Ecology for a New Economy
Richton Park Western Green Infrastructure Development Plan

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Richton Park

Green Infrastructure Development Plan

- Phase 1 Completed August 2017
- Phase 2 Completed October 2018
Local Technical Assistance (LTA) Program
Richton Park and CMAP Partnership

• Comprehensive Plan (2014)
• Revised Zoning Ordinance (2016)
• Capital Improvement Plan (2017)
• Stormwater Master Plan
  • Phase 1 (2017)
  • Phase 2 (Complete)
Green Infrastructure Development Plan Goals

- Take advantage of I-57 interchange & existing Walmart for economic development
- Maximize market-appropriate development potential while protecting integrity of Hickory Creek corridor
- Continue to work with CMAP LTA program to prepare a plan for the western corridor subarea
- Create a plan that can be used to work with landowners and potential developers.
Richton Park Natural Features

- Hickory Creek
- Tributary Streams and buffers
- Wetlands
- Hydric Soils
Preliminary Floodplain Mapping Revision

Revised Floodway
Revised 100-yr Floodplain
Existing FEMA 100-yr Floodplain
Integrated Plan
182 developable acres

- Revised Floodway
- Revised Floodplain
- FEMA Floodplain
- Hickory Creek
- Unnamed Tributary

Legend:
- Detention Basin
- Aerial Identified Wetlands and Riparian Zones
- NWI Wetlands
- Proposed Developments
- Potential Facility Expansion
- Potential Compensatory Storage Areas
VILLAGE OF RICHTON PARK, ILLINOIS
Retail Market Analysis for the I-57 Corridor

November 2016
TRADE AREA ANALYSIS

- The Trade Area was estimated based on:
  - Competitive supply and the key existing power center clusters[1];
  - Transportation network and typical 10-minute drive times for power centers and
  - Lines of equidistance between the centroid of clusters ("thiessen polygons")[2].
- This approach accounts for the typical travel-time along the existing road network for larger-scale suburban retail centers and the spatial distribution of competitive retail supply available to consumers.
- Due to the proximity of the Matteson and Olympia Fields clusters, we have assumed that the Richton Park Study Area will compete directly with these clusters to capture retail demand within the trade area. Thus, the northern edge of the Trade Area is adjusted to utilize the Matteson retail cluster’s thiessen polygon lines.
- There are limited retail clusters located to the south of Richton Park which provides an opportunity for Richton Park, Matteson, Flossmoor and Olympia Fields to effectively split the southern market with Bourbonnais for typical non-mall retailers[3].

[1] Olympia Fields is excluded as a competitive cluster as it is not a power center (it is being considered as a competitive cluster within the trade area).
[2] A consumer on a dark blue line between two retail clusters is equidistant from both nodes.
[3] Example non-mall retailers include big-box stores and in-line retail selling grocery general merchandise, furniture, or building materials.
Retail Market Potential

• 280,000 to 520,000 sf of retail/commercial (46 to 85 supportable gross acres) through 2025
• Near term potential for outlot and in-line retail
• Longer term potential for a community/regional center with additional anchor
Richton Park Comprehensive Plan
Long Term Green Infrastructure Development Concept Plan

Next Steps: Develop site plans and guidance
Phase 2 Green Infrastructure Development Plan

Two Parallel Tracks

• Floodplain Remapping (LOMR) – Richton Park/Geosyntec
• Subarea Plan Development – Richton Park/CMAP/ECT
Floodplain Remapping
Floodplain Remapping

FEMA 100-yr Profile
Revised 100-yr Profile

4.09 feet

Sauk Trail

Railway Crossing
Floodplain Remapping

FEMA 100-yr Floodplain
Revised 100-yr Floodplain
FEMA Floodway
Revised Floodway

Legend
Hickory Creek
VILLAGE OF RICHTON PARK, ILLINOIS
Retail Market Analysis for the I-57 Corridor
November 2016

LAND USE PLAN
<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
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<tbody>
<tr>
<td>Actual Parking (square feet)</td>
<td>GFA (1 Floor)</td>
<td>Parking Required (1 Floor)</td>
<td>Parking Required (1 Floor)</td>
<td>GFA (2 Floors)</td>
<td>Parking Required (2 Floors)</td>
<td>Parking Required (2 Floors)</td>
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<td>Project Total (Subareas 1 &amp; 2)</td>
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<td>295,199</td>
<td>969</td>
<td>1,405</td>
<td>558,260</td>
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**Sub-Area 1**

| Sub Area 1 Totals | 1,028 | 187,898 | 940 | 869 | 356,773 | 1,427 | 1,784 |

**Sub Area 1 (C-2 Total)**

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<thead>
<tr>
<th></th>
<th>RETAIL 1 space per 250 GFA</th>
<th>RESTAURANT 1 space per 200 GFA</th>
<th>RETAIL 1 space per 250 GFA</th>
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**Sub-Area 2**

| Sub Area 2 (C-2 Total) | 745 | 107,301 | 429 | 537 | 201,487 | 806 | 1,007 |

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Total (Subarea 1 & 2)
Stormwater Green Infrastructure Plan

- Retail
- Commercial
- Light Industrial
Retail
Commercial
Light Industrial

Legend
- Proposed Compensatory Storage
- Proposed Area of Floodplain Fill
- Revised FEMA Floodplain
- Revised FEMA Floodway

Floodplain Management Plan
Restored Floodplain

Subarea 1 Site Plan
Regional Trails

Subarea 1 Site Plan
Outdoor Amenities

Subarea 1 Site Plan
Bioretention Landscapes

Stormwater Green Infrastructure
Permeable Paving

Stormwater Green Infrastructure
Naturalized Drainage

Stormwater Green Infrastructure
Subarea 1 North
Onsite Detention and Volume Control

1. Permeable paving for parking lot runoff
2. Green Roof systems
3. Bioretention for street and roof runoff
4. Level Spreader erosion control

Stormwater Green Infrastructure Plan
Subarea 1 South

Regional Detention and onsite Volume Control

3. Regional Detention
4. Level Spreader Erosion Control
5. Bioretention for parking lot, runoff
6. Bioretention for roof runoff

Stormwater Green Infrastructure Plan
Subarea 2

Regional Detention and onsite Volume Control

1. Permeable Paving for parking lot runoff
2. Green Roof systems
3. Regional Detention
4. Bioretention for parking lot, street, and roof runoff
5. Naturalized Swales for street runoff
6. Level Spreader Erosion Control

Stormwater Green Infrastructure Plan
Questions

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