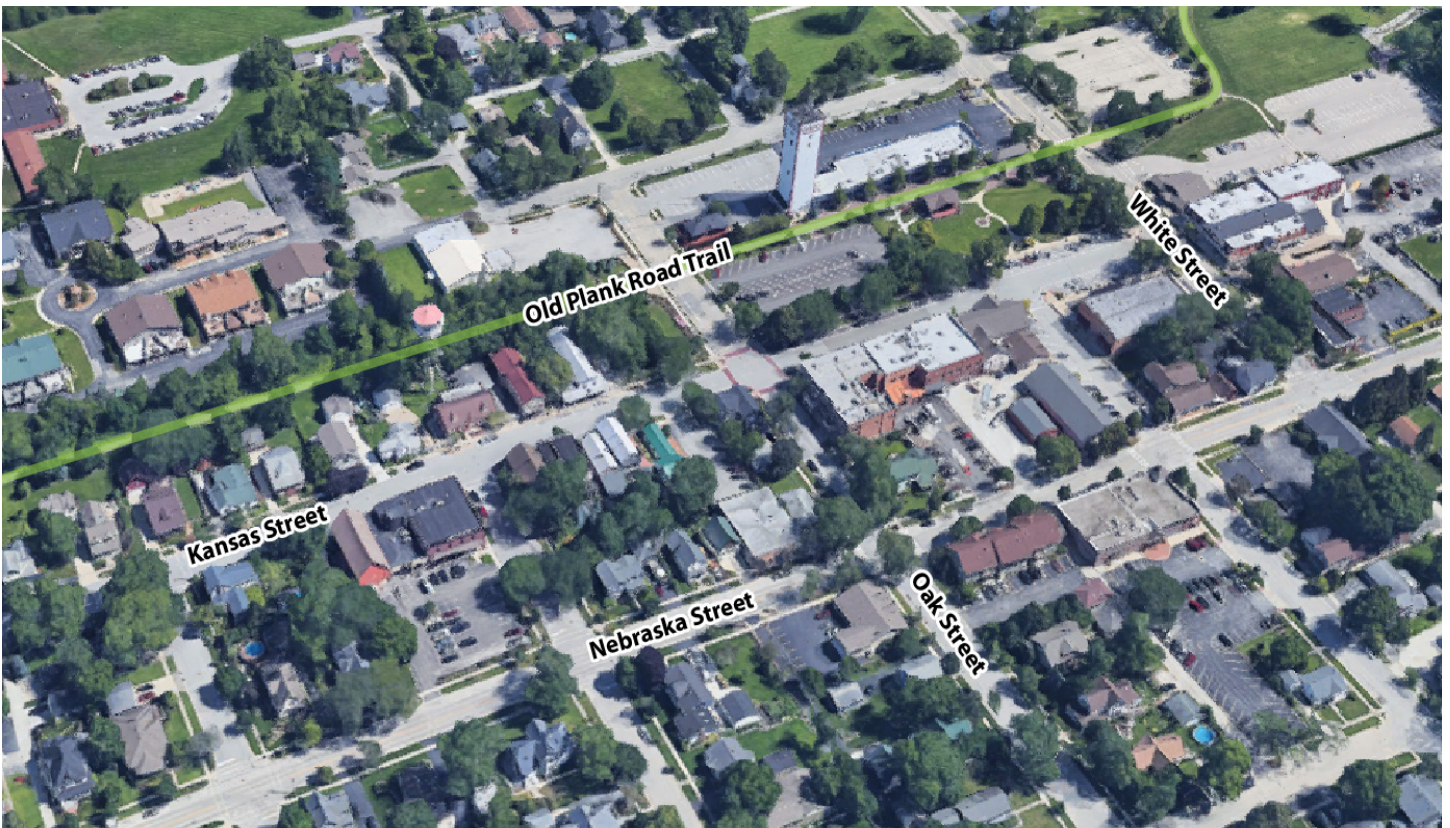
Residential Conversion

“A residential conversion refers to the renovation of a residential unit to accommodate a new use (e.g. retail, office, etc.). Residential conversions typically help redevelop an old or vacant site or make the buildings more compatible with adjacent uses. In the case of Downtown Frankfort, residential conversions allow the Village to convert some of its historic homes, particularly along White Street, for retail uses which would help accommodate the growth of commercial and office uses downtown. By encouraging conversions of historic homes along White Street, the Village would be able to preserve the historic character along White Street while enhancing downtown commercial opportunities. In order to retain the purpose prescribed by the H-1 Historic Zoning District, any property that is renovated for residential conversion shall maintain its H-1 designation.”

- Village of Frankfort Comprehensive Plan, 2004²⁰

DOWNTOWN COMMERCIAL CORE RECOMMENDATIONS

- Continue the active event programming within downtown Frankfort, allowing events to evolve overtime – potentially replacing less attended events with new activities to keep things fresh and engaging for both residents and visitors.
- Maintain the Village’s strong architectural and design standards to retain the areas charm and character -- Within the Historic Core Business District, maintain the existing scale (two stories, three stories maximum), character (use of quality building materials), and style (traditional but varied and diverse).
- Keep larger parking areas to the periphery of the historic core to maintain the walkable character of the primary shopping/dining/entertainment area. This could include the eventual redevelopment of the Breidert Green parking area as recommended by the parking study, for commercial and or public use.
- Work with the Frankfort Historic Business Association to encourage consistent business hours, cross promotion of businesses, and events.
- Explore with the arts community the potential for the creation of an arts/cultural center in downtown Frankfort.
- Seek qualified mixed-use developers to build on or renovate existing structures on key opportunity sites within the downtown core.
- Explore the creation of an indoor recreational facility to promote year round visitors to the downtown area.



▲ Downtown Frankfort Commercial Core

Downtown Residential Neighborhood

The homes in and around downtown Frankfort comprise a unique and desirable neighborhood that exhibits strong demand due to the excellent location, availability of shops, restaurants and recreational opportunities within walking distance, and the unique character and charm of the existing homes. Each home is a product of its own time, with a variety of styles represented. Due to this desirability, age, upkeep, and relatively small size of some of these homes, there has been growing pressure to rehab, expand, and in some cases replace existing homes in this area.

“The unique new home on this corner is well maintained and has fit in nicely. Maintains the charm of downtown Frankfort!”

- Resident Comment on the Project Website Map

Figure 9.2 | Downtown Frankfort Residential Neighborhood



OPPORTUNITIES & RECOMMENDATIONS

To address the opportunities, and challenges of this evolving neighborhood, a set of design guidelines were developed to direct future residential construction and renovations in this historic downtown area. These guidelines are found in the appendix.

DOWNTOWN RESIDENTIAL NEIGHBORHOOD RECOMMENDATIONS

- Work with property owners of the larger key infill opportunity sites on the periphery of the Historic Core to explore redevelopment opportunities to add additional higher density housing within the area.
- Explore opportunities for some moderate intensification of residential uses along White Street between the Historic Core Business District and the node of mixed commercial uses at White Street and Old Frankfort Way. This could include duplexes or townhomes mixed in with the existing single-family homes.
- Maintain the Village’s strong architectural and design standards to retain the areas charm and character -- Within the surrounding residential neighborhood, utilize the residential design guidelines contained in the appendix of this plan to direct property enhancements and new construction.

PLEASE SEE APPENDIX B TO VIEW THE DESIGN GUIDELINES

Downtown Frankfort Residential Design Guidelines

As noted in Appendix B, the Downtown Frankfort Residential Design Guidelines were prepared to help guide thoughtful and appropriate rehabilitation, alteration, and where applicable, new development in Downtown Frankfort. They work to protect the character and integrity of the historic downtown within a context-sensitive lens. Knowing that this topic is near and dear to the Frankfort Community, prior to creating the guidelines, Village residents were engaged to share input via a workshop and community-wide survey. The survey asked participants to rate images across five design categories: Architectural Style, Garage Orientation & Driveway Width, Building Materials, Bulk/Scale, and Entry Treatment. Below is a quick overview of desired design components as selected by the community and celebrated by the guidelines.

DESIGN GUIDELINES OVERVIEW

□ **Architectural Style:** Preference is for historically relevant architectural styles with simplified building masses and roof lines; not contemporary or modern. Designs should include architectural elements that enhance the “historic character” of the houses including dormers, multi-pane windows, columns, and railings (where appropriate for the architectural style).

□ **Garage Orientation & Driveway Width:** Preference is to maintain the architectural integrity of the front facade of the home with human and pedestrian scale design elements while avoiding prevalent features geared toward the use of automobiles. Narrow driveways with garages in the rear of the property are preferred.

□ **Building Materials:** Brick/stone and high-quality wood or composite sidings are preferred. A combination of different types of materials should be used to add texture and charm to the home. Building materials should be appropriate to the architectural style of the home. While it is recognized that color is a subjective matter, colors schemes should respect the character of the surrounding area. Excessively bright or brilliant colors are discouraged.



Downtown Frankfort Boundary Map

□ **Bulk/Scale:** Houses should be sized appropriately for their lots and in relation to neighboring homes. Architectural elements should be utilized to soften the transition between one and two-story homes. First floor elevations should not be excessively raised in comparison to the surrounding grade.

□ **Entry Treatment:** Well defined, pedestrian scale entrances are preferred. Entrances should complement the architectural design and add charm to the house. Preferred entry treatments include covered porches, porticoes, columns, railings / spindles, decorative doors, and sidelight / transom windows.

“I love homes with porches and support details that include a brick base with wood columns.”

– Resident comment at Design Workshop



“Houses that are composed of just one material aren’t interesting or attractive. Too much of anything isn’t a good thing. Building materials need to be layered, multi-dimensional.”

▲ Craftsman Style Homes

Craftsman style homes were very well ranked and received by Frankfort residents. Features include low-pitched hip or gable style roof, overhanging eaves, exposed rafters, a covered front porch, pillars, and double hanging windows.

- Resident comment at the Downtown Design Workshop



▲ Covered Porches



▲ Detached Garage and Driveway Detailing



▲ Roof Brackets + Window Details

DESIGN FEATURES THAT ARE NOT DESIRED BY FRANKFORT



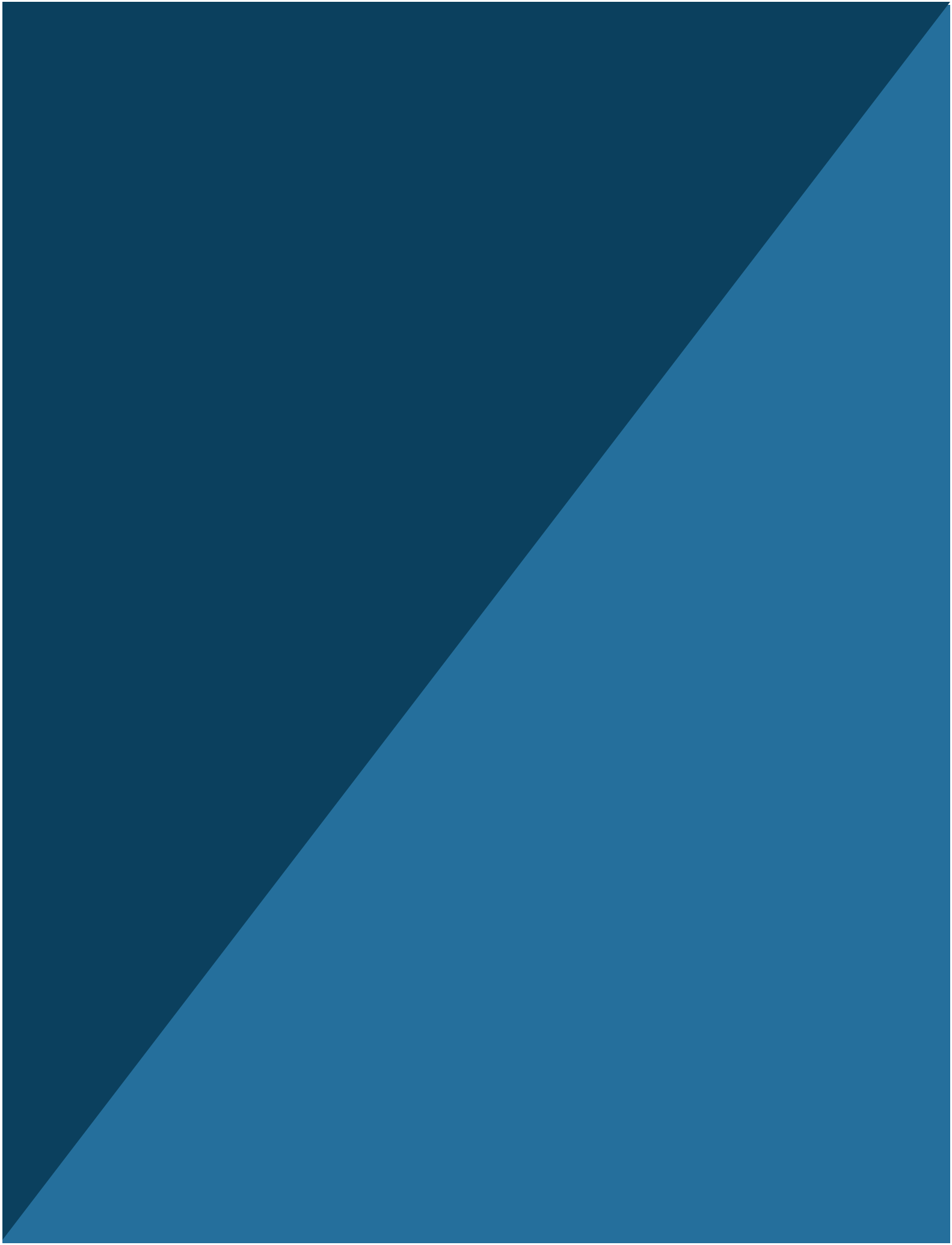
▲ Grand Entrance / Single Material



▲ Modern Architecture / Nondescript Entry



▲ Prominent Garage / Expansive Driveway



10



CHAPTER TEN

Commercial Corridors

CONTENTS

□ Introduction

□ U.S. Route 30 Central Corridor

□ U.S. Route 30 East Corridor

Introduction

The U.S. Route 30 corridor runs east-west through the heart of the Village of Frankfort. While western portions of this corridor are mostly developed, the central and eastern portions of this corridor offer some unique opportunities. The segment that has the most development potential is located along U.S. Route 30 between La Grange Road (U.S. Route 45) and 84th Avenue. This corridor is centrally located within the village and includes 290 acres of undeveloped land with a limited number of property owners. Given these characteristics, the area offers significant development potential.

The eastern end of U.S. Route 30 in Frankfort, between 84th Avenue and Harlem Avenue, also offers some unique development/redevelopment opportunities. Unlike the U.S. Route 30 Central corridor, this eastern corridor is more developed with single-family residential and commercial uses. However, most properties in this corridor were



▲ Commercial building on Lincoln Highway (U.S. Route 30) in Frankfort

developed in unincorporated Will County, and many do not have utility connections given their location outside the Village. Improving this section of Route 30 was a community desire consistently heard throughout the public engagement process. This area serves as a gateway into the Village, and the character and quality of development in the area has an impact on visitors' perception of the community.

U.S. Route 30 Central Corridor

The Route 30 Central Corridor spans from La Grange Road (US 45) east to 84th Avenue, near Hickory Creek. The Frankfort Public Library anchors a key intersection at Pfeiffer on the eastern portion of this corridor while several major businesses including Phillips Chevrolet, Mariano's, Currie Motors/Ford, and Walgreens anchor the west end of the corridor near La Grange Road. The primary focus of this corridor is the 290 acres of undeveloped land north of Route 30. Much of this area was purchased and still owned by Silver Cross Hospital. Master planning this area is facilitated by the fact that a limited number of property owners control its sale and development. Development of the site however is challenging due to its sheer size. Splitting the site into smaller more manageable, developable and salable parcels would broaden the number of potential buyers that are weighing risk against competing sites with higher population and traffic counts.

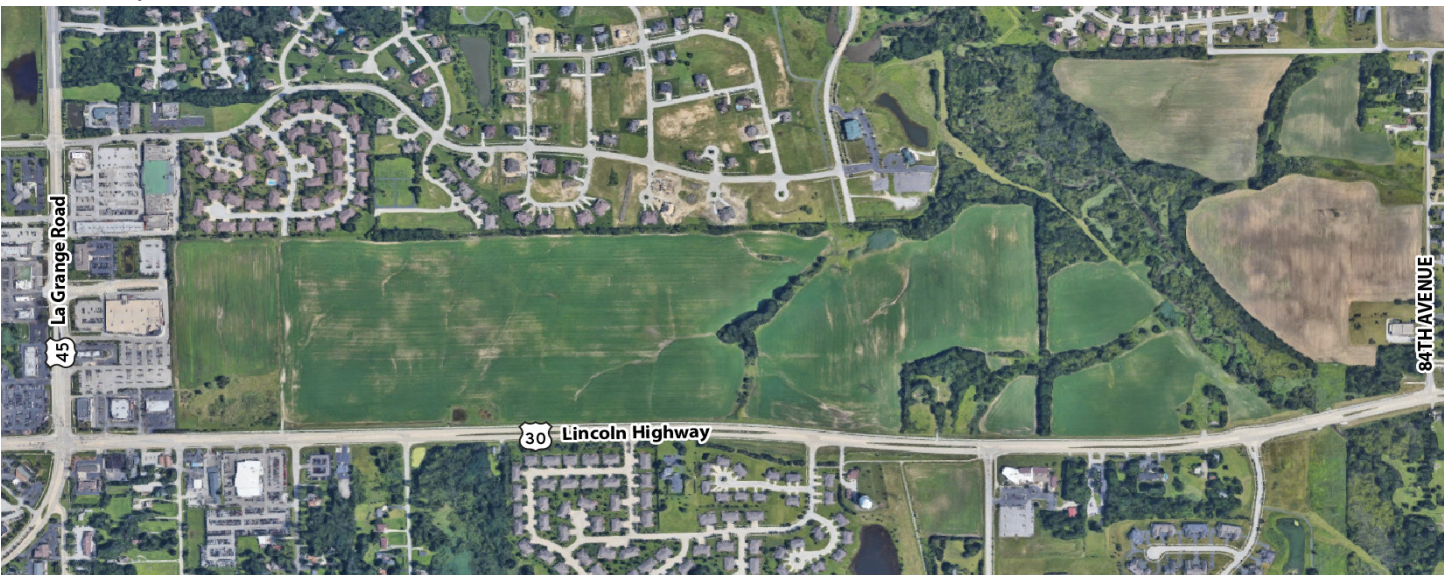
Existing zoning for this site is primarily Estate Residential (ER), with some Community Business District (B-2) on the western edge. Estate Residential zoning is the Village's default zoning classification when a property is annexed and is often utilized as a holding zone until a more specific use and zoning classification is determined. Additionally,

the site is bisected to the east by Hickory Creek and has related floodplains in the same area, which impacts how this corridor can and should be developed.

MARKET TRENDS

This area was studied in the Village's 2004 Comprehensive Plan, and at that time the recommended use was primarily as a life-style center combining extensive retail and restaurant uses, with the potential for one or more big box retail establishments. In the 15 years since that plan, the economy and market has changed dramatically. Shifts towards on-line shopping have significantly changed the retail landscape and the demand for new housing construction. The demand for development of large new retail sites has curtailed significantly with changing focus to entertainment type uses, public spaces, and events providing as driving force to bring traffic and retailers who benefit by locating where people already want to be. Key current market characteristics are summarized on page 89.

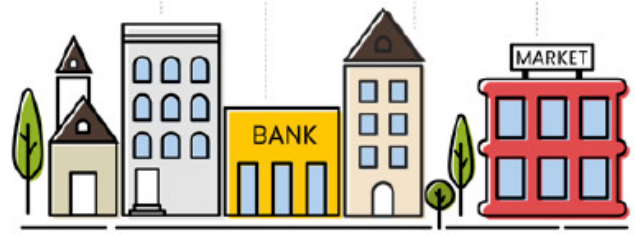
Figure 10.1 | U.S. Route 30 Central Corridor





RESIDENTIAL

- Lots advertised for \$100 to \$140K, or \$4 to \$7 per sf
- Adjacent single-family homes in the \$520K to \$600K range, averaging around 3,900 sf
- Townhomes to the north are in the \$460K range, averaging around 2,500 sf
- Townhomes to the south average around \$300k, and about 2,100 sf
- Opportunity for age-restricted housing
- Opportunity for incorporation of a mixture of housing products to serve a variety of lifestyles



COMMERCIAL

- Retail trends in Frankfort are healthy, with limited vacancies. This contrasts with national and regional trends that have seen a significant increase in vacancy and reduction in the amount of new space constructed. Unlike areas to the east like Matteson's Route 30 corridor or farther north in areas like Orland Park along Route 45, Frankfort's retail corridors were not overbuilt, and thus are not struggling as significantly with high vacancies. This provides Frankfort with a better opportunity to plan for a more sustainable mix of uses rather than a pure retail focus.
- There are a limited number of credit-worthy tenants to anchor large retail projects. While new big-box stores were very common in the 2000's, major chains have slowed their expansion plans dramatically and are focused more on remodeling stores or closing under performing facilities.
- There is good potential for medical facilities such as emergency care, outpatient services, and medical office space as the population grows.
- Entertainment uses offer a solid potential for the area. Many residents suggested a desire for additional close-to-home activities for their families, and Frankfort's strong income levels and strategic location offer a good potential market, particularly in association with restaurants and a mixed-use environment that could provide some built-in customers.
- Trends in office use suggest the area has limited potential for new office development.
- Development of a mixed-use (entertainment, retail, medical, residential and limited office) environment offers the best potential for long-term, sustainable success with uses that compliment each other and offer opportunities for shared parking and shared customers within a walkable environment.



▲ Restaurants along Kansas Street

OPPORTUNITIES AND RECOMMENDATIONS

MIXED-USES

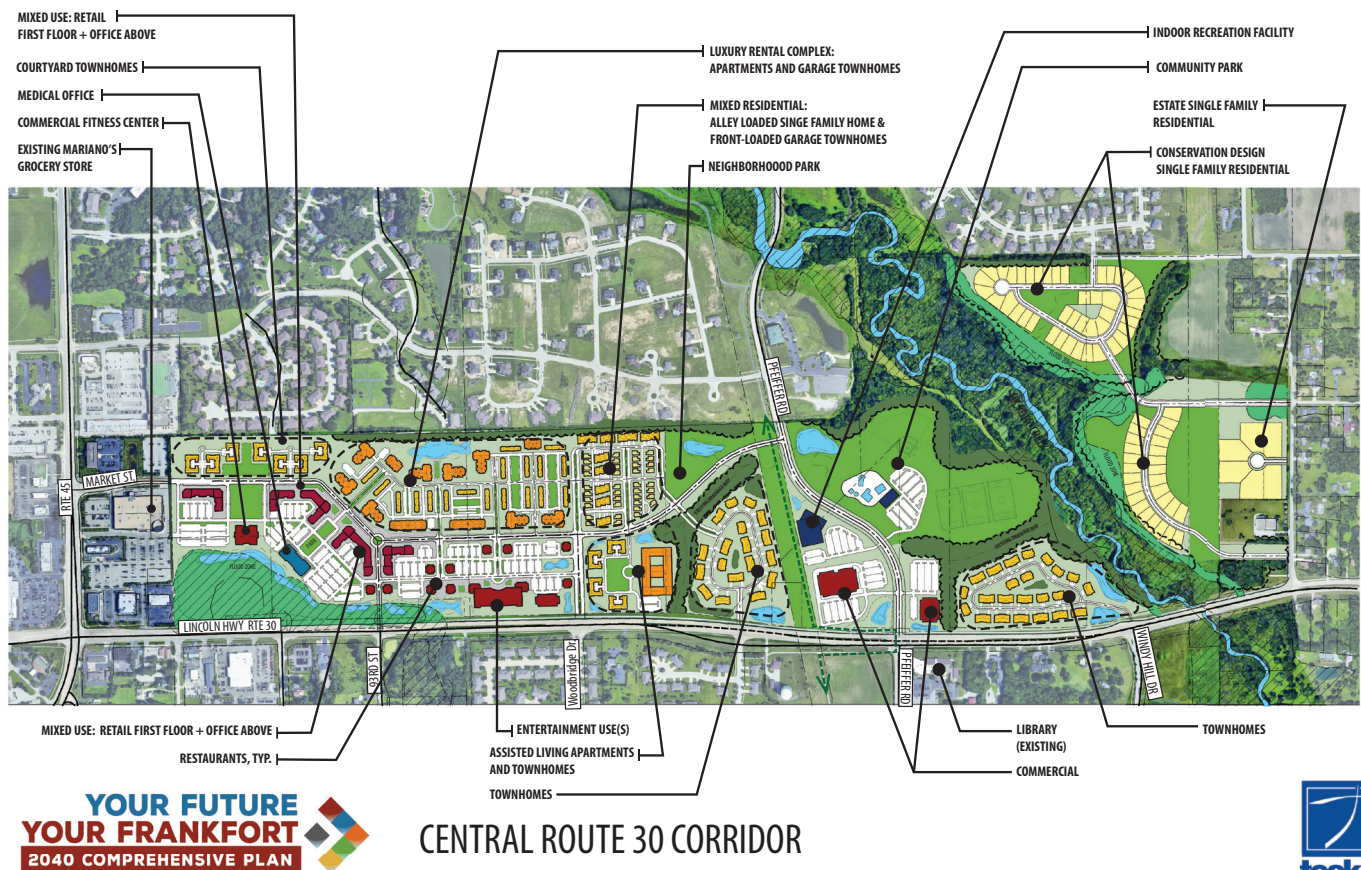
It's not often that a community can develop such a large and centrally located site. This 290-acre site on Route 30, just east of La Grange Road, is a unique opportunity for the Village of Frankfort. The Village has a chance to create a mixed-use development that introduces new and different uses to the community that may have been limited by geography, land use regulations and aesthetics in other areas.

This site also presents an opportunity to diversify Frankfort's housing stock. Throughout the engagement process, residents called for more housing options (type, density, accessibility, etc.) that would contribute to Frankfort's status as a livable community with housing options for a variety of residents. Residents specifically suggested a desire for some additional housing for

seniors, and opportunities for some smaller high quality single-family homes.

In planning for the future, a mix of uses and increased density should be considered for this area. The mix of uses can be both vertical –residential or offices over shops– or horizontal –housing integrated into commercial development– like in existing downtown Frankfort. Higher density could include limited buildings of up to 3 or 4 stories in some locations. New housing options could be considered in this area, such as smaller lot single-family, condominiums, and a high amenity and quality rental community. Developing this area with mixed uses and densities will encourage walkability within the neighborhood and help support the attraction and retention of viable commercial uses to serve the nearby residents as well as the community and beyond.

Figure 10.2 | U.S. Route 30 Central Corridor Redevelopment Potential



VERTICAL MIXED-USE



Google Maps, October 2018

▲ Burr Ridge Village Center (Burr Ridge, IL)

HORIZONTAL MIXED-USE



Google Maps, October 2018

▲ The Glen Town Center (Glenview, IL)

SMALL MULTIPLEX



www.missingmiddlehousing.com

▲ Multi-family buildings with 6-10 units

CONSERVATION DESIGN SINGLE-FAMILY



www.prairiecrossing.com

▲ Prairie Crossing (Grayslake, IL)

LUXURY APARTMENTS



Google Maps, October 2018

▲ The Glen Town Center (Glenview, IL)

SMALL-LOT, SINGLE-FAMILY



Google Maps, September 2018

▲ Arlington Crossing (Arlington Heights, IL)

COURTYARD TOWNHOMES



Google Maps, October 2015

▲ Crocker Park (Westlake, OH)

GARAGE TOWNHOMES



▲ (Frankfort, IL)

RETAIL/ENTERTAINMENT

The site benefits from close proximity to residential neighborhoods and other commercial nodes, including those in other sections of Route 30, La Grange Road and downtown Frankfort. This proximity, in conjunction with commercially desirable traffic counts of 35,000 Average Daily Traffic (ADT) and high visibility on Route 30, makes the site appropriate for commercial uses.

Frankfort residents expressed their desire for higher-end dining options, family restaurants and other retail and entertainment options that cater to young families and individuals.

“More activities and places to go for kids/teens located in one area, so that parents can drop off and let them stay with friends

- Idea Shared at the Frankfort Country Market



▲ Rosemont Entertainment District: Restaurants, Entertainment, Outdoor Venue



▲ Topgolf: Golf, Venue, Sports Bar & Restaurant



▲ Pinstripes: Restaurant, Bowling, and Bocce

CONSERVATION DESIGN

The paramount natural feature of this site is Hickory Creek. The Creek and its surrounding riparian zone are important habitats and natural features that should be protected and preserved appropriately. Conservation Design best practices should be considered when developing this area.

In addition to preserving Hickory Creek and surrounding wetlands and flood plain areas, the Village should consider things like green infrastructure, stormwater management, and green space practices (Chapter 4 Green Initiatives) when planning for this site.

“Protect our environment, enhance open spaces & wetlands.”

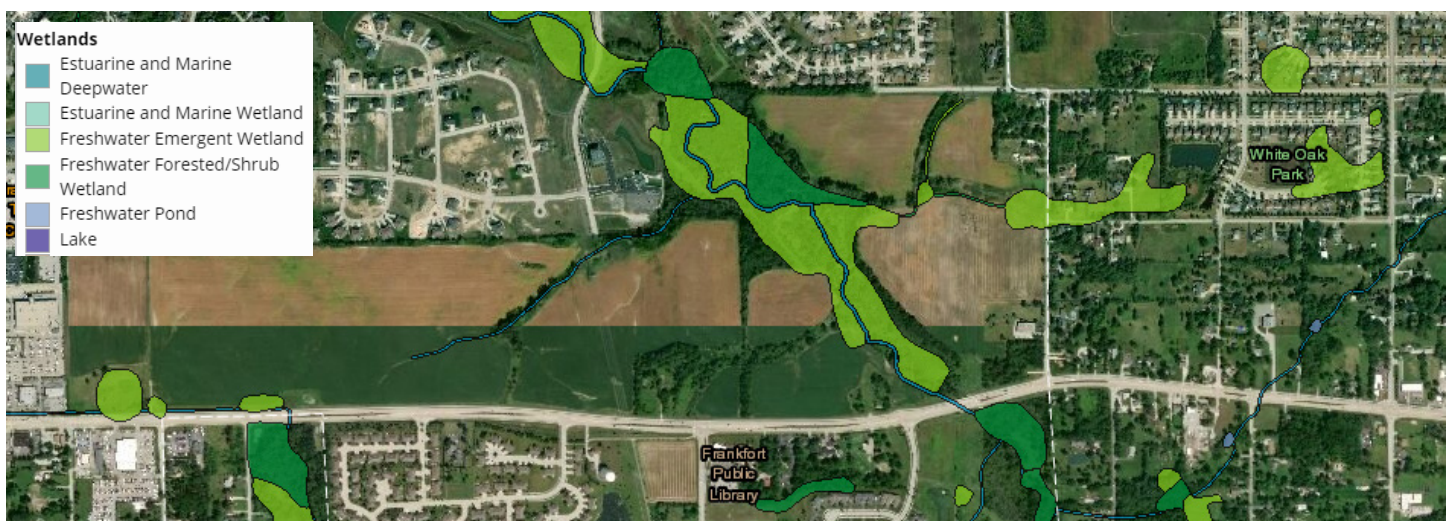
- Resident comment shared via the project website



▲ Hickory Creek riparian buffer, highlighted in the 2011 Hickory Creek Watershed Plan



▲ Hickory Creek, highlighted in the 2011 Hickory Creek Watershed Plan



Data source: U.S. Fish & Wildlife Service (National Wetlands Inventory)

▲ Hickory Creek wetlands and waterways map

RECOMMENDATIONS

- Reach out to developers of larger mixed-use projects and explore potential for a master planned development.
- Contact entertainment venues and explore the potential of a location within Frankfort.
- Work with property owners and obtain funding to connect Pfeiffer Road from its current terminus just south of the Frankfort Township building to Route 30.
- Coordinate closely with the Frankfort Square Park District on property acquisition and recreational development along Hickory Creek
- Pursue development of both active and assisted living opportunities for senior citizens, and development of a variety of housing products for all ages in a mixed-use environment.
- Work with property owners to plan the major roadway network, explore right-of-way acquisition, roadway design and funding opportunities.



▲ U.S. Route 30 Central Corridor Aerial

U.S. Route 30 East Corridor

The Route 30 East corridor spans from 84th Avenue east to Harlem Avenue. This corridor contains primarily commercial uses, most with frontage on Route 30. There is ample opportunity for growth in this area, with several smaller undeveloped lots, single family residential properties, and several large undeveloped areas, including a 55-acre piece, in the eastern half of the corridor adjacent to Harlem Avenue. Most of the properties in the Route 30 East Corridor were developed in unincorporated Will County and are not currently annexed into the Village of Frankfort. Additionally, several properties do not yet have utility connections given their location outside the Village.

MARKET TRENDS

The East Route 30 Corridor is characterized by a mix of residential and commercial uses, with some significant tracts of vacant land. Much of the corridor was developed within unincorporated Will County and not subject to the zoning authority of the Village. Consequently, the character of much of the existing commercial development is of a lesser quality than comparable development in other areas of the community.

There are two key segments of this corridor:

HARLEM AVENUE TO 78TH AVENUE

Property south of Route 30 is annexed into the Village and has access to municipal water and sewer service. This area contains a Walgreens and a McDonald's which anchors the southwest corner of Harlem and Route 30, and Pete Mitchell's restaurant and Old Plank Trail Bank near 78th Avenue. Residential uses in this segment are a mix of single-family and townhomes south of Route 30, and smaller lot single-family homes in the unincorporated Frankfort Square area north of Route 30.

78TH AVENUE TO 84TH AVENUE

Municipal water and sewer service is not available and most of the area is unincorporated. As a result, residential densities are lower and commercial development is built to a lesser standard. Most of the lots in this stretch are single family, and very narrow and very deep. The challenge with infill redevelopment in this area is working with property owners to deal with three issues: public infrastructure, parcel assembly, and new internal street grid.

Figure 10.3 | U.S. Route 30 East Corridor



Other market factors in this area include:

- Good traffic counts, with approximately 18,000 to 20,000 ADT on Route 30 and 16,000 on Harlem Avenue.
- An existing bike path along Route 30 provides connectivity to other areas of the community.
- The presence of Indian Trail Elementary school in the corridor aids in the marketing of potential new housing opportunities.
- A large 57-acre vacant property at the northwest corner of Harlem and Route 30 that offers a mixed use development opportunity with some commercial uses to take advantage of the visibility and traffic counts and some moderate density residential uses that could take advantage of the areas accessibility and good trail connections.
- Limited roadway accessibility to the south provides some limitations to the commercial market.



▲ Streetscaping elements along Lincoln Highway (U.S. Route 30)

OPPORTUNITIES AND RECOMMENDATIONS

AESTHETICS & COHESION

Adjacent residential areas offer potential patrons for local businesses throughout the corridor. That customer base coupled with high visibility from automobile traffic (18,000 to 20,000 A.D.T.) and nearby commercial nodes along Lincoln Highway makes this area appropriate for commercial development. However, as pointed out in the engagement process by residents and other stakeholders, the corridor currently lacks cohesion. Potential customers of the small businesses in the area may know and use one business at a time, but are less likely to use the area as a unified district they could frequent for shopping trips.

Aside from the lack of cohesion amongst uses in the corridor, Village officials and residents also expressed that they care deeply about the appearance of the corridor and the effect that has on cohesion. Enhancing aesthetics —specifically elements such as streetscaping, signage, and architectural features— will help create an identity for the corridor that will be representative of the Village of Frankfort.

HOUSING

Housing opportunities were also discussed for this area during the engagement process. Many residents felt that the Route 30 East corridor would be an ideal location to develop additional housing units as a transition to existing unincorporated neighborhoods. Such development would reflect the character and quality of Frankfort, but could be smaller in both lot and home size.

Some suggested housing options the community would like to see developed in this corridor include small single-family homes that could help provide opportunities for younger families or alternatives to retain empty-nesters.

CONSERVATION DESIGN

In planning for the future of this corridor, the Village should consider things like green infrastructure, stormwater management, green space preservation and conservation design best practices. This area of Route 30 is directly impacted by Hickory Creek and surrounding floodplains. The Village should use these limitations as motivation for implementing some of the actions recommended in Chapter 4 Green Initiatives.

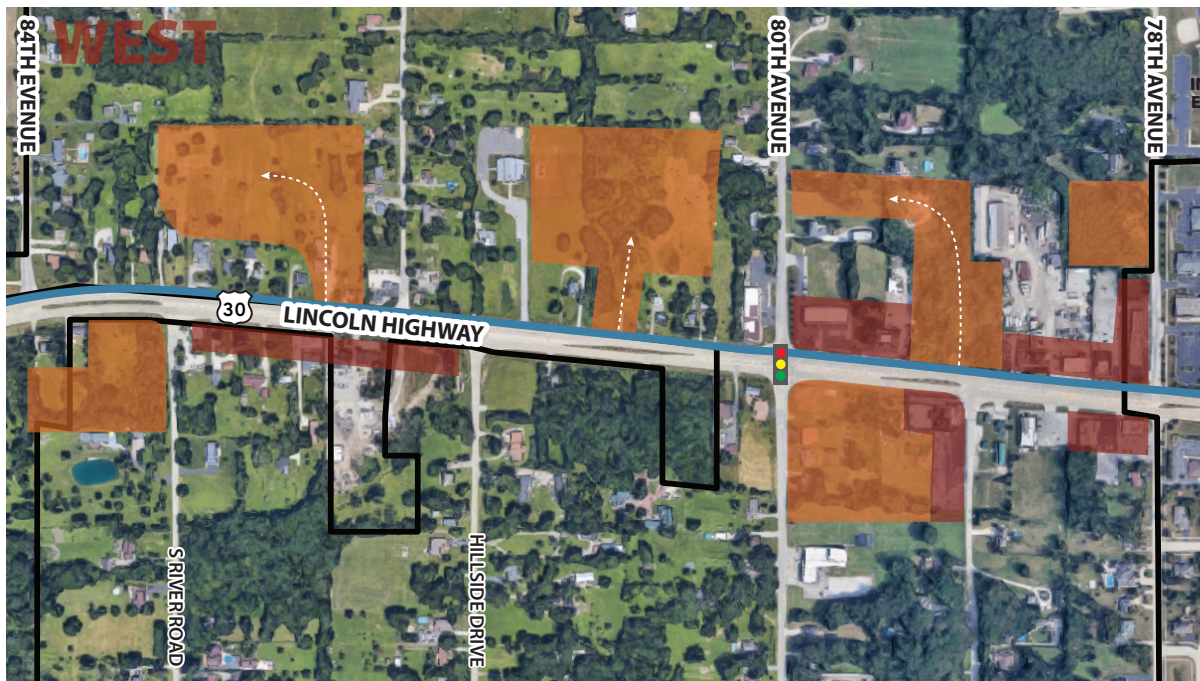
CONNECTIVITY + SAFETY

The community engagement process highlighted the fact that this area lacks inter-parcel or intra-development connectivity. Given the lack of connectivity, residents expressed a deep concern regarding safety for pedestrians and cyclists in the area, now and even more so if the corridor sees positive changes in the future. As future incorporation and development of this corridor takes place, ensuring connectivity between developments, improving pedestrian/cyclist safety, signage control and incorporating quality design standards reflective of Frankfort are all important planning priorities for the corridor.



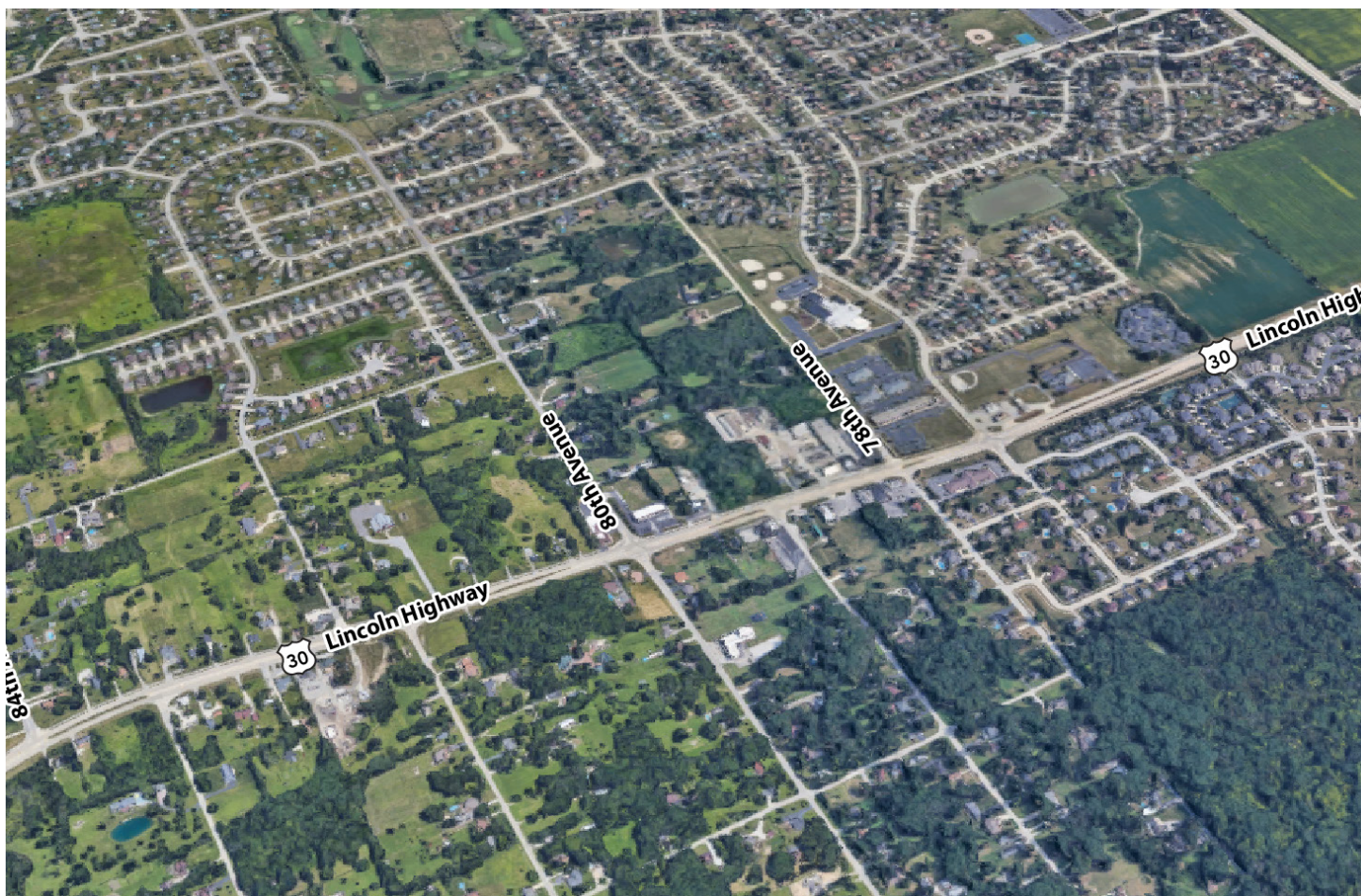
▲ Existing trail along U.S. Route 30

Figure 10.4 | Redevelopment Opportunities in U.S. Route 30 East Corridor

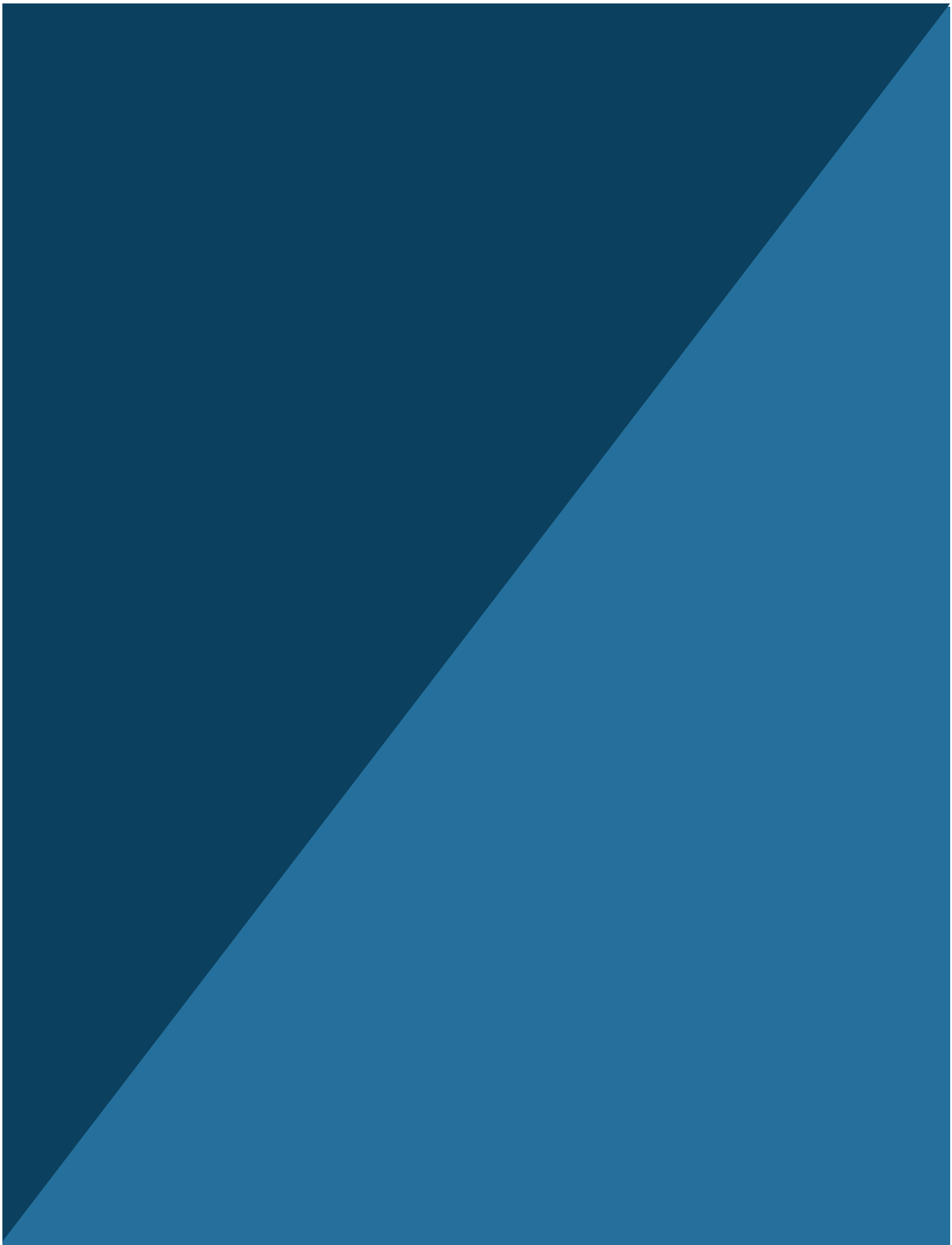


RECOMMENDATIONS

- Work with Will County and property owners to encourage annexation into the Village, particularly for properties with direct frontage onto Route 30.
- As property develops, ensure that cross access is provided to minimize curb cuts onto Route 30 and facilitate movement between parcels.
- Seek developers for larger parcels within the corridor, and work with them to create new models of development that integrate quality design features.
- Explore opportunities for extension of Village utilities between 84th Avenue and 78th Avenue.
- As conversion of this area is expected to require significant investment in infrastructure, investigate opportunities to finance construction in a fiscally responsible manner.



▲ U.S. Route 30 East Corridor Aerial



11



CHAPTER ELEVEN

Industrial Corridors

CONTENTS

□ Introduction

□ I-57 Business Development

□ Laraway Road Corridor

Introduction

Frankfort has two key areas where industrial land uses could be clustered to provide local jobs while diversifying the tax base. The industrial/warehouse area of the future is clearly centered around the I-57/ Stuenkel Road interchange. While much of the area east of I-57 has already been developed for industrial use in neighboring University Park and Monee, the area west of the Interstate remains primarily in agricultural use. This area has the potential to accommodate larger users, with convenient access on and off the Interstate to accommodate truck movements without increasing traffic in existing Frankfort neighborhoods.

Frankfort's existing industrial cluster is centered along Laraway Road. This area features many smaller industrial and commercial uses, with significant land available to accommodate future growth. Will County's plans to add additional lanes/capacity along Laraway Road suggest that continued industrial use in this corridor would be beneficial for Frankfort.

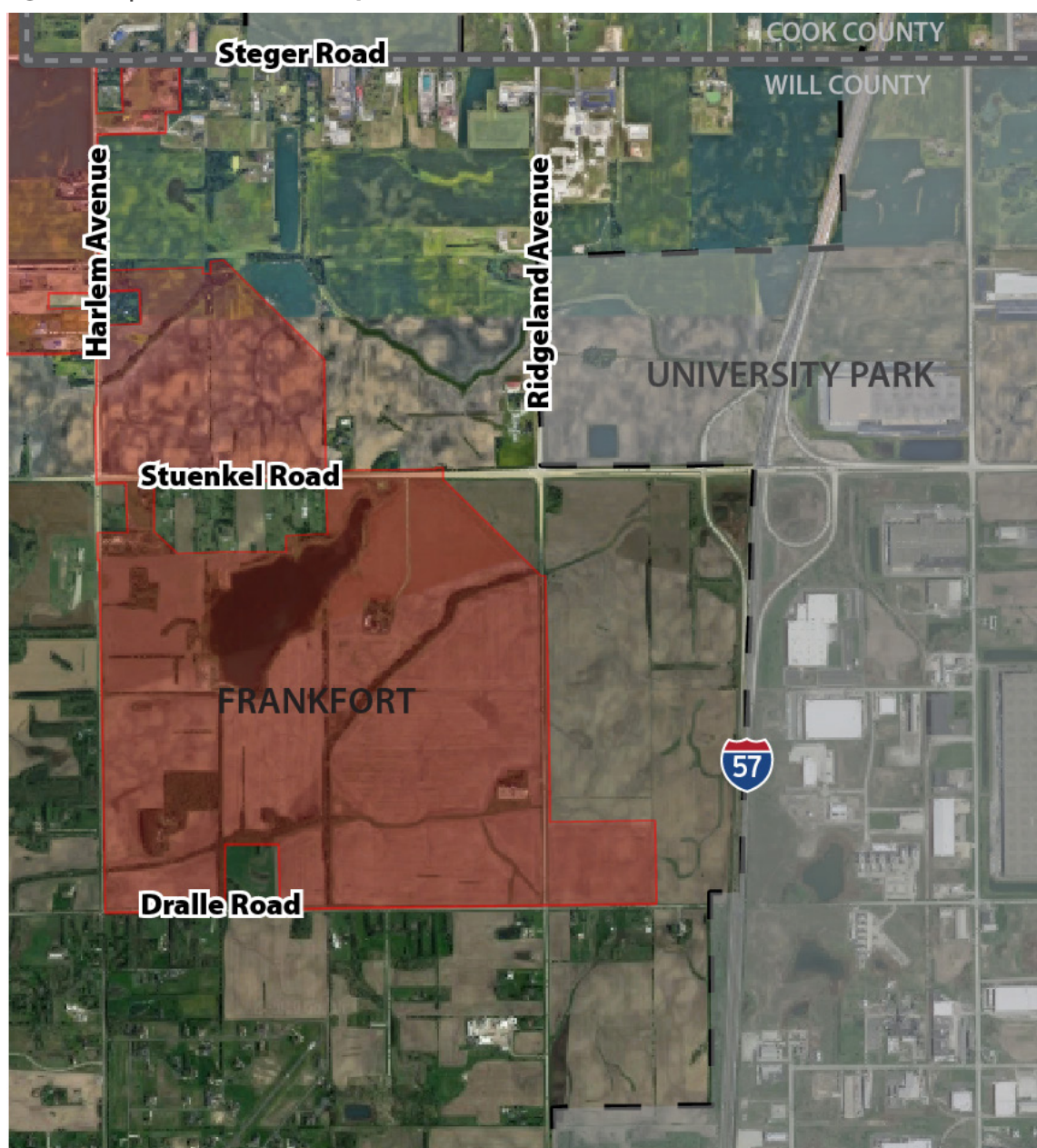


▲ Typical small scale industrial use in Frankfort

I-57 Business Development

The I-57 Business Development Corridor is generally defined as an area on the west side of the I-57/Stuenkel Road intersection, extending west to Harlem Avenue and north to the Village of Richton Park and south to the Village of Monee. This area is mostly undeveloped, with some existing estate residential and commercial uses. However, there is significant industrial/warehouse development just to the east in University Park, and just to the south in Monee. There is ample opportunity for growth in this area, although it is not yet fully incorporated into Frankfort and is not yet serviced by public utilities.

Figure 11.1 | I-57 Business Development

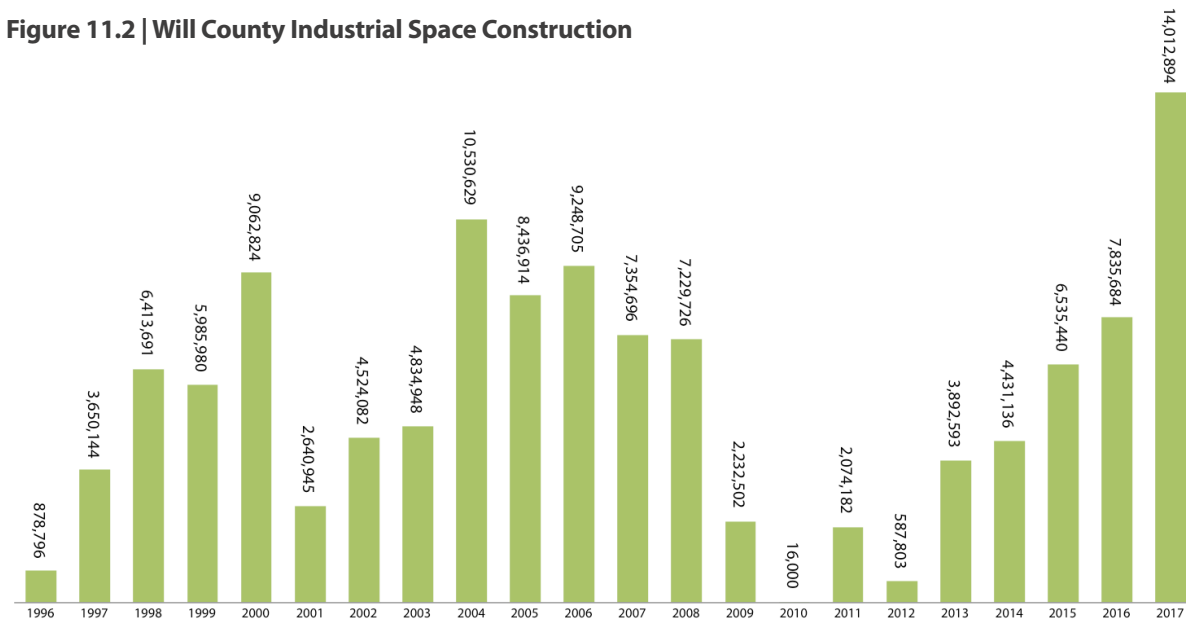


MARKET TRENDS

Will County is the 4th most populous county in Illinois (690,000 people) and the nation's "Largest" inland Port, with connections across 4 interstates, 5 Class I railroads, 3 waterways, and 3 intermodal terminals (Union Pacific, BNSF, and Canadian National). Particularly since 2010, the county has seen a dramatic increase in industrial space construction, at a pace well above pre-recession thresholds. Growing intermodal traffic is a function of several factors since 2000:

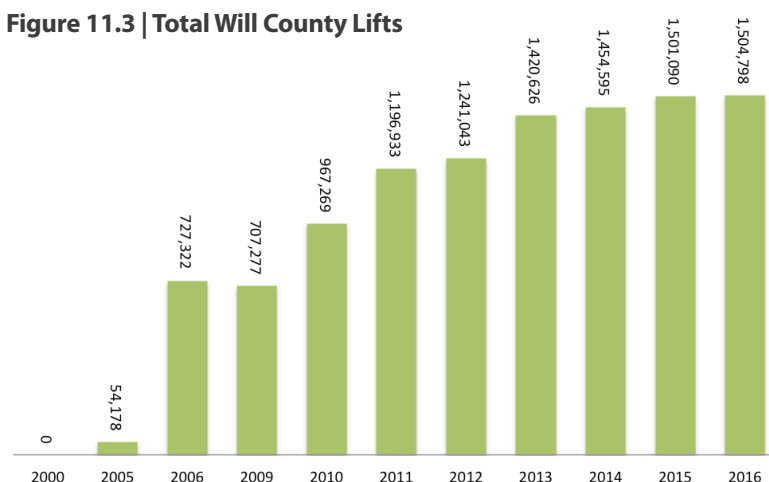
- "Amazon effect" e-commerce, resulting in increased demand for warehouse space in and around major metropolitan areas like Chicago and increased challenges for traditional "brick and mortar" retail stores
- Manufacturing recovery
- Panama Canal and eastern seaboard port growth;
- CSX remains a key variable for Will County; while CSX has proposed a new intermodal yard to the east in Crete in 2016, there has not been recent news coverage.

Figure 11.2 | Will County Industrial Space Construction



Source: Costar

Figure 11.3 | Total Will County Lifts

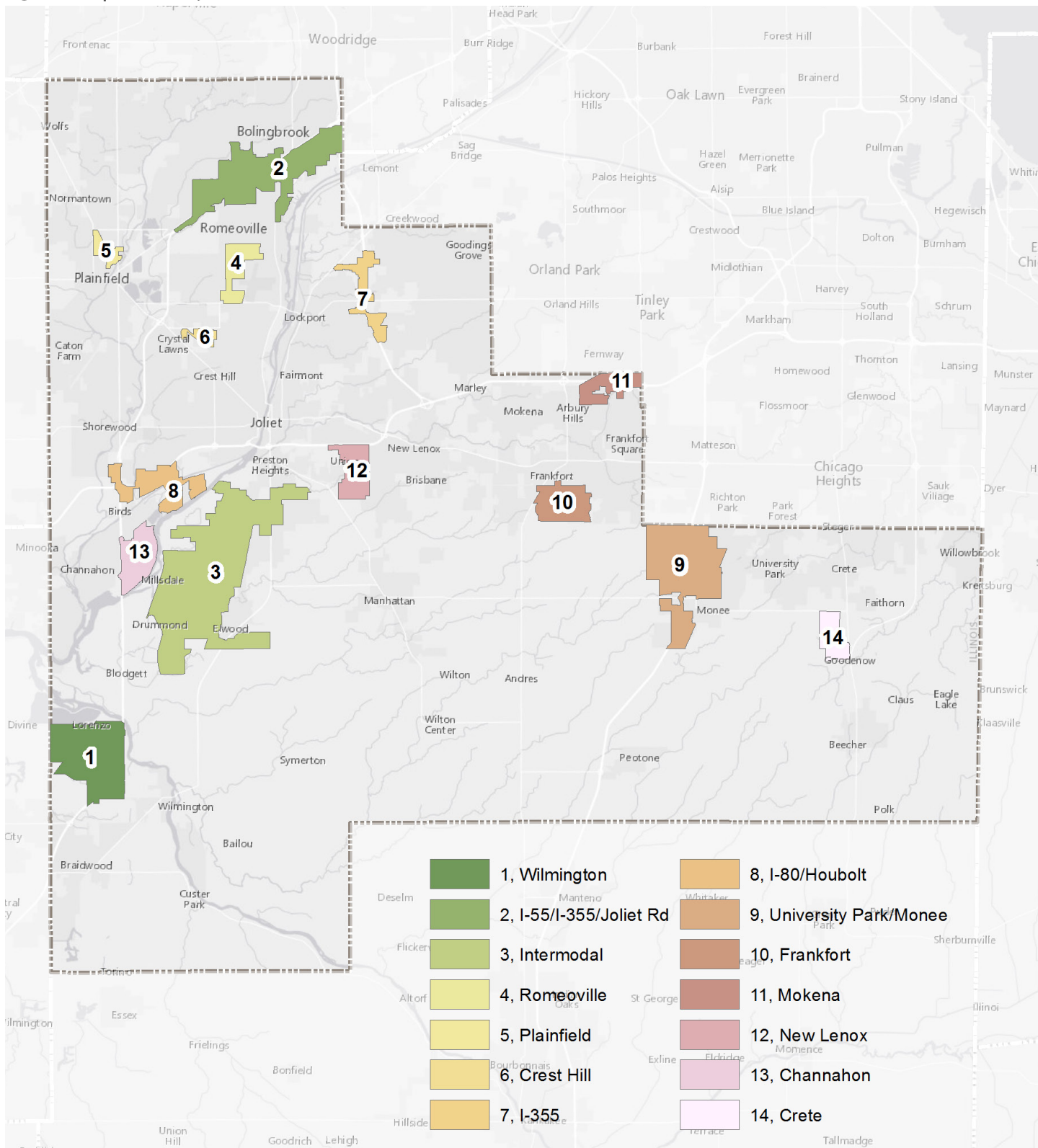


Source: CMAP

Due to increased freight traffic, the number of container "lifts" at the three intermodal yards in Will County have steadily increased, as shown in Figure 11.3.

As shown in Figure 11.4, Frankfort represents a modest but relevant concentration of industrial space in the region, representing about 1% of cluster inventory, estimated at about 163 million square feet. With clusters such as I-55/I-355/Joliet Road (area 2) and Romeoville (area 4) approaching build-out, the market will likely start to shift toward other clusters which have additional capacity.

Figure 11.4 | Will County Industrial Clusters



Source: AECOM Analysis

Table 11.1 | Rentable Buildable Area (RBA) by Cluster

RBA BY CLUSTER	2001 RBA	2017 RBA
Outside Cluster	16,560,317	20,871,288
Channahon	358,874	2,109,612
Crest Hill	657,614	1,993,017
Frankfort	1,494,726	1,987,363
I-355	232,784	3,176,690
I-55/I-355/Joliet Rd	33,396,877	59,831,168
I-80/Houbolt	4,964,246	9,698,466
Intermodal	1,647,536	22,879,553
Mokena	3,682,423	4,769,854
New Lenox	168,630	5,088,882
Plainfield	1,279,024	1,566,563
Romeoville/Airport Rd	2,455,565	10,041,940
University Park/Monee	5,753,305	15,326,289
Wilmington		3,935,590
TOTAL	72,651,921	163,276,275

Source: AECOM Analysis

The I-57/Stuenkel Road area in Frankfort would be considered part of Cluster 9 – the University Park/Monee cluster. As noted in Table 11.1, with over 15 million square feet of rentable building area, this cluster is already the third largest industrial cluster in Will County behind only the Intermodal and the I-55/I-355/Joliet Road cluster. Major corporations in Cluster 9 include an Amazon Distribution Center, Clorox Corporation, DSC Logistics, Applied Systems, Federal Signal, and Dot Foods.

For Frankfort, future industrial market trends point to the following implications:

- Across Will County there is a relative abundance of vacant land with industrial zoning in place, possibly in excess of 18,000 acres, which would theoretically be sufficient to support a 100% increase in the amount of industrial space.

- Industrial uses can generate important property tax and sales tax diversification for local governments, beyond retail.
- Larger industrial buildings (generally greater than 300,000 square feet in size) tend to create more consequential truck impacts, which need to be managed. In Frankfort, this can most easily be done by keeping such uses concentrated near the I-57/Stuenkel interchange.
- To the extent that Frankfort becomes entirely responsible for infrastructure investments to encourage development in the I-57 / Stuenkel Road area, there should be sensitivity to tax abatement requests which otherwise reduce the amount of increment that would be available for repayment of infrastructure costs.

OPPORTUNITIES & RECOMMENDATIONS

VISIBILITY + ACCESSIBILITY

The I-57 Business Development corridor is highly visible from I-57. In addition to excellent visibility, it also has great access from I-57 due to the Stuenkel Road interchange, completed in 2015. The Stuenkel Interchange was built to divert traffic from the Monee-Manhattan exit where industrial and manufacturing/warehousing development has grown in University Park and Monee. Some of that traffic has shifted to the Stuenkel Road exit, bringing more vehicular traffic through that area and thus improved visibility.

The area already has an established roadway grid. For north/south access Ridgeland Avenue is located approximately one-half mile west of I-57 and Harlem Avenue is located approximately one-mile west of that. Both roadways are important regionally, extending north well beyond I-80. Regarding east-west access, in addition to Stuenkel Road, Steger Road is located one-mile to the north and Dralle Road is one-mile to the south. While these roadways will need to be improved as warranted (particularly at major intersections), they should provide

a solid backbone for the start of a future industrial/warehouse opportunity.

EXISTING LAND USES

The area today is primarily agricultural, with a few small businesses and isolated homes. The area does have some wide flood plain areas associated with a tributary of Hickory Creek, and a major ComEd transmission line and a natural gas pipeline bisect the areas. Industrial and manufacturing/warehousing uses are immediately to the east and south of this area and are expected to grow along the I-57 corridor, especially with the new interchange at Stuenkel Road. Big-name companies opening facilities in the area, such as the Amazon Distribution Fulfillment Center in Monee, will also attract investment and development to the area. Existing large industrial uses in the area along I-57, coupled with the undeveloped nature of the corridor, creates greater opportunity for large-scale industrial and manufacturing/warehousing uses compared to already developed industrial areas of Frankfort, such as the Laraway Road corridor.



▲ I-57 Business Corridor visibility from I-57 near the new Stuenkel Road Interchange



▲ ComEd transmission line

UTILITIES

Prior to development of this area, utilities need to be extended to provide service to it. In 2017, the Village commissioned a Utility Study to determine feasible water and sewer utility route options that could adequately serve this corridor. To provide water service to the area, an option to extend water from the Village of Frankfort's existing system was compared with asking a private water supplier (Aqua Illinois) to provide service. Aqua Illinois currently provides water service to adjacent University Park and Monee. Each connection option was divided into two phases, with the first phase including all base improvements for initial development and phase two including upgrades required for development of the entire study area. For both phases, the analysis suggested that it may be more cost effective to work with Aqua Illinois to extend service to the area. Combined phase one and two costs were well over 22.3 million dollars for extending water service from Frankfort compared with 16.4 million dollars for extension from the existing Aqua Illinois system in University Park. It should be noted, however, that the Frankfort option did not take into consideration revenues generated by providing utilities and potential savings from utilization of existing Village infrastructures to help serve the area (wells, water towers, etc.) and that the Aqua Illinois option did not incorporate costs associated with purchasing and selling water or maintenance and ownership of the proposed infrastructure improvements. It should also be noted that Aqua Illinois does not extend utilities on a speculative basis.

Regarding sanitary sewer service, topography suggests breaking the area into two service zones, one generally north of Stuenkel Road and one to the south. To provide service to the north service area, cost estimates ranged between 3.9 and 4.6 million dollars depending on the volume of wastewater to be transported. To provide service to the southern service area, costs ranged from 8.2 to 9.5 million dollars depending on volume. In all cases, it was assumed that sanitary service would be connected to the Village's existing treatment system.

INCENTIVES

The I-57 corridor within Frankfort's planning jurisdiction has substantial competition from nearby communities. In addition to the lack of infrastructure currently in the corridor, both University Park and Monee have Tax Increment Financing (TIF) districts in place to help attract new commercial and industrial uses. To be competitive with those areas, and to fund required infrastructure improvements, the Village would need to consider a TIF or other incentives in place to attract development to the area.

In 2017, the Village commissioned a TIF Study to examine the potential eligibility of a TIF for an area generally bound by Stuenkel Road to the north, Dralle Road to the south containing approximately 339 acres. This area along and primarily west of Ridgeland Road has mostly already been annexed into the Village. The study suggested that the area could be eligible for creation of a TIF, pending subdivision required to meet TIF criteria.



▲ Amazon distribution center in neighboring Monee

I-57 BUSINESS CORRIDOR RECOMMENDATIONS

The Village is looking at significant costs to extend utility service to the area, yet industrial developers are looking for 'shovel-ready' sites which already have the infrastructure in place. While the earlier study showed that TIF funding is a potential option, that only makes sense if development is eminent as actual new development is required to provide the TIF financing and a TIF District is established for a limited number of years. Creating a TIF too soon, before specific developers and development is ready to go, can reduce potential revenue needed to fund the infrastructure extensions. The Village should be patient, consider marketing strategies that make the acreage visible, work with property owners to prepare entitlements such that the acreage can be brought to market quickly, and have a plan in place to move quickly, but only if the right anchor tenant emerges.

Given these challenges, the following strategies are recommended:

- Work with property owners between existing Village infrastructure and the future business park to provide easements for future utility extensions.
- Continue dialog with Aqua Illinois over potential water service to this area.
- Work with property owners and industrial developers/brokers to market the area for future industrial development and promote the idea of annexation to Frankfort given the communities exemplary image and identity.
- Continue to delay moving forward with TIF or any potential bonding for infrastructure improvements until a specific development or developments are identified.
- Work with local and regional officials to review opportunities for truck routes, such that anticipated growth in truck volumes through the community can be managed.



▲ Aerial view showing the existing conditions of the area around the new Stuenkel Road Interchange in the I-57 Business Corridor

Laraway Road Corridor

The Laraway Road Corridor extends from Scheer Road east to the Harlem Avenue intersection. This corridor has three distinct sections: largely residential uses between Scheer Road and LaGrange Road, industrial uses with large areas of undeveloped land east of LaGrange Road to Pfeiffer Road and mostly residential with some public uses east of Pfeiffer Road. Public uses in the corridor include Hickory Creek Middle School, Commissioners Park, Chelsea Elementary/Intermediate School, St. Anthony Catholic Church, and Will County Forest preserve / Sauk Trail Reservoir. Approximately one-half mile north of the corridor, the Elgin, Joliet, and Eastern (EJ&E) freight rail line runs East-West, parallel to Laraway Road.

Figure 11.6 | Laraway Road Corridor



MARKET TRENDS

Market trends for the Laraway Road corridor are similar to those outlined in the previous I-57 Business Development Corridor section however context is important given its location further from the interstates and closer to residential neighborhoods (see page 91). The Laraway corridor is identified as Will County Industrial Cluster 10 in Figure 11.4 on page 92 and contains approximately 2,000,000 square feet of rentable building area as of the end of 2017. Some unique aspects of this submarket include:

- In 2018, Frankfort represented a modest 0.6% of Chicago industrial buildings, and about 6.7% of Will County and 12.1% of inventory in the Joliet area industrial submarket. While Frankfort's share has decreased relative to Will and Joliet slightly, it has increased relative to the regional Chicago market; these trends speak to the reality that the average industrial building in Frankfort is significantly smaller in comparison to other concentrations of industrial space.
- Rents for all industrial buildings are higher in Frankfort than in all other geographies. For all geographies included in the analysis rents were higher for small industrial buildings (i.e. $\leq 150,000$ SF) than for all industrial buildings.
- Frankfort has a higher concentration of small industrial buildings than Will County and the Joliet submarket. As of 2018, Frankfort represented 7.9% of Will County's small industrial buildings (compared to 6.7% of all industrial buildings) and 13.4% of Joliet's industrial buildings (compared to 12.1% for all industrial buildings).
- As of 2018, the average industrial building in Frankfort was 20,936 SF. In contrast, Will County's average industrial building was 92,934 SF (4.44 times the size of Frankfort's avg. building) and Joliet's average building size was 75,726 sf (3.6 times as large).

Existing business parks in the Laraway Corridor have a healthy mix of small businesses, with very few lots available for new development. This area has many locational advantages, including:

- Convenient east-west connections to I-57 approximately four miles to the east via Laraway Road/Sauk Trail. Will County plans to expand the capacity of Laraway Road in the future, enhancing this east-west route for future truck movement.
- Accessibility to I-80 approximately 4 ½ miles to the north via either Route 45/LaGrange Road or Harlem Avenue.
- Rail access to the Canadian National (CN) – formerly the EJ&E rail line.
- Proximity to a strong labor base in the south suburbs.
- A location in Will County, just outside of the often-higher property tax communities in Cook County.

The industrial cluster analysis suggests that the Frankfort area has a significant amount of vacant land, possibly in excess of 1,200 acres are available that could support industrial development. Most of this land is currently unincorporated, but adjacent to the Village. For the Laraway Road Corridor in Frankfort, a continued focus on smaller owner-occupied industrial and flex office buildings would suggest the following. Assuming that the Frankfort Industrial market doubles in size over the next 20 years, from 2 million sf to 4 million sf, and the average building size increased to 40,000 square feet for new construction, given 35% lot coverage for new buildings, roughly 130 acres of land for industrial use would be required, far less than the 1,200 acres of available land.



▲ Small industrial buildings in the Laraway Road Corridor

OPPORTUNITIES AND RECOMMENDATIONS

INDUSTRY

The Laraway Road corridor includes a concentration of small lot, small building industrial developments. Frankfort's small industrial buildings make up a large portion of the County's total small industrial buildings, giving the corridor a supply advantage for attracting users. The corridor has good proximity to several important transportation routes, including I-57, Laraway Road, and the CN rail line, thus making the corridor extremely accessible. This is an asset for industrial companies that need to move freight to and from their sites.

Residents expressed their belief that the Laraway Corridor already has a healthy amount of industry and related traffic moving through the area. Some said they are concerned about the increase in truck traffic and overall livability of the neighborhood when the road is expanded or if more industry is brought into the area. There was some discussion about regulating the appearance of industrial buildings and containing such uses to areas that are already industrialized.

COMMERCIAL

The Laraway Road corridor has several major community gathering places, such as Commissioner's Park, Hickory Creek Middle School, Chelsea Elementary School and St Anthony Catholic Church. These uses draw residents and visitors to the area, creating commercial development potential in the corridor.

During the outreach process, residents touched on the fact that there is currently very little commercial activity in the corridor, especially near those gathering places. Residents said they would like to see some complimentary commercial uses, such as convenience retail and restaurants for people to go to before or after church or after a sporting event. They also noted that they would rather spend their money in Frankfort, rather than traveling into a neighboring town for those amenities. Commercial development is planned at several key intersections, including at Wolf Road, Route 45, Pfeiffer Road, and Harlem Avenue.

Figure 11.7 | Laraway Road Corridor Existing Land Use



CONNECTIVITY & SAFETY

Laraway Road is a major transportation corridor for both the Village and the region. It has consistent automobile and freight traffic. This makes for a busy corridor with limited walkability, especially because it lacks inter-parcel connectivity and consistent pedestrian treatments, such as a connected sidewalk network or bike path, that would make the area safe for pedestrians.

During the community engagement process, safety was a major concern for this area because several residential developments exist in and around the corridor. With institutional uses, such as Commissioners Park, Chelsea Elementary/Intermediate School, St. Anthony Catholic Church, and Sauk Trail Reservoir, to the North of Laraway Road and residential developments to the south, there is a major need for enhanced connectivity and improved safety between these uses.

CONSERVATION AND CORRIDOR DESIGN

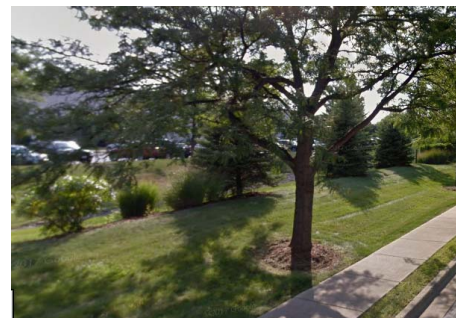
In planning for the future of this corridor, the Village should consider things like green infrastructure, stormwater management, and green space preservation. With important natural features like Jackson Creek to the west and the Sauk Trail Reservoir to the east, conservation design best practices should be considered and implemented where necessary and appropriate in and around those natural areas.

Throughout the engagement process, Frankfort residents expressed interest in “green” elements for the corridor, including bioswales and green medians. Native plants seemed to be a crowd favorite as well. A few residents said they prefer the aesthetic of native plants because they look natural to the area and have a low profile that is not overwhelming. Others said they prefer native plants because of the many ecosystem services they provide, and they are generally low maintenance and cost efficient.

It will also be critical to buffer future industrial development from Laraway Road to create a uniquely Frankfort character along this regional roadway. The following sketch and character images show a concept for a minimum 35’ landscape buffer outside and parallel to the road right-of-way, and the addition of decorative roadway lighting along Laraway Road.



Landscaped Berm (2.5 to 3’ Min Ht)

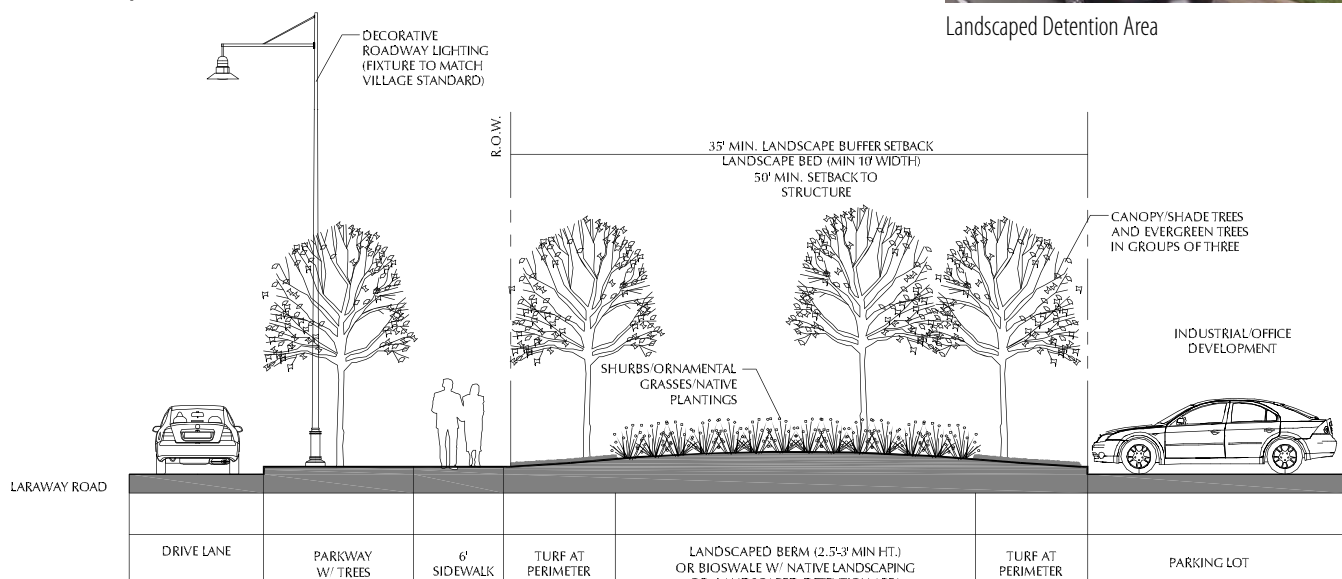


Bioswale w/ Native Landscaping



Landscaped Detention Area

Figure 11.8 | Laraway Road Landscape Buffer Enhancements

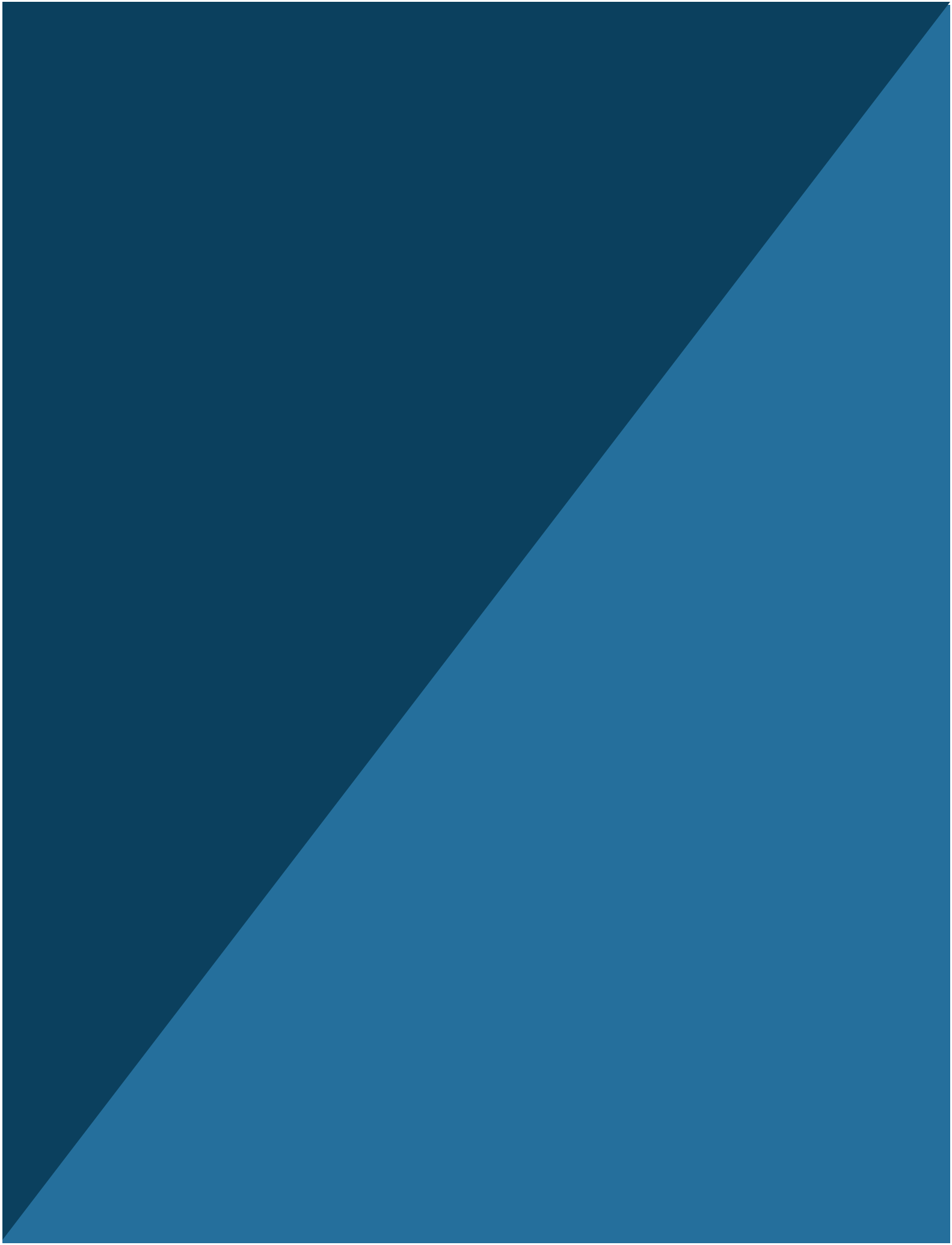


LARAWAY ROAD CORRIDOR RECOMMENDATIONS

- Work closely with Will County of future improvements to Laraway Road to provide appropriate pedestrian connectivity, landscaping and buffering, and vehicular access.
- Work closely with property owners and developers directly along Laraway Road to ensure proper buffering consistent with the design intent of the sketches contained in this chapter.
- Promote development of an expansion to an existing business park, or creation of a new business park, to offer additional lots which can accommodate buildings in the 40,000 square foot range.
- Maintain a clear separation of uses, with Pfeiffer Road serving as the dividing line between industrial uses to the west and residential/open space and institutional uses to the east. Opportunities for commercial/retail and dining opportunities should be provided at major intersections such as Harlem, Pfeiffer Road, Route 45 and Wolf Road.



▲ Aerial view of the industrial cluster in the Laraway Road Corridor



12



CHAPTER TWELVE

Implementation

CONTENTS

□ Introduction

□ Implementation Activities

□ Partnerships

□ Implementation Guide

Introduction

The Comprehensive Plan is a statement of policy, expressing the objectives and aspirations of the Village to develop a well-planned community and maintain a high quality of life. The plan is a fluid document and not an end unto itself, emphasizing its impact on sustaining Frankfort's growth management process.

The growth management process is based on a planning and review system that is needed to ensure effective management of development in the Village. It is a systematic program intended to influence the rate, amount, type, location and quality of future development within the Village. Effective growth management is the product of combining the objectives and policies outlined in this plan with implementation tools described in this section. Decisions on funding and regulatory controls are typically made during the implementation phase of the comprehensive planning process.



▲ Old Plank Road Trail Gateway in Downtown Frankfort

Adoption of the Frankfort 2040 Comprehensive Plan does not signal the end of the planning process in Frankfort. Rather, it signals the beginning of continuous implementation activities and revisions, whereby the plan serves as a guide for the Village to make decisions affecting the future of the community. This requires that Village leaders and the community be familiar with and generally support the major tenets of the plan. Therefore, it is important that the plan be well publicized, understood and supported by the entire community for it to be recognized as a practical and effective guide for the Village. It is also important to keep in mind that the plan is not static. The Village must periodically re-examine and update the plan as conditions and community aspirations change.

Implementation Activities

Plan implementation consists of a variety of proactive and reactive activities that will collectively ensure that the Village grows and continues to develop into a well-planned community. Proactive activities are those in which the Village initiates actions through a proposal, plan, improvement or regulatory change. On the other hand, reactive activities are those in which other parties approach the Village with a proposal on which the Village must act. Planning for the expansion of Laraway Road or diversification of the tax base are examples of proactive activities while development review is an example of a reactive activity.

Implementation tools represent proactive activities which the Village should undertake to generate the types and character of development that foster a well-planned community with a high quality of life. In addition to devising a set of implementation tools, the Village will also need to review and modify existing Village regulations to implement the policies and recommendations outlined in this plan.

The plan implementation phase of the planning process begins when the Village Board adopts the Plan. Adoption of the plan then initiates the implementation of the policies and recommendations outlined in the plan. Since the implementation phase will require time and effort on the part of Village staff as well as sensible allocation of the Village's financial resources, the Village Board should prioritize all activities to be carried out, with an understanding of cost implications to the budget.

To facilitate implementation of the Comprehensive Plan, the Village should consider the following activities:

BOUNDARY AGREEMENTS

Frankfort has boundary agreements with the Villages of Tinley Park, Mokena, New Lenox and Manhattan. The Village should review the agreements for expirations and initiate their extension into the future. In pursuit of intergovernmental cooperation, the Village should review opportunities to coordinate boundary agreements with other nearby communities with which boundary agreements do not

exist today. Some of these communities might include the Villages of Matteson, Monee, Peotone, Richton Park and University Park.

ECONOMIC AND BUSINESS DEVELOPMENT

As Frankfort grew, its use of land has grown less diverse over time with residential uses accounting for approximately 85% of Frankfort's total equalized assessed value of property. With hundreds of vacant residential lots in inventory, this percentage is likely to increase.

One of Frankfort's goals is to diversify the tax base. To accomplish this goal, the Village should consider economic and business development opportunities east of Harlem Avenue. Diversification benefits to the Village would be seen mostly through the Village's property tax, however the new interchange at Stuenkel Road and Interstate 57 could also produce opportunities to expand sales-tax producing uses.

The Village should continue investigating options to provide utility service to the area including discussing possible coordination with Aqua Illinois, Inc.. Annexation should be coordinated with any progress toward establishing new boundary agreements. Additionally, the Village should take steps to formulate a more advanced, village-wide economic development program.

INTERGOVERNMENTAL COMMUNICATION

Frankfort should consider hosting quarterly meetings attended by representatives of the park, school, library, police, and fire districts and other public agencies to share information on current and future projects and maintain open lines of communication. As growth continues south into Green Garden Township, the Village should continue to invite representatives from the Green Garden area to participate in the meetings and promote intergovernmental communication.

OPEN SPACE MANAGEMENT

As open space is preserved, ownership of the area is a concern. Financial requirements to properly maintain the open space must be addressed along with the need for specialized maintenance knowledge. Often a Common-Interest Association is unable or unwilling to provide proper maintenance and the open space amenity can fall into disarray, potentially detracting from the community. The Village should review alternative approaches to ownership, costs involved to maintain various types of open space, and identify appropriate ownership scenarios for the creation or dedication of open spaces. Potential partners or resources for this activity may include the Forest Preserve District of Will County, Park Districts, Openlands, Land Trusts and other professionals knowledgeable in this area.

SUBDIVISION REGULATION UPDATE

The Village's standards for zoning, engineering design, stormwater management, landscaping and other development components are regularly updated and encompass areas of traditional subdivision regulations. It is recommended that the Village's subdivision regulations be modernized to reflect current practices and standards.

To protect Frankfort's investment in long-range fiscal and capital planning, new subdivisions within Frankfort's planning area should not be supported unless they are coordinated with Frankfort's Master Sewer Plan. Additionally, where appropriate, the Village should require dedication of adequate right-of-way concurrent with related subdivision of property. Other impact fees may also warrant revision to offset impacts of development. The Village should regularly review its impact fee structure to assure development pays its own way.

VILLAGE STANDARDS REVIEW & UPDATE

The Village should review its existing ordinances and update where necessary for compatibility with this plan update. As recommended by the 2004 Comprehensive Plan, the Village is encouraged to investigate the benefits of a Unified Development Ordinance (UDO) which combines all land development ordinances within one "user friendly" document. The Village should also consider opportunities to encourage energy conservation and natural resource enhancements through its regulations, guidelines and/or educational material.

MONITORING & UPDATING THE COMPREHENSIVE PLAN

The Comprehensive Plan is based on dynamic variables whose future direction cannot always be accurately predicted. This Plan is based on currently available information regarding community conditions and desires, development trends, and an understanding of environmental issues. Over time, most if not all these assumptions will change. Accordingly, changes in variables such as population and development trends should be monitored periodically and compared with the Plan's assumptions and recommendations. Based on this periodic review, modifications to the Plan may be necessary to ensure that the Plan is kept current and accurately reflects the community's needs and overall vision.

The Plan should be reviewed on an annual basis. It is recommended that the Village review, and update as necessary, the Future Land Use Plan at least every 5 years. Comprehensive updates to the entire Plan should preferably happen every 10 years, but no longer than every 15 years, at which time the Plan should be amended and re-adopted, depending on the extent of growth and changes in the Village.

Partnerships

Partnerships are essential to achieving the vision outlined in the Frankfort 2040 Plan. The Village has a strong history of successful partnering between governments, residents, and other local organizations to achieve common goals and objectives. Enhancing and building upon this track record of successful partnerships will be essential in plan implementation. Many of these critical local, regional, state, and national partnerships are summarized in the Figure 12.1, and in the Implementation Guide at the end of this chapter.

Figure 12.1 | 2040 Comprehensive Plan Partnership Matrix



Working Together
For Frankfort's
Future

Implementation Guide



▲ Frankfort Chamber of Commerce

RESOURCES

Funding a vision is always a challenge, whether that vision is for a home improvement project or development of a park improvement or other municipal facility. The Implementation Guide highlights several potential funding sources to supplement more traditional municipal funding sources. Many of these sources are grant programs that offer financial assistance to local governments. Key resources are summarized in Table 11.1.

In addition, local and regional partners can be a significant resource both in terms of planning and funding both capital and operational elements. The Lincolnway 911 Center is a good example of local governments partnering to share resources and maximize the use of taxpayer resources. The Village should explore opportunities to expand the sharing of resources, including but not limited to:

- Shared purchasing of supplies (office, fuel, construction materials, etc.)
- Staff sharing – activities like human resources or purchasing are examples of functions that have been shared between local governments
- Joint park/school development

PRIORITIES

Implementation priorities were determined via a Priority Activity at the Comprehensive Plan Open House Workshop in September 2019, followed by an online Priority Poll survey. Residents and stakeholders were given the opportunity to identify their top priorities for each chapter of the Frankfort 2040 Plan.

Based on feedback from the workshop and online survey, the plan recommendations and action items have been prioritized as follows:



- High Priority -- Key plan recommendations desired by the community. Efforts to implement these items should begin immediately.



- Medium Priority -- Action items that could take longer to implement and should be considered as opportunities arise.








- Low Priority -- Important action items but implementation focus should occur after most high priority items have been accomplished.

IMPLEMENTATION GUIDE SUMMARY TABLE

Table 11.1 provides a summary of key goals and objectives from each chapter of the Frankfort 2040 Plan, along with a summary of key partners and priorities.

Table 12.1 | Implementation Guide Summary Table

ACTION ITEMS		PARTNERS	PRIORITY
GOAL 3.1 Foster social cohesion at the micro and macro level to create a diverse network of stakeholders to maintain a strong sense of community.	Foster social relationships at a micro-level – provide opportunities for clubs, blocks or neighborhoods to organize events and other programming to build relationships and engage more residents.	<i>Neighborhood Organizations, Park Districts, Library</i>	
	Foster social relationships at a macro-level – increase the use of online and social media marketing of events, news, and updates to get residents more engaged with each other and with all-things-Frankfort.	<i>Village, Park Districts, Library</i>	
GOAL 3.2 Leverage and enhance Frankfort’s public spaces through creative place-making and thoughtful design that considers how people interact with space and place.	Engage residents and local stakeholders in the process of imagining and implementing creative placemaking strategies that involve the rejuvenation and (re)activation of public spaces in the community.	<i>Village, Park Districts</i>	
	Pursue historic preservation activities that help maintain Frankfort’s well-known character and charm that attracts residents, visitors and businesses to the area. (See Chapter 8: Downtown)	<i>Village, Historic Preservation Commission, Frankfort Area Historical Society, Neighborhood Organizations, Chamber of Commerce</i>	
GOAL 3.3 Expand and diversify Frankfort’s arts, culture and entertainment offerings.	Work with community providers to provide formal and informal art education opportunities for residents of all groups and age ranges.	<i>Frankfort Arts Association, Park Districts, Library, School Districts</i>	
	Encourage the creation of a cultural center in Frankfort that provides residents the opportunity to engage with, participate in and learn about the arts.	<i>Frankfort Arts Association, Park Districts, Frankfort Historic Business Association</i>	
	Encourage more indoor activities/entertainment options for Frankfort residents and visitors.	<i>Frankfort Arts Association, Park Districts, Library, Private Developers and Businesses</i>	
	Encourage development of more youth-friendly and family-friendly dining and entertainment options.	<i>Frankfort Arts Association, Park Districts, Library, School Districts, Private Developers</i>	
GOAL 3.4 Grow, expand and improve educational opportunities for residents of all ages.	Work with community providers to create, offer and promote specialized programming and classes that encourage learning new skills for residents of all ages: i.e. coding, basic computer skills, personal finances, etc.	<i>Frankfort Arts Association, Park Districts, Library, School Districts, Joliet Junior College</i>	












	ACTION ITEMS		PARTNERS	PRIORITY
CHAPTER 3 - SOCIAL & CULTURAL VIBRANCY	GOAL 3.5 Support the growth and development of services and amenities that promote healthy lifestyles and contribute to quality-of-life in Frankfort.	Create more indoor activities so Frankfort residents and visitors of all ages have something to do in all seasons. Opportunities include exploring a new aquatic center and a community cultural center.	Frankfort Arts Association, Park Districts, Library, Private Developers and Businesses	
	GOAL 3.6 Promote public safety, focusing on education, enforcement and updating public infrastructure.	Engage in proactive coordination with the local school districts to provide pedestrian and bike safety instruction to all students, grades K-8, in accordance with the new Illinois Bike Walk Education in Schools Act (Public Act 100-1056).	Local School Districts, Police Department	
		Create a Safe Routes to School program to educate the community about walking/biking safety, encourage students and families to use active transportation options, improve enforcement activities and facilitate engineering projects to create safer physical settings for active transportation in the community.	Local School Districts, Village	
		Continue efforts to improve multi-hazard emergency response planning throughout the community and continue to educate and inform students and parents about preparedness and promoting school safety.	Local School Districts, Police Department, Fire Protection District	
	GOAL 3.7 Expand and enhance Frankfort's inventory of public parks and recreational amenities.	Create more indoor activities so Frankfort residents and visitors of all ages have something to do in all seasons. Opportunities include exploring a new aquatic center and a community cultural center.	Park Districts, Private Developers	
		Eliminate missing segments and expand the trail network to provide continuous trail loops and improve connectivity between neighborhoods and the Old Plank Road Trail.	Park Districts, Will County Forest Preserve District	
CHAPTER 4 - GREEN INITIATIVES	GOAL 4.1 Preserve, enhance and grow Frankfort's network of open spaces and natural areas.	When and where appropriate, consider opportunities for open space and/or natural area preservation and acquisition, such as important riparian zones around streams, tributaries and wetlands within major floodplains, high quality native prairie remnants, and old growth forests.	Conservation Foundation, Will County Forest Preserve District, Park Districts, Village, Property Owners.	
		Local amenities, such as the Village of Frankfort Prairie Park and Frankfort Square Park District's Island Prairie Park + Nature Center should be leveraged as an educational tool to help teach residents and businesses about conservation and the importance of preserving natural habitats.	Conservation Foundation, Will County Forest Preserve District, Park Districts, Village	
		Consider building upon Frankfort's existing tree preservation program to establish a tree planting fund to assist the Village in maintaining its natural resources and ensure its continued status as a Tree City USA.	Village, Conservation Foundation	












ACTION ITEMS		PARTNERS	PRIORITY
GOAL 4.2 Improve energy efficiency, foster appropriately scaled and located local energy production and increase the use of renewable energy.	Educate residents and businesses about energy conservation and efficiency opportunities and solutions.	The Conservation Foundation, ComEd, Nicor Gas, Will County	
	Work with local energy providers to install, upgrade and/or replace on a cost effective basis, all Village-owned assets to energy-efficient alternatives.	ComEd, Nicor Gas, Private Contractors	
	Create a strategy to inform and educate residents and business owners about energy efficiency solutions for their homes and businesses, and any associated rebates, incentives or assistance available from Federal, State, local government, power companies and nonprofits.	The Conservation Foundation, ComEd, Nicor Gas, Will County	
	Consider renewable (wind and solar) energy codes that both regulate and enable appropriate renewable energy systems of different purposes and scale; i.e. wind, solar, geothermal and biomass energy conversion system and electric vehicle charging stations.	The Conservation Foundation, ComEd, Nicor Gas, Will County, Illinois Solar Energy Association, Illinois Renewable Energy Association	
GOAL 4.3 Promote awareness, safeguard water resources and improve water management.	Educate residents about water-conserving solutions; i.e. low-flow shower heads, toilets, faucets, and appliances. Explain how to capture rain, shower and sink water for reuse as gray water.	Will County, The Conservation Foundation	
	Update the Village's Water Resource Management Plan at least every ten years.	Village, Consultants	
	Continue to prioritize the goals and actions established and set forth in both the Hickory Creek Watershed Plan and the Jackson Creek Watershed Plan.	The Conservation Foundation, Will County	
	Use the Village's website and consider social media as an additional tool to educate residents about waste management best practices and provide them with the tools and resources they need to properly and effectively reduce, reuse and recycle.	Village, NuWay Disposal	
GOAL 4.4 Promote waste management best practices to reduce the overall amount and types of substances entering landfills.	Work with local partners to create recycling events that encourage proper disposal and recycling of things that cannot be disposed or recycled in the traditional waste system; i.e. batteries, books, electronics, etc.	Will County, Park Districts, Library, Local School Districts, The Conservation Foundation	
	Collaborate with local and regional partners to create a DIY Composting educational program that teaches residents about composting their kitchen and yard waste.	Will County, Park Districts, Library, Local School Districts, The Conservation Foundation	
	Consider code amendments to set reasonable standards for at-home composting on residential property.	Village, Will County	

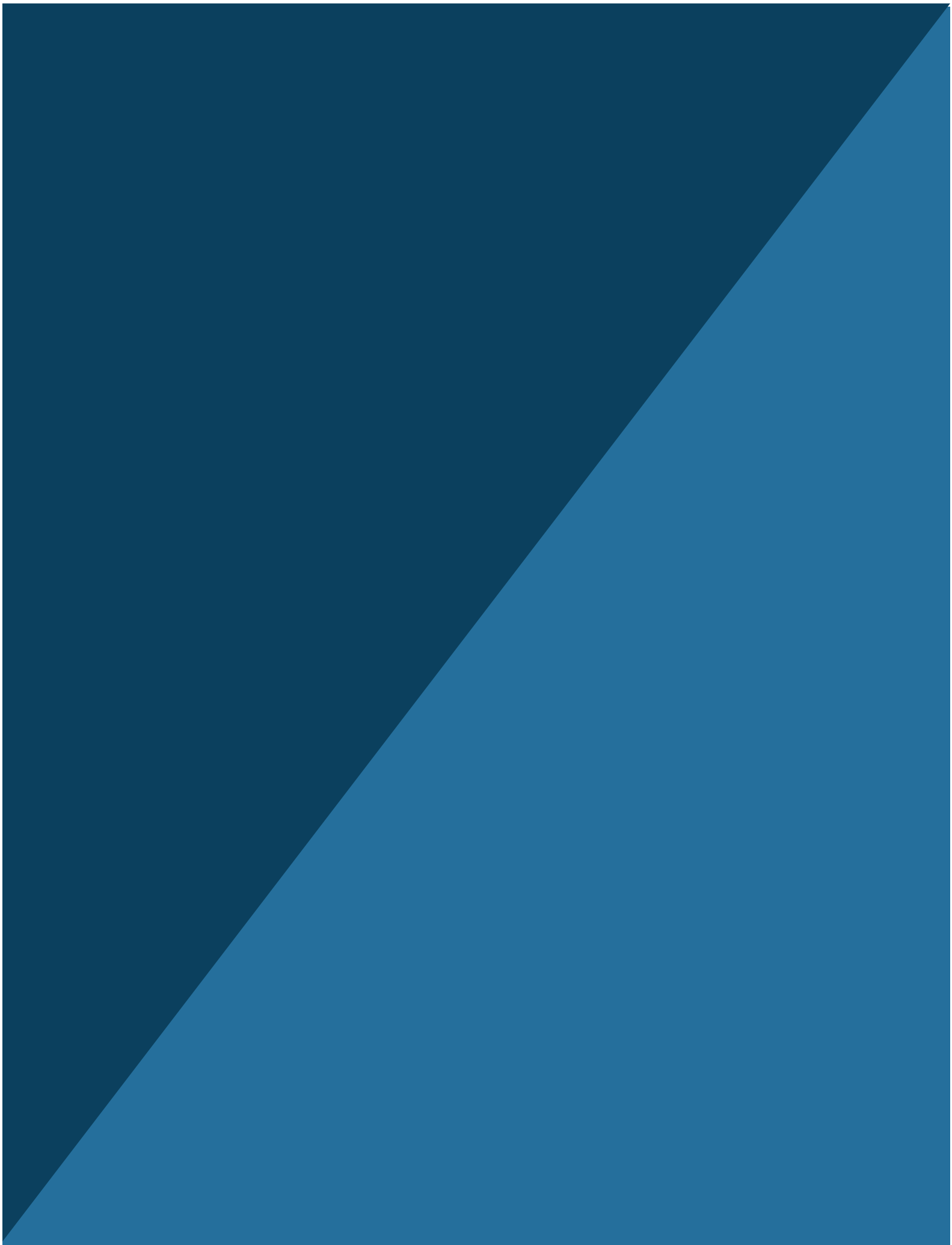
CHAPTER 4 - GREEN INITIATIVES

ACTION ITEMS		PARTNERS	PRIORITY
GOAL 4.5 Include grey and green stormwater infrastructure in Frankfort's overall stormwater management strategy to prevent and alleviate the effects of flooding.	Educate residents about stormwater management problems and solutions; i.e. planting rain gardens, keeping contaminants out of storm sewers, installing and maintaining rain barrels, etc.	Will County, Park Districts, The Conservation Foundation	
	Promote the use of appropriately designed and located rainwater collection systems.	Village, Developers	
	Preserve the role of wetlands and woodlands as essential components of the hydrological system as well as valuable wildlife habitat and restore and improve degraded wetland and woodland resource where possible.	Village, Developers, Forest Preserve District, Park Districts, The Conservation Foundation	
	Incorporate site-scale green infrastructure solutions, such as rain gardens and native landscaping, bioswales, impervious pavers, trees, etc., into public spaces where appropriate and effective, such as street right-of-ways, parking lots and around public facilities.	Village, Developers	
GOAL 4.6 Reduce emissions and air pollution, improve overall air quality.	Reduce automobile dependency by encouraging active transportation (see Chapter 6: Transportation & Mobility).	Village, RTA, Ride Illinois	
	Support the transition to electric vehicles by prioritizing related infrastructure improvements, including the installation of electric vehicle charging stations.	Commercial Property Owners, Village	
	Consider the use of electric, hybrid, or other alternative fuel vehicles when adding or replacing Village owned vehicles.	Village	
	Continue to promote the appropriate installation of native vegetation on public and private properties to help combat pollutants and improve air quality. Lead by example: continue to use Village-owned land to showcase native landscaping in action in a well designed and maintained manner.	Village, Park Districts, The Conservation Foundation	
GOAL 4.7 Further integrate environmental planning into local development codes and regulations.	Encourage energy efficiencies for both new developments and renovations of existing buildings: weatherization, envelope improvements, high-performance heating, ventilation, and cooling systems, upgraded home appliances and lighting retrofits.	Developers and Contractors, Trade Associations, Village	
	Consider a "Green Building Permit Program" that reduces the cost and time taken to issue a permit for developments that achieve certification from a nationally-recognized green building rating system to incentivize developers to improve energy efficiency in new construction and renovation.	Village, developers	

	ACTION ITEMS		PARTNERS	PRIORITY
CHAPTER 5 - INFRASTRUCTURE	GOAL 4.8 Where possible, encourage infill development and adaptive reuse.	Support adaptive reuse of historic buildings in Frankfort's downtown and throughout the community where appropriate.	Property Owners, Village	
		Encourage revitalization in Frankfort's downtown by creating new commercial and mixed-use spaces via strategic infill development.	Property Owners, Village	
	GOAL 5.1 Provide high quality water and sewer utility services.	Implement the Village's Water and Sewer Master Plans.	Village, Consultants, Developers	
		Continue to explore options to provide water and sewer services to the I-57 interchange area to promote future commercial and industrial development.	Property Owners, Village, Will County CEDC	
	GOAL 5.2 Provide reliable, efficient and accessible electric & natural gas services.	Support technological advancements that increase efficiency in the provision of public utilities.	ComEd, Nicor	
	GOAL 5.3 Expand consumer choice and access to reliable low-cost, high-speed internet services.	Continue to provide internet access in Village owned buildings and other public institutions, such as the public library and local schools, to ensure all residents and groups have access to internet services.	Library, School Districts, Park Districts, internet Service Providers	
		Work with local service providers to upgrade internet infrastructure in Frankfort to a fiber network.	Internet Service Providers, Village	
	GOAL 5.4 Continue to cater to the health, wellness and safety of Frankfort and its residents through continued maintenance and improvement of municipal facilities.	Strategically and proactively invest in public safety infrastructure (i.e. technology advancements, equipment, vehicles, etc.) that will allow the Village to increase efficiency in the provision of and overall access to Village services.	Village, Fire Protection District, Will County Emergency Management Agency, Laraway Communications Center	
	GOAL 6.1 Increase roadway connectivity to meet the need for mobility and accessibility.	Extend South Pfeiffer Road northward to fill the gap between US 30 and Colorado Avenue.	Property Owners, Village	
		Investigate offset intersections at 88th, 80th, and Harlem Avenue along Steger Road.	Green Garden Township, Village, Property Owners	
		Enhancement of East-West Mobility through extension of Nebraska Street to Wolf and Pfeiffer Roads by private development and support of improvements to Route 30 and Laraway Road.	Property Owners, Village	
CHAPTER 6 - TRANSPORTATION	GOAL 6.2 Coordinate with other jurisdictions to mitigate the impacts of truck traffic on area roadways, while maintaining the economic vitality and growth of the area as part of the Will County freight network .	Jurisdiction coordination for Laraway Road road widening project.	Will County, Village	
		Monitor pavement and safety conditions for Harlem Avenue.	Will County, Village	
		Monitor vehicular traffic and enhance capacity and access to Stuenkel Road interchange.	Will County, Village	
		Jurisdiction coordination for US 45 (LaGrange Road) road widening project.	IDOT, Village	
		Monitor safety and motorist delay impact for grade separation at rail crossings.		
				

	ACTION ITEMS		PARTNERS	PRIORITY
CHAPTER 6 - TRANSPORTATION	GOAL 6.3 Enhance the use of rail and work with the Canadian National (CN) railroad to leverage the potential of Elgin, Joliet & Eastern corridor to support future industrial development in Frankfort, further diversifying the tax base.	Evaluate locations for future rail-served industrial sites.	CN, Village, industrial Users and Developers	
	GOAL 6.4 Improve transit connections in Frankfort to help decrease reliance on single-occupancy vehicle travel for some trips, and increase access to opportunities for those unable or unwilling to drive themselves.	Improve connections to downtown Chicago by increasing access to nearby Metra stations.	RTA, Village	
		Investigate the potential demand for public transit connections to existing transportation networks to the north.	RTA, Village	
	GOAL 6.5 Increase connectivity of the trail network—including links to regional trails—to support the safety and comfort of both recreational and destination-based bicycle and pedestrian trips.	Improve trail connectivity by closing existing gaps in the non-motorized trail network.	Park Districts, Village, Will County Forest Preserve District, Will County Highway Department, IDOT	
		Reference Complete Streets design criteria when designing new road improvements so as to enable safe, convenient, and comfortable travel and access for all anticipated roadway users, regardless of their age, abilities, or mode of travel.	Village, IDOT, Will County Highway Department	
		Monitor upcoming roadway projects to build on their positive impact on non-motorized transportation in Frankfort.	Village, IDOT, Will County Highway Department	
CHAPTER 7 - ECONOMIC PROSPERITY	GOAL 7.1 Support and encourage the diversification of the Village's tax base.	Encourage manufacturing, service, and flex/office development in appropriate areas.	Village, Will County CED, Developers, Industrial Brokers	
		Enable locations near I-57 to support high-density distribution / warehouse uses.	Village, Will County CED, Developers, Property Owners, Industrial Brokers	
		Recognize EJ&E rail access as an economic development asset to support industrial uses.	Village, Will County CED, Developers, Property Owners	
		Maintain and enhance a strong retail base providing local access to goods and services.	Village, Developers, Commercial Brokers	
		Provide a mix of housing options to meet community needs.	Village, Developers, Home Builders	

CHAPTER 7 - ECONOMIC PROSPERITY	ACTION ITEMS		PARTNERS	PRIORITY
	GOAL 7.2 Provide high quality water and sewer utility services.	Ensure the long-term competitive position of Downtown Frankfort with targeted engagement efforts geared to supporting and encouraging growth of local retailers and restaurants.	Village, Frankfort Historic Business Association	
		Support housing stock diversification, with appropriate multi-family development, in response to increasing median age trends across the community.	Village, Developers	
		Consider use of targeted incentives to expand retail, commercial, and office offerings downtown.	Village, Developers	
		Leverage Village-owned properties to control the future character of downtown development.	Village, Developers	
	GOAL 7.3 Encourage and support appropriate infill development in commercial corridors.	Encourage infill development and mixed use in areas currently with limited infrastructure.	Village, Property Owners, Developers	
		Respond to broader trends in retail and identify nodes which can support healthy clusters of retail and restaurant activity.	Village, Developers, Commercial Brokers	
	GOAL 7.4 Support infrastructure expansions and investments that promote and foster economic development.	Negotiate with property owners to extend utilities, opening up more property for development. Areas of interest include the Stuenkel & I-57 interchange area, and along unincorporated sections of Route 30.	Village, Property Owners, (Potential) Aqua Illinois	
		Support infrastructure investments by IDOT and the Will County Highway Department that respond to expectations for long-term growth in east-west truck traffic and freight rail traffic across Frankfort.	Village, IDOT, Will County Highway Department	
		Consider road and utility infrastructure projects that help facilitate project ready development sites such as the extension of Pfeiffer Road between Route 30 and Colorado Avenue and extension of water and sewer lines along Route 30 between 84th Avenue and 78th Avenue.	Village, IDOT, Will County Highway Department	
	GOAL 7.5 Ensure stable growth in the community's high quality housing stock.	Sustain investments that ensure quality and support appreciation in residential real estate values, with consideration of specific energy efficiency goals for construction of new housing units, increasing community resiliency.	Village, Home Builders and Home Owners, Alternative Energy Contractors	
		Encourage housing stock diversification in response to resident lifecycle needs. Evaluate smaller lot sizes in response to owner interest in reduced maintenance expense.	Village, Home Builders and Developers	





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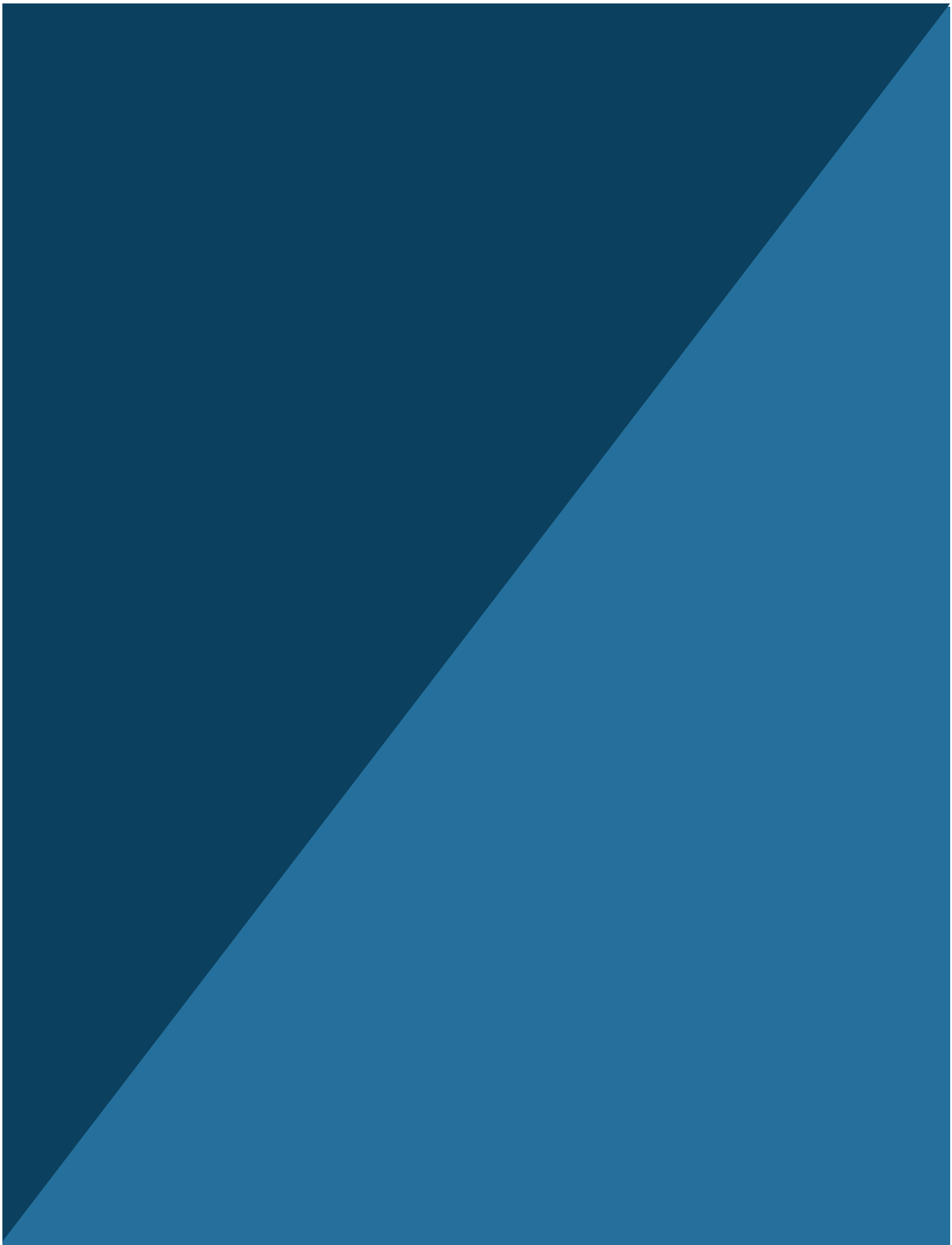
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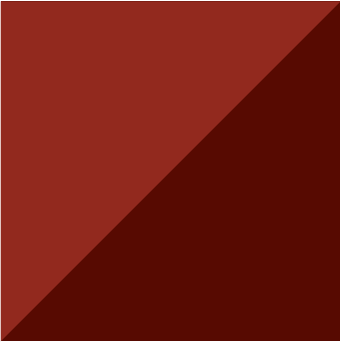
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Appendix

Appendix A: Existing Conditions

Appendix B: Residential Design Guidelines

