CMAP

Village of Franklin Park O'Hare Industrial Corridor Plan

November, 2014

Acknowledgements

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Unless otherwise specified, all photos are by CMAP staff.

Photo credit:
Village of Franklin Park

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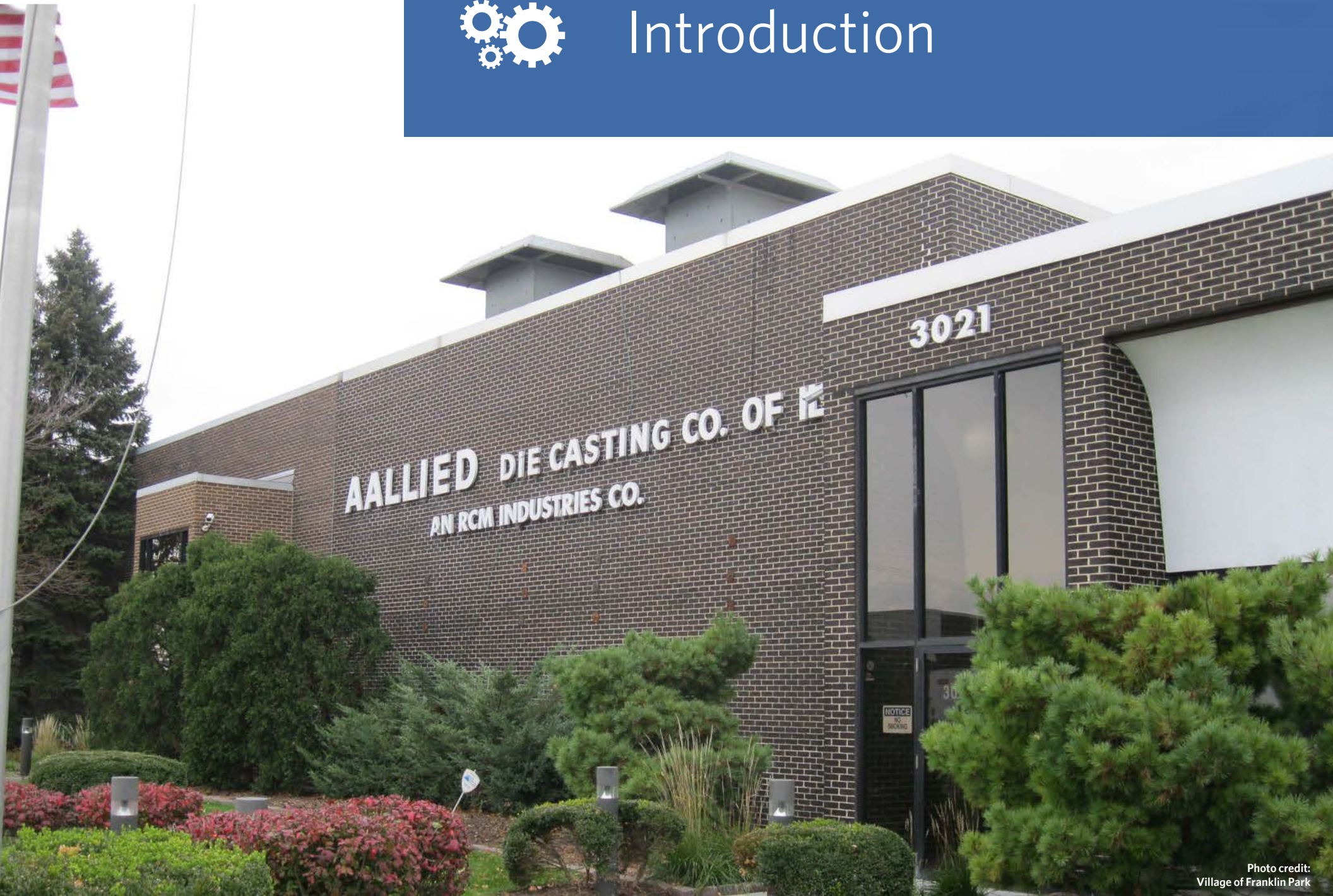

Photo credit:
Village of Franklin Park

Introduction

Since its incorporation in 1892, the Village of Franklin Park has remained a unique and important industrial community in Cook County. Located just south of Chicago's O'Hare International Airport, Franklin Park has historically been home to one of the largest industrial areas in Illinois. Approximately 11,000 people are employed in one of the community's many industrial businesses. To protect and enhance the Village's western industrial corridor, the O'Hare Industrial Corridor, the Village has developed the Franklin Park O'Hare Industrial Corridor Plan which analyzes the corridor in its local and regional context, outlines goals for the future, and provides guidance and steps to help achieve these goals.

Why does Franklin Park need an industrial corridor plan?

The Franklin Park O'Hare Industrial Corridor is an important industrial center for the Village and the region. In addition to its key location adjacent to O'Hare International Airport (O'Hare Airport) and Canadian Pacific Railway (CPR)-Bensenville Intermodal Facility, the industrial corridor is also home to nationally recognized companies such as Life Fitness, Sloan Valve, and A.M. Castle and Company.

Currently, the industrial corridor is facing a combination of unique challenges and opportunities. Regional and national shifts in the industrial economy, combined with local challenges such as flooding, aging infrastructure, and workforce issues have threatened the industrial corridor's economic prosperity. At the same time, several ongoing or planned infrastructure projects such as the O'Hare Modernization Program (OMP) and the Elgin O'Hare Western Access (EOWA) project present key opportunities for growth. Having a strategic plan to help the Village and industrial businesses navigate through these issues and opportunities is critical for the industrial corridor's long-term economic stability.

Consequently, the Village of Franklin Park sought technical assistance from the Chicago Metropolitan Agency for Planning (CMAP) to help create the Franklin Park O'Hare Industrial Corridor Plan. Although the Village adopted a comprehensive plan in 2002, it provides broad goals and strategies for the community's future and does not sufficiently reflect the current realities, challenges, and opportunities of the industrial corridor. The subsequent 2005 Franklin Park Transit-Oriented Development Study examined and planned for development around the Franklin Park Metra Station in the Village's downtown. A specific and updated plan focused on the industrial corridor is necessary to establish a vision and provide a framework and guidance for future decision-making for this specific area.

The O'Hare Industrial Corridor Plan looks at the industrial corridor and its relationship with the rest of the Village, the industrial submarket, the O'Hare Airport, the CPR-Bensenville Intermodal Facility, and the entire region. It analyzes issues and trends and provides recommendations within the plan's three themes of land use and development, economic growth, and infrastructure.

The plan is long-term and is meant to provide guidance over the next 10-15 years. It is also flexible and adaptable to the changing conditions of the market and industrial corridor. The Village can update this plan at any time.

Relationship with the GO TO 2040 Regional Comprehensive Plan

CMAP is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now guides the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strateagies that will help the region's 284 communities address transportaation, housing, economic development, environmental, and other quality-of-life issues.

The Franklin Park O'Hare Industrial Corridor Plan addresses key concepts stemming from GO TO 2040, including:

- Nurturing freight and manufacturing clusters through regional policies that foster business innovation and growth.
- Enhancing the quality, adaptability, and accessibility of educational and workforce development programs to help businesses and workers compete in the national and global economy.
- Pursuing coordinated transportation investments, especially selected high-priority capital improvement projects such as the EOWA.
- Improving public transit's accessibility and ridership through partnerships between transportation agencies.
- Integrating and prioritizing freight planning, infrastructure, and projects to enhance the regional freight network and operations.
- Implementing flood mitigation and energy conservation through watershed planning, stormwater infrastructure retrofits, energy-efficiency retrofits, water and energy conservation policies, and sustainable standards.

GO TO 2040 states that "municipalities are critical to the success of GO TO 2040 because of their responsibility for land use decisions, which create the built environment of the region and determine the livability of its communities. The most important thing that a municipality can do to implement GO TO 2040 is to take this responsibility very seriously." By undertaking a planning process to create the Franklin Park O'Hare Industrial Corridor Plan, Franklin Park has taken responsibility for guiding its future and demonstrated its commitment to helping shape the future of the region as well.

Public Participation and Community Outreach

CMAP developed a project outreach strategy that engaged the public through the planning process. As detailed in Appendix A, CMAP staff communicated with Franklin Park stakeholders through various meetings, interviews, workshops, events, and one-on-one interviews. The issues, concerns, priorities, and values that emerged from these meetings ultimately shaped the goals and recommendations found in the plan's latter chapters.

The Planning Process

The planning process to create the O'Hare Industrial Corridor Plan included multiple steps. The process was crafted with assistance from Village officials and designed to include the input of Village residents, business owners, and other stakeholders.

Key stages of the planning process are shown below. Appendix B provides the website link to the project's webpage, which features project deliverables such as the Existing Conditions Report and the Recommendations Memo.

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Village of Franklin Park

Section 1: Regional and Local Context

Photo credit:
Village of Franklin Park

History of Franklin Park

Franklin Park's historic roots trace back to the Native American tribes of the Northwest that occupied the entire Des Plaines River area in the late 1700s and early 1800s. The Treaty of St. Louis in 1816 conceded a Native American territory to early settlers with the boundary line running through present-day Franklin Park. Between 1840 and 1880, the German farmers began to immigrate to the area and rail tracks were constructed connecting the settlement to the rest of the region.

In the early 1890s, real-estate broker Lesser Franklin purchased 600 acres of farmland and began developing a residential and industrial community around the area's railroad station. Soon after, he and other leaders successfully petitioned for the Village's incorporation, and the Village of Franklin Park was established in 1892. After the turn of the century, Franklin donated his land to an iron foundry and a factory, establishing the area as an industrial center. Industrial development continued and by the late 1940s, the Village was home to approximately 40 manufacturing companies, including Buick Motors. This economic growth and development was accompanied by a rise in population. During the 1920s and 1930s, Franklin Park attracted Polish, Italian, and Slavic immigrants and by 1940, the community reached a population of a few thousand. The 1950s saw a surge of population and industrial development growth as 155 new companies located in Franklin Park and population reached over 18,000.

Industrial development continued to remain a central focus for the Village in the following decades. In 1990, Franklin Park annexed an additional 65 acres to accommodate the expansion of the industrial economy. That year the Village was also identified as one of the largest industrial areas in Illinois. Today, Franklin Park continues to be an important industrial center for the region as well as a tightly-knit community. Long-time residents, newcomers, business owners, local leaders, and other stakeholders embrace the community's assets and are looking toward a prosperous future.

Photo credit:
Frankin Park Public Library

Regional Context

The Village of Franklin Park is approximately 3.8 square miles and is located west of the City of Chicago in Cook County, Illinois. The Village is bordered by O'Hare Airport and Schiller Park to the north, Chicago and River Grove to the east, Melrose Park, Northlake and unincorporated Cook County to the south, and Bensenville to the west (Map 1.1). Interstate 294 (I-294) and a series of Class I and Class IIII railroads run through the Village. The Class I railroads include Canadian Pacific (CP) railroad which serves CP freight trains, Metra's Milwaukee District-West (MD-W), and North Central Service (NCS) trains; Canadian National (CN) railroad, which serves CN freight trains as well as the NCS; and Union Pacific (UP) railroad serving UP freight trains. The only Class III railroad is Indiana Harbor Belt (IHB) railroad, which services IHB freight trains as well as other rail carriers.

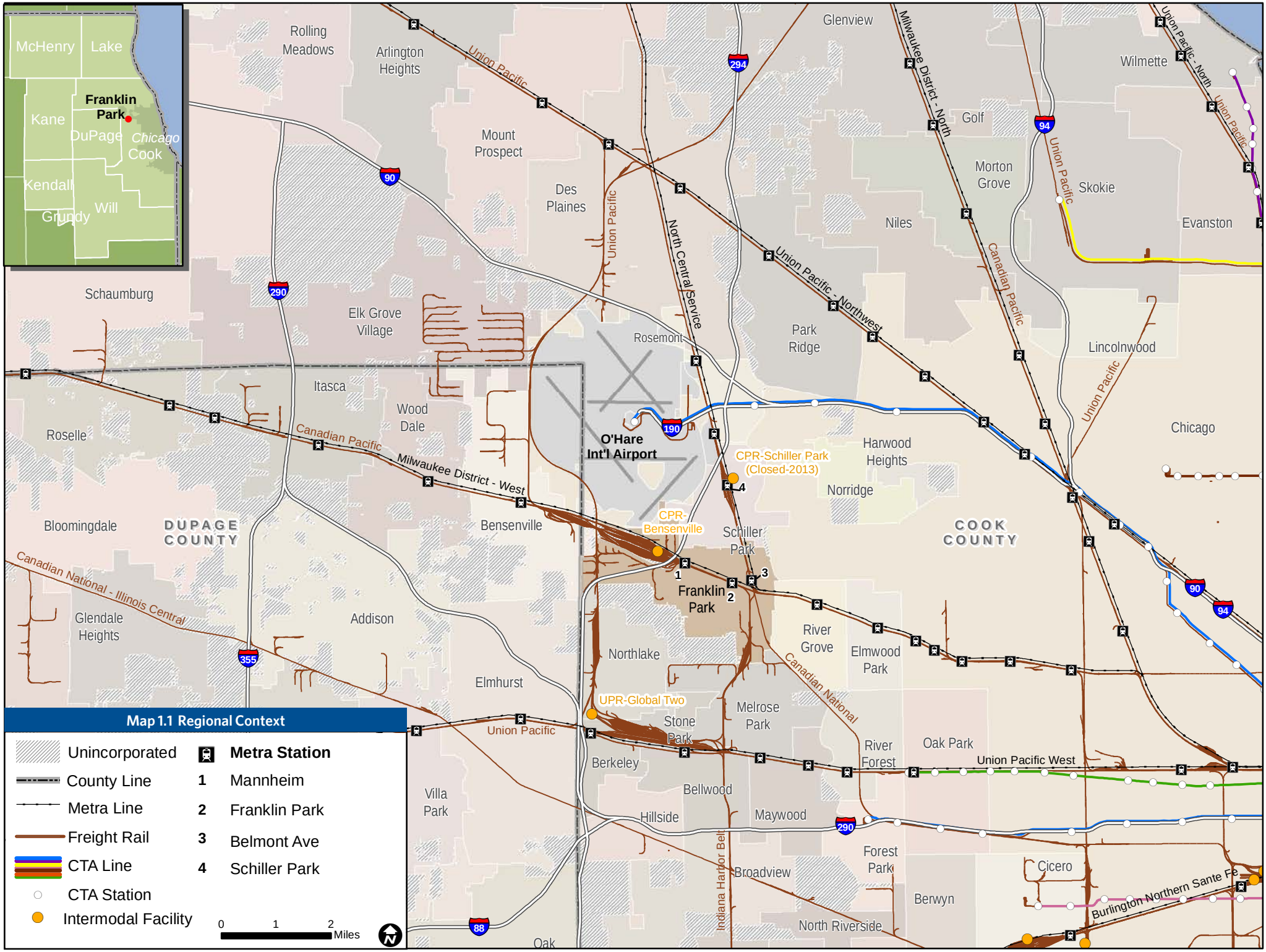
Franklin Park O'Hare Industrial Corridor

This plan's study area, the Franklin Park O'Hare Industrial Corridor, is located in the western half of Franklin Park as illustrated on Map 1.2. The 852-acre (1.3 square miles) industrial corridor is bounded by O'Hare Airport on the north, Mannheim Road on the east, Belmont and Grand Avenues on the south, and County Line Road on the west. The CPR-Bensenville Intermodal Facility, which includes the CP/MD-W rail lines, bisects the study area. I-294 and the UP rail lines also run through the corridor.

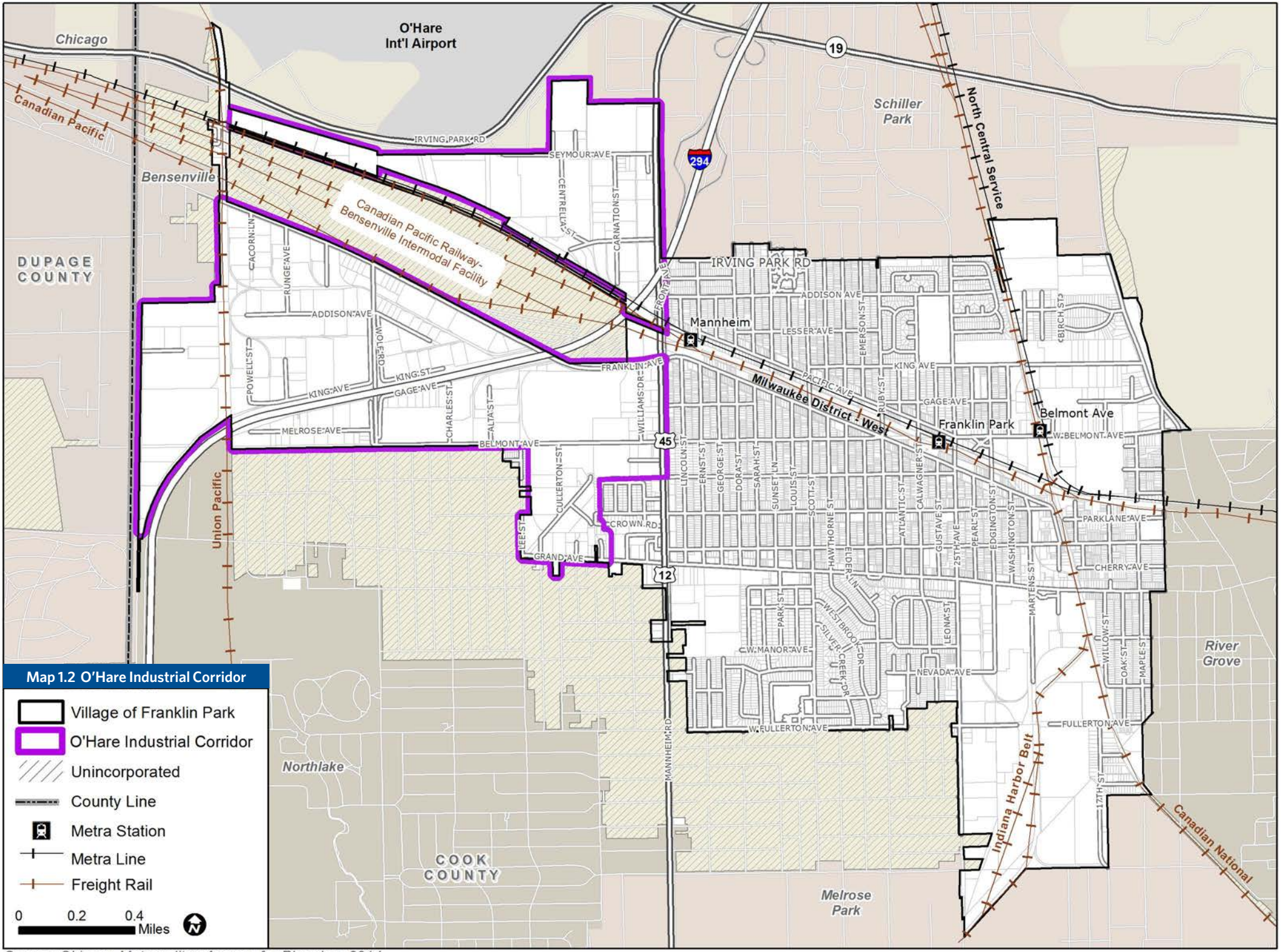
The industrial corridor has numerous assets including excellent accessibility to the interstate system, O'Hare Airport, rail infrastructure, as well as a legacy of long-time, family-owned businesses. The industrial corridor is positioned to benefit from the EOWA project which will provide numerous transportation and economic benefits via increased access to the western Chicago region and direct vehicular access into the airport.

Inner O'Hare South/West Industrial Submarket

For this plan, Franklin Park is examined within a context of the Inner O'Hare South/West Industrial Submarket (industrial submarket). This submarket is defined as communities that are in close proximity to Franklin Park and have significant and contiguous clusters of industrial land. Many of these clusters extend across municipal boundaries. The Inner O'Hare South/West Industrial Submarket includes Elk Grove Village, the Village of Bensenville, the City of Northlake, the Village of Franklin Park, and the Village of Schiller Park (Map 1.3). The entire industrial submarket extends over 22 square miles, 7.7 square miles (30%) of which is industrial.

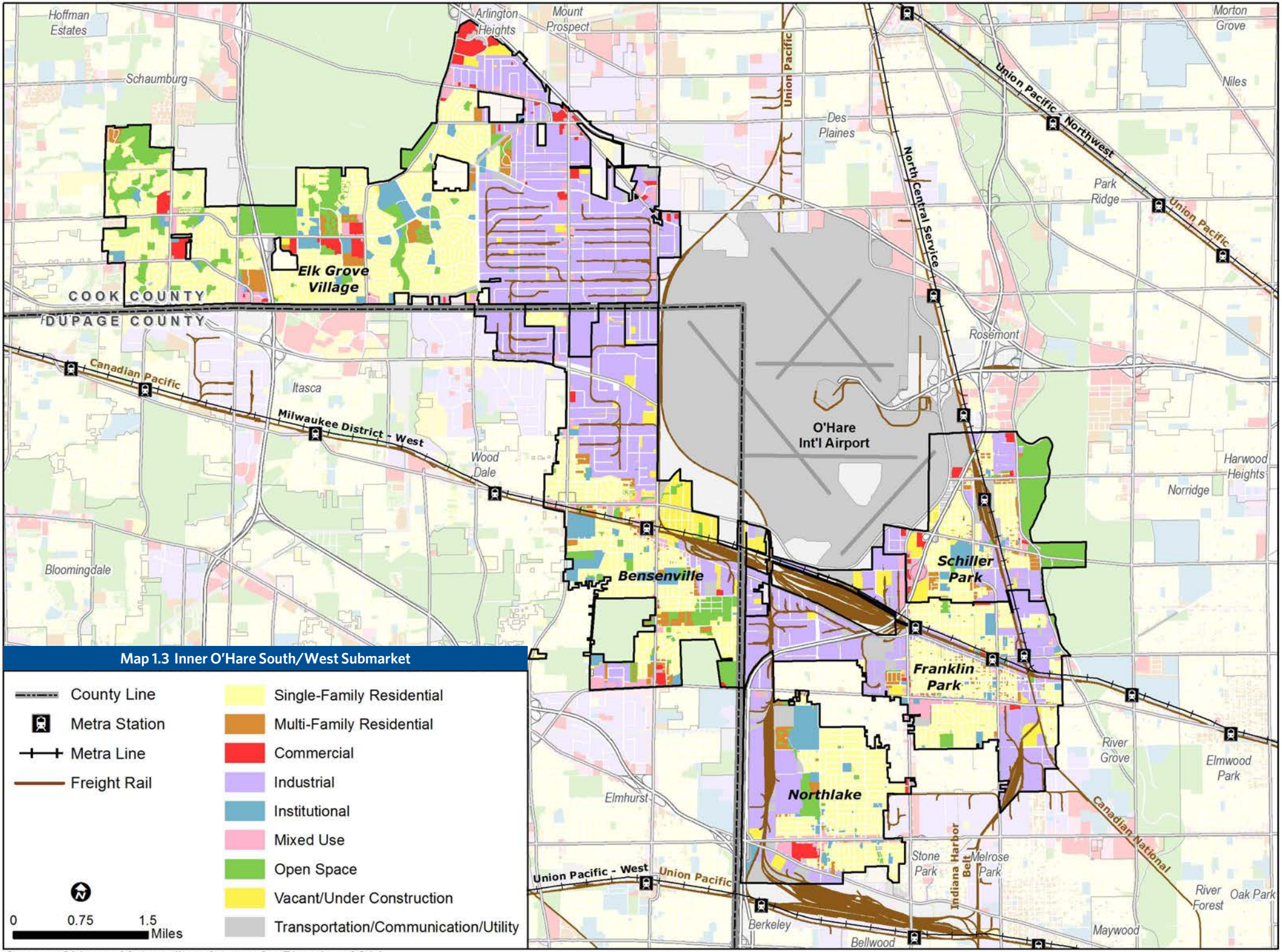


Source: Chicago Metropolitan Agency for Planning, 2013



Map 1.2 O'Hare Industrial Corridor

Source: Chicago Metropolitan Agency for Planning, 2014



Source: Chicago Metropolitan Agency for Planning, 2014

Nearby Transportation Options and Points of Interest

The list below highlights the regional transportation options available in the Village as well as the major regional destinations or points of interests. All distances listed are estimated from the intersection of Wolf Road and Franklin Avenue, a key intersection within the industrial corridor.

Major Roadways

- Interstate 294 – 3.5 miles
- Interstate 190 – 6.3 miles
- Interstate 290 – 3.7 miles
- Interstate 94 – 11.9 miles

Freight Intermodal Facilities

- Canadian Pacific Railway (CPR)-Bensenville – (Located within the O'Hare Industrial Corridor)
- Canadian Pacific Railway (CPR) –Schiller Park (Closed in 2013) – 3.9 miles
- Union Pacific Railway (UPR)-Global Two – 3.4 miles

Regional Public Transit

- Mannheim Metra Station - Milwaukee District - West Line (MD-W) – 2.2 miles
- Franklin Park Metra Station - Milwaukee District - West Line (MD-W) – 2.2 miles[1]
- Schiller Park Metra Station - North Central Line (NCS) – 3.6 miles.
- Belmont Avenue Metra Station (Franklin Park) - North Central Line (NCS)- 3.1 miles

International Airports

- O'Hare International Airport – (Adjacent to the O'Hare Industrial Corridor)
- Midway International Airport – 20.9 miles (Via Interstate 294)

Other Major Destinations

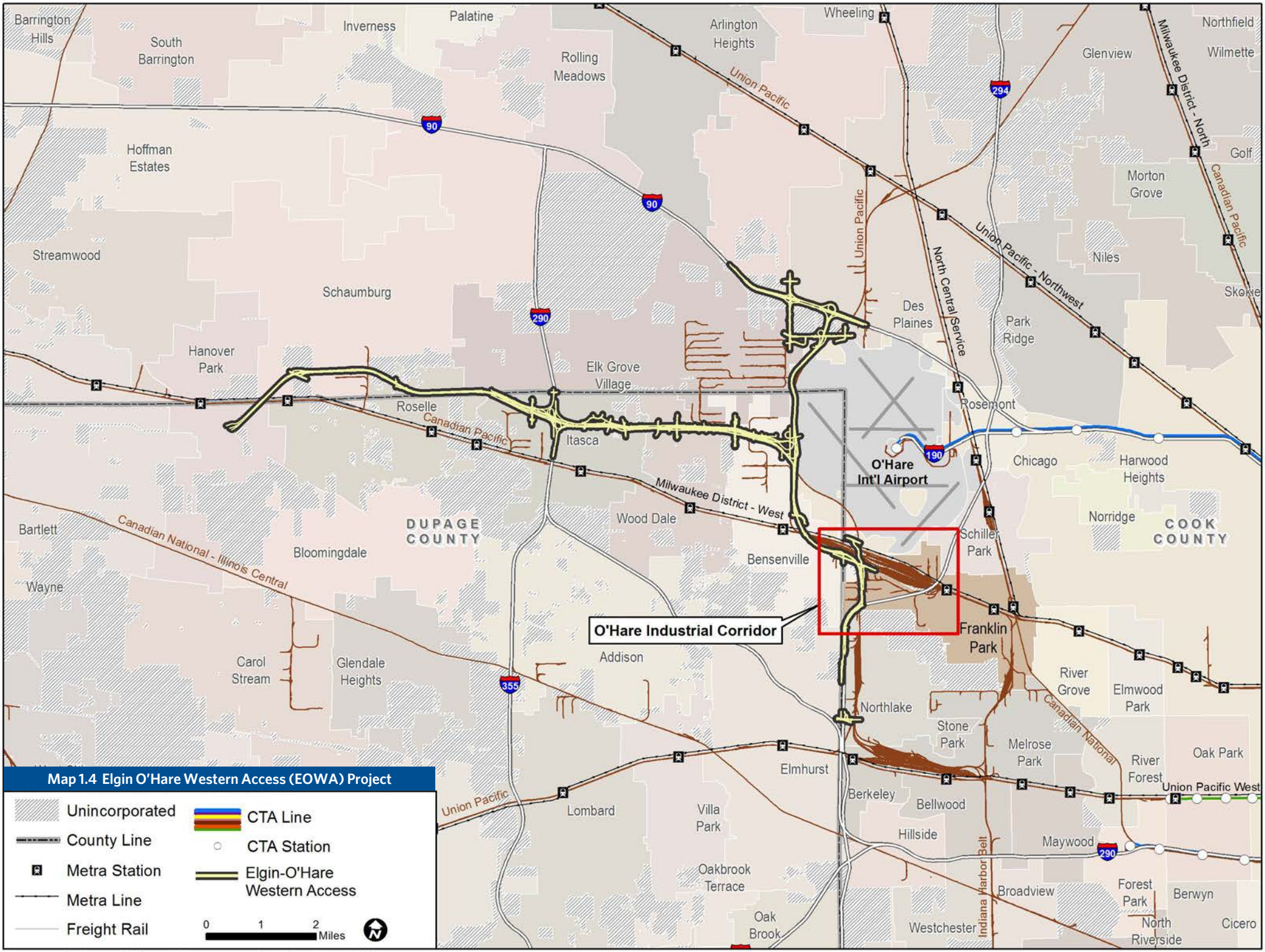
- City of Chicago Downtown Loop - 15.5 miles (Via Interstate 90)
- Indiana State Line - 34 miles (Via Interstates 290, 94, and 90)
- Wisconsin State Line - 49 miles (Via Interstates 294 and 94)

[1] The Franklin Park and Mannheim Metra Stations have similar reported distances from the chosen intersection even though the Mannheim Station is a shorter distance as the crow flies. The lack of accessible north-south streets near the chosen intersection elongates the distance to Mannheim Metra Station.

Elgin O'Hare Western Access Project (EOWA)

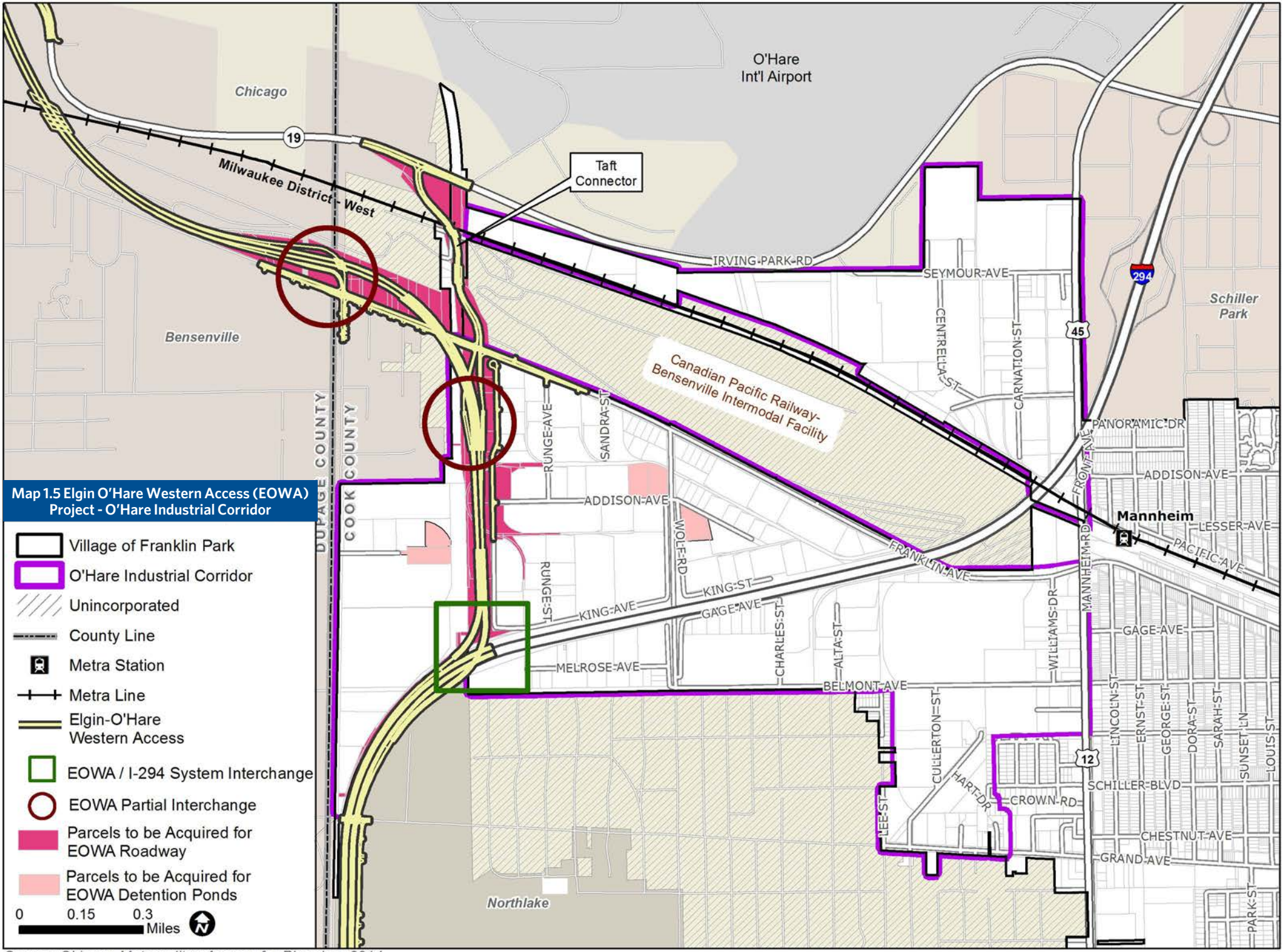
The EOWA is a significant transportation project to the industrial corridor and to the region. It will provide western access to O'Hare Airport, improve travel efficiency, enhance multi-modal connections, and reduce congestion. The project includes the widening of the existing Elgin O'Hare Expressway, extending it east along Thorndale Avenue to O'Hare Airport, and the construction of a new, all-electronic toll road along the western border of O'Hare Airport, linking I-294 with I-90 (Map 1.4). Various EOWA entrance and exit ramps are planned within the industrial corridor enabling direct access to the EOWA system. Moreover, the EOWA's Taft Connector, a connector to be maintained by the Illinois Tollway and will link the industrial corridor to Irving Park Road (Route 19), and provide the industrial corridor with immediate access to O'Hare Airport (Map 1.5).

The EOWA is considered a project of National and Regional Significance by U.S. Department of Transportation and is one of the financially constrained major capital projects in GO TO 2040, meaning that funding for its construction has been identified. The Elgin-O'Hare West Bypass Advisory Council examined the potential economic impact of the EOWA and the proposed Western Terminal at O'Hare Airport. The development of both projects is predicted to be the most beneficial to those communities with direct frontage and access to improvements such as Bensenville, Itasca, and Rolling Meadows. It should be noted that although work and plans for the EOWA are underway, there are no definite plans for the Western Terminal at this time.



Map 1.4 Elgin O'Hare Western Access (EOWA) Project

Source: Chicago Metropolitan Agency for Planning, 2014



Source: Chicago Metropolitan Agency for Planning, 2014

Demographics

Per the U.S. Census data, Franklin Park's population is slightly over 18,000. The Village's average household size of 2.96 is substantially larger than other comparative geographies, as shown in Table 1.1 below. Between 2000 and 2010, the Village's population decreased by 5.7%, which is slightly higher than population decline in the industrial submarket (4.7%) and Cook County (3.4%). This decline is part of an overall regional trend of population decline in Chicago and its inner-ring suburbs and expansive growth in the region's outskirts that occurred between 2000 and 2010. Overall, the region experienced a population growth of 3.5%.

Overall, Franklin Park's residents are characteristic of traditional blue-collar families. The majority of Franklin Park residents have a high school diploma and less than 15% have a bachelor's degree. Recent estimates report that the community has an unemployment rate of around 9% which is lower than Cook County and the region. Manufacturing, the leading source of work, employs 17% of residents. Other sectors associated with industrial uses such as wholesale trade and transportation and warehousing employ 14.4% of residents. These employment trends are similar to the Inner O'Hare South/West Submarket where 30% of residents work in manufacturing, wholesale trade, and transportation and warehousing. However, only 18% of the county's residents and 20% of the region's residents are employed in these sectors.

The median household income for Franklin Park is $55,500, which is similar to Cook County's median household income of $54,598. At the same time, the estimated median household incomes for the Inner O'Hare South/West Submarket ($58,790) and the Chicago region ($71,031) are higher than Franklin Park's median household income.

Table 1.1 Population, Households, and Household Size, 2010

	Franklin Park	Inner O'Hare South/West Submarket	Cook County	Chicago Region
Population	18,333	93,928	5,194,675	8,431,386
Households	6,178	34,139	1,966,356	3,088,156
Average Household Size	2.96	2.75	2.60	2.73

Source: 2010 Census.

Table 1.2 Population and Change in Population, 2000 and 2010

	Franklin Park	Inner O'Hare South/West Submarket	Cook County	Chicago Region
Population, 2000	19,434	98,592	5,376,741	8,146,264
Population, 2010	18,333	93,928	5,194,675	8,431,386
Change, 2000-10	-1,101	-4,664	-182,066	285,122
Change as %, 2000-10	-5.7%	-4.7%	-3.4%	3.5%

Source: 2010 Census.

Table 1.3 Employment Status

	Franklin Park		Inner O'Hare South/West Submarket		Cook County		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Population, 16 years and over	13,958	100.0%	73,711	100.0%	4,092,752	100.0%	6,529,357	100.0%
In labor force	9,713	69.6%	51,402	69.7%	2,723,727	66.6%	4,464,280	68.4%
Employed	8,814	90.7%	47,728	92.9%	2,429,269	89.2%	4,013,381	89.9%
Unemployed	899	9.3%	3,655	7.1%	292,919	10.8%	436,773	9.8%
Not in labor force	4,245	30.4%	22,309	30.3%	1,369,025	33.4%	2,065,077	31.6%

*Does not include employed population in Armed Forces.
Source: 2007-11 American Community Survey, U.S. Census Bureau.

Table 1.4 Employment of Residents by Industry Sector, 2011

	Franklin Park		Inner O'Hare South/West Submarket		Cook County		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Manufacturing	1,298	17.2%	6,063	15.0%	176,874	8.7%	338,715	9.9%
Retail Trade	813	10.7%	4,169	10.3%	200,900	9.9%	360,760	10.5%
Health Care and Social Assistance	770	10.2%	4,064	10.0%	279,009	13.8%	436,605	12.7%
Administration & Support, Waste Management and Remediation	690	9.1%	3,247	8.0%	147,012	7.3%	239,634	7.0%
Wholesale Trade	599	7.9%	3,365	8.3%	101,724	5.0%	201,327	5.9%
Accommodation and Food Services	553	7.3%	2,715	6.7%	154,783	7.6%	244,775	7.1%
Educational Services	495	6.5%	2,724	6.7%	204,733	10.1%	338,389	9.9%
Transportation and Warehousing	494	6.5%	2,863	7.1%	92,688	4.6%	148,474	4.3%
Professional, Scientific, and Technical Services	363	4.8%	2,515	6.2%	161,265	8.0%	270,668	7.9%
Finance and Insurance	342	4.5%	1,905	4.7%	126,620	6.3%	204,871	6.0%
Other Industries	1,149	15%	6,908	17%	379,861	19%	645,089	19%
Total Employed Population	**7,566**	**100.0%**	**40,538**	**100.0%**	**2,025,469**	**100.0%**	**3,429,307**	**100.0%**

*Does not include employed population in Armed Forces.
Source: 2007-11 American Community Survey, U.S. Census Bureau.

Section 2:
Plan Overview

Photo credit:
Village of Franklin Park

Plan Overview

The Franklin Park O'Hare Industrial Corridor Plan is organized into chapters that correspond with the plan's major themes of land use and development, economic growth and infrastructure. Each thematic chapter presents a summary of the existing conditions and a goal outlining a desired outcome. Each goal was developed through collaborations and discussions with Franklin Park elected officials, staff, business owners, property owners, local leaders, and other stakeholders. Following each goal is a set of recommendations that contain short-term and long-term strategies and action steps needed to achieve these goals. Section Six presents the short-term recommendations in a matrix format for easier implementation.

Each thematic section is summarized as follows:

Section Three: Land Use and Development

Section Three focuses on land use and development issues and ideas. This includes a discussion of land use types; development patterns; zoning regulations, structure, and implementation; real estate vacancy and trends; and brownfields remediation. The Land Use and Development Goal is: *The Franklin Park O'Hare Industrial Corridor will sustain its industrial base with new and renovated industrial facilities that are functional, desirable, and contribute to the corridor's competitive position within the industrial market.*

Recommendations to achieve this goal include formulating plans and partnerships that explore land use and development opportunities given physical, environmental, and economic constraints. Recommendations also focus on modifying zoning codes and development processes to promote and streamline development, redevelopment, and expansion in the corridor.

Section Four: Economic Growth

Section Four concentrates on issues of industrial business retention, attraction, and growth with specific emphasis on manufacturing-related trends, workforce development, economic policies, and initiatives. The Economic Growth Goal is: *The Franklin Park O'Hare Industrial Corridor will maintain, strengthen, and grow its industrial businesses, and employment, and continue to be a key industrial center for the Village and region.*

Recommendations in this section aim to support industrial businesses, particularly manufacturers, as they face the challenges and market pressures of competing in the global economy. Presented strategies include developing a highly-skilled workforce and identifying capital, business, and technical resources for industrial businesses. These strategies should help companies innovate, increase productivity, and establish strong business principles. Section Four's recommendations also focus on developing policies and promoting investment that provide the industrial corridor with opportunities for synergy and growth.

Section Five: Infrastructure

Section Five examines issues of infrastructure related to freight and passenger transportation, stormwater management, and energy-efficiency infrastructure. All of these infrastructure systems are necessary to the development and operation of industrial businesses and facilities. The Infrastructure Goal is: *The Franklin Park O'Hare Industrial Corridor will be served by comprehensive, coordinated, and efficient infrastructure system that fulfills the requirements of regulatory agencies and meets the freight and employee transportation, stormwater management, and energy-efficiency needs of industrial developments and businesses.*

Recommendations for this section include developing a system to program and plan municipal infrastructure projects and optimizing freight and passenger movement by enhancing the efficiency, condition, and connectivity of road networks and multi-modal transportation systems. Other recommendations examine stormwater management and energy efficient best practices, projects, plans as well as implementation resources, strategies, and programs.

Photo credit:
Village of Franklin Park

Section 3: Land Use and Development

Summary of Existing Conditions

Land Use

Franklin Park is predominantly an industrial community. Industrial land uses, which include uses such as manufacturing/processing, warehousing/ distribution, flex, and storage uses, occupy around 1,071 acres or 44% of the community's total land.[2] Most of the industrial properties are located in two similarly sized clusters, one being the O'Hare Industrial Corridor and the second being the eastern part of the Village along the CN/NCS and IHB rail lines. The next largest land use is residential representing 28% of the land in the Village. Maps 3.1 and 3.2 illustrate the land uses within Franklin Park and in the O'Hare Industrial Corridor.

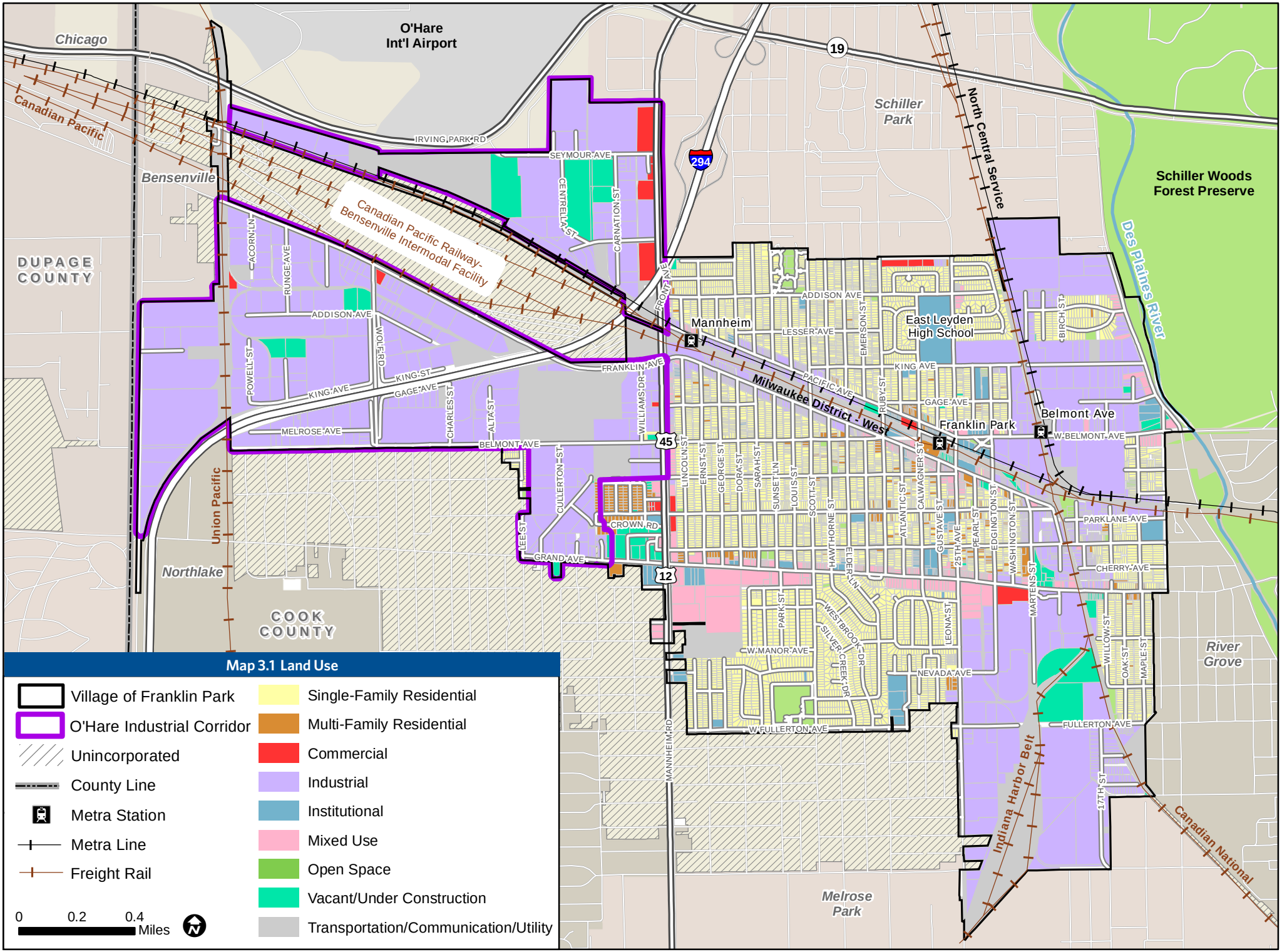
Prevalent land uses within the industrial corridor include: industrial, transportation/communication/ utility, vacant, and commercial. The following table shows the breakdown of the land use categories by acreage and percentage and provides examples of uses associated with each category.

[2] Flex refers to industrial buildings that offer a flexible configuration of office, showroom, and warehouse space.

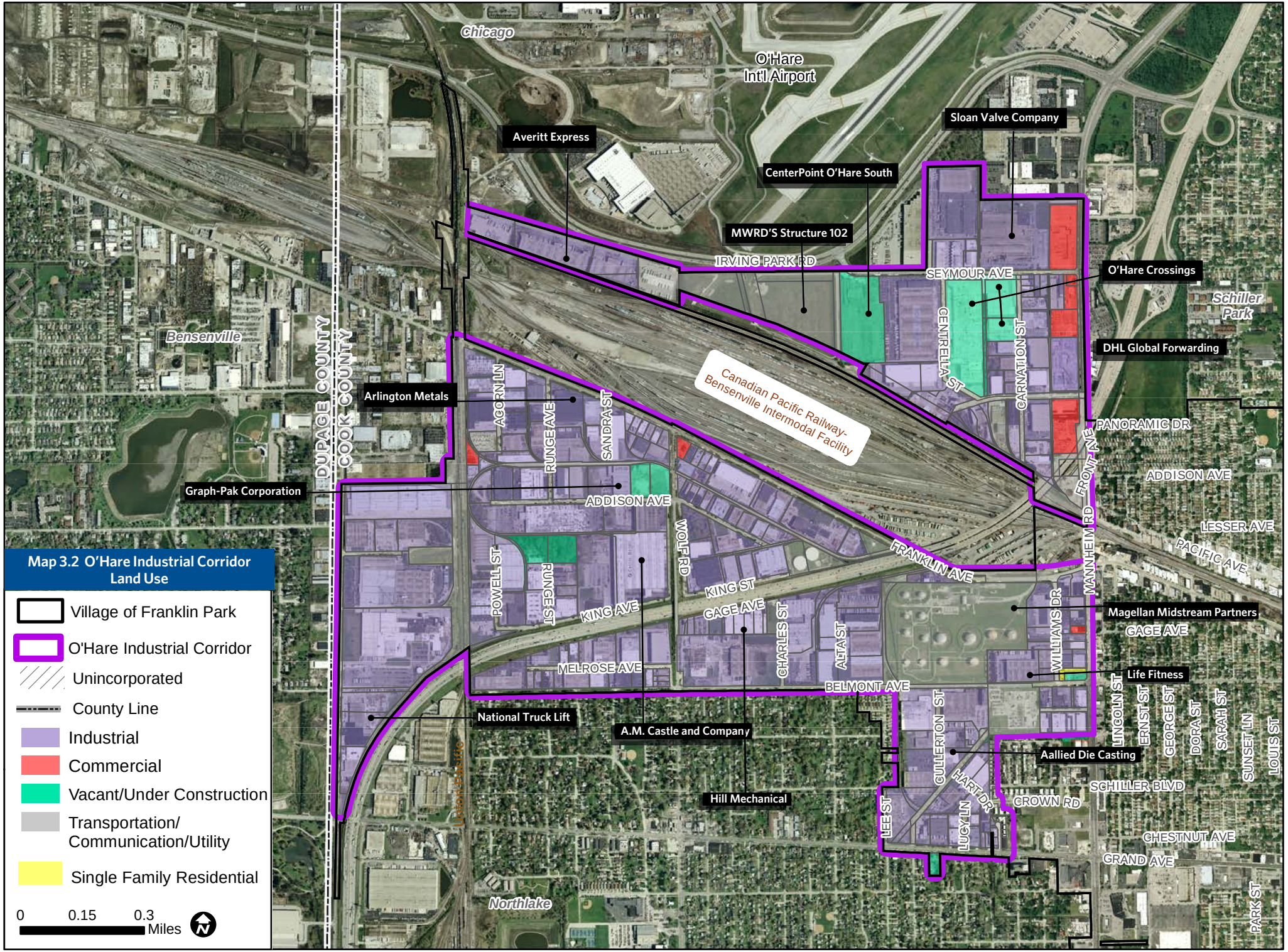
Table 3.1 Land Use, 2013

		O'Hare Industrial Corridor		Franklin Park
Land Use	**Examples of Uses**	**Acres**	**Percent**	**Acres**
Industrial	Manufacturing/processing; Warehousing/distribution; Flex; Storage	589.9	69.7%	1,070.6
Transportation/ Communication/Utility	Rail/road/utility right of way; Communication; Wastewater treatment facility; Rail, bus, intermodal, and other miscellaneous transportation facilities	184.2	21.8%	386.0
Vacant	Vacant; Undeveloped land; Under construction	52.3	6.2%	97.0
Commercial	Primary retail/service; Office; Entertainment; Hotel/motel	18.9	2.2%	29.9
Mixed Use	Urban mix: Smaller office, retail activities with residential units	0.0	0.0%	92.0
Multi-Family Residential	Multiple-unit residential buildings	0.00	0.0%	43.5
Single-Family Residential	Single-family attached and detached	0.69	0.0%	639.0
Institutional	Medical; Educational; Government; Correctional facilities; Religious facilities	0.0	0.0%	67.4
Open Space	Public and private open space; Golf course	0.0	0.0%	41.0
Total		**846.0**	**100.0%**	**2,466.4**

Source: Cook County Assessor's Office and CMAP.



Source: Chicago Metropolitan Agency for Planning, 2014



Source: Chicago Metropolitan Agency for Planning, 2014

Industrial

Industrial land uses represent around 590 acres or 70% of the land uses in the industrial corridor. In general, most of the industrial parcels in the corridor are between 0.5 and 2.75 acres, however the size greatly varies by location.

The industrial properties north of the intermodal facility and just east of the UP have facilities that range from 25,000-175,000 square feet and are occupied by Active Air Freight, Averitt Express, and other warehousing, distribution, and logistics companies. The rest of the industrial properties north of the intermodal facility are moderately-sized parcels (3-7 acres) with facilities less than 50,000 square feet and a few larger parcels (13-18 acres) with larger facilities (100,000-450,000 square feet) housing logistics firms such as DHL as well as major manufacturing firms such as Sloan Valve. Allied Asphalt, a high production manufacturing plant is also just north of the intermodal facility off of Centrella Street. South of the intermodal facility and west of UP are several landscaped, fenced parcels ranging in size from 13-30 acres. Although there is one vacant building within this area, the rest of the industrial buildings are occupied by key businesses such as National Lift Truck and Nestle.

East of UP, north of I-294, and west of Wolf Road are smaller industrial parcels with facilities that are generally around 50,000-100,000 square feet that house manufacturers and distributors such as Arlington Metals, Cosmos Plastics, and Graph-Pack. The larger parcels (10-13 acres) located just northwest of Wolf Road and I-294 are owned by one of the community's biggest manufacturers, A.M. Castle and Company. Some smaller parcels around one acre or less are located just south of Franklin Avenue and east of Wolf Road and include manufacturing and wholesale trade companies such as Alliance Paper and Food Services and CJ Metal Products.

South of I-294 and west of Wolf Road are a variety of smaller manufacturing and wholesale trade tenants on parcels that are less than four acres. East of Wolf Road and north of Belmont Avenue is Hill Mechanical, a construction and building engineering firm. On the south side of Belmont Avenue are a few moderately-sized parcels with buildings around 100,000 square feet that include major companies such as Life Fitness and Aallied Die Casting Company. Other smaller parcels in the area are occupied by manufacturers and wholesale distributors.

Transportation, Communication, and Utilities

Transportation, communication, and utilities, make up 184 acres (22%) of land in the industrial corridor. Several of these properties are located north of the intermodal facility and are owned by Metropolitan Water Reclamation District of Greater Chicago (MWRD), the City of Chicago (related to O'Hare), and other private owners. Railroad right-of-way and spur lines also account for properties within this classification. One of the larger utility parcels is the flood mitigation facility (Structure 102), which is owned and operated by MWRD and located just south of Irving Park Road and north of the intermodal facility. Other significant parcels include the petroleum pipeline system terminal owned by Magellan Midstream Partners which is between the interstate and Belmont Avenue and the ComEd smart substation located south of Belmont.

Vacant

Vacant land uses include all vacant and undeveloped properties as well as those properties under construction. With 52 acres of vacant land, vacant properties make up about 6% of the corridor's land use. The largest vacant site is the former Centrella property, now called O'Hare Crossings which is located south of Seymour Avenue between Centrella and Carnation Streets.

Just west of O'Hare Crossings is another larger vacant property that is being marketed for development, called CenterPoint O'Hare South. Other significant vacant properties include the two contiguous parcels located just east of Powell Street and two contiguous parcels located northeast of the intersection of Wolf Road and Addison Avenue. The latter set of adjacent parcels are to be acquired for a stormwater detention pond as part of the EOWA project. Other smaller vacant parcels include a property located northwest of the Belmont Avenue and Mannheim Road intersection and another parcel just south of Grand Avenue. Several years ago, a developer annexed the vacant property south of Grand Avenue into Franklin Park with plans to construct multi-family development but the development was not completed.

Commercial

Commercial land uses line Mannheim Road in one to two-story buildings and are occupied by businesses that are oriented towards O'Hare Airport and include car rentals, motels, as well as truck purchasing and leasing businesses. South of the intermodal facility are a few commercial properties which include Wolf's restaurant and a landscaping company.

Single-Family Residential

The only residential land use is a vacant, two-story single-family attached development, which is approximately 0.7 acres and is located along Mannheim Road just north of Belmont Avenue.

Zoning

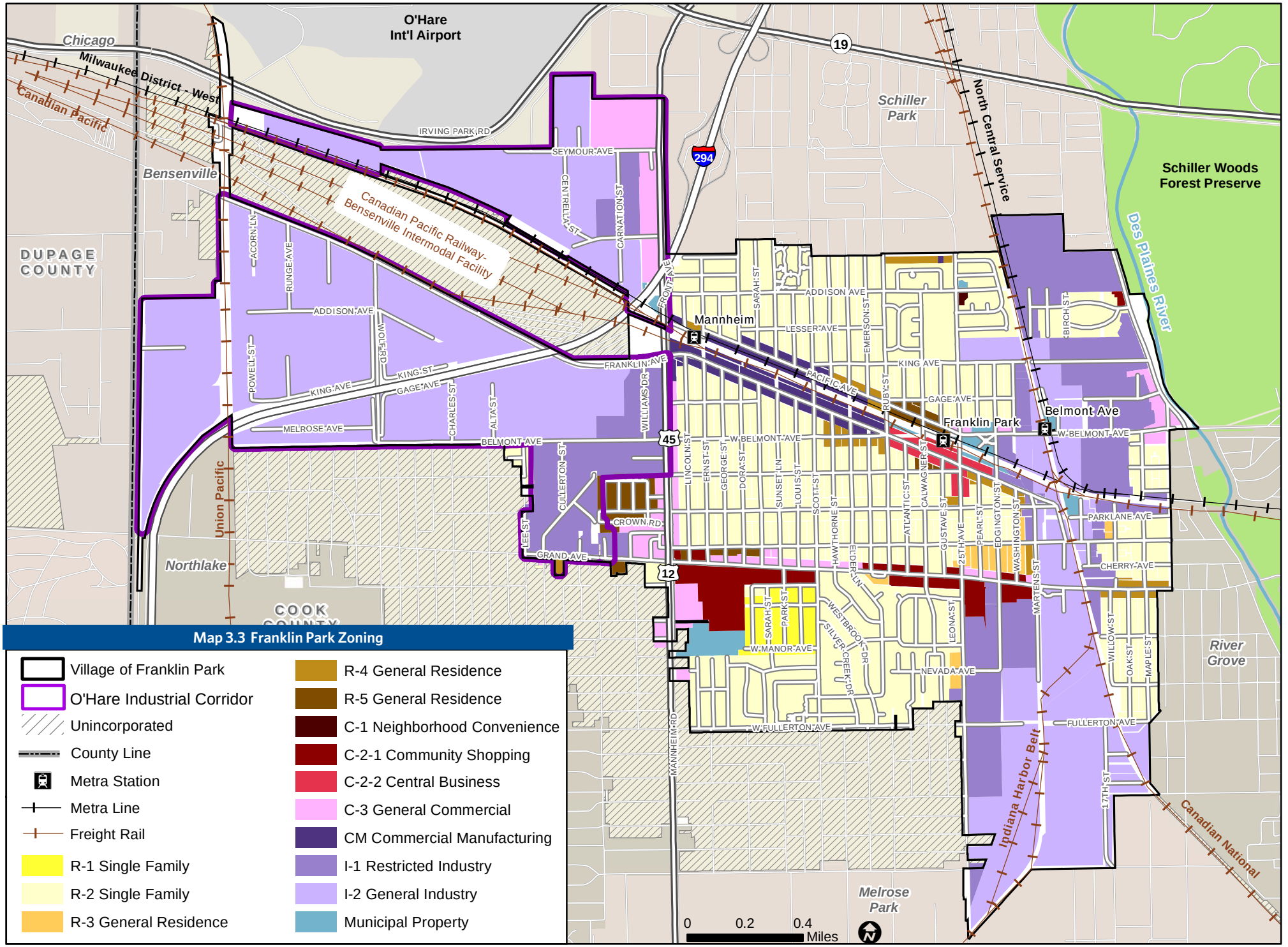
Zoning governs the use, bulk, and other characteristics of development. The current zoning ordinance regulates industrial uses by specifically listing several permitted and conditional uses for each of the Village's industrial zoning districts. As shown on Map 3.3, the most prominent zoning district is General Industry (I-2). I-2 is intended to accommodate industrial activities that may produce moderate nuisances or hazards which includes light and heavy manufacturing and processing uses. Some parcels along the west side of Mannheim Road in the industrial corridor are zoned Restricted Industry (I-1), which is designed for industrial activities that do not create appreciable nuisances or hazards or require a hazard and nuisance-free environment, such as light manufacturing, storage, office and commercial. Few parcels in the industrial corridor's northwest corner are zoned General Commercial (C-3) which is intended to accommodate commercial activities that are incompatible with the business district's retail uses and whose services area not confined to any one neighborhood.[4] The small, vacant property located south of Grand Avenue is zoned General Residence (R-4) which designed to accommodate residential development moderate density (approximately 14 to 28 dwelling units per acre).[5]

The Community Development Director, who also serves as the Zoning Administrator, interprets the land use list for each of the zoning districts and has the ability to allow new non-listed uses that are similar in nature and compatible with listed uses. However, the new uses must be reviewed by the Village's Zoning Board of Appeals, approved by the Village Board of Trustees, and then added to the code via amendment. This process is cumbersome for the Village and a hindrance for developers.

Franklin Park's zoning code regulates size and bulk through floor area ratios (FAR) and yard setbacks in I-1, I-2, C-3 and R-4 zoning districts. The code also has landscaping and screening requirements for properties in the I-1 district that are adjacent to a residential or commercial district.

[3,4,5] Village of Franklin Park Village Code, June 2013.

Photo credit: Village of Franklin Park

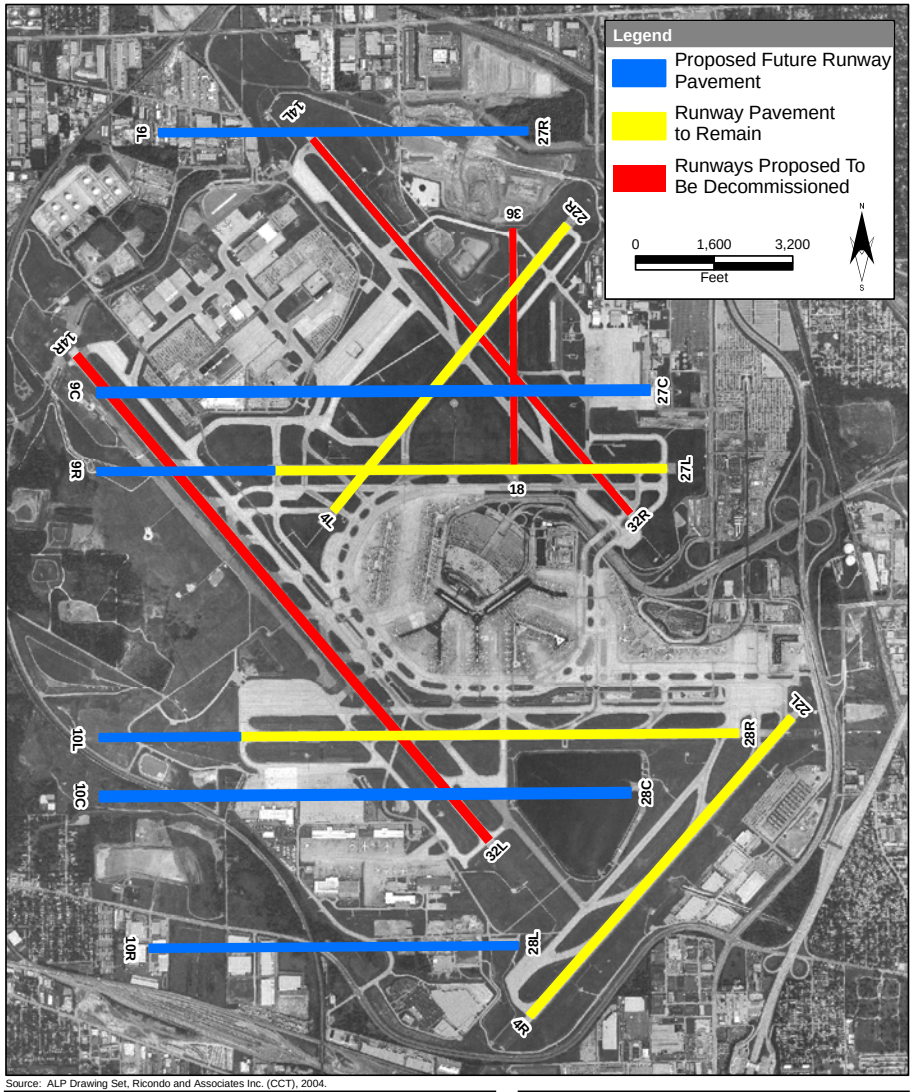


Map 3.3 Franklin Park Zoning

- Village of Franklin Park
- O'Hare Industrial Corridor
- Unincorporated
- County Line
- Metra Station
- Metra Line
- Freight Rail
- R-1 Single Family
- R-2 Single Family
- R-3 General Residence
- R-4 General Residence
- R-5 General Residence
- C-1 Neighborhood Convenience
- C-2-1 Community Shopping
- C-2-2 Central Business
- C-3 General Commercial
- CM Commercial Manufacturing
- I-1 Restricted Industry
- I-2 General Industry
- Municipal Property

Source: Chicago Metropolitan Agency for Planning, 2014

Map 3.4 O'Hare Modernization Project Runway Configuration
Excerpt from 2005 Environmental Impact Statement



Source: ALP Drawing Set, Ricondo and Associates Inc. (CCT), 2004.

Chicago O'Hare International Airport

O'Hare Modernization Environmental Impact Statement

Existing and Proposed Future Runways (Sponsor's Proposal)

▶ Exhibit 1

ES-2

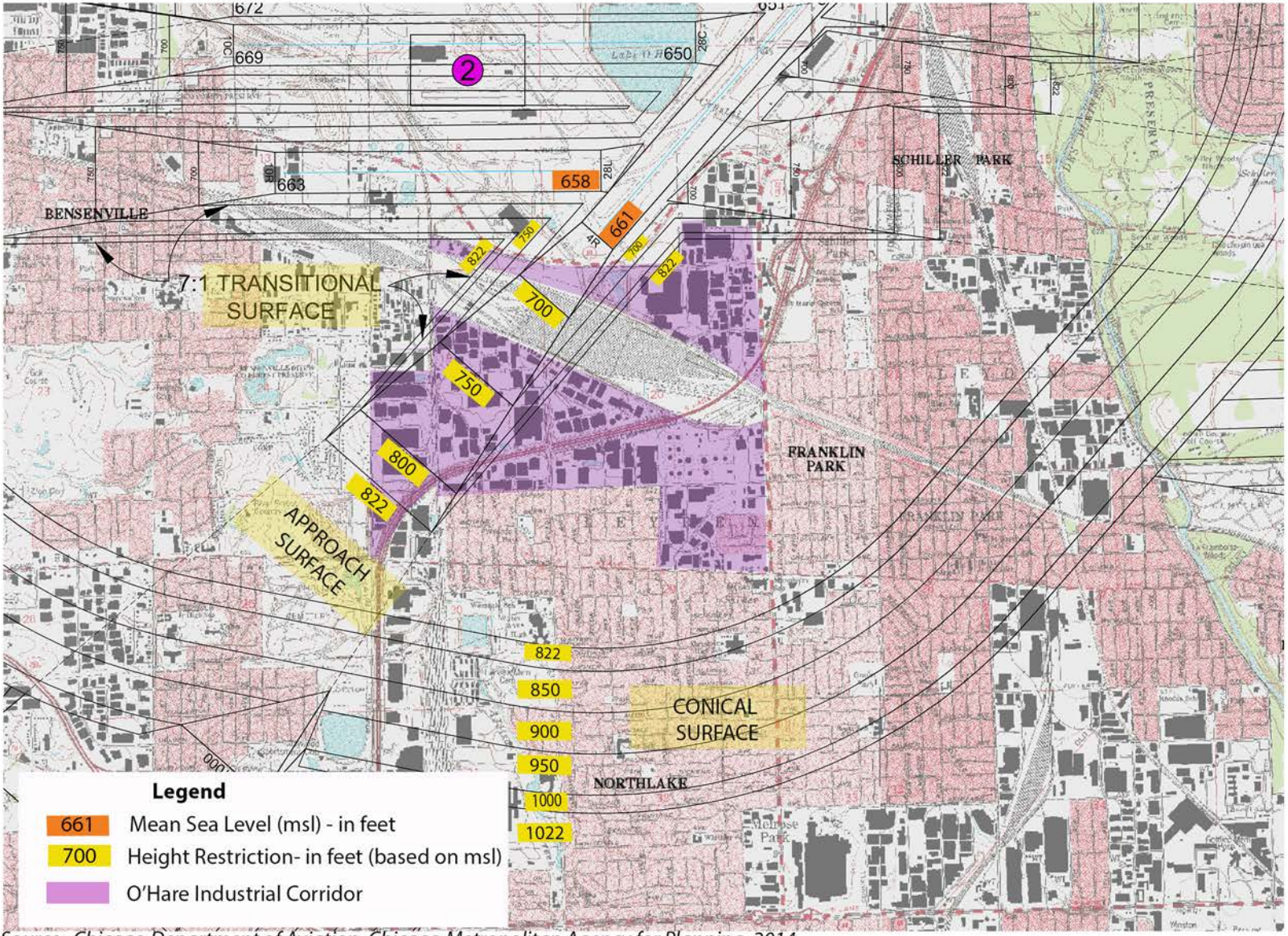
Federal Aviation Administration (FAA) Regulations

Franklin Park and the industrial corridor are affected by the Federal Aviation Administration (FAA)'s Part 77 regulations. These regulations protect air navigation and navigational communication facilities by limiting building heights near airports. These height limits correspond to imaginary surfaces associated with runways. Appendix C illustrates all of the imaginary surfaces, which include conical, horizontal, transitional, and approach surfaces.

O'Hare's Part 77 regulations should be viewed within the context of OMP. OMP is infrastructure project that is transforming O'Hare Airport's outdated intersecting runway configuration into a modern parallel runway system. Map 3.4, which is from the OMP's 2005 Environmental Impact Statement, illustrates this proposed runway configuration. The OMP is already underway and new runways have already been constructed.

According to the Chicago Department of Aviation and their consultants, Map 3.5 is an up-to-date map which visually applies the Part 77 regulations to the O'Hare Airport in conjunction with OMP improvements. For the industrial corridor and Franklin Park, the height limits assigned to the approach and transitional surfaces associated with Runways 4R and 28L (proposed) and the height restrictions assigned to the conical surface associated with the O'Hare Airport facility are of significance. It should be noted that all height restrictions are based upon the mean sea level (msl). As shown on the Map 3.5, the mean sea level at the southwest end of the 4R and eastern end of 28L are 661 and 658 feet respectively. Consequently, the 700-822 msl height restrictions applicable to Franklin Park and the corridor are generally restricting building heights to be lower than 40 -160 feet depending on their location. It should be noted that the 40 foot restriction covers only a small area of land in the northern part of the industrial corridor. Overall, such restrictions do not pose a great threat to development in the industrial corridor, as industrial buildings are traditionally shorter than given height limitations.

Map 3.5 Federal Aviation Administration Part 77 Regulations
Applied to the O'Hare Modernization Project - O'Hare Industrial Corridor



Source: Chicago Department of Aviation, Chicago Metropolitan Agency for Planning, 2014

Industrial Property and Development

The Franklin Park O'Hare Industrial Corridor has over 14 million square feet of rentable, commercial real estate, which represents half of the Village's total commercial real estate portfolio. Almost all of the industrial corridor's commercial space is industrial and is generally occupied by manufacturing and warehousing businesses. Most of the rentable building space is between 10,000 and 85,000 square feet, with the remaining spaces offering either a few thousand square feet or up to 700,000 square feet. The majority of the buildings were built between the late 1960s and early 1970s, and it appears that very few have been renovated since their original construction. Due to their size, age, and condition, almost 70% of the buildings in the industrial corridor are considered Class B, indicating that many of the buildings and their systems are in fair to good condition for the area. Currently, the corridor's industrial space has a fairly low vacancy rate of 7.1% compared to the Village (8.3%) and the industrial submarket (9.7%).

Photo credit:
Village of Franklin Park

Table 3.2 Commercial Real Estate Square Footage and Vacancy by Type, Q2 2013

	Franklin Park O'Hare Industrial Corridor		Franklin Park		Inner O'Hare South/West Submarket	
	Total Rentable Building Area (SF)	Vacancy Rate	Total Rentable Building Area (SF)	Vacancy Rate	Total Rentable Building Area (SF)	Vacancy Rate
Industrial*	13,866,010	7.1%	22,106,919	8.3%	95,719,410	9.7%
Office	100,000	0.0%	410,029	2.4%	4,351,236	8.6%
Retail	162,456	0.0%	1,486,573	6.9%	4,435,622	7.3%
Total	**14,128,466**	**7.0%**	**24,003,521**	**8.1%**	**104,506,268**	**9.6%**

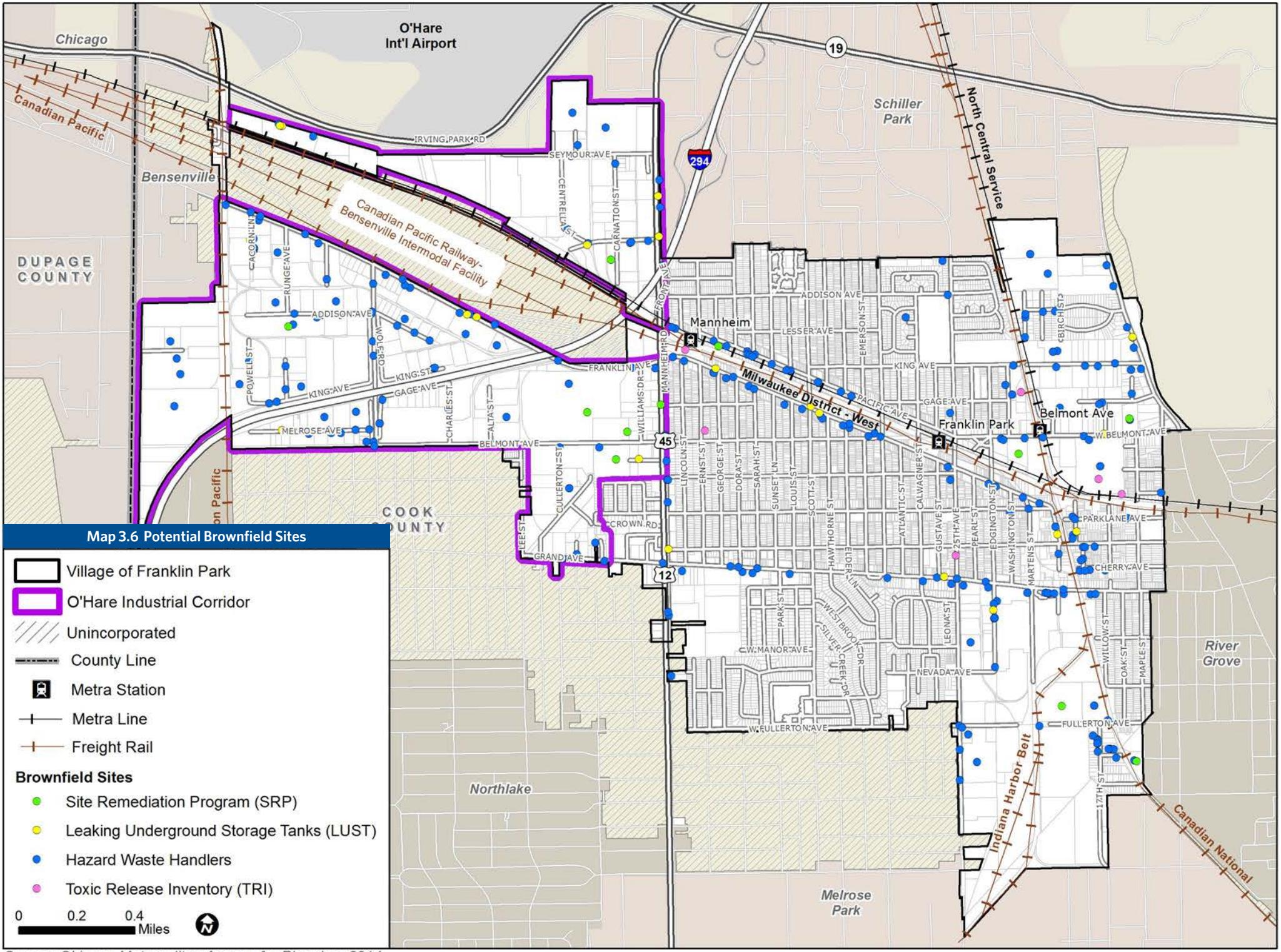
*Includes flex properties.
Source: CMAP analysis of CoStar data. Excludes owner-occupied properties.

Brownfields

One challenge to development in the industrial corridor is the prevalence of brownfield sites. Brownfields are defined as “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a substance, pollutant, or contaminant.” (Small Business Liability Relief and Brownfield Revitalization Act, 2002).

It is important to emphasize that this brownfield definition includes “perception” of contamination as well as the actual existence of contamination. This the perception can be just as damaging as real contamination when it comes to redevelopment due to the possibility of liability, the lack of certainty and finality within the remediation process, and the cost of site preparation and remediation. Map 3.6 shows potential brownfield sites that were identified from the four main databases managed by the U.S. Environmental Protection Agency (EPA) or Illinois Environmental Protection Agency (IEPA).

In 2014, Cook County, Franklin Park, and six other municipalities (Bellwood, Forest Park, Melrose Park, Maywood, Northlake, and Schiller Park) formed a coalition and proceeded to apply and receive a U.S. EPA Brownfields Assessment Grant. This grant will help to fund environmental assessment activities and area-wide planning at contaminated sites within the seven-community study area.



Map 3.6 Potential Brownfield Sites

- Village of Franklin Park
- O'Hare Industrial Corridor
- Unincorporated
- County Line
- Metra Station
- Metra Line
- Freight Rail

Brownfield Sites

- Site Remediation Program (SRP)
- Leaking Underground Storage Tanks (LUST)
- Hazard Waste Handlers
- Toxic Release Inventory (TRI)

0 0.2 0.4 Miles

Source: Chicago Metropolitan Agency for Planning, 2014

Goal and Recommendations

Goal: Land Use and Redevelopment

The Franklin Park O'Hare Industrial Corridor will sustain its industrial base with new and renovated industrial facilities that are functional, desirable, and contribute to the corridor's competitive position within the industrial market.

Site-Specific Recommendations

Explore redevelopment and infrastructure enhancement opportunities.

The EOWA, the economic recovery, and the increased demand for industrial space will put Franklin Park in a good position for development and redevelopment. Consequently, it is important for the Village to anticipate new industrial development and the infrastructure needed to support it. To provide insight and guidance, underutilized properties were identified, analyzed, and presented here as opportunities for redevelopment or infrastructure use.

The underutilized properties were first identified by examining all of the assessed values for improvement and land for each parcel in the corridor. Those properties with a 0.5 or smaller improvement to land ratio were considered underutilized. These properties were then further filtered using land use and local context and knowledge. The resulting 17 underutilized sites are presented below. Most of the 17 properties currently have facilities on site, many of which haven't been updated since their original construction. These buildings are generally small (less than 5,000 square feet), have low ceilings (less than 24'), and some were constructed with non-masonry materials. Such characteristics are considered inefficient or even obsolete by today's demands for industrial space. Other sites are presently used for infrastructure purposes such as private parking lots or stormwater retention ponds that can be utilized more efficiently. Finally, some properties are vacant and were recently razed or never developed.

The underutilized properties were categorized into three categories indicating future uses and development. The categorization was determined by each site's current use/zoning, accessibility, size, shape, building conditions, and proximity to environmental features such as floodplains and floodways. These categories include:

- Short-term redevelopment
- Long-term redevelopment
- Infrastructure enhancements or long-term redevelopment

Properties classified under short or long-term redevelopment categories have geographic and dimensional assets which make them conducive for industrial development. As redevelopment occurs, these properties could redevelop independently or as part of a larger land assembly and acquisition process. Even though these properties are conducive for redevelopment, each site will be responsible for stormwater management, parking, and other infrastructure elements per MWRD's new Watershed Management Ordinance (WMO ordinance) and the Village's code.

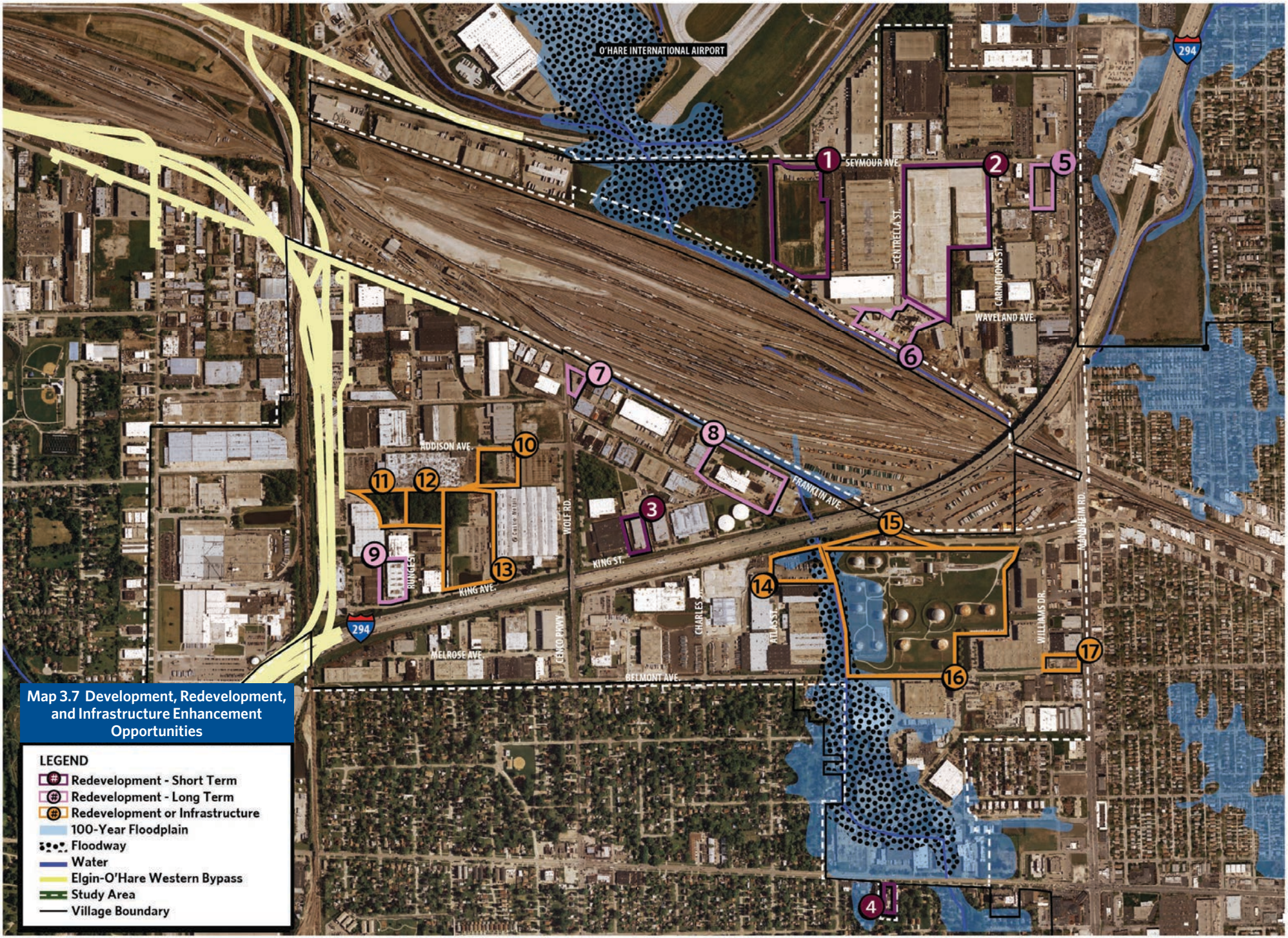
Properties identified for short-term redevelopment are either vacant sites or developed sites with vacant facilities. These characteristics make them attractive and feasible for reuse in the near future. Long-term redevelopment properties are developed sites that are currently occupied by tenants and have no near-term plans for redevelopment. As redevelopment is subject to market conditions, developers' interest, and property and business owners' needs, each property's proposed redevelopment time frame can shift from short-term to long-term and vice versa.

The Village's Community Development staff should promote short-term redevelopment sites through their website and communications with brokers, developers, and interested businesses. At the same time, the Community Development staff should monitor interests in buying, selling, or redeveloping parcels recommended for long-term redevelopment. The Cook County Land Bank Authority (CCLBA) may be an appropriate partner in either the short-term and long-term redevelopment process. The Village Community Development staff should reach out to the CCLBA and start exploring opportunities for partnerships.

Sites categorized under the infrastructure enhancements or long-term redevelopment classification are suitable for development or infrastructure uses such as private or shared parking, stormwater management, road right-of-way, utility, or other infrastructure uses.[6] Franklin Park's Community Development and Engineering staff, the Board of Trustees, and other engineering consultants should first evaluate these sites for infrastructure uses. The evaluation should take into account Village-wide and site-specific issues such as infrastructure needs, cost-benefit analysis, market dynamics, and budget limitations. Sites deemed as viable for infrastructure purposes should be pursued and the remaining properties should be promoted for development. Similar to the short-term and long-term redevelopment properties, the specific designation of infrastructure enhancement versus long-term redevelopment can shift over time as market conditions, developers' interest, funding availability, engineering needs, and partnerships evolve.

Each property's current characteristics and potential use are discussed on the following pages in Table 3.3. Map 3.7 at right provides a visual geographic reference for this analysis.

[6] Shared parking is often thought of as the use of parking space by two or more individual land uses. In this report shared parking refers to the use of parking space by two or more separate properties, not necessarily land uses. This type of partnership maybe best suitable in areas of the corridor where companies are not using their lots to fullest capacity.



Map 3.7 Development, Redevelopment, and Infrastructure Enhancement Opportunities

Table 3.3 Development, Redevelopment, and Infrastructure Enhancement Opportunities

Site #	Address	Area (Acres)	Current Use/ Zoning District	Facility Description	Site Characteristics/Analysis	Recommended Future Use and Development	Image
#1	10702 Seymour Avenue – CenterPoint O'Hare South Site	13.5	Vacant/ I-2	NA	Vacant, rectangular parcel. Easily accessible by local and arterial roads. Given its adjacency to Structure 102 (a MWRD-operated flood control reservoir), Site #1 is proposed as an alternative site for stormwater improvements in MWRD's *Detailed Watershed Plan for the Lower Des Plains River Watershed* and CBBEL's *Structure 102 and Structure 106 Flood Control Reservoir Optimization and Channel Improvement Study*. However, the Village and property owners feel that property's substantial size, rectangular shape, and access to the airport make it more apt for industrial development.	Short-term redevelopment – Industrial (per Village and property owner) Perhaps some of the site can be preserved for stormwater management and can augment Structure 102.	
#2	3701 Centrella Street – O'Hare Crossings/ Former Centrella Site	25	Vacant/ I-2	NA	Vacant, large property with concrete pad. Easily accessible by local and arterial roads. A Central Grocers warehouse complex was previously on the site. Property was bought in 2010 by Molto Capital, who has preliminary plans to develop the site into an industrial warehouse and distribution center. Given the property's vacancy, dimensions, and accessibility, it is likely to be one of the major redevelopment sites in the industrial corridor.	Short-term redevelopment - Industrial	
#3	11050 West King Street	1.7	Industrial/ I-2	Vacant, Class C warehouse building with 50,300 sf and 16'8" ceiling heights.	Rectangular parcel. Fairly accessible by local and arterial roads. The building conditions coupled with the parcel attributes such as rectangular shape, ample size, and accessibility suggest the property is suitable for industrial redevelopment.	Short-term redevelopment - Industrial	
#4	10729 West Grand Avenue	0.78	Vacant/ R-4	NA	Vacant, small, rectangular parcel. Easily accessible by local roads. Parcel is mostly surrounded by residential property in unincorporated Cook County. A developer annexed the property into Franklin Park with plans to construct multi-family development several years ago. However, the development never materialized and the property remains vacant and under the Village's jurisdiction. Because the property is zoned for residential uses and it is within a residential neighborhood, the parcel should be redeveloped into a residential development.	Short-term redevelopment - Residential	

Table 3.3 Development, Redevelopment, and Infrastructure Enhancement Opportunities

Site #	Address	Area (Acres)	Current Use/ Zoning District	Facility Description	Site Characteristics/Analysis	Recommended Future Use and Development	Image
#5	10433-10435 Seymour Avenue – Universal Granite and Marble Site	2	Industrial/ C-3	Semi-occupied (60%), Class C building with 55,200 sf and 16' to 20' ceiling heights.	Rectangular site. Easily accessible by local and arterial roads. The building conditions coupled with the site's size and accessibility make the property prime for redevelopment.	Long-term redevelopment - Industrial	
#6	10601 Waveland Avenue – Allied Asphalt Plant Site	4	Industrial/ I-2	Active Asphalt manufacturing equipment.	Irregular polygon-shaped site. Fairly accessible by local and arterial roads. Site encompasses two of the several parcels owned by the Allied Asphalt Plant and contains asphalt specific manufacturing equipment such as the asphalt conveyor and storage column, along with the parking lot. The asphalt manufacturing plant is considered an undesirable use by the community as the plant emits ash into the air during production. Site is ideal for redevelopment or expansion of the multi-purpose office and industrial facilities that are located on the rest of the Allied property.	Long-term redevelopment - Industrial	
#7	Wolf Road/1143 Franklin Avenue – Wolf's Restaurant	0.85	Commercial/ I-2	Occupied restaurant with 5,000 square feet.	Small, visible, triangular site. Easily accessible by local and arterial roads.	Long-term redevelopment – Commercial or industrial	
#8	10909 Franklin Avenue	7.5	Industrial/ I-2	Occupied, Class C metal industrial building with 60,000 square foot 30' to 45' ceiling heights	Large, visible, rectangular site. Easily accessible by local and arterial roads. The building's characteristics which include its 30' to 45' ceiling heights, metal construction, and lack of loading docks likely cater to the specific galvanizing operation occurring within the facility.	Long-term redevelopment - Industrial	

Table 3.3 Development, Redevelopment, and Infrastructure Enhancement Opportunities

Site #	Address	Area (Acres)	Current Use/ Zoning District	Facility Description	Site Characteristics/Analysis	Recommended Future Use and Development	Image
#9	11550 King Street	2.7	Industrial/ I-2	Occupied, Class B distribution building with 68,600 sf has 17'6" ceiling heights.	Rectangular site. Fairly accessible by local and arterial roads.	Long-term redevelopment - Industrial	
#10	3500 Wolf Road	3.5	Industrial/ I-2	NA	Vacant, square site. Fairly accessible by local and arterial roads. Site currently provides parking and stormwater relief via pervious surfaces for the adjacent Precision Steel Wheels facility. Property's ample size and location, suggest it could be used for infrastructure enhancements whether it is stormwater detention, shared parking facilities, or another type of infrastructure enhancements. At the same time, the parcel could also accommodate the expansion of the adjacent facility.	Infrastructure enhancement or long-term redevelopment - Industrial *No Preference*	
#11	3434 Runge Street	3	Vacant/ I-2	NA	Vacant, wooded site. Rail spurs run along the northern and western perimeter of the property have given the parcel its irregular shape. Fairly accessible by local and arterial roads. Property proposed to be combined with site #12 as an alternative site for stormwater improvements in CBBEL's *I-294 Industrial Park and Overbank Flood Problems Study*.	Infrastructure enhancement or long-term redevelopment – Industrial *Preference: Infrastructure enhancement*	
#12	3400 Wolf Road (Western Parcel)	3.1	Vacant/ I-2	NA	Vacant, wooded, rectangular site. Fairly accessible by local and arterial roads. Property proposed to be combined with site #11 as an alternative site for stormwater improvements in CBBEL's *I-294 Industrial Park and Overbank Flood Problems Study*.	Infrastructure enhancement or long-term redevelopment – Industrial *Preference: Infrastructure enhancement*	

Table 3.3 Development, Redevelopment, and Infrastructure Enhancement Opportunities

Site #	Address	Area (Acres)	Current Use/ Zoning District	Facility Description	Site Characteristics/Analysis	Recommended Future Use and Development	Image
#13	3400 Wolf Road (Eastern Parcel) – Castle Metals Parking Lot and Stormwater Detention Pond	11	Industrial/ I-2	NA	Large, rectangular site used for parking and stormwater management for the adjacent Castle Metals facility. Fairly accessible by local and arterial roads. The site is used for parking and stormwater management via a dention pond and a wooded area for the adjacent Castle Metals facilityOne of the improvement alternatives proposed in CBBEL's I-294 Industrial Park Stormwater and Overbank Flood Problems Study is to expand the site's stormwater detention pond by 3 acre feet. Given its size, current uses, and location, this site could be used for stormwater management infrastructure (such as an expanded stormwater detention pond), parking (private/shared), or the expansion of the main industrial Castel Metals operations and building.	Infrastructure enhancement or long-term redevelopment – Industrial *Preference: Partial infrastructure enhancement and partial industrial redevelopment*	
#14	10800 Belmont Avenue	3.8	Industrial/ I-2	NA	Vacant, irregular polygon-shaped site. Occupied by a concrete parking lot and a stormwater detention pond. Silver Creek flows through the property, resulting in a significant portion of the property to be in the floodplain and floodway. Easily accessible by local and arterial roads. Given the size of the parcel, its current use, and significance in the watershed, opportunities to enhance the area for stormwater management should be explored. If these are not viable, the area should then be considered for uses conducive to the floodplain and floodway.	Infrastructure enhancement or long-term redevelopment – Industrial *Preference: Infrastructure enhancement*	
#15	10646 Franklin Ave/10800 Belmont Ave	2.4	Industrial/ I-2	Class C, 5,000 square foot industrial building with 16' ceilings	Triangular site consists of a few parcels with varied owners that were combined for this analysis given their size and shape. Easily accessible by local and arterial roads. The site's triangular shape is not conducive for independent industrial development, but perhaps ideal for smaller infrastructure uses. This property could also be assembled with adjacent properties to the south to create a larger property that can be used for stormwater, industrial development, or some combination of the two.	Infrastructure enhancement or long-term redevelopment – Industrial *No Preference*	

Table 3.3 Development, Redevelopment, and Infrastructure Enhancement Opportunities

Site #	Address	Area (Acres)	Current Use/ Zoning District	Facility Description	Site Characteristics/Analysis	Recommended Future Use and Development	Image
#16	10601 Franklin Ave – Magellan Pipeline Terminal Site	48	Transportation/ Communication/Utility/ I-2	Short silos relating to petroleum pipeline system terminal on the property.	Very large, irregularly polygon-shaped site. Most of the parcel's value is beneath the surface within the underground piping system. Part of site is located in the floodplain and floodway. Easily accessible by local and arterial roads. Lot's size, single ownership, and location in the floodplain and floodway, suggest that all or part of this property may be ideal for a larger stormwater management facility. Such enhancements could alleviate some of the flooding issues downstream. The parcel could also be subdivided along or near the floodway boundary. The area within the floodway can be used for stormwater management, or other specific uses conducive to the floodway constraint. The area outside of floodway could be utilized for industrial development. Any future development or infrastructure enhancement would need to account for the underground piping system.	Infrastructure enhancement or long-term redevelopment – Industrial *Preference: Infrastructure enhancement or partial infrastructure enhancement and partial industrial redevelopment*	
#17	3204-3206 Mannheim Road	1.3	Multi-family Residential and Vacant/ I-2	Vacant, 10,000 square foot residential development	Rectangular site with multi-family residential development and adjacent vacant lot. Easily accessible by local and arterial roads. The property is located between the Williams Drive and Belmont Avenue intersection and the Mannheim Road and Belmont Avenue intersection, both of which are key intersections for trucks. Many trucks looking to access Mannheim Road from Franklin Avenue or vice versa, drive along Williams Drive and Belmont Avenue and experience tight turning radii at both of intersections described above. Consequently, some of the site's property could be acquired as part of road right-of-ways to effectively expand turning radii at these intersections. The balance of the property could then also be utilized for other infrastructure uses or development, either commercial or industrial.	Infrastructure enhancement or long-term redevelopment - Industrial *Preference: Infrastructure enhancement*	

Industrial Corridor/Village-Wide Recommendations

Revise Zoning Ordinance. Short-term (0-5 years).

It is recommended that the Village's Community Development staff lead the Plan Commission, Zoning Board of Appeals, the Board of Trustees, and the public in a zoning code review, which explores the four modifications proposed below. The proposed modifications will improve clarity within the code, encourage development and redevelopment, streamline the development process, and enhance landscaping in the industrial districts.

- **Apply a general use zoning structure.** Instead of the current zoning ordinance structure which specifically lists permitted and conditional uses and is time-consuming and burdensome, the Village should adopt a more general use structure that would translate the existing list of specific uses into a set of broader terms such as light industrial, medium industrial, and heavy industrial. The broader uses would then be discussed in Chapter 1: Purpose and Definitions of the zoning code using definitions that are specific enough to fulfill the Village's desire for certainty and broad enough to provide flexibility for developers.

  Sample general use definitions for light industrial, medium industrial, and heavy industrial are listed below.

  Light Industrial. The manufacturing from previously prepared materials of finished products or parts, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales, and distribution of such products, provided all industrial activities are contained entirely within a building and noise, odor, smoke, heat, glare, and vibration resulting from the industrial activity are confined entirely within the building.

  Medium Industrial. The manufacturing of products from processed or unprocessed raw materials, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales, and distribution of such products. This manufacturing may produce noise, vibrations, illumination, or particulate that is perceptible to adjacent land users but is not offensive or obnoxious.

  Heavy Industrial. The manufacturing or compounding of raw materials, which may include the storage of large volumes of highly flammable, toxic matter or explosive material. This manufacturing may involve outdoor operations as part of their manufacturing process. Typical heavy industrial uses include but are not limited to: concrete batch plants, concrete, tile, or brick manufacturing, motor vehicle, and tire assembly, chemical processing, metal casting or foundries, gas manufacturing, grain milling or processing, refining, smelting, or alloying, petroleum or petroleum products. Heavy manufacturing processes ordinarily have greater than average impacts on the use and enjoyment of adjacent property in terms of noise, smoke, fumes, odors, glare or health and safety hazards.

The Village could then set up a table, similar to the one below, which would organize the general uses by industrial district.

Use	I-1 District	I-2 District
Light Industrial	Permitted	Permitted
Medium Industrial	Conditional	Permitted
Heavy Industrial	Not Allowed	Permitted

Under the proposed format, the Zoning Administrator would be still be charged with interpreting the use definition and communicating with applicants whether the use falls within the general parameters of light, medium, or heavy industrial uses. The proposed structure's wide range of uses eliminates the need for new amendments and associated review processes for specific uses, which streamlines the overall development process.

- **Regulate bulk solely through yard setbacks and maximum height regulations in the industrial districts**. As noted above, the Village's zoning code currently uses FAR and yard setbacks to regulate bulk in the industrial districts. Although yard standards are an effective way to regulate bulk in an industrial environment, FAR is a density measurement and that is more appropriate for dense downtown environments. Consequently, the Village should remove FAR standards and regulate bulk through yard setbacks and maximum height restrictions. Maximum height regulations can be based on existing and desired conditions in the corridor and the standards created by the FAA.
- **Reduce yard setback requirements in the industrial districts.** The current yard setbacks for the industrial districts should be modified. Presently, the requirements for the interior side yard in I-1 District and the interior side, corner, and rear yards in the I-2 District mandate one extra foot of yard for every two feet by which a structure exceeds fifteen feet. Given that industrial buildings tend to be shorter, it may be considered onerous and unnecessary to require larger side yards for buildings that exceed fifteen feet.
- **Fortify the landscaping and screening requirements.** Franklin Park's code mandates landscaping and screening for only those properties in the I-1 district that are adjacent to a residential or commercial district. These landscaping and screening requirements are vague and may not effectively create an adequate buffer or desired aesthetic. The code states, "Where a side or rear lot line in an I-1 district coincides with a side or rear lot line in an adjacent residence or commercial district, a yard shall be provided along such side or rear lot line not less than forty five feet (45') in depth and shall contain landscaping and planting suitable to provide an effective twenty five percent (25%) screen."[7]

To address these issues, the Village should consider modifying this part of the code in two main ways. First, it should expand the applicability of the landscaping and screening requirements to every property (regardless of its adjacency to an industrial or non-industrial district) in the I-1 and I-2 district. Second, it should enhance the clarity, specificity, and intensity of the requirements themselves. For example, the code could mandate that a certain percentage (such as 20%) of a property's surface area be landscaped with plants, trees, and other natural elements. It could also require properties to implement effective screening tools such as an opaque fence, a continuous hedge, or tree plantings every 40 feet. These types of requirements are compatible with MWRD's new ordinance that promotes the use of green infrastructure and other techniques to reduce stormwater runoff.

Continue efforts to assess and mitigate brownfield sites.

Short-Term (0-5 years)/Ongoing. By securing the U.S. EPA Brownfields Assessment Grant, Franklin Park and the other members of the coalition have the necessary financial assistance to assess contamination at brownfield sites in the study area. The Village's Community Development and Engineering staff should diligently work with their partners in carrying out these assessments. Once the brownfield assessments are completed, the Village should apply for U.S. EPA Brownfields Cleanup Grants for those sites considered highest priority. The Cleanup Grants allow the applicant to request up to $200,000 per site for cleanup activities.[8]

[7] Village of Franklin Park, Village Code, June 2013.

[8] U.S. EPA Brownfields Cleanup Grants. http://www.epa.gov/brownfields/cleanup_grants.htm

Section 4: Economic Growth

Summary of Existing Conditions

The O'Hare Industrial Corridor is a key industrial center for the Village, submarket, and region. Franklin Park and other industrial submarket municipalities are recognized in CMAP's *Freight-Manufacturing Nexus: Metropolitan Chicago's Built-In Advantage* and *O'Hare Subregional Freight-Manufacturing Drill-Down Report* (*O'Hare Subregional Drill Down*) as part of a geographic cluster of communities with high concentrations of manufacturing and/or freight industries, called the freight-manufacturing nexus. The nexus is credited with keeping the region competitive in the ever-changing global economy. Consequently these communities are considered vital to the region's economy.

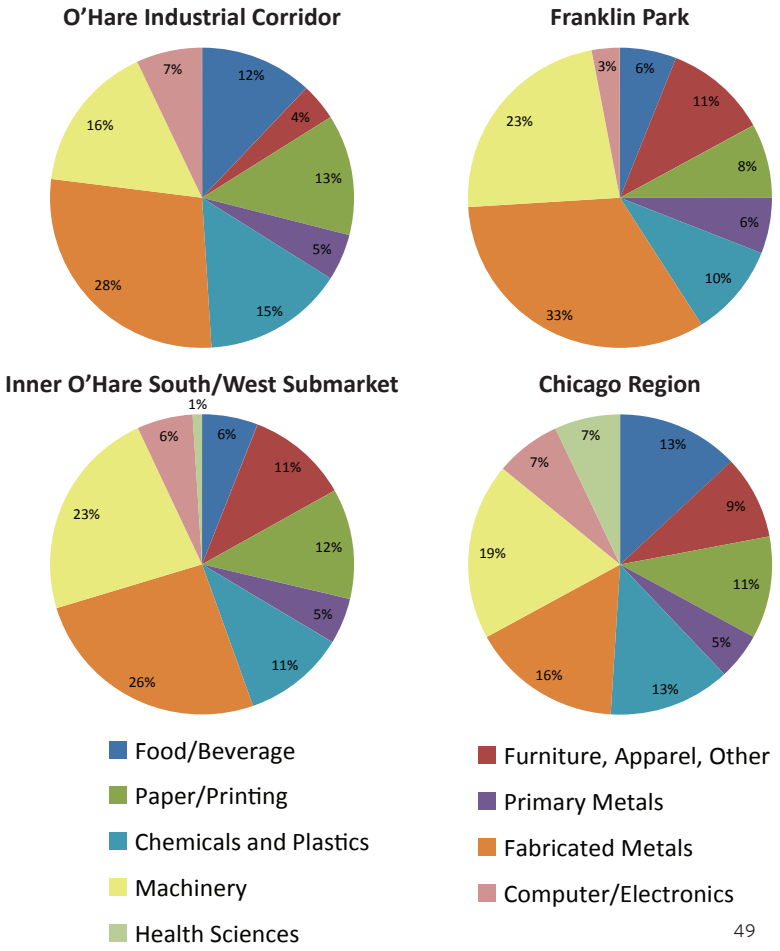
With 107 industrial businesses and 4,750 industrial workers, the industrial corridor represents 25% of the Village's total industrial businesses and 50% of the Village's total industrial workers. For this analysis, industrial businesses are defined as all firms in the manufacturing, transportation and warehousing, and wholesale trade industries. Industrial workers are defined as employees of the industrial businesses, regardless of their particular role within that firm.

Manufacturing

The manufacturing sector has been and continues to be the prominent industry of the industrial corridor and the Village. Manufacturing represents over two-thirds of industrial businesses and 57% of industrial employment in the corridor. Moreover, most of the manufacturing firms are within traditional or long-standing sub-industries. Approximately 44% of manufacturing firms in the O'Hare Industrial Corridor are classified under the traditional manufacturing sub-industries of fabricated metal and machinery, while 49% are categorized under other long-standing sub-industries such as paper and printing, food and beverage, and furniture, apparel, and other products. Newer, emerging sub-industries such as computers and electronics and health services make up little to no percentage of the manufacturers in the industrial corridor. The prominence of such conventional manufacturing subsectors demonstrates the industrial corridor's historical ties to manufacturing.

The distribution of manufacturing firms in the industrial corridor is comparable to Franklin Park and the larger industrial submarket but not the region. The region, in contrast to other noted geographies, has a diverse output across almost every core manufacturing sector. However, fabricated metals and machinery do compose the largest percentage of manufacturers in the region (Figure 4.1)

Figure 4.1 Distribution of Manufacturing Firms by Sub-industry in Franklin Park, Inner O'Hare South/West Industrial Submarket and the Chicago Region, 2013



Most of the industrial corridor's manufacturing businesses reported to almost exclusively utilize trucks to transport their goods to customers despite proximity to freight facilities such as O'Hare Airport and the CPR-Bensenville Intermodal Facility. At the same time, the O'Hare Airport and the intermodal facility have their own respective distribution centers, resulting in no exchange of goods between these three groups. These independent operations can be attributed to the varying value and weight of goods produced or transported by each of the three groups. The industrial corridor's manufacturing firms produce goods that are moderately heavy and valued, and transport them mainly by truck. At the same time, O'Hare Airport transports lighter, higher value goods, typical of air freight. The intermodal facility loads and unloads containers consisting of heavier, lower cost goods, typical of rail freight.

Real estate and development also play a role in the freight dynamics. Most of air cargo distribution centers have been and continue to be concentrated in communities such as Elk Grove Village and Bensenville. These areas offer buildings which accommodate air freight's specific needs. At the same time, distribution facilities servicing the intermodal facility are located in Rochelle, Elwood, and Joliet. In these communities land costs are considerably inexpensive, interstate highways are accessible, traffic congestion is minimal, and intersections' turning radii are wide enough for container-carry trucks. In contrast, the development and roads in the industrial corridor have been and continue to be most conducive to manufacturing operations and truck transport.

Industry Trends and Outlook

Despite recent challenges, the overall outlook for the nation and region's manufacturing industry and the cluster is optimistic. More manufacturers are re-shoring, reinvesting, and expanding operations in the U.S., which creates significant opportunities for the regional economy. Industrial corridor businesses and brokers noted the reemergence of manufacturing in the region when interviewed for this plan.

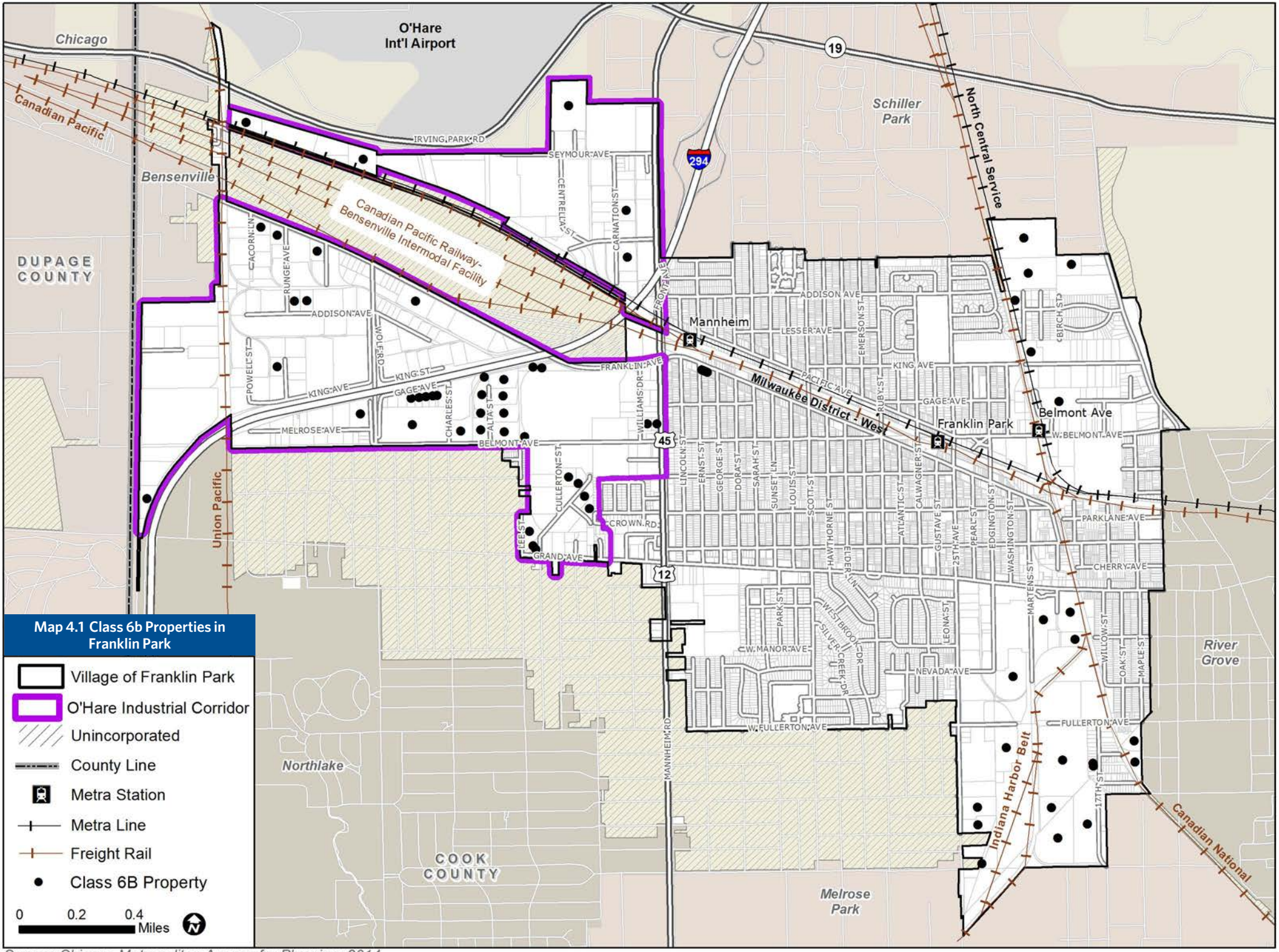
This reemergence is also supplemented by regional industrial development and investments such as UI Labs. UI Labs is a collaborative of various sectors that are working collectively to address various problems facing business and industries in the state. The initial focus of the labs is going to be manufacturing, as UI Labs and their partners were rewarded a $70 million federal grant program to build a Digital Manufacturing Design Lab (Digital Lab) in Chicago. The funding was part of the National Network for Manufacturing Innovation, an initiative to establish a three new manufacturing innovation institutes with a federal commitment of $200 million across several federal agencies. Such large-scale developments and investments can create valuable synergy and have important economic implications. Manufacturing's high job multiplier (most estimates range from 2 to 5 additional jobs created by a single manufacturing job) illustrates how additional manufacturing jobs, such as those created by UI Labs and the Digital Lab, will create significant regional demand for more goods and services.

Despite this national and regional momentum, the manufacturing industry will face several challenges as it evolves in the 21st century. Perhaps one of the greatest challenges is the widening workforce gap. It is estimated that within the next 10 to 15 years, the Chicago region will lose up to 40% of its core manufacturing workforce to retirement as baby boomers continue to exit the workforce. Attracting the type of workers currently demanded by the manufacturing industry to fill this void is a challenge. Unlike in decades past, current and future manufacturers need highly-skilled workers that have an aptitude for computer-based machinery and technology, as well as problem-solving, communication, and management skills. Lingering negative perceptions of the "dirty factory" and a fear of being outsourced have discouraged talented students and workers from entering into the industry.

Workforce development programs will be key solution in addressing these types of issues. Franklin Park's industrial firms and employees are supported by a variety of workforce development services including Triton College, Wilbur Wright College, Oakton Community College, Symbol Job Training, Jane Addams Resource Corporation (JARC), BIR Training Center, Alliance for Illinois Manufacturing (AIM) and the Illinois Manufacturing Association (IMA). However, many of the industrial corridor's businesses are unaware of the depth and breadth of services provided and some have expressed issues with employee attainment, training, or retention. Lack of program awareness and employee training and retention was also echoed by public and private workforce development programs and services interviewed for this project.

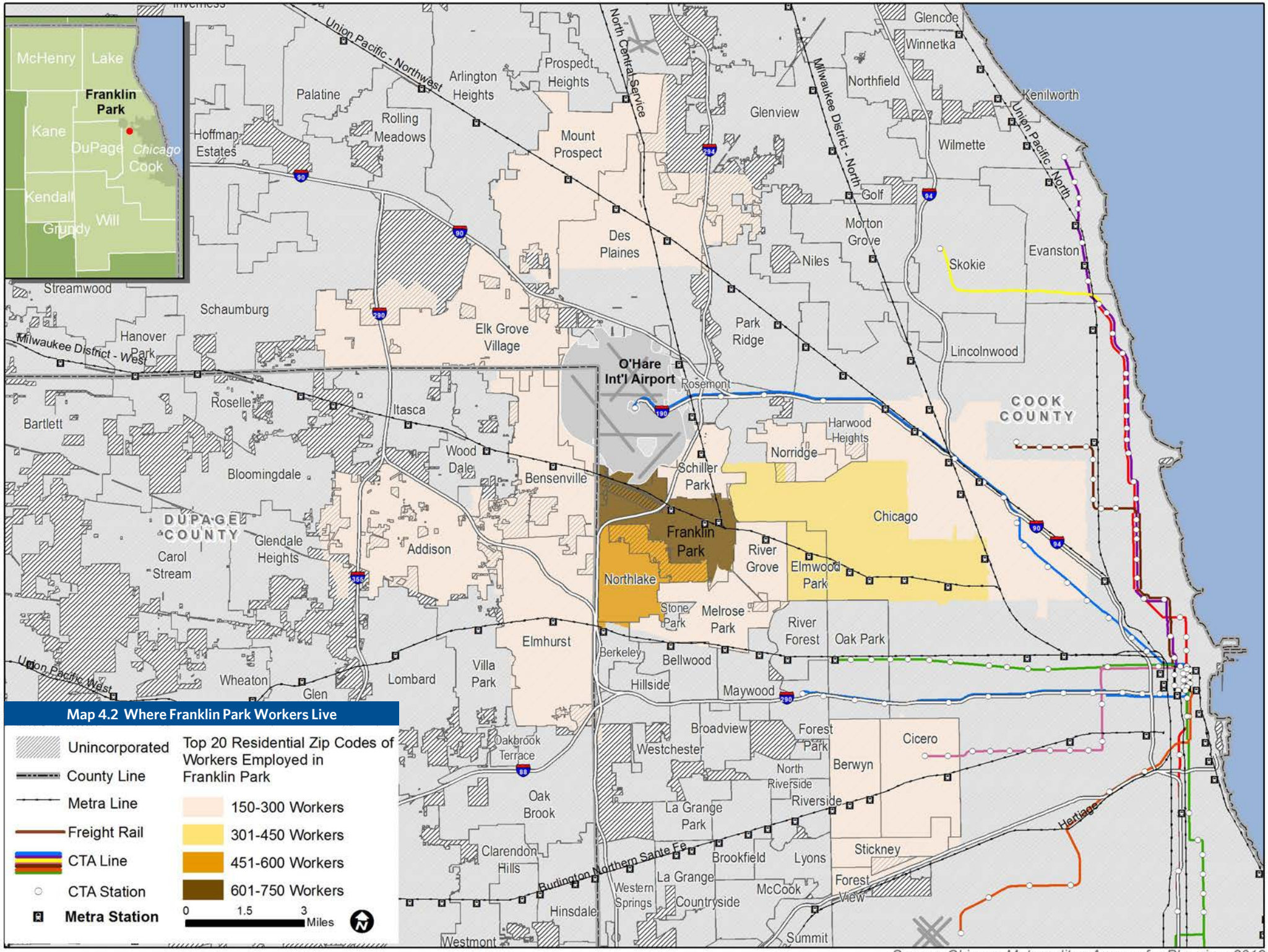
A final challenge facing manufacturing businesses is the lack of supportive county and regional policies and initiatives. Cook County's industrial properties contend with relatively high property taxes, as Cook is the only county in the state that assesses commercial and industrial properties at a higher percentage of market value than residential properties. CMAP's *Metropolitan Chicago's Manufacturing Cluster: A Drill Down Report on Innovation, Workforce, and Infrastructure*, the *O'Hare Subregional Drill Down*, and the brokers and businesses interviewed for this project highlighted how Cook County's tax policy hinders manufacturing development and land use within Cook County. To counter this high tax, many industrial properties apply for the Cook County Class 6b classification. The classification functions as a tax incentive by allowing qualifying industrial properties to be assessed at lower rate for a set time period. Approximately 41 parcels in the industrial corridor and 22 other properties in Franklin Park are under the Cook County Class 6b classification (Map 4.1).

On a regional level, CMAP's Regional Freight Leadership Task Force was designed to evaluate and improve the region's freight governance, planning, funding, and programming. The task force, which was comprised of public, private, and non-profit stakeholders, was the product of GO TO 2040's recommendation to explore specific freight initiatives. After months of analysis and collaboration the task force laid out the following specific directions in their final report to the CMAP Board which include: (1) creating a robust, freight-focused element in the next comprehensive, long-range regional plan, due in 2018, (2) developing a Metropolitan Chicago Freight Fund, and (3) delegating CMAP to manage the programming of revenues for this Metropolitan Chicago Freight Fund. These directions represent key steps towards enhancing the manufacturing and related industries in the region.



Map 4.1 Class 6b Properties in Franklin Park

Source: Chicago Metropolitan Agency for Planning, 2014



Source: Chicago Metropolitan Agency for Planning, 2013

Goal and Recommendations

Goal: Economic Growth

The Franklin Park O'Hare Industrial Corridor will maintain, strengthen, and grow its industrial businesses, employment, and continue to be a key industrial center for the Village and region.

Recommendations

Strengthen partnerships with industrial businesses, property owners, and brokers.

Short-term (0-5 years)/Ongoing. Franklin Park has undertaken initiatives to develop relationships with industrial businesses, property owners, and brokers. However, creating a schedule and structure focused on consistent contact with businesses and property owners can significantly strengthen these relationships. On a basic level, continued communication can provide an opportunity for both parties to identify problems and collaborate on solutions, which can help support and retain these businesses. Such relationships can also transition into long-term public-private partnerships that can help implement projects and other efforts.

It is recommended that the Village's Community Development staff and Village President host biannual industrial business breakfasts and invite the industrial businesses, property owners, real estate brokers, and the Chamber. The breakfast meetings will provide a platform to review progress, opportunities, and constraints on capital improvement projects related to the industrial corridor. In addition Village staff can discuss energy efficiency and stormwater management opportunities (discussed in Chapter 5) as well as workforce development programs, industry resources, and county and regional initiatives (discussed later in this chapter). Stakeholders can also provide feedback, voice concerns, network, and develop a good rapport with fellow industrial businesses, brokers, the Chamber and Village staff. The breakfast meetings provide an important base for connections but should be complemented by quarterly industrial business e-newsletters that provide more frequent updates of the various programs and plans occurring in the Village and region. In addition to the business breakfasts and e-newsletters, Community Development staff should reach out to industrial businesses with supplemental electronic and telephone communications as well as individual meetings with throughout the year.

Improve and promote workforce development programs and services.

Short-term (0-5 years). To address workforce development issues, this plan and the O'Hare Subregional Drill Down recommend that the Village Community Development staff work to strengthen and promote workforce training on a local and subregional level.

Franklin Park's Community Development staff has already begun facilitating communications between employers, Triton College, Cook Chicago Workforce Partnership, and the IMA. The goal of these discussions is to better understand the workforce development issues specific to the local area and provide a better match between the skills training offered by workforce programs and those demanded by employers. One issue already identified through these collaborations is the need for true apprenticeship programs. Such programs would allow skilled laborers to train a new generation of workers on firm-specific machinery and processes, which is a timely objective as many of the skilled workers are closing in on retirement. Another idea is to establish a program that encourages high-achieving high school and college students to consider a career in manufacturing. This initiative would help firms that have implemented or are implementing sophisticated technology and need high-level operators. Soft job training, which trains employees

on dress, conduct, and communications in the workplace, has also been suggested as a necessary workforce program for the industrial corridor. It is recommended that the Community Development staff continue leading and facilitating these discussions with partners and brainstorm implementation actions to strengthen and promote workforce development serving Franklin Park.

The Village's Community Development staff should also engage in subregional workforce development initiatives given the industrial corridor's accessibility to a subregional workforce pool, which is reflected by the workforce commute patterns (Map 4.2). Moreover subregional programs offer economies of scale benefits which can be realized by the program developers and participants. The Golden Corridor is an example of a subregional workforce collaborative that has been working to coordinate training opportunities and inform young people about careers in advanced manufacturing in areas near the Village. Recommendations from CMAP's *Manufacturing in the Golden Corridor* report suggest that the organization adopt a more formal structure, establish a focused mission, and secure long-term funding so that it can be a potential forum to address subregional workforce needs.

The current workforce programs, as well future improvements to these programs, should be communicated to the Chamber, real estate professionals, and existing and potential businesses so they can further market and utilize this program.

Provide informational and industry resources to businesses.

Long-term (6-10 years). Industrial businesses can also benefit from a resource center for varying operational, development, workforce, business, and financial needs. This center would serve as a gateway to public financial and business programs including those offered by Illinois Department of Commerce and Economic Opportunity (DCEO), Cook County, and the federal government. In addition, this center could link businesses with the region's network of venture capital and private equity firms specialized in manufacturing, workforce development programs, as well as consultants and non-profits in the area that can provide businesses with innovation, productivity, supply chain management, and other related business and development concerns.

Given the Village's Community Development staff interest, current access to commercial market databases such as CoStar, and connections to regional programs, and network, it is recommended that that the Community Development staff be the leader of such services. As the scope of such services can be exceedingly wide, it is recommended that the Community Development staff first establishes the specific scope of industry resources to be provided. Then, staff can identify and obtain information and provide this information at industrial business breakfasts and the e-newsletters.

Embark on a local and regional branding campaign.

Long-term (6-10 years). A marketing and branding campaign for the industrial corridor can encourage economic growth and development by communicating the corridor's assets to industrial businesses, developers, and the general public. Such a campaign can be developed independently or in conjunction with a community-wide marketing campaign that promotes other key residential, transportation, and commercial attributes of the Village. In addition to a Village-specific campaign, Franklin Park should also look to partner with other nearby communities to create a subregional marketing and branding campaign focusing on the subregion's industrial development characteristics and strengths.

Franklin Park's Community Development staff should lead this effort. Staff should work with Economic Development Commission, Planning Commission, and Village Board of Trustees to explore hiring consultants that specialize in market and branding strategies for communities or undertake the initiative in-house.

Engage in the larger discussion of tax policy and uneven manufacturing development in Cook County.

Short-term (0-5 years)/Ongoing. The Village of Franklin Park Community Development staff, Economic Development Commission, Planning Commission, and Board of Trustees should learn more about Cook County's tax policies, structure, and its impact. The Community Development staff can lead discussion of this issue by presenting information about the impact of property tax classification, such as CMAP's *Decoding Property Taxes and Classification Two-Part Issue Brief* on the CMAP website,[9] to the Planning Commission, Economic Development Commission, and Board of Trustees. CMAP staff can also be in attendance to provide further explanation or updated information. Such presentations and discussions should be viewed upon as exploratory and do not require the local leaders to take a position on the topic itself. After the initial presentation and discussion, the Community Development staff and a representative of the Economic Development Commission should follow up and represent the Village in future dialogues and analysis on this topic by keeping abreast and participating in Cook County's public outreach and discussion on tax policy and its impact on economic development. Any meetings and updates on the tax policy should be reported back to the Economic Development Commission, Planning Commission, and Village Board of Trustees. Any major policy updates should be shared with industrial businesses, property owners, and brokers at industrial business breakfasts and through the e-newsletter.

Participate in regional plans and initiatives that support manufacturing growth and development.

Short-term (0-5 years)/ Ongoing. Industrial businesses within Franklin Park are impacted by regional manufacturing and freight infrastructure trends, issues, projects, and opportunities. Consequently the Village's Community Development staff along with a leader from the Village's Economic Development Commission should participate on regional ideas, plans, and other initiatives revolving around manufacturing and freight. These contributions can be carried out by participating in policy and planning discussions within CMAP's Regional Plan Update, reaching out to Cook County, DuPage County, the Chicago Metro Metal Consortium, and World Business Chicago on their program and policy developments, and attending industrial and manufacturing conferences such as the Crain's Manufacturing Summit. All major updates regarding initiatives and partnerships should be shared at the Village's Economic Development Commission, Planning Commission and Board of Trustees. Such information should also be shared with the industrial community at industrial business breakfasts and through the e-newsletter.

[9] CMAP's *Decoding Property Taxes and Classification Two-Part Issue Brief* http://www.cmap.illinois.gov/economy/tax-policy/decoding-property-taxes

Photo credit:
Franklin Park Hearld-Journal

Section 5: Infrastructure

Summary of Existing Conditions

Transportation

Roadways

The roadway network is a key part of the overall transportation system for the Franklin Park O'Hare Industrial Corridor. Industrial businesses in the corridor, especially the manufacturing businesses, rely upon trucks more than any other freight mode. As shown on Maps 5.1 and 5.2, the industrial corridor only has state-maintained designated truck routes, which are I-294 and Mannheim Road. Like many municipalities in the Chicago region, Franklin Park does not have locally designated truck routes, but rather established a Truck Traffic Route System documented in the Village of Franklin Park Code, which is in accordance with state regulations. The Truck Traffic Route System establishes width, height, length, and weight restrictions for trucks operating on Village streets, as well as the permits and fees required for different trucks.[10] There are some exceptions to such requirements; for instance, trucks are permitted access destinations one mile from major highways on any roadway to load and unload.[11]

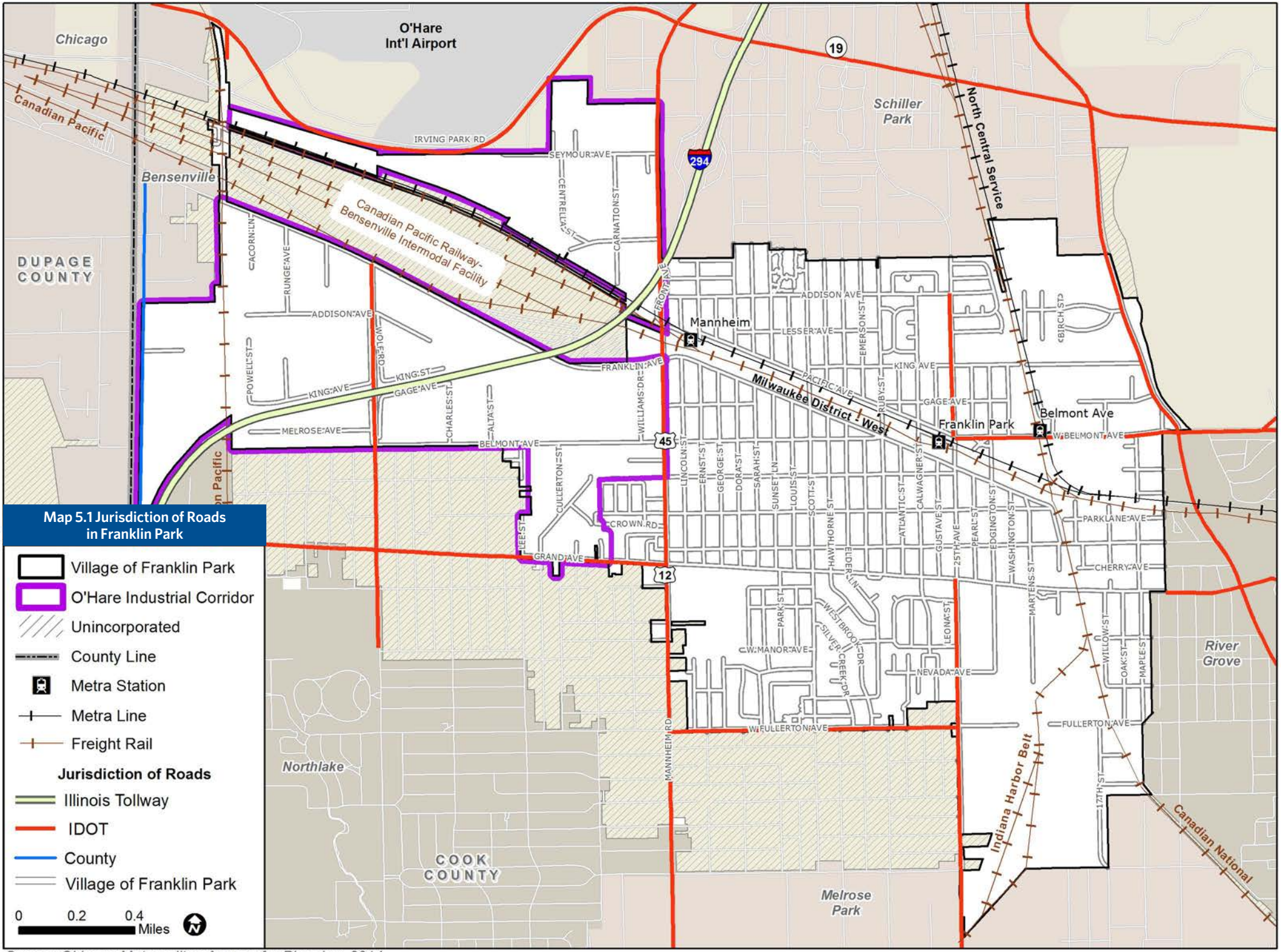
The overall condition of roadways throughout Franklin Park has improved over the last few years; however there are many areas in need of upgrade and repair, including thoroughfares in the industrial corridor. According to the 2012 pavement assessment which used a Pavement Condition Index (PCI), many of the industrial corridor's streets were found to be in failed, serious, or very poor condition (Map 5.3). Overall, the assessment's findings are supported by stakeholders who report poor road conditions among the industrial corridor's shorter local streets making it difficult for truckers to access the businesses on such roads.

The Village of Franklin Park is responsible for maintaining most of the roads in the Village and within the industrial corridor as shown on Map 5.1. Consequently, it is up the Village to identify and pursue funding sources for road improvement and maintenance projects. This is a challenging responsibility for the Village given the quantity of roads under the Village's jurisdiction, the vast need for road improvement and maintenance projects, and the large expense associated with such projects. As of 2014, the Village of Franklin Park staff estimates that roadway infrastructure projects and improvements amount to approximately $52 million.

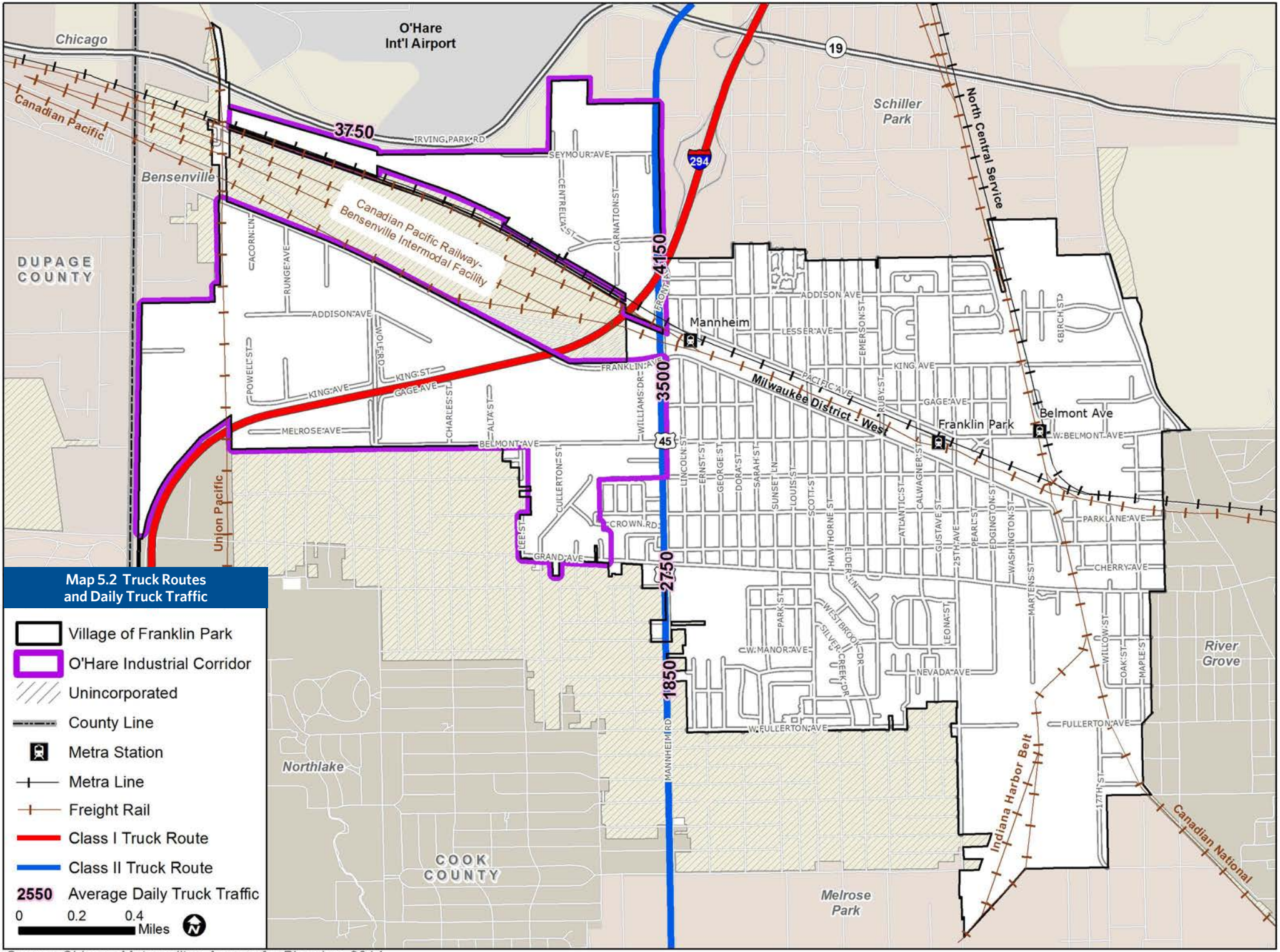
Overall, the construction of the EOWA will reduce travel on the arterial system in the area surrounding O'Hare airport. Within the Franklin Park O'Hare Industrial Corridor, the EOWA project will provide improved access to O'Hare as well as southbound I-294, which is expected to reduce truck travel on some local arterials. There will be increases in arterial travel at locations where access to the EOWA is being provided, which includes the area near the Taft Avenue Connector as well as the interchanges at County Line Road and Green/Franklin Street. Improvements are proposed at these access points to address impacts and ensure efficient operations.

[10] Village of Franklin Park, Village Code, June 2013.

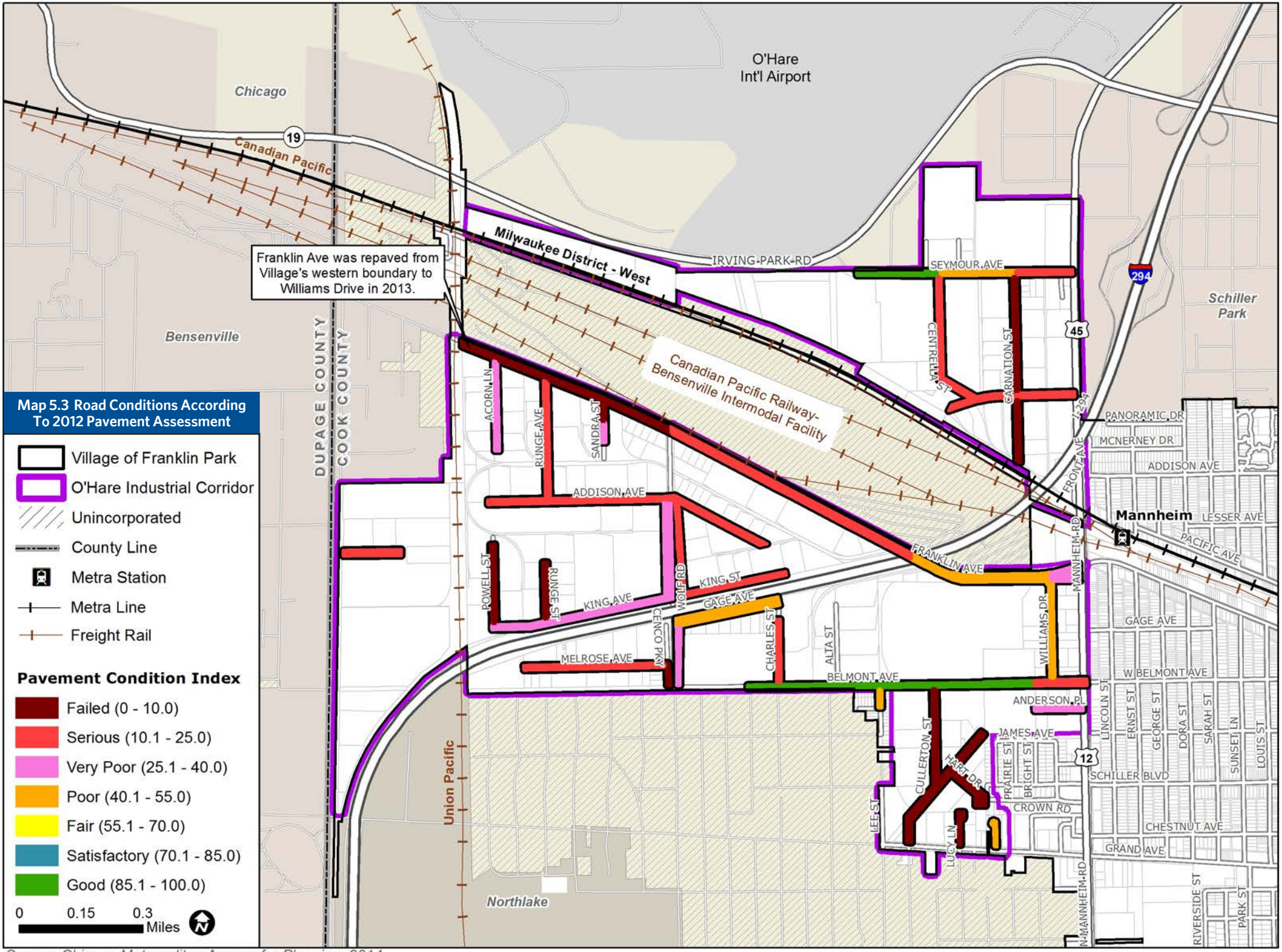
[11] Illinois Department of Transportation, *Maximum Legal Dimensions and Weights on State, Federal & Local Routes.* March 2014.



Source: Chicago Metropolitan Agency for Planning, 2014



Source: Chicago Metropolitan Agency for Planning, 2014



Source: Chicago Metropolitan Agency for Planning, 2014

Public Transit

In addition to roadways, there are public transit options in the Village (Map 5.4). The Village has three Metra stations (Mannheim, Franklin Park, and Belmont Avenue), which are located along the MD-W and NCS lines. The Mannheim Station on the MD-W line is closest to the O'Hare Industrial Corridor but the lack of roadway connectivity hinders Metra riders from connecting the industrial corridor easily on foot or by bus.

There are several Pace Suburban Bus routes that traverse or run near the Village of Franklin Park. Specifically serving the industrial area are Routes 319, 330, and 332, which run along Franklin Avenue, Mannheim Road, and West Irving Park Road respectively. Route 319 connects the Franklin Park and Bensenville Metra Stations with the O'Hare Industrial Corridor. Also, Route 330 has stops about a half-mile walk from the Mannheim Metra station, although pedestrians must walk along Mannheim and under I-294 (potentially raising safety concerns) in order to connect from that station to the Pace route. Pace Route 895 runs an express service through the O'Hare Industrial Corridor via I-294 and connects Chicago Ridge to the Pace Northwest Transportation Center in Schaumburg with selected stops.

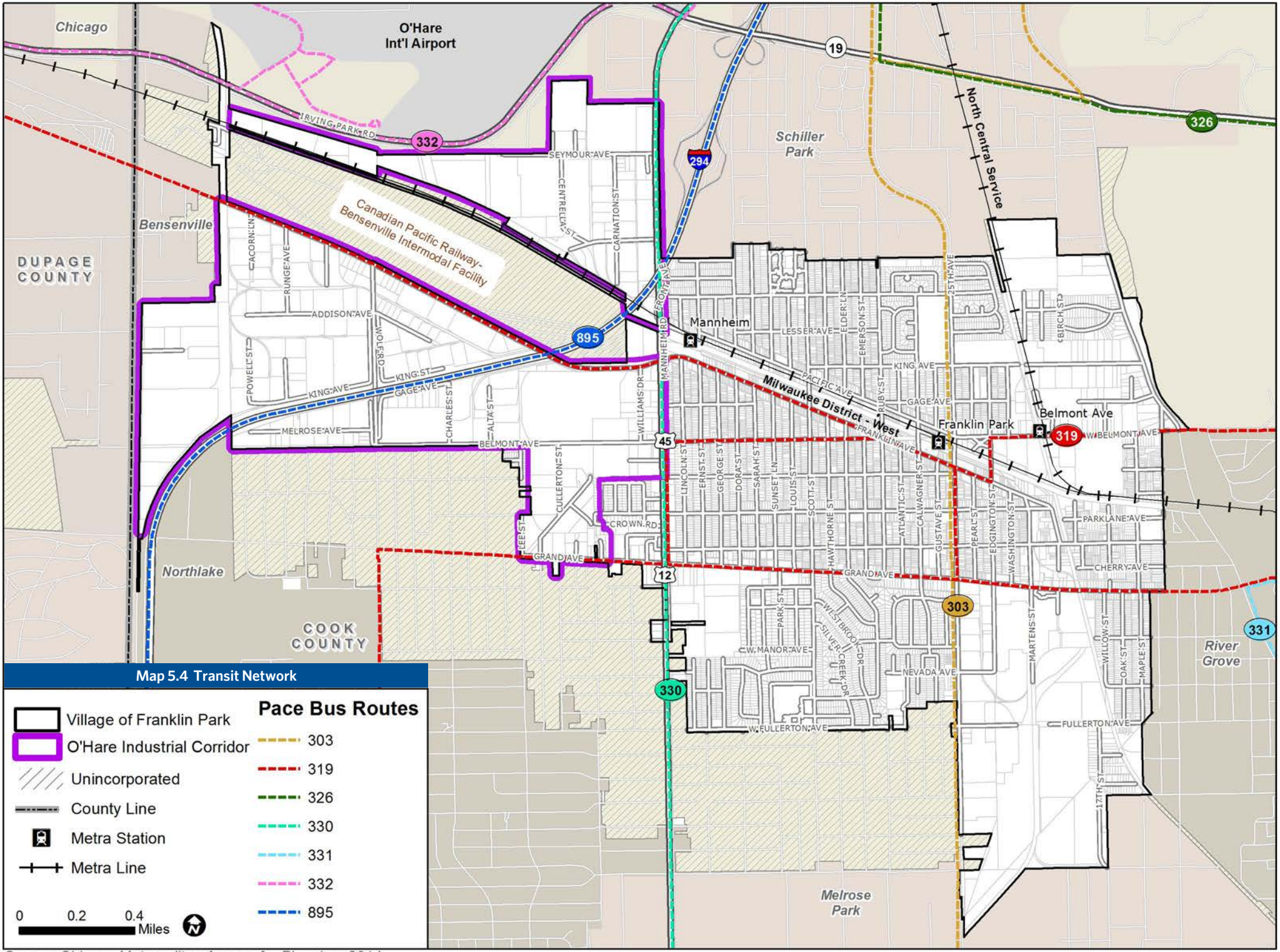
Pedestrian and Bicycle

Pedestrian and bicycle facilities are not significant aspects of the industrial corridor transportation network. Sidewalks within the industrial corridor are not well connected or well utilized. Furthermore, roadways throughout the O'Hare industrial corridor are generally not suitable to be traversed by bicycle.

Commute Patterns

Data indicates that the majority of Franklin Park workers commute from communities clustered around the O'Hare Airport. As shown on Map 4.2, which illustrates the top 20 residential zip codes of Franklin Park workers, Franklin Park, Northlake, and unincorporated areas of Leyden Township have the highest concentrations of Franklin Park workers, while Elmwood Park and northwestern Chicago neighborhoods also have a considerably high concentrations. Other significant concentrations include communities within the Inner O'Hare South/West Submarket, municipalities in the greater O'Hare Airport area such as Des Plaines, Mount Prospect, and Addison, as well as inner-ring Chicago suburbs such as Cicero and Berwyn.

When surveyed, the industrial corridor business representatives reported that the majority of their employees commuted via private automobile. Many attributed this choice to the lack of connection between bus stops and train stations and the businesses in the industrial corridor.



Map 5.4 Transit Network

Village of Franklin Park
O'Hare Industrial Corridor
Unincorporated
County Line
Metra Station
Metra Line

Pace Bus Routes

303
319
326
330
331
332
895

0 0.2 0.4 Miles

Source: Chicago Metropolitan Agency for Planning, 2014

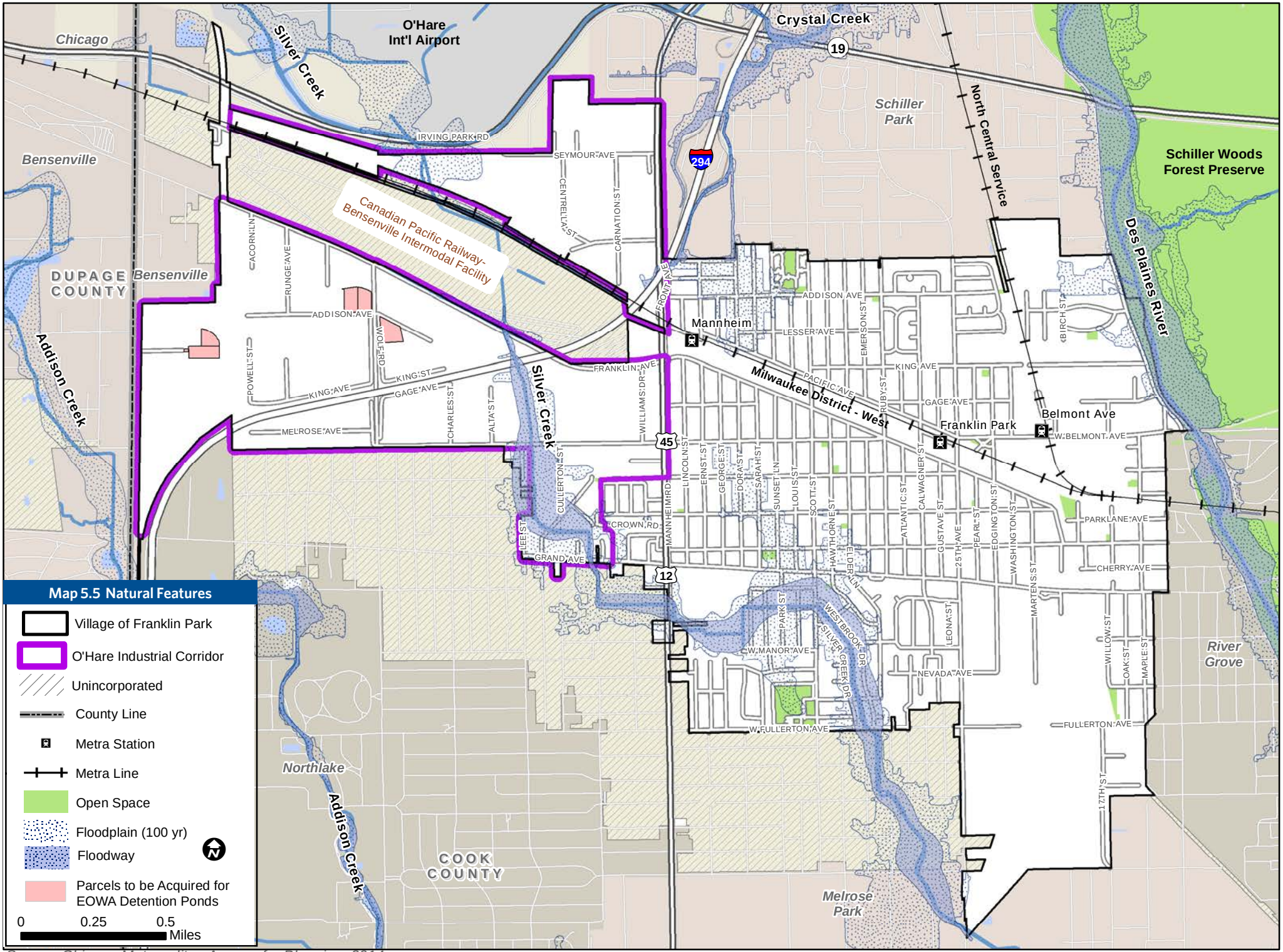
Stormwater Infrastructure

Flooding is a major concern within the O'Hare Industrial Corridor and Franklin Park. Almost all stakeholders interviewed identified frequent and severe flooding in the industrial corridor.

Several manufacturers reported that flooding has caused them to temporarily shut down their operations and facilities. The high volume of impervious surfaces in the industrial corridor, specifically in the Special Flood Hazard Area (100-year floodplain) and floodway around Silver Creek largely contribute to stormwater management issues (Map 5.5). Other major factors include the age and condition of the separate stormwater and sanitary systems serving the industrial corridor and the corridor's lack of detention reservoirs. According to the *Utility Asset Management Study,* the industrial corridor's stormwater infrastructure is among the oldest in the community and requires further inspection to help pinpoint deficiencies. The sanitary sewer pipes are also older, suffer from structural damage, and experience backups. The *Utility Asset Management Study* states that addressing these and other structural issues requires further assessments and capital improvement projects are estimated to cost $123 million. Currently, Franklin Park is preparing for a stormwater management plan, which will further explore structural and other stormwater management issues, evaluate possible solutions, and provide short-term and long-term recommendations for stormwater projects and policies.

Other related stormwater and watershed studies pertinent to the corridor include MWRD's *Detailed Watershed Plan for the Lower Des Plains River Watershed*; CBBEL's *I-294 Industrial Park and Overbank Flood Problems Study* and *Structure 102 and Structure 106 Flood Control Reservoir Optimization and Channel Improvement Study*; and EOWA's development plan which includes acquiring 5 parcels (13 acres) in the industrial corridor for stormwater detention ponds (Map 1.5). More recently, the Village has participated Cook County Multi-Jurisdictional Hazard Mitigation Plan. This plan, which is currently under review by FEMA, outlines county-wide as well as community-specific resources, information, projects, and strategies for reducing risk from natural hazards.[12] Once approved by FEMA and adopted by Cook County and Franklin Park, the Village will be able to seek funding for the specific projects and strategies under the following FEMA programs: Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), Repetitive Flood Claims (RFC), and Severe Repetitive Loss (SRL).

[12] Cook County Multi-Jurisdictional Hazard Mitigation Plan. http://www.cookcountyhomelandsecurity.org/hazard-mitigation-plan/



Map 5.5 Natural Features

- Village of Franklin Park
- O'Hare Industrial Corridor
- Unincorporated
- County Line
- Metra Station
- Metra Line
- Open Space
- Floodplain (100 yr)
- Floodway
- Parcels to be Acquired for EOWA Detention Ponds

0 0.25 0.5 Miles

Source: Chicago Metropolitan Agency for Planning, 2014.

Franklin Park has also implemented and has helped implement green infrastructure best management practices (BMPs) such as native plantings, bioswales, rain gardens, permeable pavers, rain cisterns, and green roofs on both public and private properties. The Village incorporated permeable pavers, a rain cistern, and bioswales at the new LEED-Gold police station and the Park District of Franklin Park has furnished both North Park and Junction Park with rain gardens. The Village's Engineering staff has also helped private properties such as Semler Industries (3800 Carnation) install rain garden on their property and the office building at 10067 Pacific Avenue design and construct permeable pavers and a rain garden on their property.[13]

[13] Native plantings are prairie, woodland, wetland and native species that have root systems that extend three to ten feet below the surface enabling them to absorb more rainfall than turf grass which extends only about three to four inches.

Bioswales are channels landscaped with native plantings that move and temporary store water runoff and are often used on larger sites.

A rain garden is a form of bioinfiltration, where stormwater flows onto a landscaped, shallow depression; ponds on the surface; and slowly infiltrates into the soil.

Permeable pavers are paving materials and techniques that allow water to infiltrate into the underlying soil.

Rain cisterns are large containers used to collect and store rainwater to mitigate flooding.

A green roof is a rooftop with various layers of vegetation that help absorb stormwater and can also provide building insulation.

Rain Cistern at Franklin Park Police Station
Photo credit: Village of Franklin Park

Energy Efficiency and Reliability

The O'Hare Industrial Corridor's buildings and businesses are significant energy consumers. As shown on the following table, industrial and commercial properties accounted for almost all (91%) of the Village's 490 million kilowatts of electrical consumption in 2007. Comparatively, Cook County's industrial and commercial properties accounted for 71% of the total county electrical consumption. It is safe to assume that most of the energy consumption within the industrial and commercial property category is attributable to industrial uses given its prevalence in the community. Factors that impact the amount of electricity consumed include the size of the facility, and the efficiency and use of air conditioning, lighting, and other appliances. Consequently, manufacturing tends to consume more energy than any other use.

Industrial and commercial uses also account for most (83%) of the community's 33 million therms of natural gas consumption. In contrast, residential users consumed the majority (60%) of natural gas in Cook County. These variances emphasize the significance of industrial uses within Franklin Park. The amount of natural gas consumed is often related to the building size, age, as well as efficiency of the building envelop, furnace, and water heater.

Building upgrades and energy efficiency improvements could help minimize energy consumption and Franklin Park's relatively high greenhouse gas emissions associated with such energy use. As shown on Table 5.3, Franklin Park generates more greenhouse gas emissions per capita than Cook County, especially in terms of electricity and natural gas consumption.

Energy reliability is of great significance to the industrial corridor businesses as they depend on around-the-clock energy service for their operations. Consequently, ComEd's current transition to the smart grid system which improves electrical reliability and service is of great benefit to the Village and the industrial corridor. The smart grid system is a series of system upgrades which include smart switches, smart substations, and smart meters. Smart switches, also known as distribution automation, effectively reroute power around problem areas to reduce the frequency and duration of power outages. To date, ComEd has also installed six smart switches in Franklin Park with four more planned to be installed in the near future. Other local improvements include the Franklin Park substation's upgrade to a smart substation, which is located at Belmont Avenue and Mannheim Road. Smart substations consistently monitor operations and flag any potential problem areas so to minimize outages. Smart meters, which use digital technology to provide consumers with accurate and accessible energy consumption information, have been utilized in Franklin Park's commercial and industrial areas for several years and have been recently installed in the residential areas. All of these upgrades are considerably valuable and helpful to the industrial corridor businesses.

ComEd Smart Substation at Belmont Avenue and Mannheim Road

Table 5.1 Electricity Consumption (kWh), 2007

	Franklin Park		Cook County	
	Count	Percent	Count	Percent
Residential electricity consumption	45,662,036	9.3%	14,915,965,265	29.5%
Industrial/ commercial electricity consumption	444,808,885	90.7%	35,664,503,040	70.5%
Total electricity consumption	**490,470,921**	**100.0%**	**50,580,468,305**	**100.0%**

Source: Municipal Emissions Profile - Center for Neighborhood Technology

Table 5.2 Natural Gas Consumption (Therms), 2007

	Franklin Park		Cook County	
	Count	Percent	Count	Percent
Residential natural gas consumption	5,708,010	17.5%	2,191,453,638	60%
Industrial/ commercial natural gas consumption	26,982,673	82.5%	1,442,823,862	40%
Total natural gas consumption	**32,690,683**	**100.0%**	**3,634,277,500**	**100%**

Source: Municipal Emissions Profile - Center for Neighborhood Technology

Table 5.3 Greenhouse Gas Emissions by Sector, 2007

	Franklin Park		Cook County	
	Percent	Emissions per capita	Percent	Emissions per capita
Electricity	55.7%	18.8	45.2%	6.7
Natural Gas	29.0%	9.8	24.6%	3.7
Transportation*	11.2%	3.8	21.0%	3.1
Other	4.2%	1.4	9.2%	1.4
Total Emissions	**100% (608,997 MT)**	**33.79**	**100% (78,442,047 MT)**	**14.9**

Source: Municipal Emissions Profile - Center for Neighborhood Technology

Goal and Recommendations

Goal: Infrastructure

The Franklin Park O'Hare Industrial Corridor will be served by comprehensive, coordinated, and efficient infrastructure system that fulfills the requirements of regulatory agencies and meets the transportation and stormwater needs of industrial developments and businesses.

Recommendations

Prioritize infrastructure projects with a Capital Improvement Plan (CIP).

Short-term (0-5 years)/ Ongoing. It is recommended that Franklin Park develop a Capital Improvement Plan (CIP) to prioritize its most critical infrastructural needs. At its core, a CIP is a short-range (5-10 year) plan that lists various capital improvement projects and identifies potential funding sources. CIPs often operate on a rolling basis, such that projects can be completed and new projects can be added during the life of the plan.

The CIP should be guided by engineering analyses and recommendations from the Utility Asset Management Study, the upcoming stormwater management plan, any plans for future local and subregional designated truck routes (discussed further below), and other local and regional studies, plans, projects, actions, and requirements. For example, MWRD is close to adopting an updated Excessive Infiltration and Inflow Control Program which will help reduce the amount of groundwater and stormwater that enters through a sewer system through illegal connections and defects. The program will be requiring short-term assessments and plans as well as long term evaluations, inspections, and improvements of the local sewer system.

CIPs help communities achieve municipal goals and objectives; encourage organization, prioritization, coordination, and planning among Village staff and elected officials; and provides transparency to residents, property owners, and businesses. To start, the Village's Community Development and Engineering staff should review the reference guides mentioned above and begin to discuss CIP-eligible projects with the Franklin Park Board of Local Improvements and the Board of Trustees. Projects should be evaluated and prioritized based upon their necessity, impact, funding availability, and external funding options. Funding sources and partners are further described below. CIP discussions and plans should also be communicated to the public for enhanced input and transparency. Once the plan is established it should be implemented and revised as needed.

Participate in subregional truck route plans and designations.

Short-term (0-5 years). Franklin Park, its neighboring municipalities, Cook and DuPage Counties, and the Illinois Department of Transportation (IDOT) should work together to create a cohesive truck route system. This would help contain the trucks' wear and tear on roadways to specific routes throughout the subregion, reduce confusion for truck freight, and alleviate congestion for passenger vehicles on other roads. This type of collaboration could also lead to additional multi-jurisdictional planning for upgrades along key truck routes. A subregional truck route is supported by Cook County's Partnering for Prosperity: An Economic Growth Action Agenda for Cook County and the O'Hare Subregional Drill Down and could build off the momentum from EOWA planning efforts. Given Franklin Park's leadership capacity, the Village President, and the Community Development and Engineering staff, would be ideally suited to spearhead cooperation around this initiative. The Village, in conjunction with 10 other communities, applied for and was recently awarded a CMAP Local Technical Assistance (LTA) grant for a Subregional Truck Route Plan in October of 2014.

Pursue local truck route designation for Franklin Park.

Short-term (0-5 years). Complementing subregional truck routes, the Village of Franklin Park should pursue truck route designations which would establish the best routes for larger freight vehicles. The Village's Engineering staff and transportation consultants (if needed) should identify appropriate local truck routes for truck freight within industrial corridor. The Village's Engineering staff would then need to work with IDOT to apply and receive designation for specified truck routes. This would officially name certain segments of roadway as appropriate for truck traffic, helping the trucks to reach their loading and drop-off points more easily and opening up the other roads for passenger vehicles. Possible routes for consideration could be Franklin Avenue and Wolf Road, both of which provide strong connections to businesses in the industrial corridor which need reliable access to truck freight.

Improve employee accessibility in the industrial corridor.

Long-term (6-10 years). Increasing the functionality, awareness, and utilization of public transportation can provide several benefits such as the reduction in congestion, road wear and tear, and pollution. It can also provide businesses with better and more efficient access to subregional labor pool. Consequently, the Village should work with businesses and transportation partners to optimize the functionality and use of public transportation.

There are various programs and projects that can provide convenient connections between the residential areas or public transit stops and the industrial businesses. One way is to take advantage of Pace's three distinct vanpooling programs: Traditional Vanpool, Employer Shuttle, and Metra Feeder. The Traditional Vanpool program is designed for 5-13 employees that live and work in similar areas and have similar schedules. In this program, one of the participants is a primary driver of a Pace van and all riders pay low monthly fare which covers the van maintenance fares and associated expenses. In contrast, the Employer Shuttle program allows vans to be leased to an individual business or group of businesses for work-related passenger trips for a flat monthly fee. Finally, the Metra Feeder program permits a Pace Van to be parked at a Metra Station near a work site enabling 5-13 participants to easily connect from the Metra Station to their worksite with a purchase of a Metra monthly pass or 10-ride ticket as well as flat monthly fee.

Another option to enhance accessibility is the development of a ridesharing program, which matches employees with similar origin and destinations. Such origins and destinations could be residential areas or common transit stations such as the Chicago Transit Authority's (CTA) Rosemont Blue Line station (approximately a 10 to 15 minute drive from Franklin Park's industrial area). The Pace Ride Share website provides a free matching service.[14] These types of programs should be communicated to the industrial businesses by Village's Community Development

[14] Pace Ride Share
https://www.pacerideshare.com/

staff at industrial business breakfast and through the e-newsletters. Staff should also help facilitate conversations between interested businesses and Pace.

Lastly, the Village could pursue "last-mile" pedestrian improvements, which includes sidewalk repairs, crosswalk installations, tree plantings, and the construction of additional bus shelters. These pedestrian improvements, which can be programmed through the recommended CIP, minimize the gap between transit service and the business destinations that often deter employees from using public transportation regularly. The Village's Engineering staff should take the lead on identifying and programming "last-mile" pedestrian improvements.

Update the municipal code to comply with the new Watershed Management Ordinance (WMO) stormwater regulations.

Short-term (0-5 years). MWRD's new Watershed Management Ordinance (WMO), which took effect May 1, 2014, represents an instrumental step in flood mitigation through new standards, regulations, and stormwater management practices. Franklin Park should look to seamlessly integrate WMO standards within its own local regulations. A systematic integration process would include comparing standards in the WMO with the local zoning and subdivision code and updating any conflicting provisions within local code. This should be done in conjunction with the other zoning revisions recommendations in the Land Use and Development section this plan.

The integration of regional standards in the local code generates a multitude of benefits. It reduces confusion by an interested developer or property owner, minimizes staff time needed to review, and ultimately results in improved stormwater management. Village Engineering staff should work closely with developers to further explain, coordinate, and guide them through these new standards and process. As stated in the in WMO, developed areas with combined or separate sewers area that are tributary to combined sewers, such as the industrial corridor in Franklin Park, must seek watershed management permits from MWRD.[15] Ensuring developers understand the new framework, timelines, and permitting steps can help minimize conflicts and ensure timely development.

Continue to consider green infrastructure alternatives for public flood mitigation projects.

Short-term (0-5 years)/Ongoing. The Village has already designed and implemented public green infrastructure projects, which have shown to effective and advantageous. Building off this base, the Village's Engineering staff should identify and evaluate opportunities for additional green infrastructure projects during the upcoming stormwater management plan process. Those parcels that are recommended for infrastructure enhancements or long-term redevelopment in Section Three of this plan should be included in the overall evaluation. Once opportunities have been identified and evaluated, staff should then seek partnerships and funding resources, both of which are further described in the following pages.**Maintain and enhance efforts to encourage**

[15] Metropolitan Water Reclamation District of Greater Chicago, *Watershed Management Ordinance*, October 2013.

stormwater management best practices and green infrastructure retrofits for private properties.

Short-term (0-5 years)/Ongoing . The Village's Engineering staff has helped implement stormwater BMPs and green infrastructure retrofits on private properties. Although these specific projects have been successful, the Engineering staff has reported that many private owners are largely unaware of the potential applicability and benefits of BMPs and green infrastructure.

The Village should develop outreach and educational programs to promote awareness of green infrastructure costs, benefits, resources. With their expertise, the Village's Engineering staff can internally develop such programs and work with the Community Development staff to promote and market them. Alternatively, the Village can partner with Center for Neighborhood Technology (CNT), MWRD, Metropolitan Planning Council (MPC), and others to develop specific outreach tactics and programs. One viable option would be to apply to CNT's Rain Ready Program, which utilizes outreach strategies and educational programs in to help residents and communities formulate water management solutions.

The Village should also consider creating incentives to encourage stormwater BMPs and retrofits on private property. Such incentives may include a development incentive, where development plans that feature green infrastructure projects are granted expedited permitting or zoning upgrades. Stormwater fee discounts are another type of incentive where a reduction in impervious area on a property results in a reduction of stormwater fee. Franklin Park can also provide funding, tax credits, reimbursements, as well as awards to property owners that implement BMPs and green infrastructure retrofits. A more thorough analysis of these types of incentive should be discussed as part of the stormwater management plan.

Continue to seek funding sources and partnerships for infrastructure improvements.

Short-term (0-5 years)/Ongoing. Given the expense of infrastructure improvements, the Village's Community Development and Engineering staff should continue to seek partnerships and outside funding sources to implement such projects. External funding is somewhat limited for local road and pedestrian improvements, forcing the Village to consider internal revenues. However, one appropriate external funding source the Village can seek is the Truck Access Route Program (TARP) in conjunction with an Economic Development Program (EDP). These programs are funded and programmed by IDOT and can help provide greater access and truck load capacity along locally-owned roads near industrial distribution centers.[16] IDOT puts out a TARP call for projects every autumn. In contrast, there are various funding sources for stormwater projects, particularly green infrastructure projects. These include MWRD's Green Infrastructure Program and Excessive Infiltration and Inflow Control Program, and Nonpoint Source Pollution Control Financial Assistance Program.

[16] IDOT's Economic Development Program (EDP) and Truck Access Route Program (TARP).

More generally, staff should continue to keep in close contact with various regulatory agencies and partners such as the Army Corps of Engineers, IDOT, IEPA, Illinois Department of Natural Resources (IDNR), MWRD, Cook County, West Central Municipal Conference, and North Central Council of Mayors. Such communications can help the Village learn about various projects and programs, and partnership opportunities to that could help offset improvement costs. In addition, Franklin Park should also seek partnerships with adjacent communities, nonprofits, and even private entities such as industrial businesses and property owners to help implement these improvements.

Educate and guide all property owners on energy efficiency and renewable energy options.

(Short-term 0-5 years)/Ongoing. Efforts to reduce energy loss, consumption, and costs, can help the building stock and businesses save energy and money and consequently become even more competitive. The Village's Community Development and Engineering Department staff should lead this cause by serving as an informational portal, helping industrial businesses navigate through steps to improve their energy efficiency and utilization of renewable energy. Although creating the portal of information is a short-term/ongoing initiative, the following steps will have varied timelines.

- **Audits and energy conservation measures.** Audits are generally the first step in the path towards energy efficiency. During this process an auditor travels to the building site, pinpoints energy deficiencies, and then calculates energy and cost savings generated by recommended improvements or energy conservation measures (ECMs). Examples of ECMs for industrial businesses and buildings include lighting and fixture upgrades, steam trap replacements, process cooling, and other system and building improvements.

  The cost of installing ECMs can be offset through energy reduction incentive programs offered by utility companies. As these programs are designed to meet state requirements and consequently change from year to year, ComEd and Nicor Gas companies are the best source of information for incentive programs.

  Franklin Park's Community Development and Engineering staff should have a general understanding of audits, ECMs, and incentive programs through the Energy Impact Illinois (EI2) website. The website also provides links to utility companies' incentive programs. Community Development Staff should then invite auditors (a list of auditors appears on the EI2 website) and representatives from ComEd and Nicor Gas to present the energy efficiency steps at the biannual industrial business breakfasts.[17] This information should also be featured in the quarterly industrial business electronic newsletters (e-newsletters). The breakfasts and e-newsletters are a part of a recommendation described below under the Economic Growth section.

17 Energy Impact Illinois. http://energyimpactillinois.org/business

- **Renewable energy.**
  Once buildings have reached their optimal energy efficiency level, owners can also look into integrating renewable energy infrastructure into their buildings. An example of renewable energy infrastructure is the installation of solar panels that can be utilized to heat the building's water supply. Such opportunities are most cost effective when installed after the building has reduced its energy consumption as much as possible, ensuring the renewable energy upgrade is not oversized for the building's needs. In addition to or independent from infrastructure installations, industrial property owners may also be interested in purchasing renewable energy sources or green power. The Database of State Incentives for Renewable and Efficiency (DSIRE) website is a key resource for renewable energy contacts and information.[18] The Village's Community Development staff should advertise such infrastructure or the purchase of renewable energy sources at industrial business breakfasts and in the e-newsletters.
- **Combined Heat and Power (CHP) systems.**
  Large manufacturing businesses in the submarket should discuss the prevalence of combined heat and power (CHP) systems and the feasibility of their installation. CHP systems can only be feasibly implemented at mega-facilities such as hospitals, universities, or large manufacturing plants that can both afford the cost of their own power generation but also have the demand to consume what is produced. Where feasible, a CHP system does provide significant energy recapture benefits. Traditional power plants emit waste heat to the natural environment through measures such as cooling towers during the electrical generation process. In contrast, CHP systems capture and utilize the thermal energy during the electrical generation process, thereby generating electricity and thermal energy from one fuel source. Additionally, CHP cogeneration systems tend to occur on-site instead of at a remote power plant where electricity has to travel long distances over transmission lines. Up to two-thirds of the energy produced in a utility can be lost in the distribution to the end use; onsite energy production further maximizes energy efficiency.

  Franklin Park's Community Development and Engineering staff should reach out to the larger manufacturing businesses to discuss the CHP systems and the feasibility for their installation. Once the extent of interest and feasibility in CHP within the community is understood, the Village staff can connect businesses with utility representatives to address issues of partnerships, incentives, and implementation.

Establish sustainable standards.

(Long-Term 6-10 years). The Village of Franklin Park can also encourage sustainable industrial development by adopting standards and incentives that incorporate energy efficiency and other green building concepts into both existing and new structures.

There are several green building standards and certifications, the most common being the U.S. Green

[18] Database of State Incentives for Renewable and Efficiency (DSIRE). http://www.dsireusa.org

Building Council (USGBC) Leadership in Energy and Environmental Design [LEED] standard.[21] These standards measure not only the degree of energy efficiency achieved in both existing and new buildings, but also water and resource conservation. The Village is familiar with these standards as the community's new police station was recently awarded LEED Gold Status for its sustainability qualities including energy efficiency features such as natural lighting, high-efficiency ventilation system, and occupancy sensors.

Community Development staff should lead discussions with the Planning Commission, the Board of Trustees, and the public that explore creating voluntary or incentive-based programs to achieve green buildings, energy efficiency, and where appropriate, LEED-standard buildings. Staff can contact the USGBC–Illinois Chapter to learn more about such implementing incentives such as fast-track permitting to effectively promote sustainable development.

Franklin Park Police Station
LEED Gold

[19] USGBC LEED Rating System
http://www.usgbc.org/leed#rating

Silver Creek

Section 6
Moving Forward

Moving Forward

All the recommendations in the plan have suggested implementation timeframes that include short-term (0-5 years) and long-term (6-10 years), ongoing, or a combination of these timeframes. The timeframes were dictated by the complexity and impact of implementation, current and anticipated resources, and timeliness of local and regional initiatives. The following tables outline the short-term recommendations.

Short-Term Recommendations (0-5 years)

Recommendation	Subsection	Lead*	Partners*	Action Steps
Revise Zoning Ordinance. Update the municipal code to comply with the new Watershed Management Ordinance (WMO) stormwater regulations.	Land Use and Development Infrastructure	FPCD and FPE	PC, ZBA, BOT, local businesses, property owners and residents, MWRD	• Review zoning and subdivision code. • Evaluate effectiveness of the land use, bulk, and landscaping/screening regulations in the industrial districts. • Identify provisions that conflict with new WMO standards. • Modify code as needed.
Prioritize infrastructure projects with a Capital Improvement Plan (CIP).**	Infrastructure	FPCD and FPE	BOT, BLI, residents, businesses, and property owners	• Consult local and regional studies, initiatives, plans, projects, and requirements to develop a comprehensive list of capital projects. • Evaluate and prioritize projects based on necessity, impact, funding availability, and external funding opportunities. • Communicate plan to public for enhanced input and transparency. • Implement projects and revise plan as needed.
Continue to consider green infrastructure alternatives for public flood mitigation projects.**	Infrastructure	FPE	CNT, MWRD, IDNR, IEPA, Cook County, Army Corps, businesses, and property owners	• Through the planning process, identify and evaluate opportunities for green infrastructure projects during the stormwater management plan process. • Seek funding for green infrastructure projects.
Strengthen partnerships with industrial businesses, property owners, and brokers.**	Economic Growth	FPCD and FPVP	Industrial businesses and property owners, brokers, and COC	• Host biannual industrial business breakfasts. • Send out quarterly industrial business electronic newsletters (e-newsletter) • Routinely contact and meet with stakeholders.
Explore short-term industrial development and redevelopment opportunities.	Land Use and Development	FPCD and COC	Industrial corridor businesses and property owners, brokers, CCLBA, and prospective developers, buyers, and businesses.	• Discuss property and prospects with owners. • Promote sites through websites and communications with prospective developers, buyers, and businesses.

*FPCD: Franklin Park Community Development staff, FPE: Franklin Park Engineering staff, FPVP: Franklin Park Village President, BOT: Franklin Park Board of Trustees, PC: Franklin Park Planning Commission, ZBA: Franklin Park Zoning Board of Appeals, EDC Franklin Park Economic Development Commission, BLI: Franklin Park Board of Local Improvements, COC: Franklin Park/Schiller Park Chamber of Commerce, CNT: Center for Neighborhood Technology, MWRD: Metropolitan Water Reclamation District, IDNR: Illinois Department of Natural Resources, IEPA: Illinois Environmental Protection Agency, CCLBA: Cook County Land Bank Authority.

**Ongoing initiative.

Short-Term Recommendations (0-5 years)

Recommendation	Subsection	Lead*	Partners*	Action Steps
Participate in subregional truck route plans and designations.	Infrastructure	FPCD, FPE, and FPVP	Neighboring communities, Cook County, DuPage County, IDOT, and other partners	• Coordinate interest and participation of nearby communities, Cook and DuPage Counties, and IDOT in a subregional truck route system. • Lead effort to seek opportunities for funding or technical assistance. • Guide the planning process.
Pursue local truck route designation for Franklin Park.	Infrastructure	FPE	Transportation consultants and IDOT	• Evaluate and identify appropriate routes for truck designation. • Seek out designation from IDOT.
Maintain and enhance efforts to encourage stormwater management best practices and green infrastructure retrofits for private properties.**	Infrastructure	FPE and FPCD	CNT, MWRD, MPC	• Internally develop outreach and educational programs to promote green infrastructure or seek external programs/ guidance (CNT's Rain Ready Program) • Explore possible incentives to encourage stormwater BMPs and retrofits on private property.
Improve and promote workforce development programs and services.	Economic Growth	FPCD	Industrial business, Triton College, CCWP, IMA, other workforce service providers	• Continue discussions with industrial businesses and workforce training providers to develop localized solutions. • Help implement solutions and facilitate partnerships. • Participate in regional workforce development initiatives. • Communicate programs and services to the COC, brokers, and businesses.
Continue efforts to assess and mitigate brownfield sites.	Land Use and Development	FPCD and FPE	U.S. EPA, Cook County, Schiller Park, Northlake, Melrose Park, Maywood, Bellwood	• Work with U.S. EPA in carrying out assessment and planning activities funded by U.S. EPA Brownfields Assessment Grant. • Apply for U.S. EPA Brownfields Cleanup Grants for those sites considered highest priority.

* FPCD: Franklin Park Community Development staff, FPE: Franklin Park Engineering staff, FPVP: Franklin Park Village President; IDOT: Illinois Department of Transportation; CCWP: Cook Chicago Workforce Partnership; IMA: Illinois Manufacturing Association; COC: Franklin Park/Schiller Park Chamber of Commerce; EI2: Energy Impact Illinois.

**Ongoing initiative

Short-Term Recommendations (0-5 years)

Recommendation	Subsection	Lead*	Partners*	Action Steps
Educate and guide all property owners on energy efficiency and renewable energy options.**	Infrastructure	FPCD, FPE	Industrial businesses and property owners, auditors, ComEd, and Nicor Gas	• Learn about energy efficiency audits, conservation measures, and incentive programs through EI2 website. • Promote audits, conservation measures, incentive programs, and renewable energy sources at industrial business breakfasts, and through e-newsletters. Auditors and representatives from utility companies should present at industrial business breakfasts. • Reach out to the larger manufacturing businesses to discuss feasibility of combined heat and power systems and connect interested businesses with utility representatives for further implementation.
Engage in the larger discussion of tax policy and uneven manufacturing development in Cook County.	Economic Growth	FPCD and EDC representative	EDC, PC, BOT, industrial businesses and property owners, residents, CMAP, Cook County, and Cook County communities	• Present CMAP's *Decoding Property Taxes and Classification Two-Part Issue Brief* to PC, EDC, and BOT. • Monitor and represent Village in future dialogues on this topic by keeping abreast and participating in Cook County's outreach and discussion on tax policy. • Update EDC, PC, BOT, and industrial businesses and property owners (through industrial business breakfasts and e-newsletters) as necessary.
Participate in regional plans and initiatives that support manufacturing growth and development.**	Economic Growth	FP and EDC representative	EDC, PC, BOT, industrial businesses and property owners, CMAP, Cook County, DuPage County, WBC, and other regional partners	• Participate in regional plans and initiatives, including CMAP's long-range regional plan. • Reach out to Cook County, DuPage County, WBC, and other partners on their program/policy developments. • Attend industrial/manufacturing conferences. • Update EDC, PC, BOT, and industrial businesses and property owners (through industrial business breakfasts and newsletters) as necessary.
Continue to seek funding sources and partnerships for infrastructure improvements.**	Infrastructure	FPCD and FPE	Army Corps, IDOT, IEPA, IDNR, MWRD, Cook County, WCMC, NCCM, adjacent communities, nonprofits, industrial businesses and property owners	• Routinely contact partners and agencies to learn about potential funding sources and potential partnerships to implement projects.

*FPCD: Franklin Park Community Development staff, FPE: Franklin Park Engineering staff, FPVP: Franklin Park Village President, BOT: Franklin Park Board of Trustees, PC: Franklin Park Planning Commission, EDC Franklin Park Economic Development Commission, IDOT: Illinois Department of Transportation, MWRD: Metropolitan Water Reclamation District, IDNR: Illinois Department of Natural Resources, IEPA: Illinois Environmental Protection Agency, WCMC: West Central Municipal Conference, NCCM: North Central Council of Mayors, U.S. EPA: U.S. Environmental Protection Agency, CMAP: Chicago Metropolitan Agency for Planning, WBC: World Business Chicago.

**Ongoing initiative

Photo credit:
Village of Franklin Park

Appendix

Photo credit:
Village of Franklin Park

Appendix A: Project Outreach Strategy

Introduction

The Village of Franklin Park was awarded a technical assistance grant to develop an industrial corridor plan from the Chicago Metropolitan Agency for Planning's (CMAP) Local Technical Assistance (LTA) program. A significant feature of CMAP's LTA program is the commitment to broad-based public involvement. The local planning projects that result from the program's competitive application process are strengthened by the engagement of residents, business owners, and other local stakeholders. This appendix provides a summary of the steps taken to engage the Franklin Park community in the planning process.

Developing a Public Engagement Strategy

The LTA program strives to formulate a public engagement approach that is tailored to each LTA community. The overarching goal of the project's outreach strategy is to draw from a wide variety of people with different perspectives of the O'Hare Industrial Corridor. Based on the Village's goals for the plan, the team felt it was most important to reach industrial corridor businesses and property owners. Supplementary outreach included but was not limited to: real estate brokers, market experts, and workforce development providers.

The Franklin Park O'Hare Industrial Corridor Plan was guided by a steering committee which was comprised of local industrial business representatives, regional utility and transportation representatives, and local officials. The Steering Committee advised the Village and CMAP staff throughout the outreach strategy process.

Public Engagement and Results

There were several means of promoting project awareness throughout the development of the plan which included: posters, mailers, phone calls, emails, and other online web-based communications. CMAP staff also developed and maintained a project web site (http://www.cmap.illinois.gov/programs-and-resources/lta/franklin-park) for the Franklin Park O'Hare Industrial Corridor Plan where stakeholders could find detailed information about the project and upcoming events.

The public engagement process for the Franklin Park O'Hare Industrial Corridor Plan included meetings with the Project Steering Committee, the Village of Franklin Park Plan Commission, and the Elgin O'Hare Western Access Local Advisory Committee. It also included interviews and surveys with key stakeholders. A review of these meetings, interviews, and surveys is presented on the following pages.

Project Steering Committee and Plan Commission Meetings

The O'Hare Industrial Corridor plan was first presented to the Village of Franklin Park Plan Commission on February 27, 2013. During this meeting, the commission provided feedback on the plan's objective and suggested individuals for inclusion on the Project Steering Committee. The kick-off Project Steering Committee meeting was held on May 13, 2013. During the meeting, CMAP and Village staff introduced the steering committee members to the project and led a discussion on the issues and opportunities for the industrial corridor. On April 3, 2014, the Project Steering Committee received and reviewed the initial recommendations for the draft plan. These initial recommendations served to guide the direction and formation of the plan itself.

On September 27, 2014, a draft of the plan was presented to the Project Steering Committee and the Plan Commission. Both groups felt the plan well encapsulated the goals and strategies the plan's objective. On October 14, 2014 the Plan Commission recommended the plan to be adopted by the Board of Trustees.

Business Community Meetings

CMAP worked with the Village of Franklin Park to hold business community meetings that were open to the public. The first business community meeting was held on July 9, 2013 and was designed to gain the input of local industrial business representatives and other members of the public interested in the industrial corridor. About 30 business owners and representatives, Village staff, and other interested parties from the transportation and engineering sectors, gathered to learn more about this planning effort. Participants first heard from CMAP staff about the overall planning process, and then engaged in an interactive discussion about the corridor's strengths and weaknesses. Industrial businesses representatives were also asked to describe the various transportation modes and networks utilized by their businesses as well as their future vision for the area.

The second business community meeting was October 14, 2014. Over 20 property owners, business representatives, and other stakeholders attended the meeting. Participants were presented an overview of the draft plan, asked questions, and examined poster boards that specifically described the draft plan's goals and strategies. The response to the draft plan was positive.

Elgin O'Hare Western Access Local Advisory Committee

The Elgin O'Hare Western Access Local Advisory Committee is made up of representatives from each of the 19 communities and townships along the EOWA project corridor as well as Cook and DuPage Counties. John Schneider, Franklin Park Director of Community Development, represents the Village on this committee. The Committee provides input and guidance for EOWA's construction and with a focus on local construction issues. The group can also explore community partnerships for bike/pedestrian improvements, aesthetic enhancements, sustainability initiatives, and economic development opportunities associated with the EOWA project.

On September 9, 2013 CMAP staff presented an overview of the Franklin Park O'Hare Industrial Corridor Project to over 20 members of the EOWA Local Advisory Committee. The Committee members were given a chance to ask questions about the planning process and provide input on issues facing the industrial corridor.

Stakeholder Interviews and Survey

In order to gain further insight into the issues and opportunities that exist for the Franklin Park O'Hare Industrial Corridor, CMAP staff and their partners Valerie S. Kretchmer Associates, Inc. and Chicago Jobs Council, conducted interviews with several key stakeholders throughout the community. Efforts to contact businesses, brokers, property owners, workforce development administrators were made through phone calls, emails, and/or letters. Over 15 people were interviewed representing a wide variety of interests and perspectives, and provided keen insight into the industrial areas.

For those interested stakeholders who were not able to attend the business community meeting or participate in a stakeholder interview, an online survey was sent electronically to every business in the industrial corridor. Around 20 people participated in the online survey, augmenting other outreach efforts.

Findings

The various groups and stakeholders that assembled, surveyed, or interviewed for this project were asked a similar set of questions:

- What is your vision for the future of the O'Hare Industrial Corridor?
- What are the strengths that the industrial corridor brings to the Village?
- What are the weaknesses of the industrial corridor?
- How do you anticipate the future Elgin-O'Hare Western Access project will affect the O'Hare Industrial Corridor?

The commonly cited strengths, weaknesses, desires, and transportation mode choices are listed below:

Strengths of the O'Hare Industrial Corridor

- Proximity to O'Hare Airport and major interstate highways
- Central location in the Chicago region
- Access to large workforce
- Good relations between community officials and industrial businesses and property owners
- Many long-time and family-owned businesses
- Village's willingness to support Class 6b tax incentive

Weaknesses of the O'Hare Industrial Corridor

- Poor road conditions
- Flooding and drainage problems
- Undesirable appearance of many of the industrial buildings
- Unmaintained vacant properties
- Congested ingress and egress for freight trucks
- High property taxes
- Limited accessibility to public transit
- Difficulty attracting and retaining workforce

Mode Choice

- Businesses almost exclusively favor trucks over rail and air to transport goods
- Workers' primary mode choice is automobiles

Future Vision of the O'Hare Industrial Corridor

- Improved freight movement
- Better access for businesses' employees
- Redevelopment of underutilized areas
- Increased jobs
- Workforce development

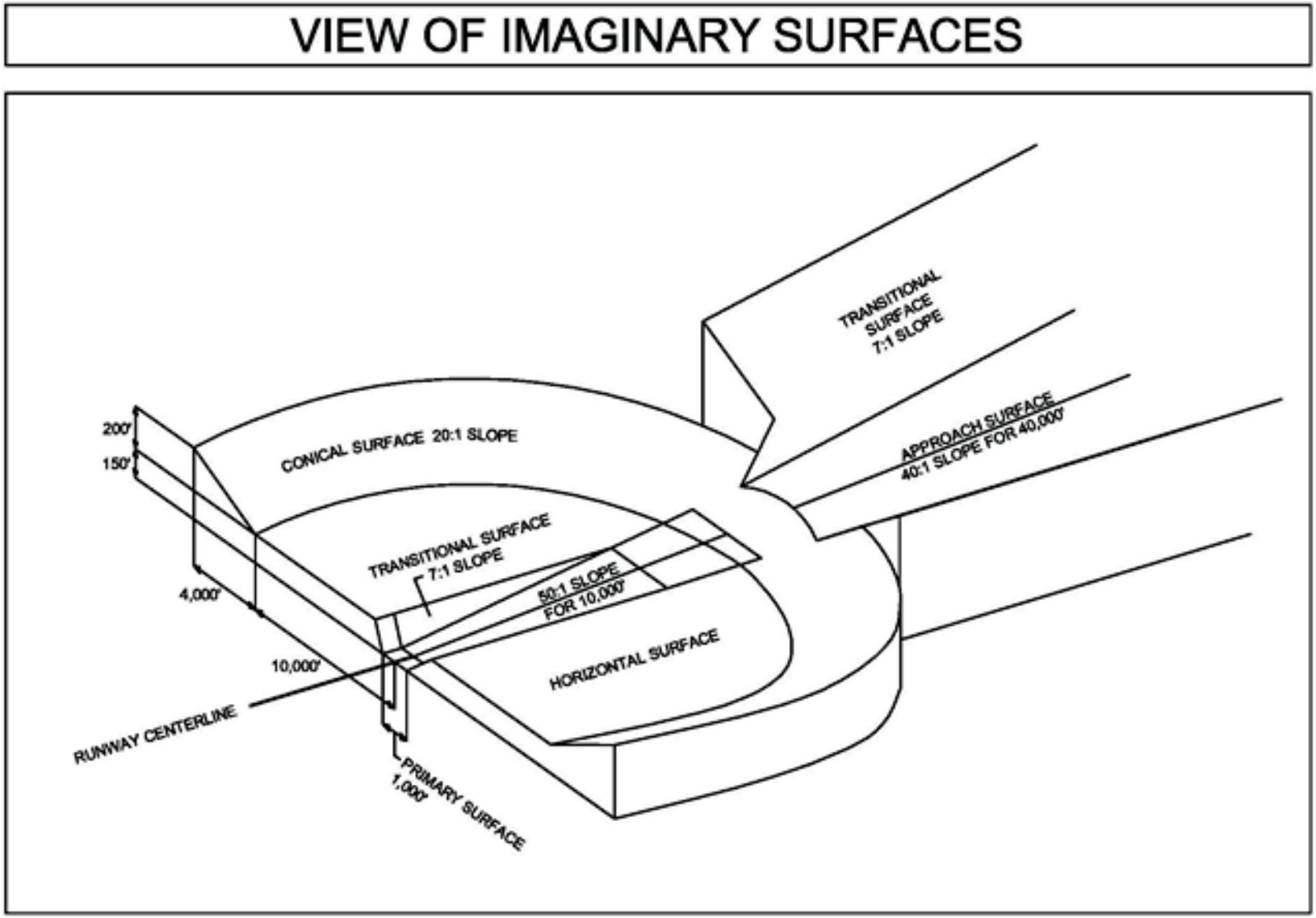
Appendix B: Plan Website

The Village of Franklin Park O'Hare Industrial Corridor Plan's website is:

http://www.cmap.illinois.gov/programs-and-resources/lta/franklin-park

The website contains project deliverables such as the existing conditions report, the recommendations memo, and the plan.

Appendix C: O'Hare Approach



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Source: O'Hare Modernization Program, Inner Part 77 Surfaces, 2005

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