



APPENDIX A

Existing Conditions Report

CONTENTS

□ Introduction	A-2
□ Demographics + Housing	A-7
□ Land Use + Zoning	A-16
□ Transportation	A-24
□ Community Facilities	A-30
□ Natural Resources	A-35

“The sunsets here with the view of the grainery in the background remind me how much I love and appreciate our town.”

- Resident comment



Frankfort Grainery



Frankfort Country Market

SECTION 1

INTRODUCTION

ABOUT FRANKFORT

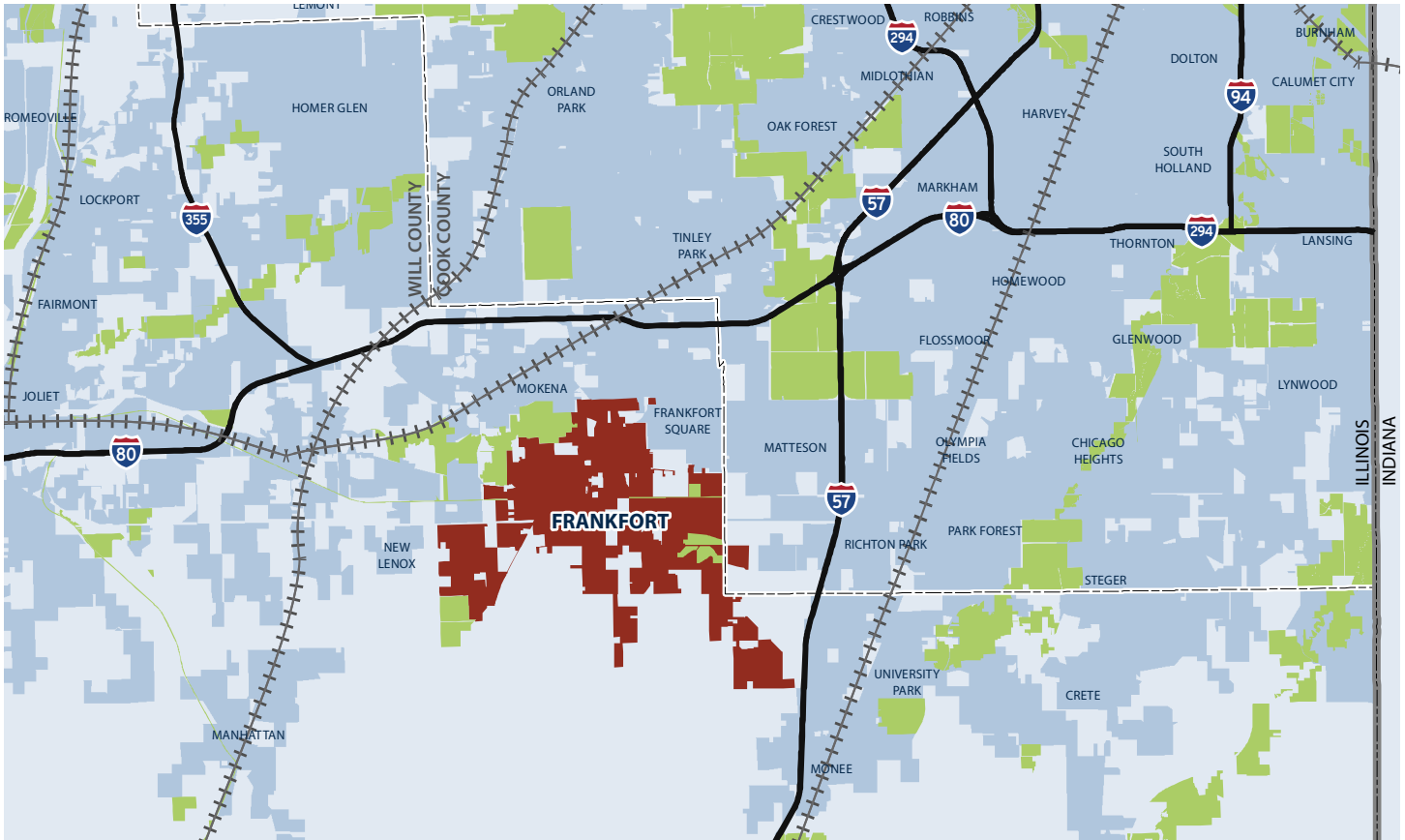
The Village of Frankfort is located approximately 30 miles southwest of Chicago's Loop. Frankfort lies in the northern part of Will County, with Cook County directly to its North and East. The Village is bordered by Tinley Park and Mokena to the north, Matteson, Richton Park, University Park and Monee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

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

Frankfort's sense-of-place is derived from its rich settler and railroad history. The Village has a unique historic downtown that developed along the rail line. This downtown area has evolved into a vibrant town center, providing a space for community events and a home to a variety of local businesses. Additionally, the JNIR has since been converted into a pedestrian trail, known as the Old Plank Road Trail (OPRT). OPRT has become an important community asset for Frankfort, creating a gathering place for residents and groups. The Breidert Green and surrounding areas hosts many community events, such as the Frankfort Country Market, bicycle rides, walk/run events, car shows, and arts & crafts shows.

Frankfort's unique community assets and accessibility provides the opportunity for continued growth. Frankfort continues to attract new residents, with a population of 17,782 in 2010 (US Census) growing to 19,000 residents in 2017 (Annual Estimates of the Resident Population). Given the village's many assets, continued growth and development are anticipated.

REGIONAL LOCATION MAP | FIGURE 1



PAST PLAN GOALS

2004 COMPREHENSIVE PLAN

Circulation + Transportation: Ensure the transportation system continues to function effectively and efficiently as the Village grows and develops.

Community Facilities + Utilities Plan: Plan for expansion and improvement of community facilities and utilities to anticipate future growth and development.

Framework Plan: Establish basic planning and development principles that will guide the future growth and development of Frankfort.

Future Land Plan: Recommends specific land uses for Village sites.

Design & Development Guidelines: Preserve and enhance the high quality of Frankfort's physical character through design and development standards.

Special Area Plans: Identify and conceptualize three unique development opportunities to become focal points within the community using some of the Village's ideas for the creative development. Special Areas identified include: the northeast corner of the Route 30/Route 45 intersection, the Historic Downtown District, and the Route 45/Laraway Road intersection.

OVERVIEW OF PAST PLANS

- 2004 Comprehensive Plan
- 2005 Bicycle Trail Master Plan
- 2006 Master Sewer Plan
- 2007 Downtown Master Plan
- 2007 Transportation Master Plan
- 2008 Water Resource Management Plan
- 2010 Future Land Use Plan Update
- 2015 Facilities Planning Report

2005 BICYCLE TRAIL MASTER PLAN

Goal: Create and maintain an integrated system of bicycle facilities that provides safe, convenient travel for residents throughout the village.

2006 MASTER SEWER PLAN

Goal: Identify service areas and sewer sizing for the provision of sanitary sewer services within the nine and on-half (9.5) square mile study area that primarily contains unincorporated areas south of the Village.

2007 DOWNTOWN MASTER PLAN

Goal: Revitalize Frankfort's historical downtown by identifying and leveraging existing assets and partnerships.

2007 TRANSPORTATION MASTER PLAN

Goal: Provide and maintain a cohesive transportation network and adequate public infrastructure systems. Additionally, encourage planned and orderly expansion of the Village while protecting sensitive areas (environmental, historical, residential) and preserving the overall character of Frankfort.

2008 WATER RESOURCE MANAGEMENT PLAN

Goal: Identify and inventory significant features and needs of waterways within the Village, and make recommendations on the maintenance and protection of each area that will help inform future budgeting necessary for proper management of the waterways.

2010 FUTURE LAND USE PLAN UPDATE

Goal: Encourage overall municipal growth and diversification of land use, while protecting natural resources and town character within the study area (nearly 38 square acres south of Steger Road).

2015 FACILITIES PLANNING REPORT

Goal: Determine the best alternative to continue to provide wastewater treatment to its residents given the condition of the existing facilities and pending regulatory changes.

2016 DOWNTOWN PARKING EVALUATION

Goal: Evaluate existing on- and off-street parking conditions, traffic and pedestrian circulation, and identification of options for improvements.

2017 TIF AREA UTILITY STUDY

Goal: Determine feasible sewer and water route options that could service unincorporated area located south of the Village near I-57.

Storefronts Downtown Frankfort



REGIONAL PLANS

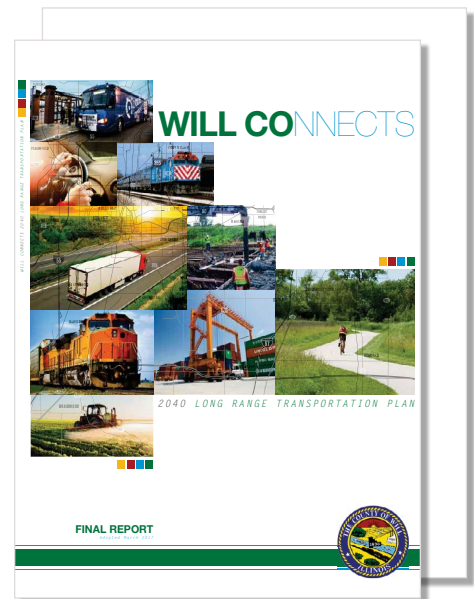
WILL COUNTY LAND RESOURCE MANAGEMENT PLAN (LRMP)

The Will County Land Resource Management Plan (LRMP), adopted in 2002 and updated in 2011, provides guiding principles, goals and implementation strategies that will inform future growth and development within the county. The LRMP acts as a land use planning guide that will give the county the best opportunity for sustainable growth while encouraging best practices and consistency throughout. The LRMP categorizes most of Frankfort proper as a 'Suburban Community,' while everything south of Laraway Road in the planning area are 'rural areas.' The LRMP defines a Suburban Community as being characterized by single-family subdivisions and strip commercial developments. The LRMP calls for high-quality development with diverse land use for these areas, with a strong overall focus on conservation design for new residential development.



WILL CONNECTS 2040 (WILL COUNTY 2040 LONG RANGE TRANSPORTATION PLAN)

Adopted in 2017, Will Connects 2040 serves as an update to the 2030 Long Range Transportation Plan. Will Connect 2040 provides a comprehensive look at the county's transportation system over the next 25 years, and provides an action plan to pro-actively address the issues and needs of the system. One planning priority of Will Connects 2040 is preparation for the proposed Illiana Expressway that would extend from Interstate 55 in Illinois to Interstate 65 in Indiana, that would run East-West south of Frankfort. While this route would not run through the community, it would be near enough to the potential business park/industrial area at the new interchange at Stunkel Road and I-57, and could spur development in that area. Another project identified in the Will Connects 2040 plan is improvements to Laraway Road, with a planned expansion to a 4-lane roadway with turn lanes and limited access points. Frankfort will need to work closely with the County on planning of these improvements through the community.



CMAP'S ON TO 2050 REGIONAL PLAN

The Chicago Metropolitan Agency for Planning (CMAP) has developed a master plan for the Chicago Metropolitan Region titled ON TO 2050. This latest regional plan recommends a variety of actions and strategies governed by three important planning principles to help communities within the metropolitan region achieve sustainable prosperity. These principles that will guide the planning process include:

GUIDING PRINCIPLES

- ✓ **Resilience** - A network of communities that can endure and recover from social, economic and environmental hardships.
- ✓ **Inclusive Growth** - Increased economic opportunity and improved quality of life for all residents within the region.
- ✓ **Prioritized Investment** - Coordination of investments across sectors and communities within the region.

These principles inform the planning recommendations related to large scale trends that the region is experiencing and will continue to experience in the future. The five 'alternative futures' addressed are:

ALTERNATIVE FUTURES

- ✓ **Changed Climate** - Frequency and strength of extreme weather events as a result of changes to the region's climate have the potential to strain infrastructure, natural systems and communities.
- ✓ **Walkable Communities** - People want to live in walkable communities, increasing demand for existing downtown and commercial corridors within the region and increasing investment in mixed use, walkable community centers.
- ✓ **Innovative Transportation** - Improvements in technology encourage integration of smart infrastructure and autonomous vehicle into the transportation network that will improve the mobility of people and goods throughout the region.
- ✓ **Transformed Economy** - Improvements in technology encourage the transition to automation and digitalization that will transform the production of goods and services, and those goods and services themselves.
- ✓ **Constrained Resources** - State and Federal funding sources will likely continue to stagnate or diminish, putting pressure on local government, resulting in new tolls, taxes and fees that will increase the financial burden of communities in the region.

One strategy of the ON TO 2050 plan that is significant for Frankfort and surrounding communities in Will County is to focus on improving existing infrastructure as a way to address mobility needs in a time of constrained resources. This relates to Frankfort because the plan specifically calls for infrastructure improvements to I-80 and I-55 as a solution to heavy truck traffic on rural roads, which could benefit Frankfort and the surrounding communities. However, given lack of funding and the need for further study, the Illiana Expressway is no longer given priority over other regionally significant projects, such as the I-80 and I-55 improvement projects.



Historical Housing in Frankfort's Downtown District

SECTION 2

DEMOGRAPHICS & MARKET

INTRODUCTION

The following section provides an overview of the demographic and housing trends in Frankfort. Since 2000, the population of Frankfort has grown significantly, and although the rate slowed in recent years, the population of the Village continues to grow. In 2000, a few years prior to the 2004 Comprehensive Plan, the population of Frankfort was approximately 10,900. By 2010, the population grew to 17,792, and was estimated to be approximately 19,800 in 2018.

In 2017, Frankfort was made up of approximately 6,495 housing units. Of those units, approximately 90% are owner-occupied, 7% rental and 3% of units are vacant. Single-family homes are the predominant housing type (79%), although there are some townhomes and multi-family units throughout the Village as well.

“ Since 2000, the population of Frankfort has grown significantly, and although the rate slowed in recent years, the population of the Village continues to grow. ”



POPULATION

While population growth has slowed from the boom years of the early 2000's, Frankfort's population growth in 2010-2016 was well above that of Illinois and the US. Notably, Frankfort is in the top 3% of all Illinois municipalities in terms of population growth.

- **2000** 10,900 Residents
- **2010** 17,782 Residents
- **2015** 18,295 Residents (estimate)
- **2018** 19,800 Residents (estimate)

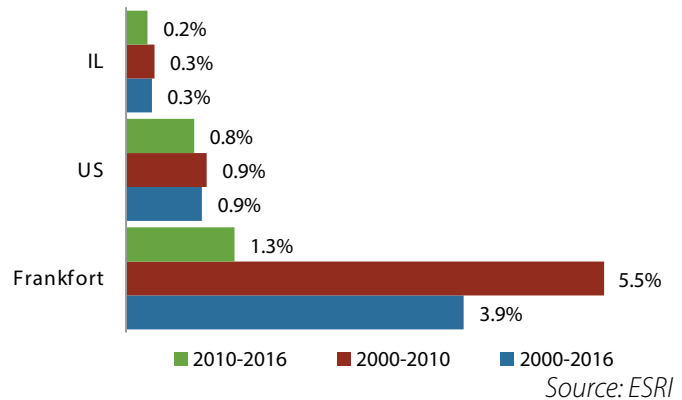


HOUSING

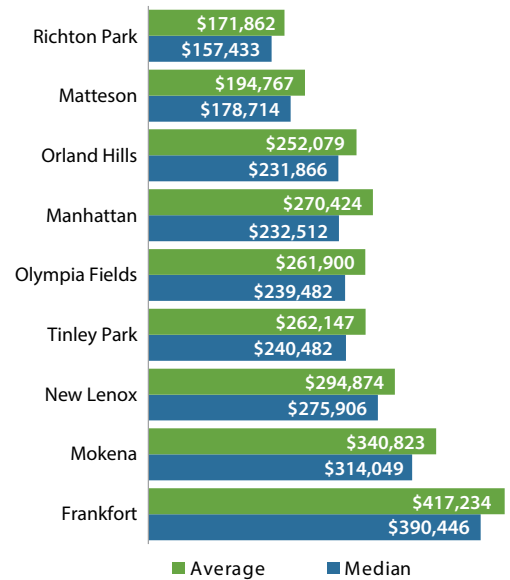
Frankfort leads the surrounding area in 2016 home values. However, Frankfort also has one of the lowest per capita incomes as a percentage of home value in the area, indicating that home ownership in Frankfort is more expensive than in neighboring areas. The Median Year Built for Frankfort's housing stock is 1997, which is comparatively newer than surrounding municipalities' housing stocks.

- **OCCUPIED HOUSING** 97.1%
 - OWNER OCCUPIED 90.1%
 - RENTER OCCUPIED 7.0%
- **VACANT** 2.9%
- **MEDIAN YEAR BUILT** 1997
- **MEDIAN INCOME** \$111,152
- **MEDIAN VALUE** \$381,134

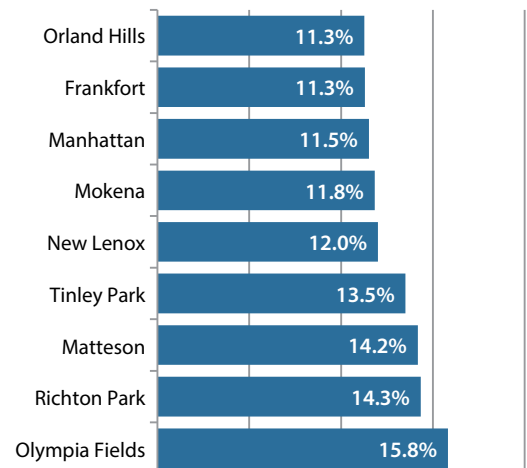
Frankfort Population Growth Compared to Illinois & US



2016 Home Values



Per Capita Income as a Percentage of Average Home Value (2016)



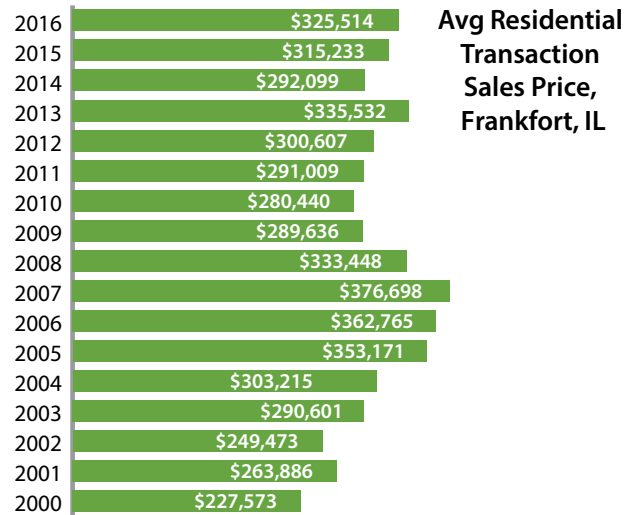


HOUSING CONTINUED...

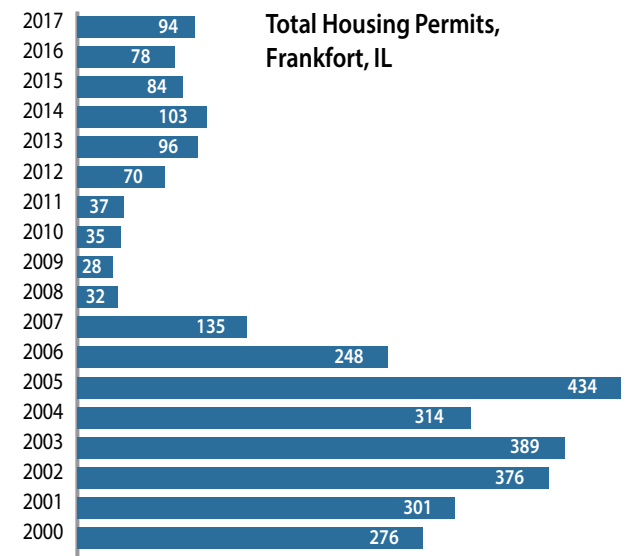
Housing construction trends for Frankfort are reflective of broader regional challenges with housing. Since 2010, the pace of suburban Chicago-area housing construction has lagged well behind national trends. As shown below, while Frankfort saw development of 250 to 300 housing units per year from 2000 to 2006, since 2013, the community has seen a significantly lower pace of construction with a maximum of about 100 permits issued per year. According to the State of the Cities Data System (SOCDS) maintained by the U.S. Department of Housing & Urban Development (HUD), most new housing has been single family construction.

Housing construction in Frankfort from 2000 to 2005 aligned with equally dramatic growth in residential values (as shown below) with annualized growth in residential values of about 7% annually. Since 2010, reflective of the impact of the recession, average transaction price growth in Frankfort has softened, growing at about 2.5% annually.

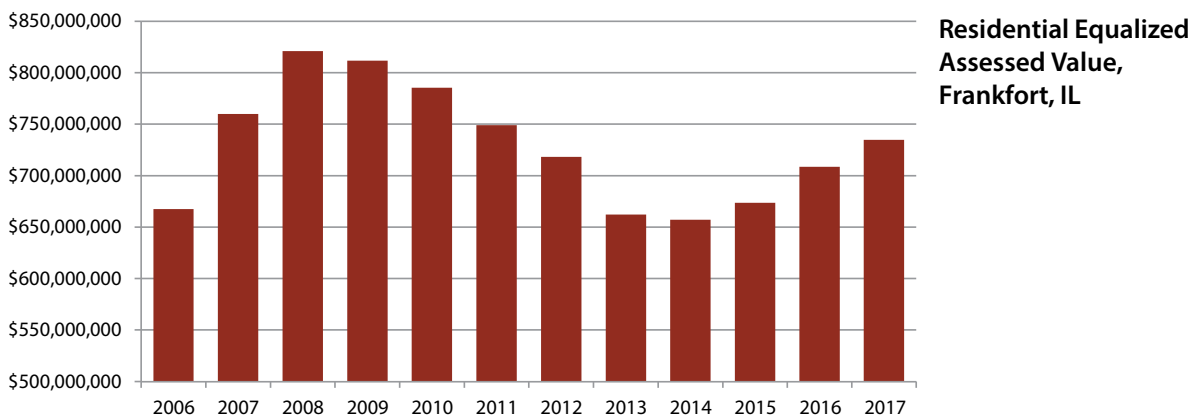
The impact of the recession on home values can be best viewed through equalized assessed value data, as presented in the Frankfort Comprehensive Annual Financial report (CAFR). Shown on the following chart, EAV climbed dramatically from 2006 to 2008, with the community adding about \$153 million in value, linked with significant new construction. Since 2010, total EAV has stabilized and between 2014 and 2017 grew at an average rate of 3%.



Source: Will County



Source: SOCDS Building Permit Database



Source: Frankfort CAFR



HOUSING CONTINUED...

HOUSING MARKET INSIGHTS

Conversations about the Chicago area housing market begin with acknowledgment that the regional pace of total housing unit construction has not recovered to pre-recession thresholds, and that the region has seen a surge in multi-family construction, with Chicago capturing a surprising share of new housing units (downtown in particular); rent growth has also accelerated. From a market standpoint, it is also clear that:

- With the youngest Baby Boomer having already turned 50 at this point and the next cohort (Generation X) is about 20% smaller (roughly 16 million fewer people), the pool of potential home buyers may be lower in the future.
- Emerging concern that Gen X cohort “peak earnings” have been delayed/slowed due to the impact of the great recession (i.e. they have less aggregate net worth compared to the typical boomer at the same point in time).
- In general, suburban communities continue to remain sensitive to higher-density residential projects, and rental apartments in particular.

Also from a demand standpoint, the Chicago region has a relatively small number of locations outside of downtown Chicago that offer transit connectivity, walkability and access to “urban” amenities. These generally suburban locations all face one clear limitation, which is that within a ½-mile walkable radius of each “downtown” the number of property owners and sites is quite limited, meaning that demand always tends to exceed supply. For Frankfort in particular, across the Southland, mixed use downtown environments are rare in comparison with north and west sides of the metropolitan area (Wilmette, Arlington Heights, Glen Ellyn, Downers Grove, etc.), creating a supply constraint (i.e. a particularly small universe of sites being sought by a small segment of the overall market that would favor an urban or walkable housing option). Experience shows that while about 25% of US households would consider an urban / walkable housing option, only about 5% actually purchase or rent such a home.

For Frankfort, the impact of unfolding generational shifts, in context with otherwise modest regional population growth reinforce the need to be aware of implications. Already, post-recession trends have spoken to:

- Increased interest among boomers in apartments for rent, rather than owner occupied units, which has been a surprise.
- Softening markets for older, suburban “upper bracket” homes worth more than \$1 million.



HOUSING CONTINUED....

Frankfort added senior households (households with a householder 65+) at an annual rate of 2.9% between 2010 and 2017, well above the community's overall rate of household growth in that period (1.7%), according to the US Census American Community Survey. These growth rates increased the share of senior households from 21.6% of Frankfort households in 2010 to 23.5% of households in 2017. While the growth rates are notable, they are also entirely consistent with US trends, which show a senior household share increasing from 21% to 24.5%.

As we look ahead into the future, it is important to note the following:

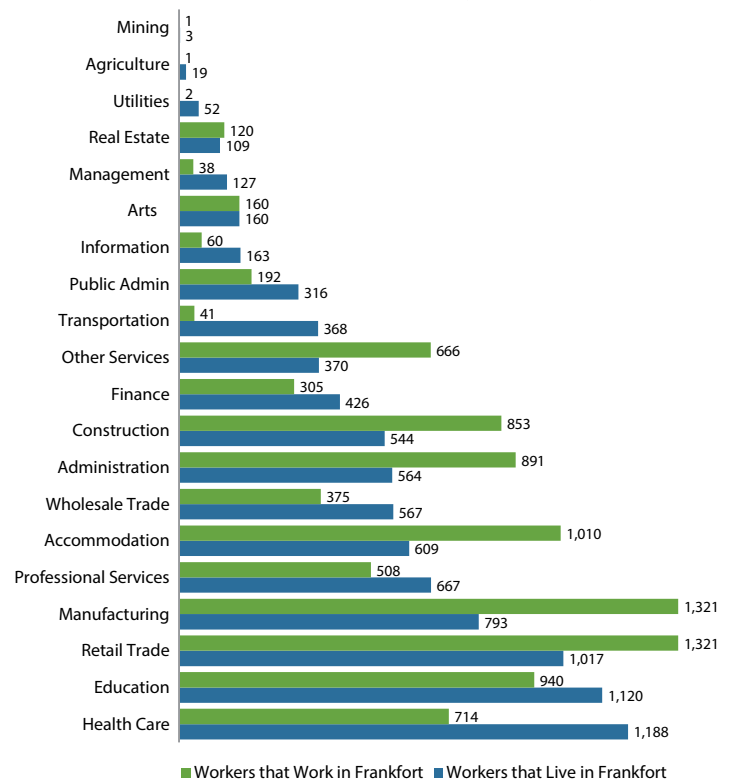
With the baby boomer population soon reaching retirement age, the senior housing sector will likely see continued strength for the foreseeable future. The general desire to age in place remains a basic interest, which is supporting demand for home-based health care services. That said, as residents grow older, higher property taxes paired with the maintenance burden of larger homes tend to encourage people to downsize. In terms of facility types, it is important to note that the newer generation of seniors are starting to demand more services compared to older generations. There is an emerging interest in facilities that are in walkable locations, as opposed to locations on the edge of a community. As a result, developers and operators are working with architects and designers to create amenity packages that can be enjoyed by both senior housing residents and the outside community, and help integrate senior housing within a larger neighborhood more naturally.



EMPLOYMENT

Prior to the 2008 Recession, more workers worked in Frankfort than workers who lived in Frankfort, a trend which reversed itself after 2010. Between 2002 and 2017, workers that live and workers that work in Frankfort increased at roughly equal rates, growing 4% annually during that time. In 2015, health care and education sectors employed the largest number of workers that live in Frankfort (over 1,100 workers each). The manufacturing and retail trade sectors employed the largest number of workers that work in Frankfort (1,321 each).

Frankfort Worker by Industry (2015)



Source: US Census on the Map

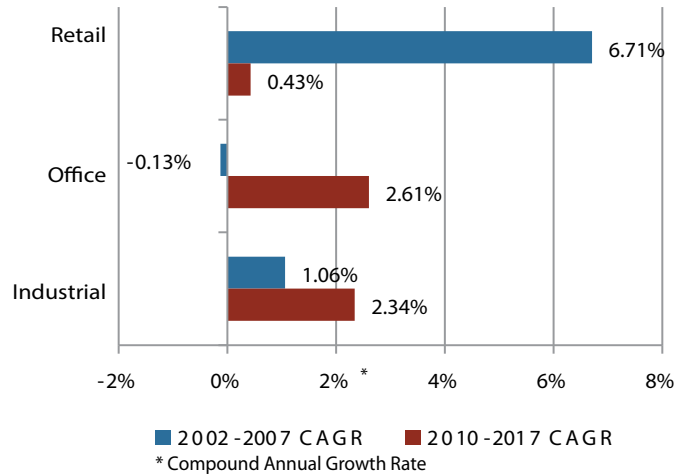


EMPLOYMENT CONTINUED...

Frankfort has had a significant drop in retail employment since pre-recession years, but has maintained a healthy retail market.

Frankfort's high industrial employment growth since 2010 correlates with a steady increase in industrial space occupancy over the same time period.

Frankfort Employment Growth



Source: IDES Where Workers Work



COMMERCIAL REAL ESTATE

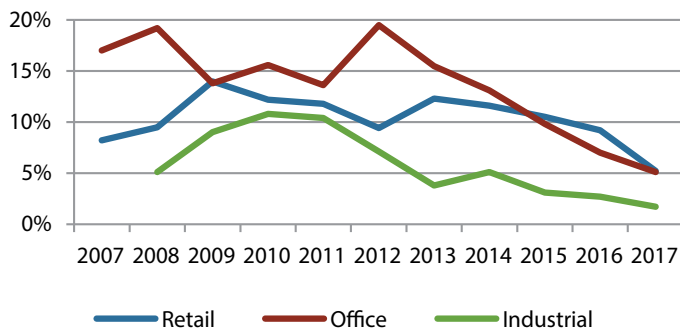
Retail and office rents in the Village of Frankfort and surrounding areas have increased over the last several years but have not yet reached pre-recession rates. Meanwhile, industrial rents have steadily increased since 2007.

Vacancy rates in the Village and surrounding area are at a 10-year low across all property types.

While industrial rents in the Village of Frankfort have been steadily rising, Frankfort's overall growth in industrial inventory and occupancy lags behind the surrounding area and Will County in general.

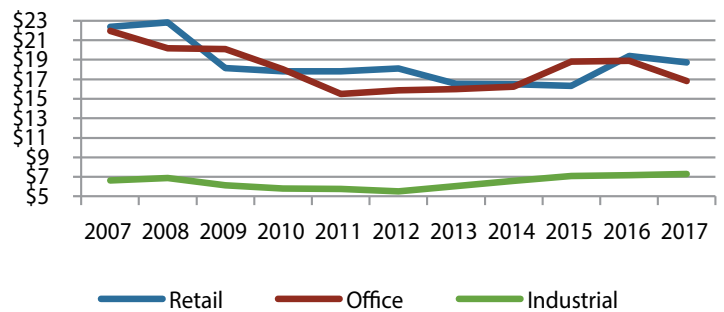
Frankfort and the surrounding area's office and retail inventory and occupancy growth rates are significantly higher than those of the 6-county region as a whole.

Frankfort 10-Year Vacancy Rate History (%)



Source: Costar

Frankfort 10-Year Rental Rate History (\$/SF)



Source: Costar



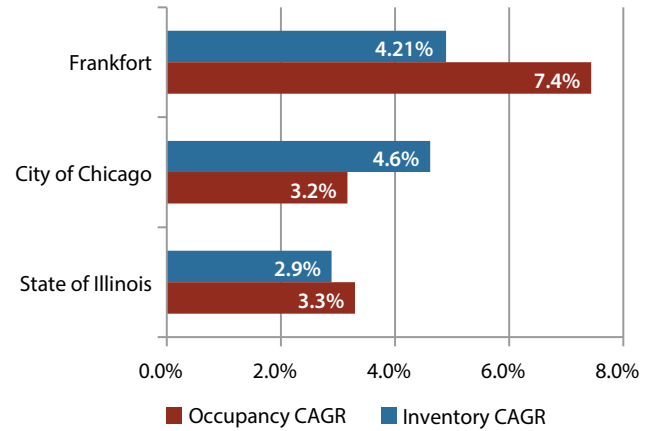
RETAIL MARKET

Retail sales in Frankfort have increased at an annualized rate of 4.21% per year from 2010 to 2016, out-pacing Chicago and Illinois. Despite this growth, retail sales have slowed in recent years, decreasing from \$6,075,003.47 in 2016 to \$6,004,257.95 in 2017, as Frankfort, much like the rest of the Country, has entered into the tail end of an economic expansion.

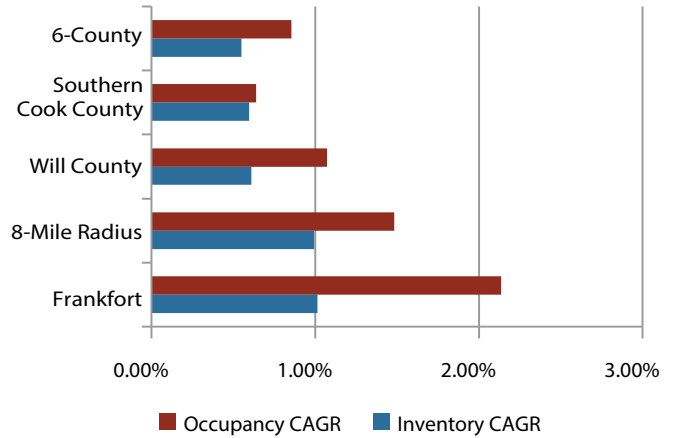
Retail rents in Frankfort have generally increased since 2010, while retail rents in the surrounding areas have declined or stayed relatively flat.

While retail occupancy growth has outpaced inventory growth in all areas surrounding Frankfort, Frankfort's occupancy growth rate far exceeds the surrounding areas.

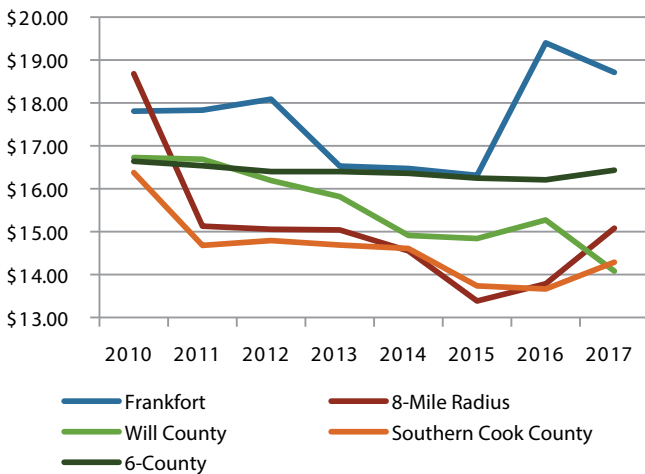
Retail Sales Growth



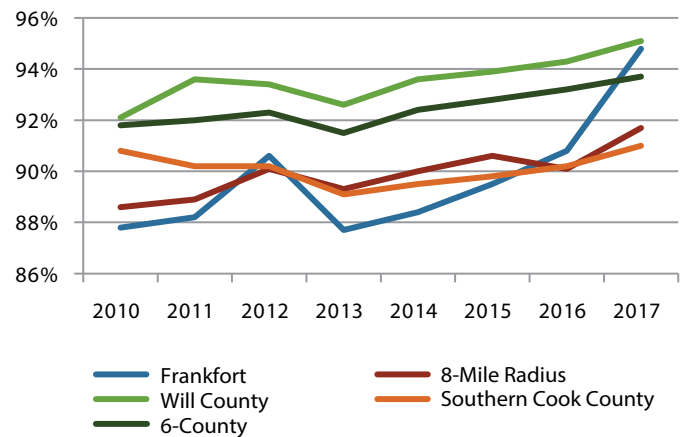
Retail Inventory & Occupancy Growth, 2010-2017



Retail Rental Rate History (NNN)- \$/SF



Retail Occupancy History



Source for all graphs on this page: State of Illinois Department of Revenue

*Source for Frankfort Inventory CAGR: Village of Frankfort



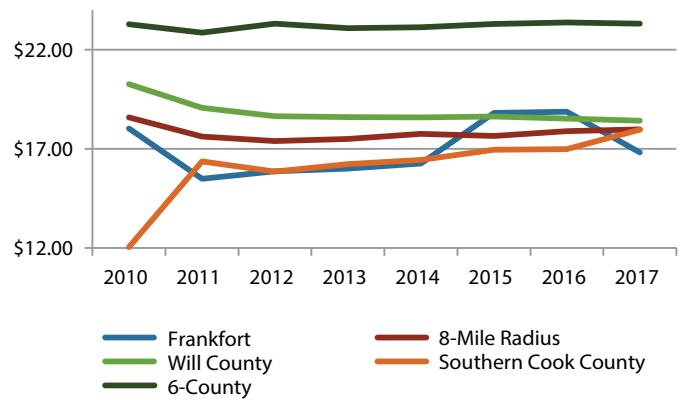
OFFICE MARKET

Frankfort's growth in office occupancy since 2010 is more than four times its growth in office inventory, leading to a 10% increase in occupancy rates since 2010.

Despite increases in occupancy, office rental rates in Frankfort and its surrounding areas have remained relatively flat.

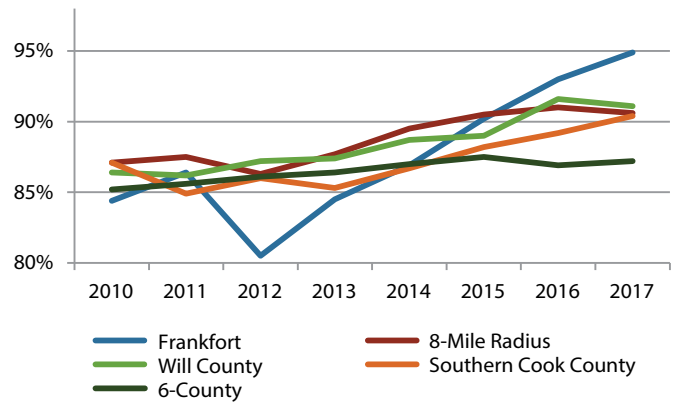
Office occupancy for buildings built after 2005 is ~95%, 5% higher than overall office occupancy.

Office Rental Rate History (Gross)- \$/SF



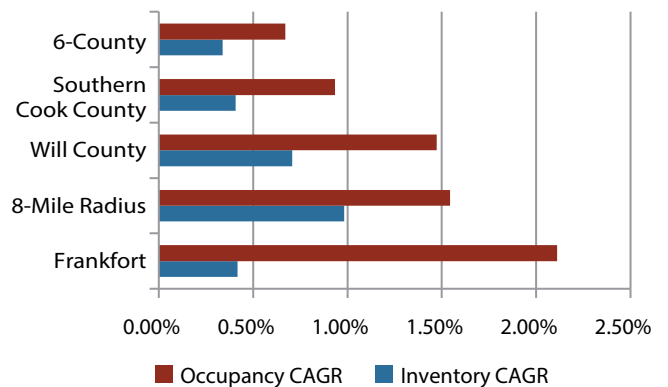
Source: Costar

Office Occupancy History



Source: Costar

Office Inventory & Occupancy Growth, 2010 - 2017



Source: Costar



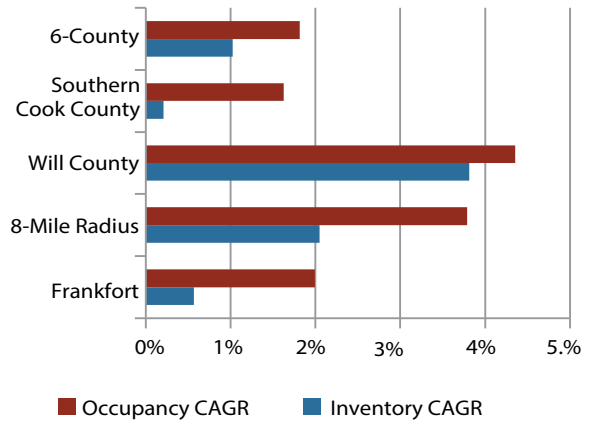


INDUSTRIAL MARKET

Industrial properties are the only property type to achieve a steady increase in rents since 2010 throughout Frankfort and its surrounding areas.

Frankfort's industrial occupancy and rental rates far exceed the surrounding areas, while inventory growth remains low.

Industrial Inventory & Occupancy Growth, 2010-2017

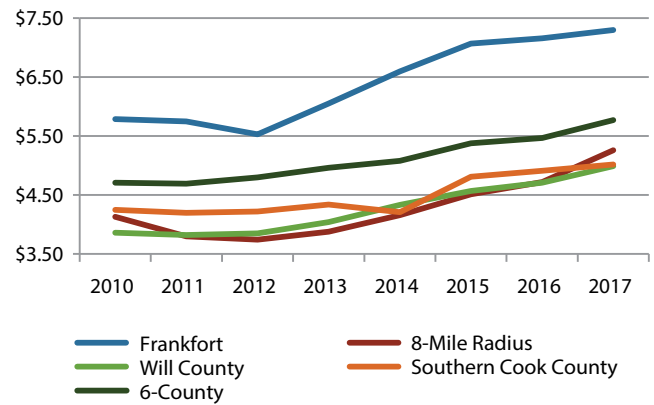


Source: Costar

Richardson Products, Inc



Industrial Rental Rate History (All Service Types) - \$/SF

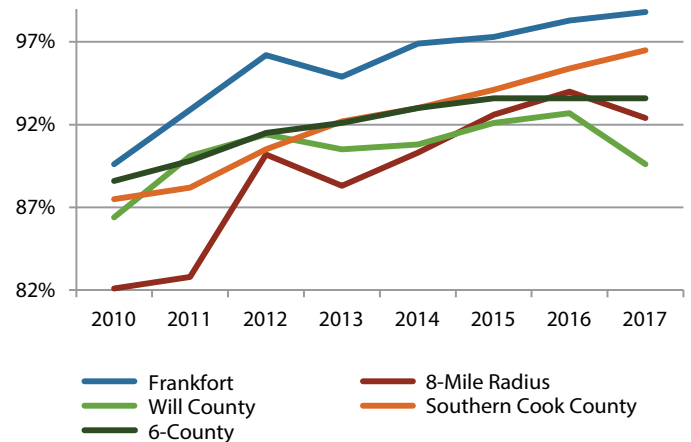


Source: Costar

Tri - State Cut Stone & Brick



Industrial Occupancy History



Source: Costar



Old Plank Road Trail Archway

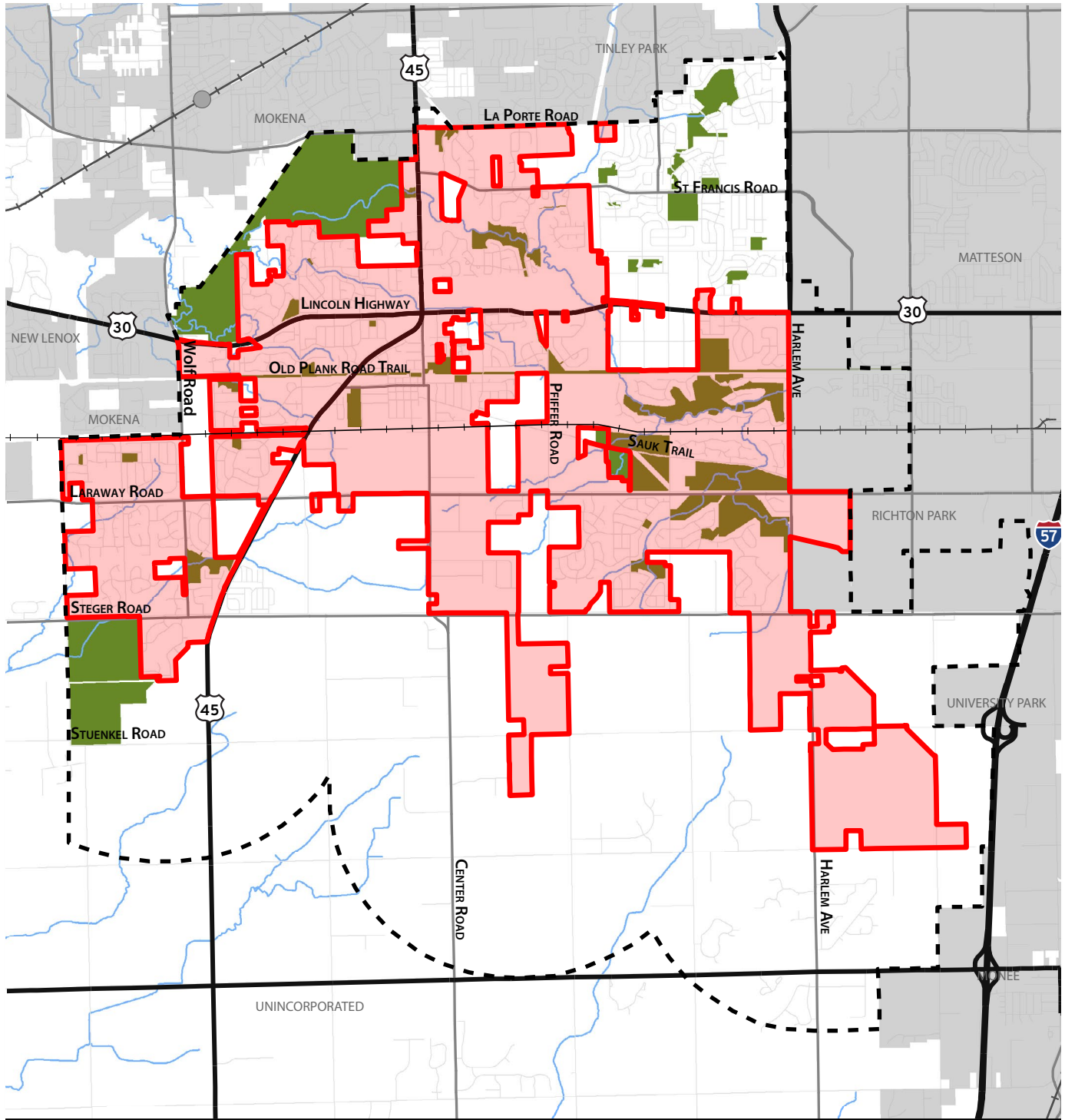
SECTION 3 LAND USE & ZONING

INTRODUCTION

The following section describes existing land uses within the Village's corporate limits, as well as within the comprehensive planning area. The planning boundary is derived from Frankfort's authority and responsibility to plan for a 1.5-mile planning area from the boundary of the corporate limits, excluding areas already annexed into neighboring municipalities. Given the proximity to neighboring communities to the north, east and west, the Village's extra-territorial planning jurisdiction falls mostly south of the Village limits. The planning process will investigate future uses of these areas to determine potential annexations that the village could consider and pursue. This section will also describe existing zoning regulations that will inform a consistent set of land use designations.

“ Understanding existing land use patterns is important for making informed planning decisions for the future. ”

PLANNING AREA MAP | FIGURE 2



Legend

- Roads
- Railroads
- Streams
- - - Planning Jurisdiction
- █ Frankfort Limits
- █ Open Space
- Metra Stations

**Village of Frankfort
2018 Planning Area**

0 0.5 1.0 Miles



EXISTING LAND USE

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

LARGE-LOT RESIDENTIAL

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

There is little large-lot residential use within the Village limits. Most large-lot residential use can be found south of the Village limits.



RESIDENTIAL

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

Within the Village, most residential is single-family detached on lots less than one (1) acre. There is a large number of single-family attached homes, in the form of duplexes and townhouses, and some multi-family housing units throughout the Village. There are several single-family detached and attached subdivision communities within the Village.



MANUFACTURED HOME FACILITY

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

The Village does not have any manufactured home facilities within its limits. There is one large mobile home facility in the southwest corner of the planning area, just outside the Village Limits, at the intersection of La Grange Road and Steger Road. Another manufactured home facility lies just within the planning area, east of the Village Limits on Ridgeland Avenue.



COMMERCIAL

Retail, office uses, and other service commercial uses.

Commercial use within the Village is concentrated on major roadways, including Lincoln Highway and La Grange Road, as well as within the downtown area near the Old Plank Road Trail.



INSTITUTIONAL

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

The Village has several schools, a library, a police station, a public works building, a utilities building, and a fire protection district headquarters, as well as a village hall, chamber of commerce, and park district building. These are found throughout the community.



INDUSTRIAL

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

Industrial use is primarily concentrated in the southern portion of the Village Limits, along Center Road.



AGRICULTURE

Farming and related uses

Agricultural use is primarily concentrated in the southern portion of the Village Limits and beyond into the southern portion of the planning area.



OPEN SPACE

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

Open Spaces are scattered throughout the Village, with some open space within residential neighborhoods. In addition, Hickory Creek Forest Preserve is located to the Northwest of the Village Limits, and Hunter Woods Forest Preserve and Sauk Trail Reservoir are located in the eastern portion of the Village.



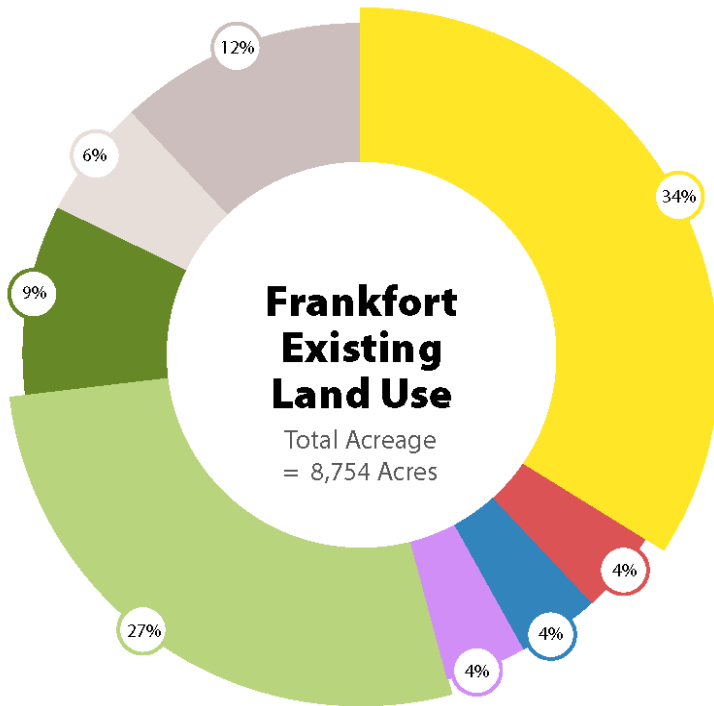
UTILITY/TRANSPORTATION

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

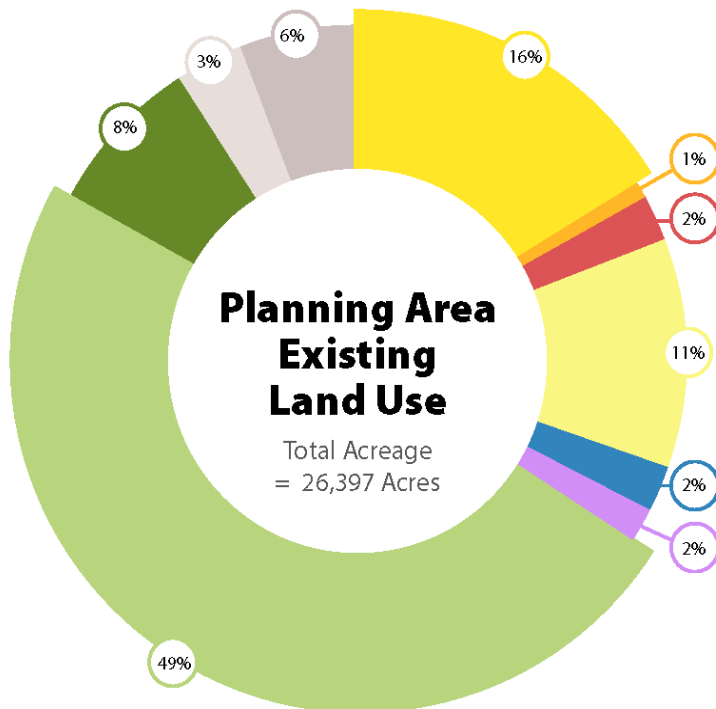
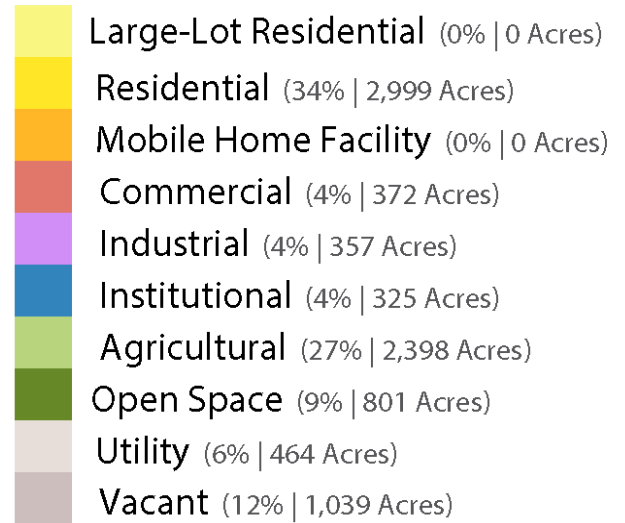
There is one large Commonwealth Edison utility parcel along 88th Avenue, with the Elgin, Joliet and Eastern (EJE) freight rail line just south of that.



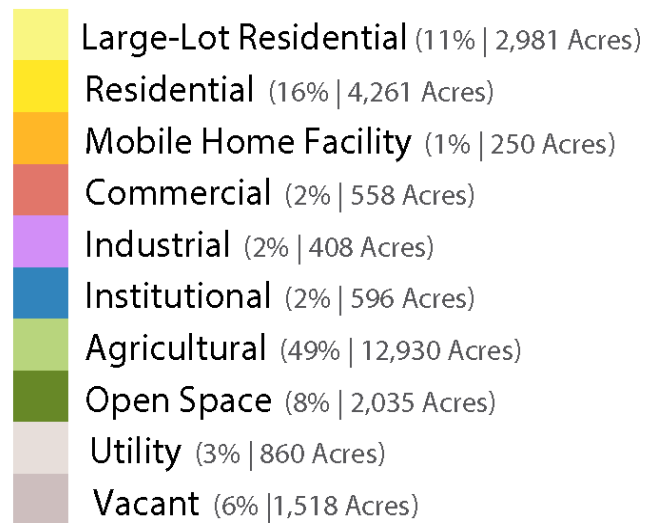
EXISTING LAND USE COMPARISON CHARTS | FIGURE 3



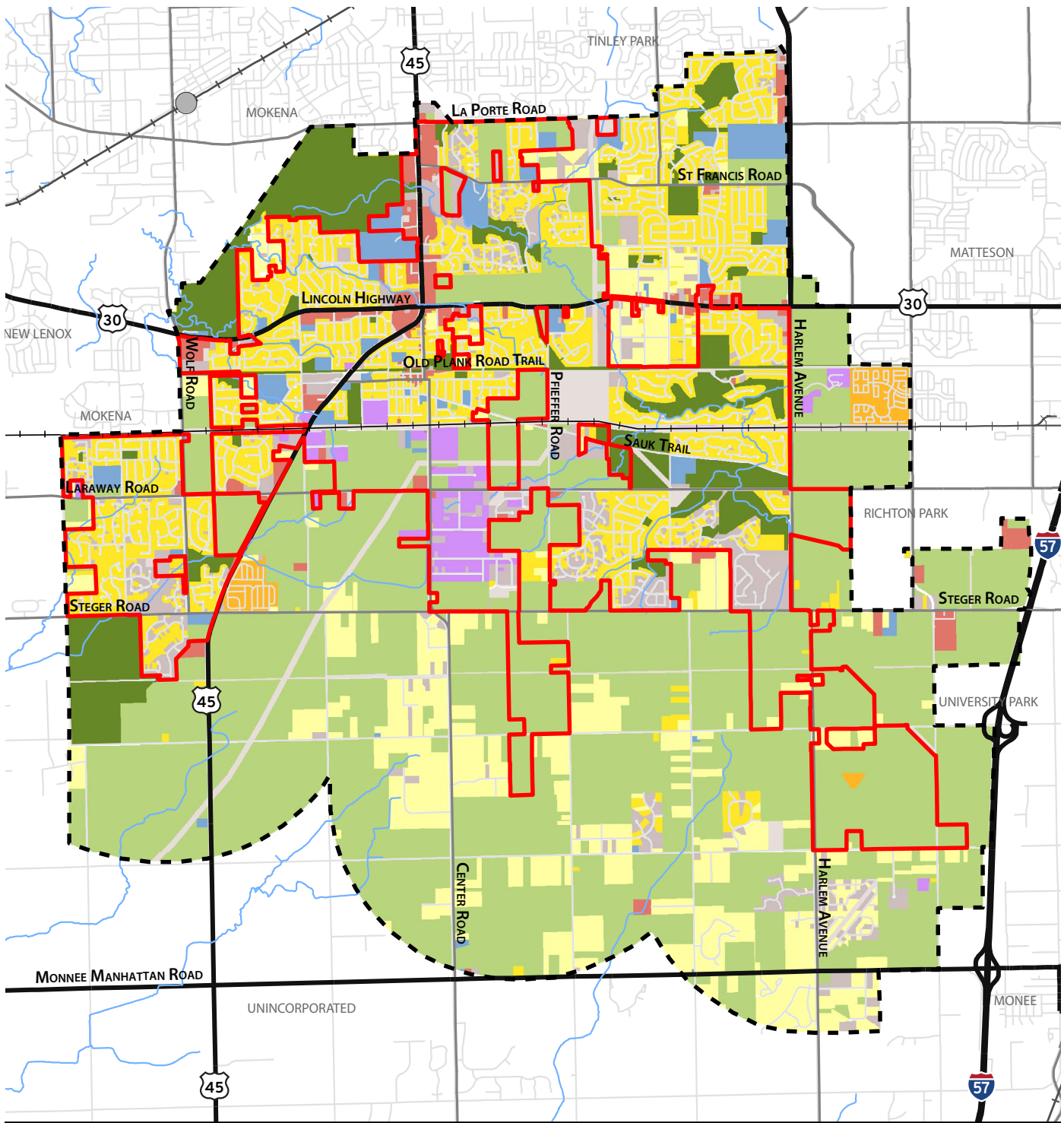
Frankfort



Planning Area



EXISTING LAND USE MAP | FIGURE 4



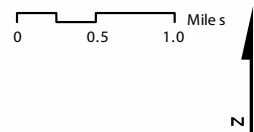
Legend

- Roads
- +— Railroads
- Streams
- - - Planning Jurisdiction
- ▭ Frankfort Limits
- Metra Stations

Land Use

- ▭ Large-Lot Residential
- ▭ Residential
- ▭ Mobile Living Facilities
- ▭ Commercial
- ▭ Industrial
- ▭ Institutional
- ▭ Agricultural
- ▭ Open Space
- ▭ Utility
- ▭ Vacant

**Village of Frankfort
2018 Existing Land Use**



ZONING

While existing land use shows the actual use of each property, Zoning shows what uses are permitted to be developed based on the Village's current zoning regulations. The following section describes the existing zoning districts. These districts include one agricultural district, four business districts, two historical districts, two industrial districts, one office/research district, and five residential districts, including the estate residential district.

AG - AGRICULTURAL

Intended to encourage the utilization of land for agricultural purposes and to preserve lands best suited to agriculture.

B1 - LOCAL BUSINESS

Provide for retail or service establishments supplying convenience goods or personal services for the daily needs of the residents living in nearby residential neighborhoods.

B2 - COMMUNITY BUSINESS

Intended to be the primary business area for most types of business and commercial enterprises, offices and service establishments.

B3 - GENERAL BUSINESS

Provide for retail and service uses, including those uses that are oriented toward the service of automobiles.

B4 - OFFICE

Characterized by low intensity campus type office and research development, and is often a buffer between residential and commercial areas.

H1 - HISTORIC DISTRICT

Intended to preserve and enhance the historic downtown commercial area.

HR - HISTORIC RESIDENTIAL

Intended to preserve and enhance the historic neighborhoods, while protecting the rights of homeowners, in the area in and around downtown Frankfort.

I1 - LIMITED INDUSTRIAL

Provide well-designed buildings housing nuisance-free light industrial. All operations conducted within this district must be in an enclosed building.

I2 - GENERAL INDUSTRIAL

Provide land for development by most types of industrial firms. The regulations are designed to permit operations in a clean and quiet manner.

OR - OFFICE/RESEARCH/LIMITED INDUSTRIAL

Intended for buildings housing office, research, and light industrial in an integrated campus-like environment.

ER - ESTATE RESIDENTIAL

Single-family dwellings on large rural lots, and functions as a transition from rural areas with agricultural designations to residential areas more urban in character.

R1 - SINGLE FAMILY RESIDENTIAL

Single family dwellings on large lots in developed settings. Maximizes building separation and minimizes lot coverage.

R2 - SINGLE FAMILY RESIDENTIAL

Single family dwellings at a medium density and on smaller lots in developed settings. Maximizes building space, while offering flexibility of house separations and lot width.

R3 - ATTACHED TWO FAMILY RESIDENTIAL

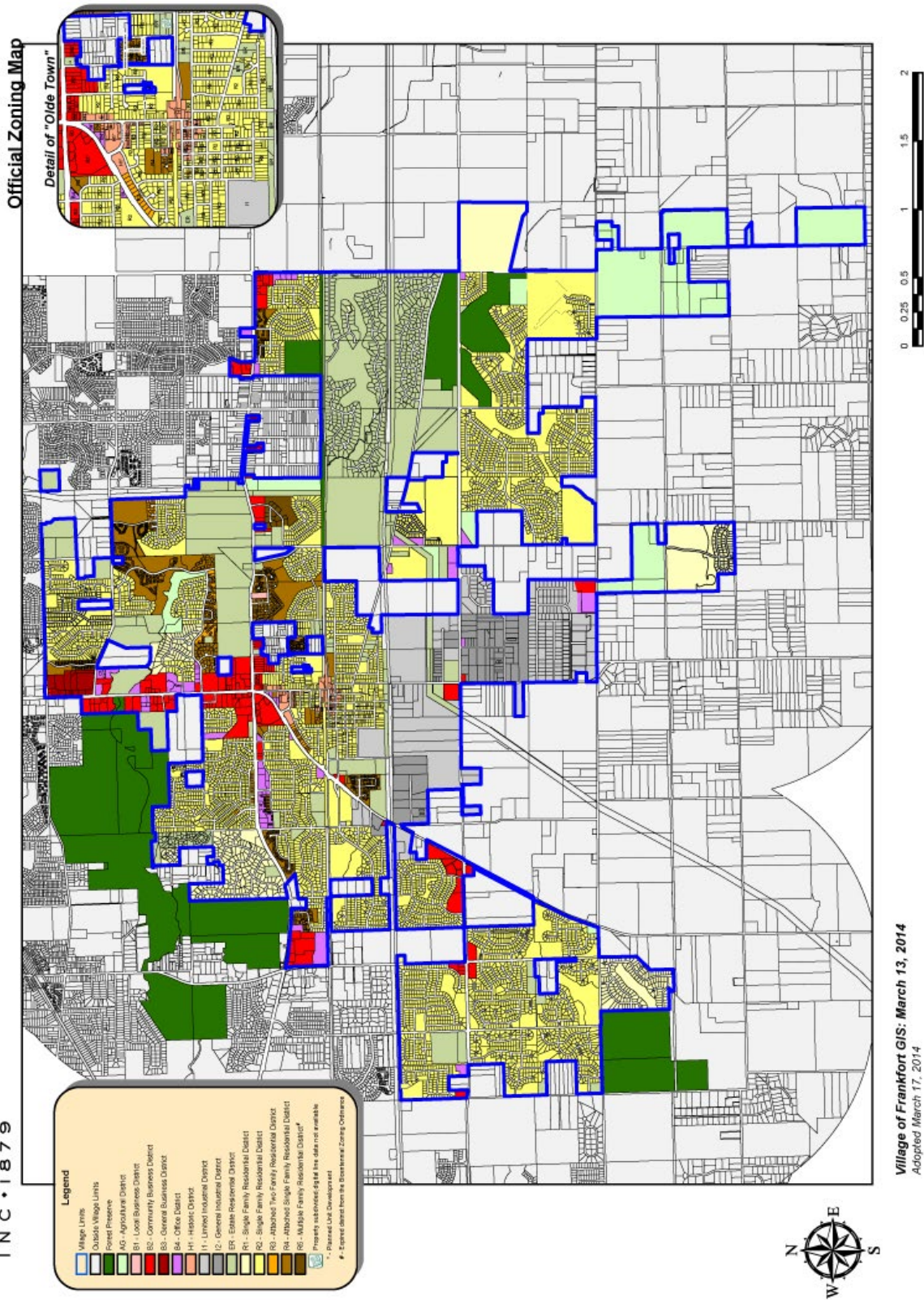
Provide for two family residential uses. The character of development in this district should emulate the design and density of a single family neighborhood.

R4 - ATTACHED SINGLE FAMILY RESIDENTIAL

Provide for attached housing, in condominiums, row- or townhouses. The district may function as a transition from residential districts of lower density to nonresidential uses.

FRANKFORT'S OFFICIAL ZONING MAP | FIGURE 5

VILLAGE OF
FRANKFORT
INC • 1879





Arrowhead Bridge

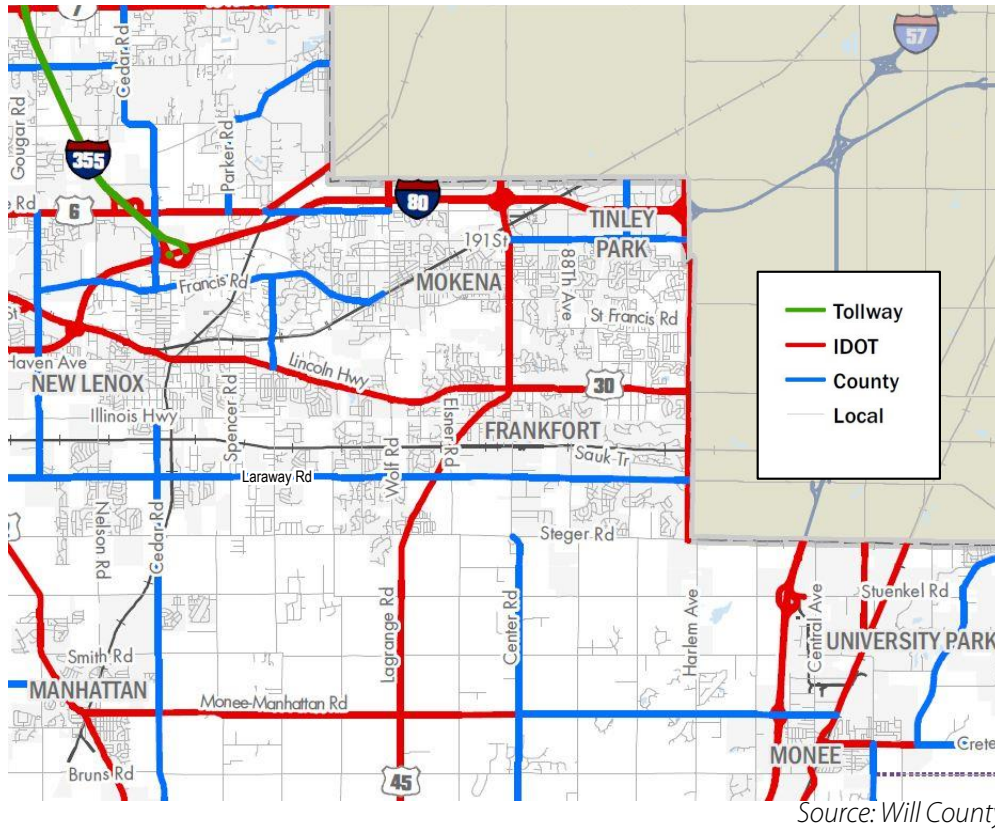
SECTION 4 TRANSPORTATION

INTRODUCTION

This section provides an overview of transportation infrastructure within the Village of Frankfort and surrounding municipalities. Analysis includes a review of existing transportation conditions and implications connected to Frankfort's transportation infrastructure.

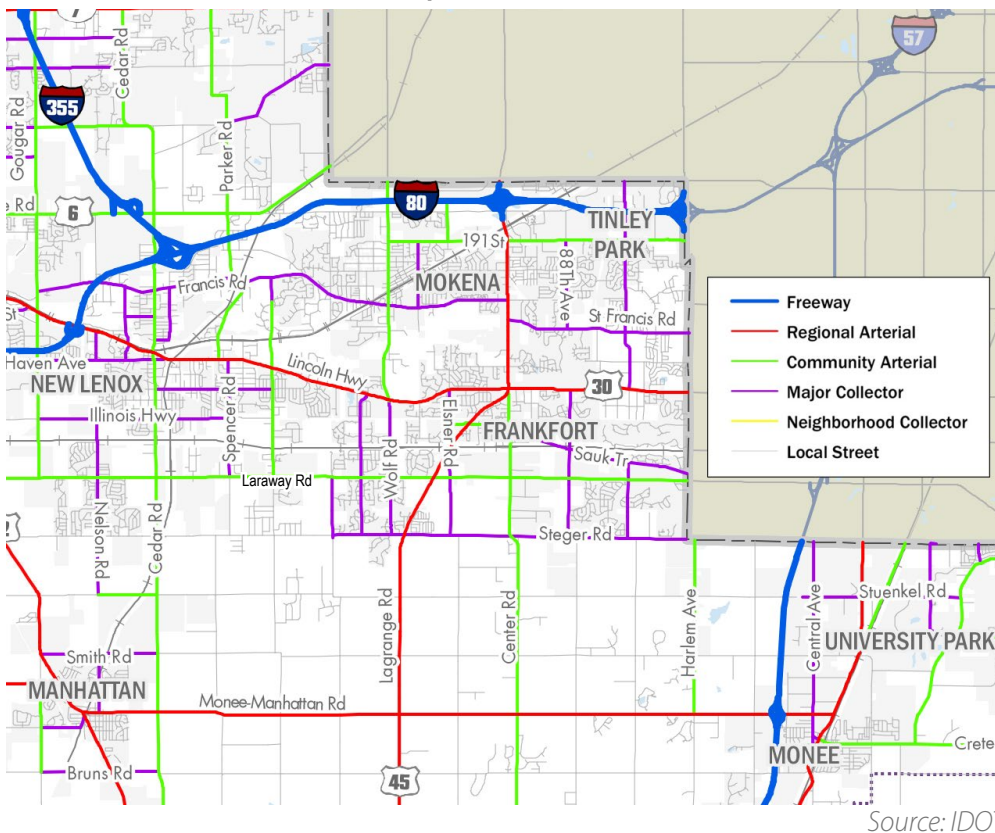
“Understanding existing transportation conditions in Frankfort informs stakeholders on where to invest resources for future transportation infrastructure.”

ROADWAY JURISDICTION | FIGURE 6



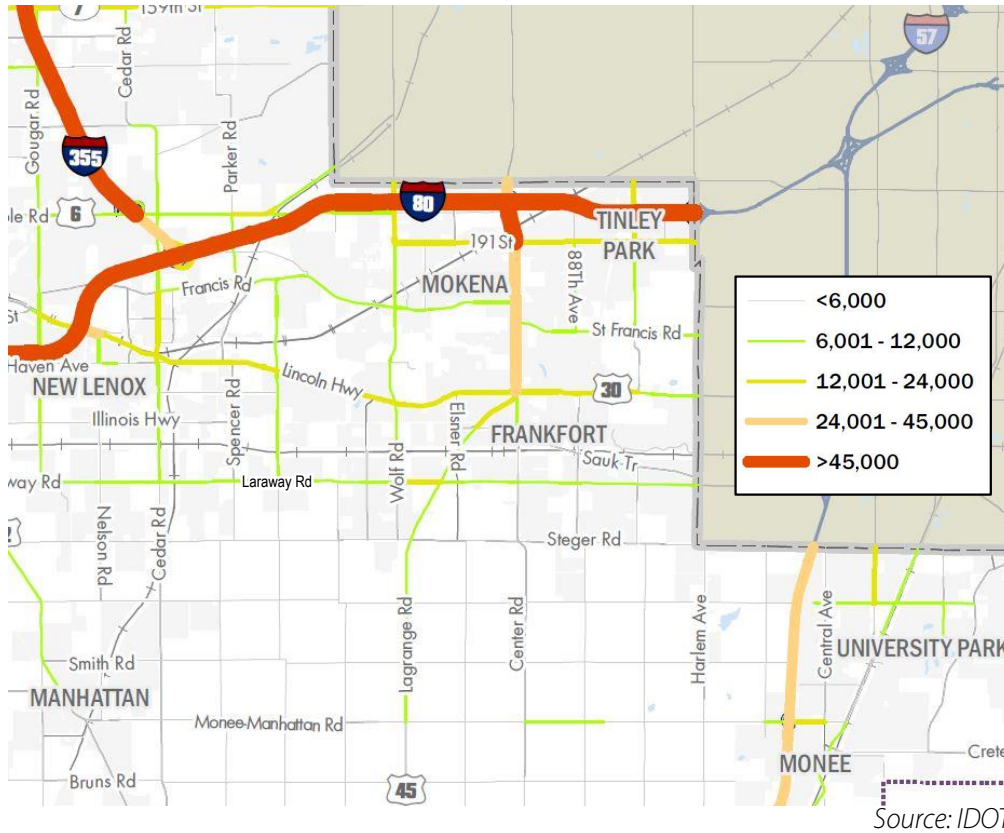
Roadway corridors within the Frankfort area are designated among four jurisdictions: Illinois Department of Transportation (IDOT), Illinois Tollway, Will County and local municipalities. Jurisdictional responsibility includes addressing roadway infrastructure, capacity, safety issues and maintenance as part of regular corridor assessments. Within Frankfort, most roadways are managed locally. Major thoroughfares such as US-30, US-45 and Harlem Avenue are managed by IDOT. Will County's roadway jurisdiction includes Laraway Road.

FUNCTIONAL CLASSIFICATION | FIGURE 7



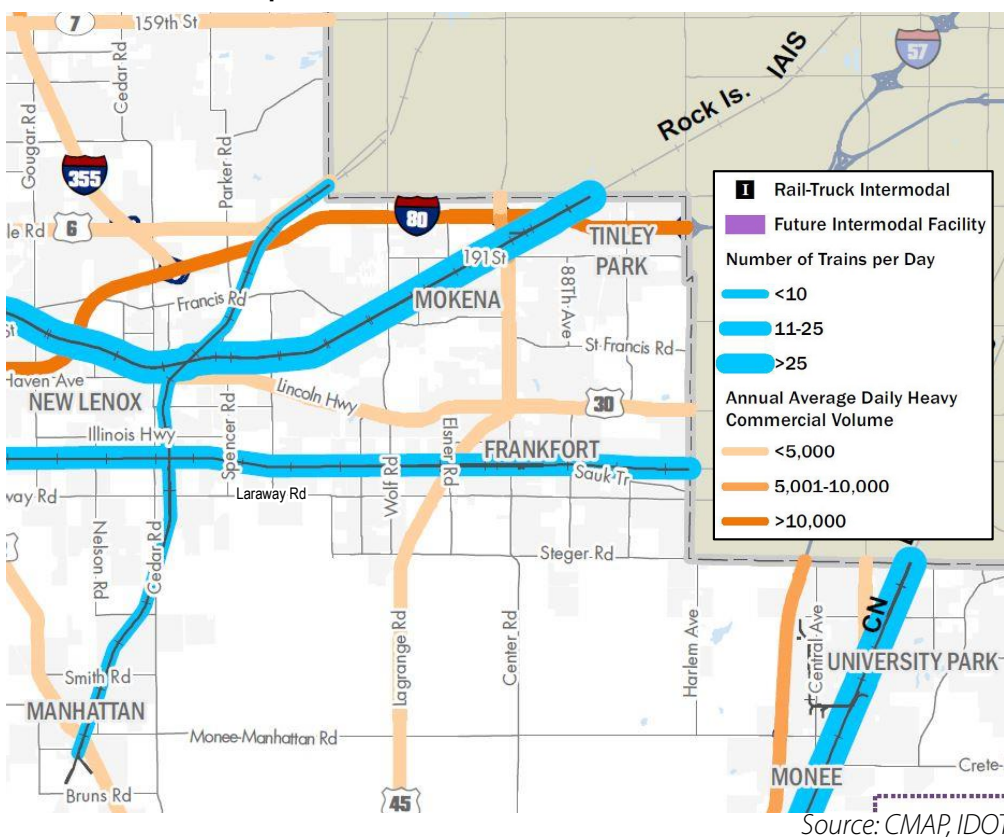
Roadway facilities are grouped into classes based on how they function in serving traffic movements. A wide-range of functional class roadway facilities exists within the immediate Frankfort area to serve regional and local traffic. The primary system includes major highways such as Interstate 80, Interstate 355, Interstate 57, US-30, and US-45. Other arterials, collectors and local roadways provide supplemental access to local areas.

AVERAGE ANNUAL DAILY TRAFFIC | FIGURE 8



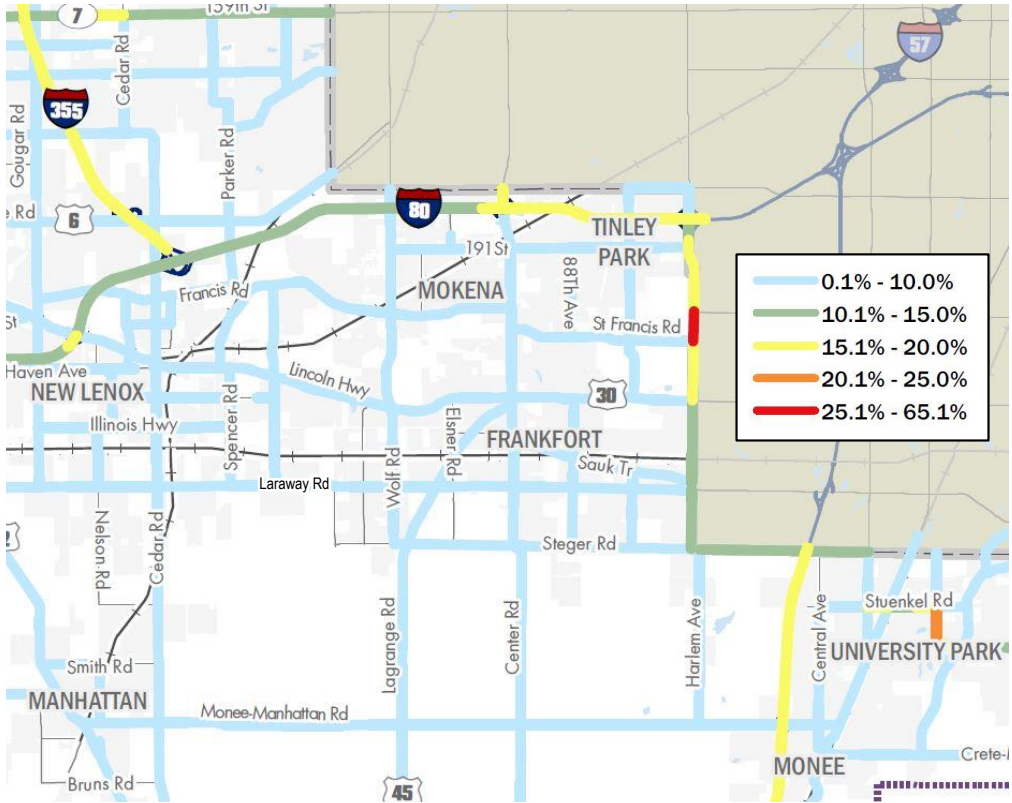
Average Annual Daily Traffic (AADT), a standard measurement for vehicle traffic load on a roadway segment, provides useful data in determining future roadway infrastructure investment. To the north of Frankfort, Interstate 80 carries from 130,000-150,000 AADT on the corridor segment between Interstate 355 to Interstate 57. A primary connection to Frankfort from Interstate 80 is US-45 with 35,000-40,000 AADT. Other roadways surrounding Frankfort that disperse from surrounding interstates include US-30 (20,000 AADT), 191st Street (20,000 AADT) and Harlem Avenue (15,000-20,000 AADT).

FREIGHT ACTIVITY | FIGURE 9



Frankfort provides critical truck and rail freight connections throughout Will County and beyond. Both truck and rail freight facilities through Frankfort make connections to surrounding interstates and intermodal facilities. Heavy commercial vehicles (HCV) use truck routes US-30 (east-west) and US-45 (north-south) for trucking connections. The CN rail corridor runs south of central Frankfort and connects CN's Intermodal Yard to the east and CN's Joliet Yard to the west with an average of 11 to 25 trains running along the line daily. Since 2010, CN's annual intermodal lifts have increased from 300,000 to 600,000 in 2016.

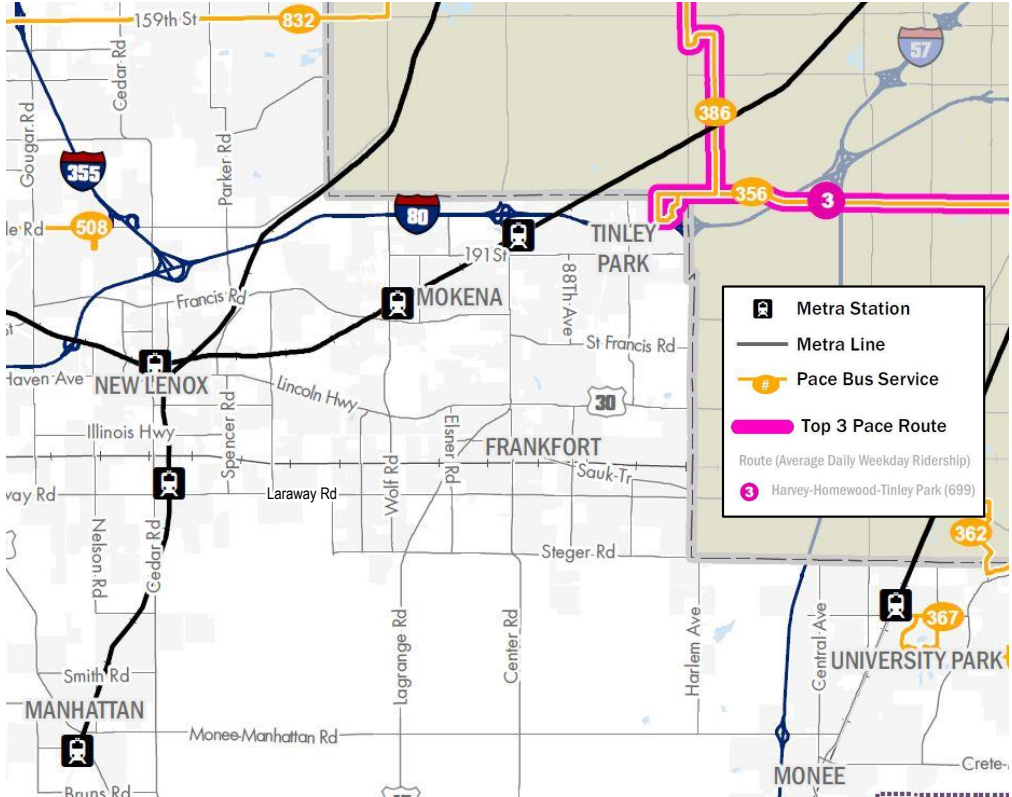
PERCENTAGE TRUCK VOLUMES | FIGURE 10



Source: Will County Travel Model Data

Truck AADT as a percentage of total AADT indicates the impact of freight vehicles in comparison to corridor activity as a whole. Higher truck volume percentage can be burdensome to roadway infrastructure and often requires increased safety infrastructure – particularly in areas with bicycle and pedestrian facilities. In Frankfort, most roadways are under 10% HCV; including primary truck routes such as US-30 (2,000 truck AADT or 9% HCV) and US-45 (4,000 truck AADT or 9% HCV). Higher truck volumes include Interstate 80 east of US-45 (15% HCV) and Harlem Avenue, just south of Interstate 80 (over 15% HCV).

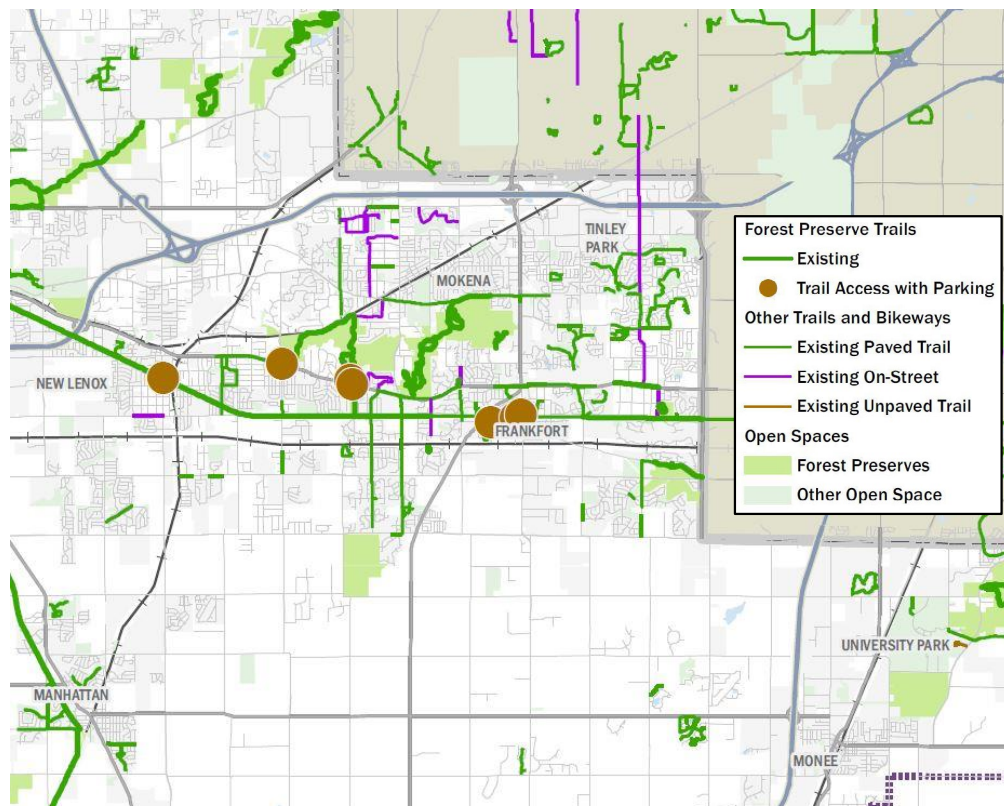
TRANSIT FACILITIES | FIGURE 11



Source: RTA, CMAP, Pace Ridership (October 2014, Weekday)

Frankfort does not have Metra or Pace transit service within its limits; however, transit service is provided in close proximity. Metra Rock Island District (RID) is located two miles north and connects Joliet and Chicago. To the east, Metra Electric District (MED) terminus station at University Park is located three miles from Frankfort and also connects to Chicago. Ridership at Hickory Creek (RID) and University Park (MED) stations has remained steady since 2002 (< 1.00% CAGR). Since 2002, Mokena (RID) has recorded a slight decrease (-1.25% CAGR). Pace Bus transit service is located in nearby Joliet (west), Tinley Park (north) and University Park (east).

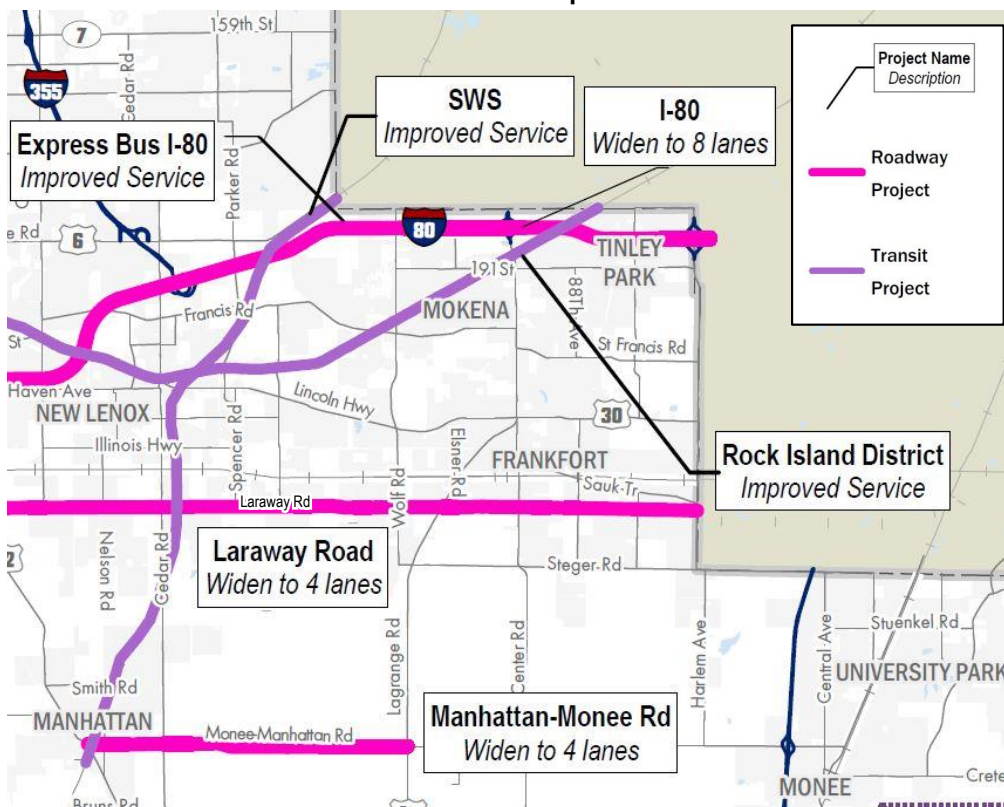
BICYCLE AND PEDESTRIAN FACILITIES | FIGURE 12



Source: US EPA, FPDWC

Trails and bikeways in Frankfort offer pedestrians and bicyclists options to connect from Frankfort to surrounding communities. Old Plank Road Trail is the primary regional trail and runs east-west through Frankfort to connect Joliet to the west and Park Forest to the east. Along Old Plank Road Trail are trail and bikeway connections to the Forest Preserves and other open space recreational areas. Bikeway access with parking is readily available at a number of bikeway locations.

COUNTYWIDE PRIORITY IMPROVEMENTS | FIGURE 13



Source: Will County Travel Demand Mode

Roadway and transit projects identified by Will County as priority improvements include various expansion and preservation projects. Major roadway and transit priority projects in close proximity to Frankfort include the widening of Laraway Road to four lanes, improving service along the Metra Rock Island District line and widening Interstate 80 to eight lanes. Roadway capacity projects aim to reduce traffic congestion while improved Metra service boosts efficiency and frequency for passengers to reach destinations.

TRANSPORTATION IMPLICATIONS

A review of these transportation topics provides useful indicators related to Frankfort's transportation infrastructure profile. Understanding existing transportation conditions in Frankfort informs stakeholders on where to invest resources for future transportation infrastructure. An assessment of transportation assets can also help guide Frankfort's short- and long-term transportation goals and priorities. Using the Will County Long Range Transportation Plan (LRTP) as guidance, provided below are implications to consider as Frankfort continues to advance its transportation network.

IMPROVING TRANSIT ACCESSIBILITY

A focus on alternatives to driving can provide benefits to Frankfort's residents and employees. Given the proximity to Metra and Pace service, first- and last-mile mobility options offer opportunity to further utilize existing transit assets in the immediate area. Pace currently operates Call-n-Rides for ten designated service area in the region. As outlined in the LRTP, lower density communities can benefit from reservation-based shared-ride service without requiring large-scale transit investment. Community-based feeder services can also offer flexible, small-scale transit options for short-distance trips or connections to Metra and Pace.

CAPTURING FREIGHT BENEFITS

Frankfort is uniquely positioned to capitalize on freight activity in Will County, a location that has emerged as an intermodal hub. Truck routes such as US-30 and US-45 provide direct access to surrounding interstates and intermodal facilities. The CN rail line segment, aligned just south of central Frankfort, is located in the heart of two CN intermodal facilities. Frankfort has a strong resume in attracting industrial development such as manufacturing, warehousing, distribution, and fulfillment centers. The agricultural industry, as mentioned in the LRTP, can also benefit from intermodal-related development as farming operations can more easily transfer local products to international markets.

MONITORING INFRASTRUCTURE PROJECTS

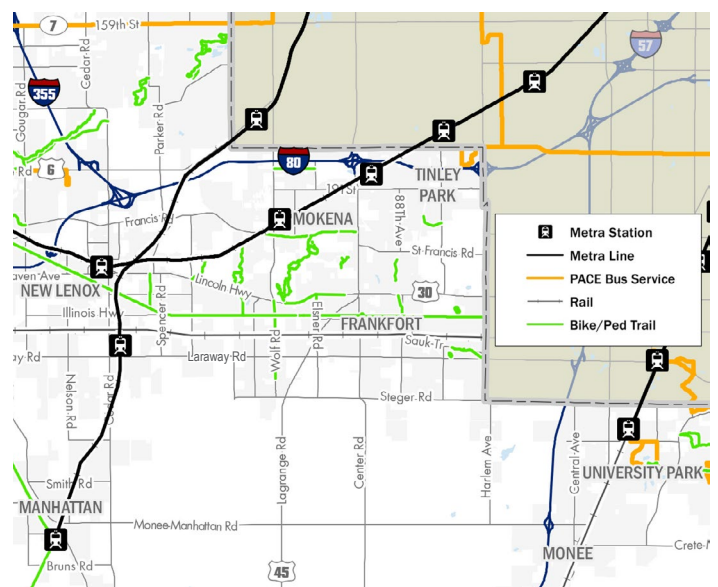
Will County is a hotbed for ongoing major infrastructure projects. Mainly, this includes the Illiana Expressway, South Suburban Airport and CSX Crete Intermodal Terminal. Potential implementation of these projects influences Frankfort's transportation network and must be monitored closely. Positive impacts include an increased opportunity to build and

capture local economic benefit. However, increased transportation activity can also lead to negative environmental and local transportation infrastructure impacts. Understanding the local outcomes of these projects will allow Frankfort to manage potential benefit and risk.

EXPANDING BIKEWAY NETWORK

Acting as an east-west bikeway spine, the Old Plank Road Trail is a major asset Frankfort can use to continue to incrementally grow the bicycle and pedestrian network. Improving connectivity between Old Plank Road Trail and surrounding recreational assets such as Hickory Creek Preserve, Sauk Trail Reservoir, Forest Preserves and Bartel Reserve can serve longer recreational trips for users. Network connectivity improvements can also enable biking to be a viable travel option beyond purely recreational trips. To improve regional bikeway connectivity in the immediate area, active participation and coordination between Frankfort, Tinley Park, Matteson and Mokena will be required.

TRANSPORTATION NETWORK | FIGURE 14



Source: CMAP, RTA, FPDWC



Frankfort Village Hall

SECTION 5

COMMUNITY FACILITIES & SERVICES

INTRODUCTION

This section presents the various community programs and services available to Frankfort residents. In general, these are programs and services related to public health, safety, recreation and education, as well as business related services and historic preservation. The programs and services listed in this section are provided by the Township, the Village, special districts, nonprofit organizations, educational institutions, and health services.

VILLAGE SERVICES

VILLAGE HALL

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

GARBAGE & YARD WASTE

Trash and yard waste collection for Frankfort residents is currently provided by NuWay Disposal, a branch of Home-wood Disposal Services.

POLICE DEPARTMENT

Frankfort's Police Department is headquartered at 20602 Lincoln-Way Lane, just west of La Grange Road. The Police Station was opened in 2003, and was designed to accommodate future growth. The Frankfort Police Department employees a total of 29 officers, including a Chief of Police, 2 Deputy Chiefs, 5 Sergeants with one serving as Supervisor of Investigations/Crime Prevention/Community Outreach, 2 Detectives, 19 Patrol Officers, 4 Community Service Officers and clerical staff, and is in the process of hiring two additional officers.

PUBLIC WORKS

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

UTILITIES DEPARTMENT

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

Sanitary Sewer System:

The Village owns and maintains approximately 175 miles of gravity sewer, nine sewage lift stations, and 5.5 miles of force main, as noted in the Village's 2017 TIF Area Utility Study. The Village of Frankfort completed the TIF Area Utility Study in 2017 to determine the best sewer and water route options for the unincorporated area south of the Village, in anticipation for new development within a potential future TIF district.

Wastewater Treatment Plants:

The Village owns three wastewater treatment plants (WWTP), which the Utilities Department operates. The Regional WWTP is the newest wastewater treatment facility and is in the process of being expanded. Once expansion is completed, the North WWTP and West WWTP will be abandoned and converted to pump stations, excess flow ponds and open space.

Water Distribution System:

The Village has a public water supply (PWS) serving over 1.217 billion gallons of water to over 24,000 people within the Village, Tinley Park and nearby unincorporated areas as of 2016. This system is funded by water rates, new tap fees, and capacity expansion fees. The Village has ten wells that pump water out of the Silurian-Dolomite aquifer, as well as six elevated water tanks to store 5.7 million gallons of water.

TOWNSHIPS

FRANKFORT TOWNSHIP

The Frankfort Township Assessor building is located at 11000 Lincoln Highway. Frankfort Township services Frankfort, Mokena, Tinley Park, Orland Park and all unincorporated areas within the Township. The Township is responsible for real estate assessments and provides social services to these areas, including Senior Housing, General Assistance, Meals on Wheels, Mosquito Abatement, Handicap Placards, Nurses Closet, LIHEAP, Social Assistance, Healthcare Services, Cemetery, Voter Registration, and Recycling/Waste Management.

GREEN GARDEN TOWNSHIP

Green Garden Township serves incorporated areas of Frankfort south of Steger Road and West of Harlem Avenue, and all unincorporated areas within the planning area that are south of Steger Road and west of Harlem Road.

MONEE TOWNSHIP

Monee Township serves all unincorporated areas within that planning area that fall south of Steger Road and East of Harlem Avenue. The township provides social services to these areas, focusing on Youth and Senior Services.

SPECIAL DISTRICTS

FRANKFORT PUBLIC LIBRARY DISTRICT

The Frankfort Public Library is located at 21119 S Pfeiffer Road, on the corner of Pfeiffer Road and Lincoln Highway. The Library District was established in 1961, and now serves all of incorporated Frankfort and the Frankfort Square neighborhood northwest of the Village. The current library facility was built in 1978, and has since had two major additions completed in 1999 and 2015. Features of the updated facility include: community meeting rooms, study rooms, computer area with WIFI access and printing, learning lab and quiet study area.

FRANKFORT PARK DISTRICT

The Frankfort Park District administrative office is located in the Founders Community Center at 140 Oak Street. The Frankfort Park District owns and manages 19 parks in Frankfort, as well as the Founders Community Center. Additionally, the Park District uses six local schools as fitness facilities for programs and classes. More information about the park facilities maintained by the Park District system can be found in Chapter 8. Natural Resources and Open Space.

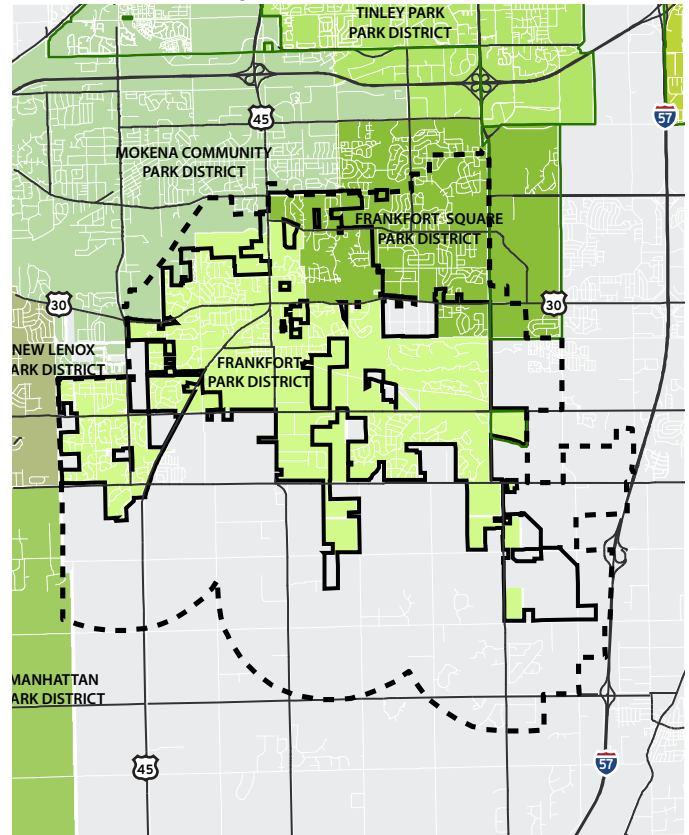
FRANKFORT SQUARE PARK DISTRICT

The Frankfort Square Park District administrative office is located in the Island Prairie Community Center at 7540 W. Braemar Lane. The Frankfort Square Park District owns and manages 29 parks within the planning area, specifically in the northeast portion of the Village and the adjacent unincorporated Frankfort Square neighborhood. More information about the park facilities maintained by the Park District system can be found in Chapter 8. Natural Resources and Open Space.

FIRE PROTECTION DISTRICT

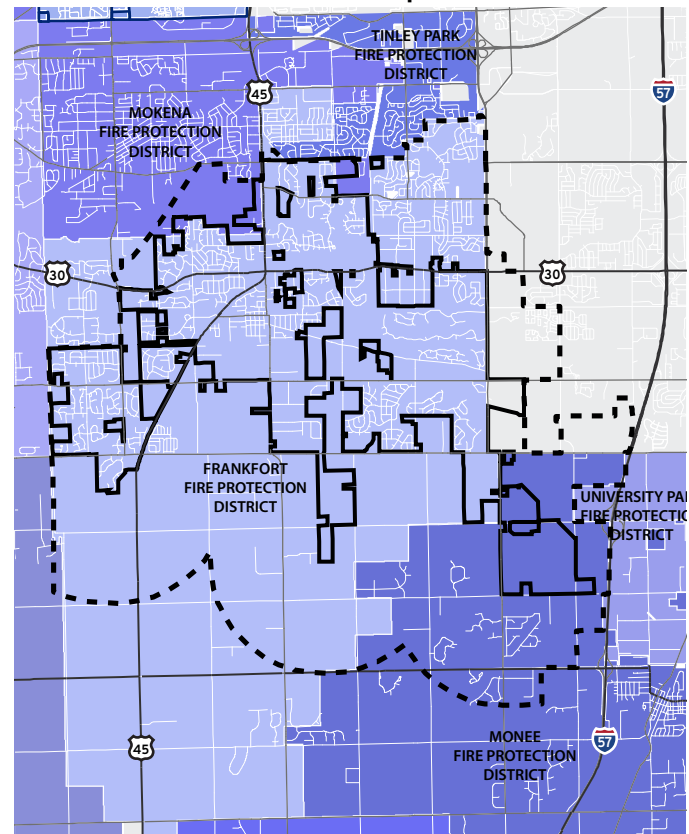
The Frankfort Fire Protection District headquarters is located at 333 W Nebraska Street, just off La Grange Road. The Frankfort Fire Protection District services the Village of Frankfort, Frankfort Township, Green Garden Township and a portion of the Village of Mokena. In total, it operates five fire stations, and staffs 50 employees, including: 15 lieutenants, 12 engineers, and 23 firefighters/paramedics.

PARK DISTRICTS | FIGURE 14



Source: Will County

FIRE PROTECTION DISTRICTS | FIGURE 15



Source: Will County

EDUCATIONAL INSTITUTIONS

ELEMENTARY/PRIMARY SCHOOL DISTRICTS

There are two school districts for Grades K-8 for Frankfort residents. District #157C serves the majority of Frankfort residents. District #157C has three schools: Grand Prairie Elementary School (K-2), Chelsea Elementary School (3-5), and Hickory Creek Middle School (6-8).

District #161 serves residents generally located in the northeast quadrant of the village. District #161 has six schools: Dr. Julian Rogus School (K-4), Indian Trail School (K-4), Frankfort Square School (K-4), Arbury Hills School (K-4), Walker Intermediate School (5-6), and Summit Hill School Junior High (7-8).

SECONDARY SCHOOL DISTRICTS

The Lincoln-Way High School District #210 serves all residents within Frankfort north of Steger Road and West of Harlem Ave. District #210 includes several schools, however Lincoln-Way East Community High School (9-12) is the only

school in the district that serves the Village. The school facilities are in good condition currently, and have room to accommodate growth.

The Rich Township High School District #227 serves all residents within the planning area north of Steger Road and East of Harlem Ave. District #227 includes several schools, however Rich South High School (9-12) is the only school in the district that serves the Frankfort planning area.

UNIFIED SCHOOL DISTRICTS

The Peotone School District #207U serves all residents within the planning area south of Steger Road and west of Harlem. The Peotone School District, a unified district, has five schools: Peotone Elementary School (K-3), Peotone Intermediate Center (4-5), Peotone Junior High School (6-8), and Peotone High School (9-12). The District also has a preschool program in The Connor Shaw Center, which also houses the District's administrative offices. (Map) District facilities are in good condition currently and have room to accommodate growth, especially if Frankfort's future growth continues south. Additionally, the District could expand on existing

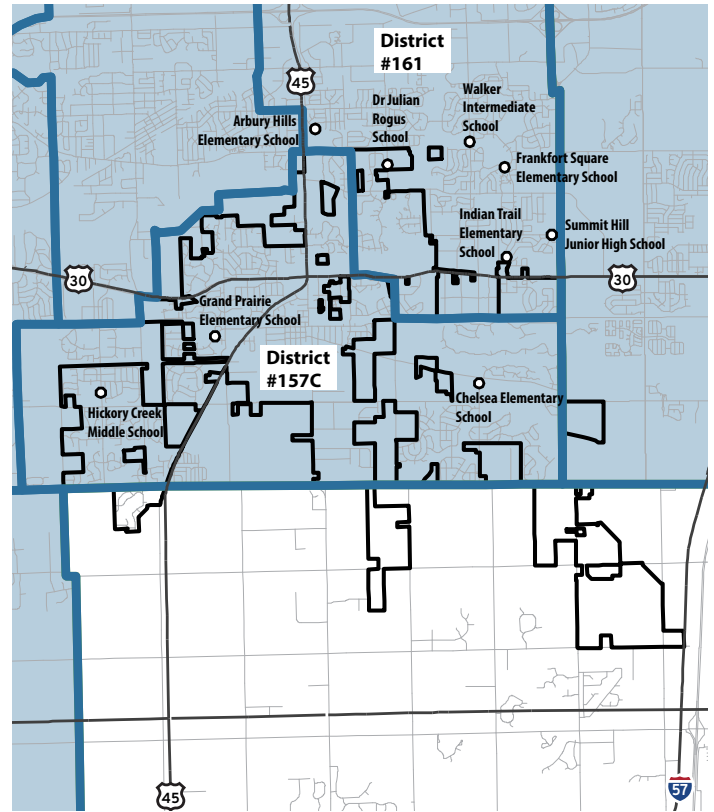
Frankfort Fire Protection District: -Station 71



school sites if needed in the future.

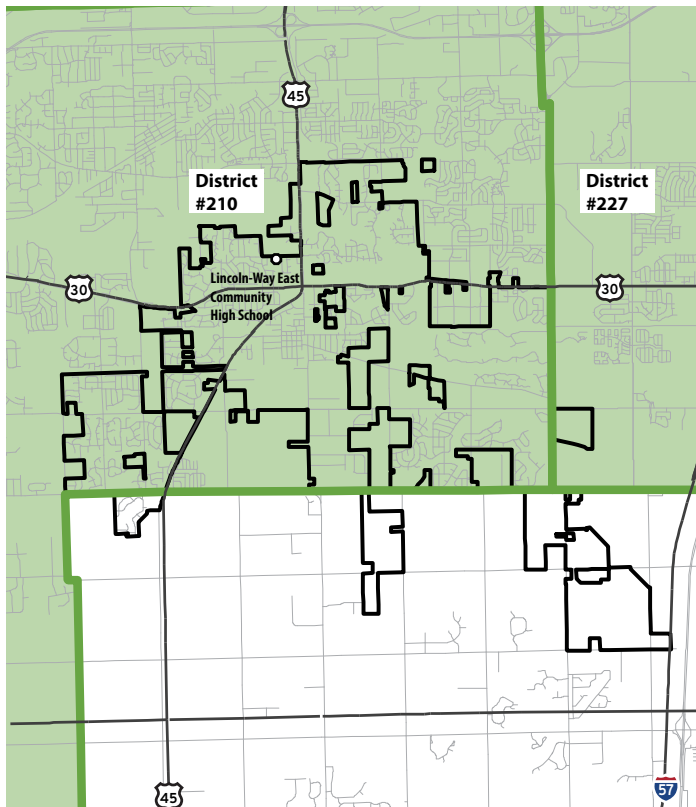
The Crete-Monee Community Unit School District 201-U serves all residents within the planning area south of Steger Road and east of Harlem. The Crete-Monee District, a unified district, has nine schools: Balmoral Elementary (K-5), Crete Elementary (K-5), Crete Monee Middle School (6-8), Crete Monee High School (9-12), Coretta Scott King Magnet School (K-5), Early Learning Center (Pre-K), Monee Education Center (Alternative Programs 6-12), Monee Elementary School (K-5), and Talala Elementary School (K-5). This year, the school board approved a four-year strategy to upgrade all nine facilities, the Crete Monee High School athletic facilities and the reorganization of elementary schools into grade learning centers.

ELEMENTARY SCHOOL DISTRICTS | FIGURE 16



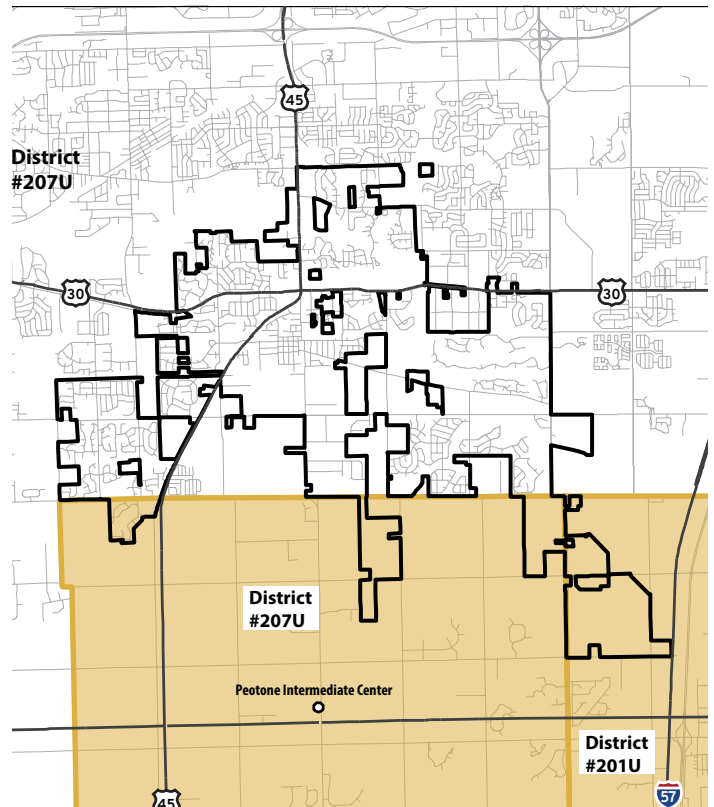
Source: US Census

SECONDARY SCHOOL DISTRICTS | FIGURE 17



Source: US Census

UNIFIED SCHOOL DISTRICTS | FIGURE 18



Source: US Census



Party In The Park at Butternut Creek Woods Park

SECTION 6

NATURAL RESOURCES & OPEN SPACE

INTRODUCTION

The Village of Frankfort has a rich green infrastructure system. This section presents the natural resources and open space that make up this green infrastructure system, including the water features, nature preserves, golf courses, water features, and parks.

INCLUDED IN THIS SECTION:

- *Preserves*
- *Golf Courses*
- *Water Features*
- *Parks*

PRESERVES

Within the planning area, there are several nature preserves that make up a significant portion of the Village's green infrastructure system. All nature preserves within the planning area are owned and maintained by the Forest Preserve District of Will County.

Forest Preserve District of Will County (FPDWC):

HICKORY CREEK FOREST PRESERVE

The Hickory Creek Forest Preserve is a 1,541-acre nature preserve that protects forest, prairie, savanna, wetland habitat and a portion of Hickory Creek. Part of the Forest Preserve District of Will County's Hickory Creek preservation system. Features include a 0.55-mile natural surface trail, a 3.74-mile multi-use trail (Hickory Creek Bikeway), and several connecting bike paths to the Route-30 Bikeway and the Old Plank Road Trail.

HUNTER WOODS COUNTY FOREST PRESERVE

The Hunter Woods County Forest Preserve is a 43-acre nature preserve that protects forest and wetland habitat and is part of the Hickory Creek preservation system.

SAUK TRAIL RESERVOIR

The Sauk Trail Reservoir is a 242-acre nature preserve that protects wetland habitat and a portion of Hickory Creek. Features include a dry reservoir and 0.93-mile of paved multi-use trail.

JACKSON CREEK PRESERVE

The Jackson Creek Preserve is a 374-acre nature preserve that protects a portion of Jackson Creek.

OLD PLANK ROAD TRAIL (OPRT)

The OPRT stretches 22-miles through the southern suburbs, starting at Joliet and running east through New Lenox, Frankfort, Matteson, Park Forest and Chicago Heights. The trail is jointly owned and managed by the Old Plank Road Trail Management Commission, which includes the Village of Frankfort, the Village of Park Forest, the Village of Matteson, Rich Township, and Forest Preserve District of Will County. 14.2-miles of the trail falls within Will County, and the Forest Preserve District of Will County owns and man-

ages 11.4-miles of that section of the trail. The trail is used for bicycle/pedestrian transportation, as well as community events including farmers markets, bicycle rides, walk/run events, car shows, and arts & crafts shows.

GOLF COURSES

PRESTWICK COUNTRY CLUB

This privately owned golf course is located on a portion of Hickory Creek. Located in the middle of a residential neighborhood of Frankfort, the course includes 18 holes of golf on tree-covered greens along Hickory Creek. Other features include a driving range, short-game practice area, pool, two hard-surface tennis courts, and a sand-base children's play area.

SQUARE LINKS GOLF COURSE AND DRIVING RANGE

This public golf course is owned and managed by the Frankfort Square Park District. Located in the middle of a residential neighborhood near the corner of St Francis Road and 80th Avenue, the course includes 9 holes of golf on beginner-friendly greens. Other features include a driving range, a 18 hole putting course, a practice sand bunker, and a practice green/chipping area.

WATER FEATURES

To protect all water features within the corporate limits, the Village of Frankfort adopted a zoning overlay for all watercourses, lakes, ponds, floodplain, and wetland areas within the village. This zoning overlay, known as the "Lowland Conservancy Overlay District," aims to protect all water resources through site development permitting.

CREEK SYSTEM & WATERSHEDS

Frankfort's creek system consists of Jackson Creek and its four tributaries: Hickory Creek, Forked Creek, Frankfort Creek and Prairie Creek. There are several plans for the watersheds within Frankfort, including the Forest Preserve District of Will County's Resource Management Plans, Openlands' 2004 "The Prairie Streams Watershed: A Habitat Protection and Restoration Strategy for Jackson, Prairie, Grant, and Forked

Creeks,” CMAP’s 2009 Jackson Creek Watershed Plan, and the 2011 Hickory Creek Watershed Plan produced by Will County, the Village of Frankfort, and others. These watershed plans make recommendations for protecting and restoring valuable natural resources, such as hydrology features, endangered species, aquatic and riparian habitats, and open space. These plans also call for stormwater management infrastructure improvements and retrofits, and agricultural best management practices to help improve water quality and flooding.

FLOODPLAINS

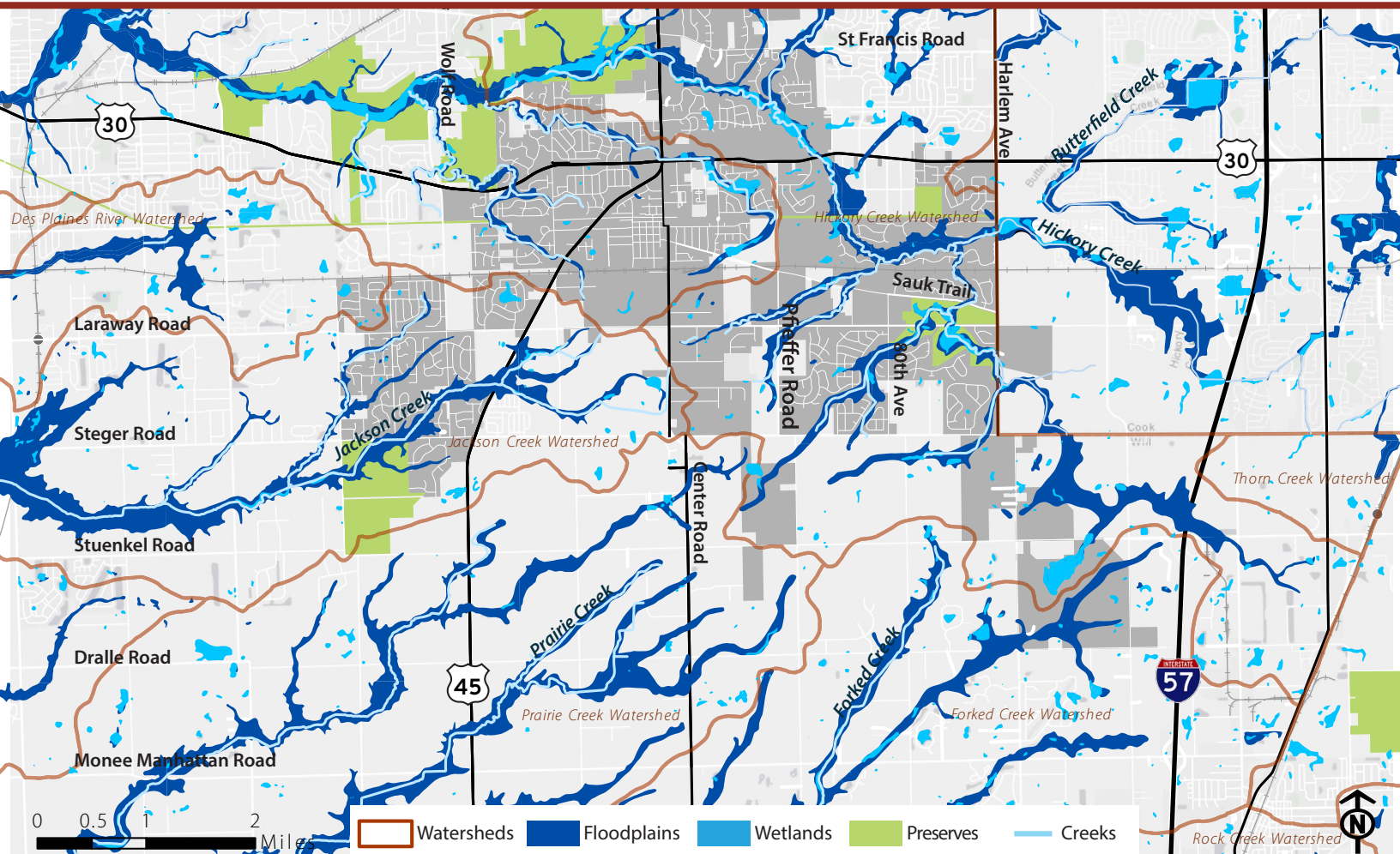
The Federal Emergency Management Agency (FEMA) has determined areas prone to flood hazards, which are shown on Figure 19.

WETLANDS

The Village of Frankfort Water Resource Management Plan states that “under Village Ordinance No. 2392, the Village of Frankfort exercises permit authority over all wetland areas that are not under the jurisdiction of the U. S. Army Corp of Engineers, as established by Section 404 of the Clean Water Act. The Illinois Department of Natural Resources, Office of Water Resources and Illinois Environmental Protection Agency must also be copied on any permit application for use of a wetland area. In addition, the U.S. Fish and Wildlife Services shall be notified.” The Village of Frankfort values the protection of wetland due to their many benefits, including storing surface runoff, improving water quality, and creating open space for wildlife habitat and recreation.

WATER FEATURES & PRESERVES | FIGURE 19

Source: National Wetlands Inventory and FPDWC



PARKS

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

Frankfort Square Park District (FSPD) also manages and maintains a few parks within Frankfort, and several parks outside of the village limits, but within the Village's planning jurisdiction. FSPD's parks are classified as either neighborhood parks or community parks. All other sites are classified as special use.

Frankfort Park District (FPD):

CHELSEA INTERMEDIATE SCHOOL

FPD uses the middle school's two gyms for the majority of its youth fitness programming.

COMMISSIONERS PARK

FPD's largest park covering 60-acres. Features include: Frankfort Bark Park, Splash Pad water park, skate park, baseball fields, softball field, soccer fields, basketball court, tennis courts, lighted sledding hill, playground, picnic shelters, concession and restroom facilities, and 1-mile multi-use path.

FOUNDERS COMMUNITY CENTER

FPD building which houses a majority of the classes and programs held by the Park District. Features include: several meeting rooms/classrooms, a gymnasium, dance studio, kitchen and a large banquet room.

LINCOLN-WAY EAST HIGH SCHOOL

FPD uses the high school's fitness center and field house for some of its adult fitness classes and programs.

MAIN PARK

FPD's oldest and second largest park covering 25-acres. Features include: baseball fields, softball fields, football field, lighted tennis courts, lighted volleyball courts, light ice rink,

picnic shelters, restroom facilities, and playground.

Frankfort Square Park District (FSPD):

UNION CREEK PARK

FSPD's second largest park covering 70-acres. Roughly twelve of those acres are naturalized area. Other features of this site include: four picnic shelters, three playgrounds (one ADA), six baseball fields, two soccer fields, three football fields, sand volleyball court, lighted inline/ice hockey rink, skate park, dog park, a sledding hill, bandshell, garden, and walking path.

ISLAND PRAIRIE PARK & COMMUNITY CENTER

FSPD's third largest park covering 55-acres. Forty-two of those acres are naturalized area. Other features of this site include: splash park, picnic shelter, bandshell, fishing pond, canoe/kayak launch, nature center building/greenhouse, interpretive gardens, interpretive trails/boardwalk, multi-use path, two playgrounds, and the Community Center. The Community Center houses the administrative office for the Park District and a majority of FSPD's classes and programs. Features of the Community Center include: special space for the Early Learning Center (ELC) preschool, a large community room, and space for maintenance equipment.

Fishing in Lighthouse Pointe Park





NEIGHBORHOOD PARKS

Frankfort Park District (FPD):

- Brookmeadow Park
- Butternut Creek Woods Park
- Heritage Knolls Park
- Indian Boundary Park
- Kohlhagen Park
- Lakeview Estates North Park
- Lakeview Estates South Park
- Lincoln Meadows Park
- Michele Bingham Park
- Pioneer Grove School
- Roy and Dorothy Janssen Park
- Sandalwood Park
- Shaffer Park
- Stone Creek Park
- Timbers Edge Park
- Windy Hill Park

Frankfort Square Park District (FSPD):

- Arbor Park
- Brookside Bayou & Community Gardens Park
- Candle Creek Park *
- Champions Park/Mary Drew Elementary School
- Community Park
- Crystal Lake Park *
- Dr. Julian Rogus School Park *
- Frankfort Square School Park
- Hawthorne Lakes Park
- Hoffman Park
- Hunter Prairie Park
- Kingston Park
- LaPorte Meadows Park *
- Plank Trail Park *
- Ridgefield Park
- White Oak Park
- Woodlawn Park

COMMUNITY PARKS

Frankfort Park District (FPD):

- Chelsea Intermediate School
- Commissioners Park
- Founders Community Center
- Grand Prairie Elementary School
- Hickory Creek Middle School
- Jackson Creek Park
- Lincoln-Way East High School
- Main Park
- Sara Springs Park
- Susan A. Puent Educational Building

Frankfort Square Park District (FSPD):

- Island Prairie Park & Community Center
- Community Park
- Indian Boundary South Park
- Indian Trail School Park
- Kiwanis Park
- Lake of the Glens Park
- Lighthouse Pointe Park *
- Lincoln-Way North School Park
- Lincoln-Way North Park
- Square Links Golf Course and Driving Range
- Summit Hill Junior High School Park
- Union Creek Park

* FSPD parks located in the Village of Frankfort

PARKS MAP | FIGURE 20

