

**VILLAGE OF FRANKLIN PARK
PAYABLE VOUCHER, PAYROLL AND ACH SUMMARY
FOR PASSAGE AT THE VILLAGE BOARD MEETING OF
03.03.2025**

<u>Payroll Ending</u>	<u>02/22/25</u>	<u>TOTALS</u>
Village Portion of Social Security Reg Payroll	12,922.67	
Village Portion of Medicare Payroll	8,254.40	
Payroll Gross Wages	<u>598,551.11</u>	
Total Payroll Expense	619,728.18	\$ 619,728.18
<u>Manual Checks & Wires</u>		
Manual Checks	<u>7,645.00</u>	
Total Manual Checks		\$ 7,645.00
<u>ACH Debits</u>		
Health Insurance Premium	310,948.18	
City of Chicago (Water Payment)	<u>333,555.30</u>	
Total ACH Debits		\$ 644,503.48
Payable Vouchers		
Payable Voucher 03-07-2025	948,657.09	
Total Payable Vouchers		\$ <u>948,657.09</u>
Grand Total Payments		\$2,220,533.75

Accounts Payable

To Be Paid Proof List

User: cperez
 Printed: 02/27/2025 - 9:09AM
 Batch: 00207.03.2025



Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description		Reference				
1ST AYD CORPORATION									
3443									
PSI761953	2/5/2025	214.10	0.00	03/07/2025				No	0
10-90-62680	Supplies(Non-Durable)		Brake parts cleaner, urinal screens, sweeping compound						
	PSI761953 Total:	214.10							
	1ST AYD CORPORATION	214.10							
34 PUBLISHING, INC.									
5002									
37693	2/24/2025	450.00	0.00	03/07/2025				No	0
10-01-51880	Citizen Outreach		Design services for Spring 2025 Senior newsletter						
	37693 Total:	450.00							
	34 PUBLISHING, INC. To	450.00							
A STARS & STRIPES FLAG COMPANY									
1351									
22465	2/10/2025	794.00	0.00	03/07/2025				No	0
10-90-62600	Maint Public Right of Way		Flags						
	22465 Total:	794.00							
	A STARS & STRIPES FLA	794.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
ACE HARDWARE - FIRE									
1259									
152298/1	1/17/2025	11.77	0.00	03/07/2025				No	0
10-30-62040 Maint & Repair Fire Station 1				Painters tape and brushes					
	152298/1 Total:	11.77							
152637/1	2/14/2025	27.12	0.00	03/07/2025				No	0
10-30-62040 Maint & Repair Fire Station 1				Furnace filters					
	152637/1 Total:	27.12							
	ACE HARDWARE - FIRE	38.89							
AEP ENERGY									
4590									
3013133540Feb25	2/7/2025	26,835.20	0.00	03/07/2025				No	0
19-01-62330 Electricity				3010 Mannheim	3013133540	12/31-1/31/25			
	3013133540Feb25 Total:	26,835.20							
	AEP ENERGY Total:	26,835.20							
AL PIEMONTE FORD SALES, INC.									
0149									
148282	2/10/2025	753.72	0.00	03/07/2025				No	0
08-01-50034 Parts-Water				Repair wiring issue #236					
	148282 Total:	753.72							
810194	1/30/2025	59.05	0.00	03/07/2025				No	0
08-01-50030 Parts-FD				Kick panel #481					
	810194 Total:	59.05							
	AL PIEMONTE FORD SA	812.77							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
ALTORFER INDUSTRIES CAT									
1941									
P6AC0120472	2/13/2025	218.11	0.00	03/07/2025				No	0
08-01-50090 Parts-Streets				Mirror					
	P6AC0120472 Total:	218.11							
TT89593									
10-90-50100 Maint of Vehicular Equip/FM	2/13/2025	9,290.27	0.00	03/07/2025				No	0
				Parts and labor cylinders replacement #928G					
	TT89593 Total:	9,290.27							
	ALTORFER INDUSTRIE	9,508.38							
AMALGAMATED BANK OF CHICAGO									
1748									
56950225	2/1/2025	475.00	0.00	03/07/2025				No	0
44-01-45000 Administrative Charges				Admin fee for 2015A series GO bonds					
	56950225 Total:	475.00							
	AMALGAMATED BANK	475.00							
ANDY YBARRA									
4916									
022125	2/21/2025	210.50	0.00	03/07/2025				No	0
10-01-53150 Reimb Employees for Travel				Per Diem for NLC					
	022125 Total:	210.50							
022125-2	2/21/2025	322.95	0.00	03/07/2025				No	0
10-01-53150 Reimb Employees for Travel				Reimbursement for airfare for NLC					
	022125-2 Total:	322.95							
	ANDY YBARRA Total:	533.45							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
ARELLANO, APRIL									
1504									
022525	2/25/2025	417.50	0.00	03/07/2025				No	0
10-01-53150	Reimb Employees for Travel			Per Diem for NLC					
	022525 Total:	417.50							
022525-2	2/25/2025	751.62	0.00	03/07/2025				No	0
10-01-53150	Reimb Employees for Travel			Reimbursement for airfare for NLC					
	022525-2 Total:	751.62							
	ARELLANO, APRIL Tota	1,169.12							
ARTISTIC ENGRAVING									
2809									
24523	2/3/2025	1,127.50	0.00	03/07/2025				No	0
10-20-60331	Police Equipment (Non Enforce)			Badges and ribbons					
	24523 Total:	1,127.50							
	ARTISTIC ENGRAVING	1,127.50							
AT&T									
3832									
1534288908	2/11/2025	747.36	0.00	03/07/2025				No	0
10-02-51200	Telephone Srvc Charges/Interne			FP water tower Feb					
	1534288908 Total:	747.36							
	AT&T Total:	747.36							
AVITIA, IRENE									
6665									
022325	2/23/2025	417.50	0.00	03/07/2025				No	0
10-01-53150	Reimb Employees for Travel			Per diem for NLC					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	022325 Total:	417.50							
	AVITIA, IRENE Total:	417.50							
B&K EQUIPMENT COMPANY									
3425									
S-INVP-001780	2/10/2025	1,452.00	0.00	03/07/2025				No	0
08-01-53000	Maint of Fuel Station			Fuel station monthly inspections					
	S-INVP-001780 Total:	1,452.00							
	B&K EQUIPMENT COM	1,452.00							
BATTERY SERVICE CORP									
1412									
0117441	2/19/2025	437.85	0.00	03/07/2025				No	0
08-01-50020	Parts-PD			Motorcraft 94R batteries (3@145.95) shelf stock					
	0117441 Total:	437.85							
	BATTERY SERVICE COR	437.85							
BIEZE, BRANDON C.									
3069									
021825	2/18/2025	340.25	0.00	03/07/2025				No	0
10-20-60601	Unif Replace/Damaged on Duty			Reimbursement for broken glasses #25-4206					
	021825 Total:	340.25							
	BIEZE, BRANDON C. To	340.25							
BYRNE SOFTWARE TECHNOLOGIES INC									
3378									
0107784	2/11/2025	70.00	0.00	03/07/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
10-02-81000 Upgrade Finance Acct Software					Professional services on Accela Land Mgmt 01/25-01/31/25				
0107784 Total:		70.00							
BYRNE SOFTWARE TEC		70.00							
CHRISTOPHER B. BURKE ENGINEERING, LTD. 0968									
61H14-33	2/12/2025	14,153.86	0.00	03/07/2025				No	0
65-10-54600 Franklin Ave Phase 3 (61H14)					Franklin Ave Phase III Engineering, 1/1-1/25/2025				
61H14-33 Total:		14,153.86							
CHRISTOPHER B. BURK		14,153.86							
CITY OF AURORA 5656									
238250	2/10/2025	210.00	0.00	03/07/2025				No	0
34-01-62850 Testing of Water Samples					Water samples Jan2025				
238250 Total:		210.00							
CITY OF AURORA Total:		210.00							
COMCAST 3643									
233572526	2/15/2025	6,640.75	0.00	03/07/2025				No	0
10-02-51200 Telephone Srvc Charges/Interne					Dedicated internet and network services- Feb				
233572526 Total:		6,640.75							
COMCAST Total:		6,640.75							
COMCAST 3644									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description			Reference		
0310503Feb25	2/1/2025	216.46	0.00	03/07/2025				No	0
10-02-51200 Telephone Srvc Charges/Interne				Cable TV for VH for Feb					
	0310503Feb25 Total:	216.46							
	COMCAST Total:	216.46							
COMED									
5257									
0615329000Feb25	2/10/2025	104.74	0.00	03/07/2025				No	0
10-50-62330 Electricity St & Alley Light				10699 Waveland	0615329000	1/9-2/10/25			
	0615329000Feb25 Total:	104.74							
3604055000Feb25	2/14/2025	374.19	0.00	03/07/2025				No	0
10-50-62330 Electricity St & Alley Light				3200 Sarah	3604055000	1/15-2/14/25			
	3604055000Feb25 Total:	374.19							
4910975000Feb25	2/10/2025	72.75	0.00	03/07/2025				No	0
10-50-62330 Electricity St & Alley Light				9380 Chestnut	4910975000	1/9-2/10/25			
	4910975000Feb25 Total:	72.75							
5040921222Feb25	2/10/2025	104.57	0.00	03/07/2025				No	0
10-50-62330 Electricity St & Alley Light				OOWS Wolf Rd	5040921222	1/9-2/10/25			
	5040921222Feb25 Total:	104.57							
5870695000Feb25	2/10/2025	45.43	0.00	03/07/2025				No	0
10-50-62330 Electricity St & Alley Light				9800 Franklin	5870695000	1/9-2/10/25			
	5870695000Feb25 Total:	45.43							
6484021222Feb25	2/10/2025	557.75	0.00	03/07/2025				No	0
10-50-62330 Electricity St & Alley Light				2709 Scott	6484021222	1/9-2/10/25			
	6484021222Feb25 Total:	557.75							
6686895000Feb25	2/10/2025	209.08	0.00	03/07/2025				No	0
10-50-62330 Electricity St & Alley Light				2599 Scott	6686895000	1/9-2/10/25			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	6686895000Feb25 Total:	209.08							
6911683111Feb25	2/7/2025	29.70	0.00	03/07/2025				No	0
10-50-62330	Electricity St & Alley Light			3900 Mannheim	6911683111	1/9-2/10/25			
	6911683111Feb25 Total:	29.70							
8327688000Feb25	2/10/2025	1,550.21	0.00	03/07/2025				No	0
10-50-62330	Electricity St & Alley Light			11230 Addison	8327688000	1/9-2/10/25			
	8327688000Feb25 Total:	1,550.21							
	COMED Total:	3,048.42							
COMMERCIAL TIRE SERVICE									
0521									
1110185604	8/30/2024	70.00	0.00	03/07/2025				No	0
10-90-50100	Maint of Vehicular Equip/FM			Flat repair #sweeper #2					
	1110185604 Total:	70.00							
1110188280	11/6/2024	275.00	0.00	03/07/2025				No	0
10-90-50100	Maint of Vehicular Equip/FM			Flat repair #928G					
	1110188280 Total:	275.00							
	COMMERCIAL TIRE SE	345.00							
COMPUTER INFORMATION SYSTEMS									
3459									
239706	2/19/2025	2,960.00	0.00	03/07/2025				No	0
10-20-80700	Purchase of Computer Equipment			Field Reporting Client					
	239706 Total:	2,960.00							
	COMPUTER INFORMAT	2,960.00							

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Account Number				Description	Reference				
CONWAY SHIELD									
3824									
0532889	2/12/2025	504.88	0.00	03/07/2025				No	0
10-30-62180					Turnout Uniform				
									Probationary helmet shields
	0532889 Total:	504.88							
	CONWAY SHIELD Total:	504.88							
CORE & MAIN LP									
3302									
W360345	1/30/2025	11,824.00	0.00	03/07/2025				No	0
34-01-62860					Maint of Water system				
									Hydrants, gaskets, valve boxes
	W360345 Total:	11,824.00							
	CORE & MAIN LP Total:	11,824.00							
CORPORATE BUSINESS CARDS, LTD									
1337									
340399	1/31/2025	2,352.06	0.00	03/07/2025				No	0
10-01-51880					Citizen Outreach				
									February 2025 newsletters
	340399 Total:	2,352.06							
	CORPORATE BUSINESS	2,352.06							
D&P CONSTRUCTION CO., INC.									
1464									
0000417182	2/8/2025	445.00	0.00	03/07/2025				No	0
09-01-64000					Refuse Contain Dumping Chg				
									Switches
	0000417182 Total:	445.00							
	D&P CONSTRUCTION C	445.00							

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Account Number				Description		Reference			
D.E.L. APPLICANCE REPAIR INC.									
5951									
13058	1/21/2025	265.62	0.00	03/07/2025				No	0
	10-30-62050 Maint & Repair Fire Station 2			Washing machine repair					
	13058 Total:	265.62							
	D.E.L. APPLICANCE REP	265.62							
DYNEGY ENERGY SERVICES									
3026									
*** 0100000084430	2/19/2025	150.10	0.00	03/07/2025				No	0
	34-02-62800 Electricity			2998 Hart					
*** 0100000084430	2/19/2025	264.76	0.00	03/07/2025				No	0
	10-50-62330 Electricity St & Alley Light			2401 Scott					
*** 0100000084430	2/19/2025	134.49	0.00	03/07/2025				No	0
	34-02-62800 Electricity			11201 Taft					
*** 0100000084430	2/19/2025	2,086.08	0.00	03/07/2025				No	0
	34-01-62800 Electricity for Pump House			8 Countyline Rd					
*** 0100000084430	2/19/2025	185.70	0.00	03/07/2025				No	0
	34-02-62800 Electricity			129 West Manor					
*** 0100000084430	2/19/2025	190.45	0.00	03/07/2025				No	0
	34-02-62800 Electricity			0 17th Ave and Fullerton					
*** 0100000084430	2/19/2025	6,104.86	0.00	03/07/2025				No	0
	34-01-62800 Electricity for Pump House			10800/11000 King					
*** 0100000084430	2/19/2025	241.43	0.00	03/07/2025				No	0
	34-02-62800 Electricity			9229 Grand					
*** 0100000084430	2/19/2025	9,674.68	0.00	03/07/2025				No	0
	34-01-62800 Electricity for Pump House			9535 Belmont					
*** 0100000084430	2/19/2025	473.27	0.00	03/07/2025				No	0
	34-02-62800 Electricity			11400 Copenhagen					
*** 0100000084430	2/19/2025	63.05	0.00	03/07/2025				No	0
	10-50-62330 Electricity St & Alley Light			9540 Addison					
*** 0100000084430	2/19/2025	514.14	0.00	03/07/2025				No	0
	10-50-62330 Electricity St & Alley Light			9400 Grand					
*** 0100000084430	2/19/2025	726.22	0.00	03/07/2025				No	0
	10-50-62330 Electricity St & Alley Light			0 Franklin					

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Account Number	Description			Reference					
*** 010000084430	2/19/2025	216.57	0.00	03/07/2025				No	0
10-50-62330	Electricity St & Alley Light			9364 Franklin					
	010000084430 Total:	21,025.80							
	DYNEGY ENERGY SERV	21,025.80							
E. HOFFMAN, INC.									
1755									
31840	2/10/2025	2,320.00	0.00	03/07/2025				No	0
34-01-62860	Maint of Water system			Mixed load spoils hauled out					
	31840 Total:	2,320.00							
31849	2/17/2025	4,640.00	0.00	03/07/2025				No	0
34-02-63070	Maint Sewer System			Mixed load spoils hauled out					
	31849 Total:	4,640.00							
	E. HOFFMAN, INC. Total:	6,960.00							
ELECTRONIC SECURITY SOLUTIONS, INC.									
6002									
ESS3415	2/4/2025	350.00	0.00	03/07/2025				No	0
41-01-63220	Maintenance Elect. Pay Boxes			Service & maint Feb2025					
	ESS3415 Total:	350.00							
	ELECTRONIC SECURITY	350.00							
ELEVATED SAFETY									
3277									
S0008280	2/11/2025	1,300.00	0.00	03/07/2025				No	0
10-30-52001	Personnel Training - Sworn			Rope Rescue Operations					
	S0008280 Total:	1,300.00							

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Account Number				Description		Reference			
		<u>1,300.00</u>							
ELEVATED SAFETY Tota									
FERGUSON WATERWORKS #2516									
4788									
0512294	2/7/2025	1,715.97	0.00	03/07/2025				No	0
34-01-62835				Meter ecoders					
	0512294 Total:	<u>1,715.97</u>							
0514122	2/10/2025	2,647.94	0.00	03/07/2025				No	0
34-01-62860				Rep clamps					
	0514122 Total:	<u>2,647.94</u>							
0514179	2/3/2025	2,341.73	0.00	03/07/2025				No	0
34-01-62835				Flanges					
	0514179 Total:	<u>2,341.73</u>							
	FERGUSON WATERWOR	<u>6,705.64</u>							
FRANKLIN PARK PLUMBING CO., INC.									
0081									
14233	1/10/2025	9,770.00	0.00	03/07/2025				No	0
10-30-62060				Plumbing repairs at station #3					
	14233 Total:	<u>9,770.00</u>							
14247	1/13/2025	12,300.00	0.00	03/07/2025				No	0
34-01-88910				Excavation for new copper water service replacing old lead					
	14247 Total:	<u>12,300.00</u>							
14248	1/14/2025	5,300.00	0.00	03/07/2025				No	0
34-01-62860				Valve replacement					
	14248 Total:	<u>5,300.00</u>							
14249	1/14/2025	7,652.00	0.00	03/07/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
34-01-62860				Maint of Water system	Replace valve in vault- Addison and Dora				
	14249 Total:	7,652.00							
14270	1/20/2025	1,980.00	0.00	03/07/2025				No	0
34-01-62860				Maint of Water system	Provide labor for hydrant repair- Wolf and Belmont				
	14270 Total:	1,980.00							
14271	1/20/2025	8,162.00	0.00	03/07/2025				No	0
34-01-88910				Lead Line Replacement	Replace lead water service- 3433 Hawthorne				
	14271 Total:	8,162.00							
14272	1/20/2025	3,670.00	0.00	03/07/2025				No	0
34-01-62860				Maint of Water system	Provide labor for repair of water main break at 10929 Frank				
	14272 Total:	3,670.00							
14273	1/20/2025	30,192.00	0.00	03/07/2025				No	0
34-01-89475				Rear Yard Drainage	Excavation to install storm drainage at three locations				
	14273 Total:	30,192.00							
14279	1/27/2025	2,360.00	0.00	03/07/2025				No	0
34-01-62860				Maint of Water system	Replace bolts at 16" flanges				
	14279 Total:	2,360.00							
14280	1/29/2025	6,780.00	0.00	03/07/2025				No	0
34-01-62860				Maint of Water system	Butterfly valve repair in man hole feeding pump house				
	14280 Total:	6,780.00							
14281	1/30/2025	8,120.00	0.00	03/07/2025				No	0
34-01-62860				Maint of Water system	Excavation and repair of water main break-3333 Mt Prospect				
	14281 Total:	8,120.00							
14282	2/4/2025	7,432.00	0.00	03/07/2025				No	0
34-01-62860				Maint of Water system	Excavate and repair hydrant at 10800 Belmont				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	14282 Total:	7,432.00							
14283	2/5/2025	10,082.00	0.00	03/07/2025				No	0
	34-02-63070 Maint Sewer System				Excavation and replace of 48" sanitary man hole				
	14283 Total:	10,082.00							
	FRANKLIN PARK PLUM	113,800.00							
FREEDOM HEATING & COOLING, INC.									
4885									
57199053	2/13/2025	1,780.00	0.00	03/07/2025				No	0
	34-01-62590 Maint Village Garage				Service call for 9300 Belmont				
	57199053 Total:	1,780.00							
	FREEDOM HEATING &	1,780.00							
GALLS, INC									
0050									
30332850	1/31/2025	159.87	0.00	03/07/2025				No	0
	10-20-60331 Police Equipment (Non Enforce)				Training cuffs				
	30332850 Total:	159.87							
	GALLS, INC Total:	159.87							
GERARDI, LUDY									
3082									
022425	2/24/2025	100.00	0.00	03/07/2025				No	0
	10-61-69561 Railroad Daze Program				Deposit for two facepainters for FP Fest 6.14.25				
	022425 Total:	100.00							
	GERARDI, LUDY Total:	100.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
GRAINGER									
5200									
9397869281	2/6/2025	162.73	0.00	03/07/2025				No	0
34-01-82840	Minor tools and equipment			Steel screws and hinges					
	9397869281 Total:	162.73							
9402888342	2/11/2025	862.56	0.00	03/07/2025				No	0
34-01-82890	Purchase/Installation of Equip			Air powered impact wrenches					
	9402888342 Total:	862.56							
9412552359	2/19/2025	94.79	0.00	03/07/2025				No	0
10-90-62070	Equipment for Perishable			Ear plug dispenser					
	9412552359 Total:	94.79							
	GRAINGER Total:	1,120.08							
GW & ASSOCIATES, PC									
4516									
2502144	2/14/2025	3,600.00	0.00	03/07/2025				No	0
10-60-51900	Payroll Service			Payroll processing Jan2025, Quarterly tax returns, W2s					
	2502144 Total:	3,600.00							
	GW & ASSOCIATES, PC	3,600.00							
H&H ELECTRIC COMPANY									
1555									
45222	1/31/2025	997.50	0.00	03/07/2025				No	0
10-90-62690	Serv/Contract Traffic Signals			Traffic signal contract maint- various locations					
	45222 Total:	997.50							
	H&H ELECTRIC COMPA	997.50							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
HASTINGS AIR-ENERGY CONTROL, INC.									
2022									
PS-I0011031	2/7/2025	607.86	0.00	03/07/2025				No	0
10-30-50110				Maint Repair Veh Equip/non-FM	E-2 tailpipe adapter				
		<u>607.86</u>							
	PS-I0011031 Total:	607.86							
		<u>607.86</u>							
	HASTINGS AIR-ENERGY	607.86							
HIGH STAR TRAFFIC									
5563									
11064	2/10/2025	269.14	0.00	03/07/2025				No	0
10-90-62690				Serv/Contract Traffic Signals	Street names signs				
		<u>269.14</u>							
	11064 Total:	269.14							
		<u>269.14</u>							
	HIGH STAR TRAFFIC To	269.14							
HOME DEPOT CREDIT SERVICES									
4004									
5443529	1/28/2025	762.14	0.00	03/07/2025				No	0
10-30-62050				Maint & Repair Fire Station 2	Station 2 repairs/remodel				
		<u>762.14</u>							
	5443529 Total:	762.14							
		<u>762.14</u>							
	HOME DEPOT CREDIT	762.14							
J.G. UNIFORMS									
2084									
142799	2/11/2025	77.50	0.00	03/07/2025				No	0
10-20-60590				Temp Police Uniform Expense	Pullover sweater				
		<u>77.50</u>							
	142799 Total:	77.50							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description		Reference				
	J.G. UNIFORMS Total:	77.50							
JANET G MARTINEZ 1209									
INV-0099	2/1/2025	198.00	0.00	03/07/2025				No	0
10-01-51880 Citizen Outreach					Spanish translation for Feb2025 newsletter				
	INV-0099 Total:	198.00							
	JANET G MARTINEZ To	198.00							
JET BRITE CAR WASH, INC. 0470									
71170D7B-0002	2/18/2025	189.00	0.00	03/07/2025				No	0
10-20-50300 Maint of Vehicular Equipment					Police car washes 1/1-2/15/25				
	71170D7B-0002 Total:	189.00							
	JET BRITE CAR WASH,	189.00							
JKS VENTURES, INC. 1534									
211414	2/11/2025	8,209.47	0.00	03/07/2025				No	0
34-02-63070 Maint Sewer System					Limestone				
	211414 Total:	8,209.47							
	JKS VENTURES, INC. To	8,209.47							
Johnson, John 1189									
021025	2/10/2025	533.96	0.00	03/07/2025				No	0
10-01-53150 Reimb Employees for Travel					Reimbursement for airfare/expenses to NLC				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	021025 Total:	533.96							
021025-1	2/10/2025	348.50	0.00	03/07/2025				No	0
10-01-53150	Reimb Employees for Travel			Per Diem for NLC					
	021025-1 Total:	348.50							
	Johnson, John Total:	882.46							
KCS COMPUTER TECHNOLOGY									
4545									
*** 19569	2/13/2025	1,645.00	0.00	03/07/2025				No	0
10-02-51150	Professional Services			Consulting services for Jan					
*** 19569	2/13/2025	696.67	0.00	03/07/2025				No	0
10-02-54200	Software and Renewal License			Proofpoint spam filter					
*** 19569	2/13/2025	1,129.52	0.00	03/07/2025				No	0
10-02-54200	Software and Renewal License			GFI AV server software					
*** 19569	2/13/2025	450.00	0.00	03/07/2025				No	0
10-02-55040	Offsite Backup Storage			Max online back of servers					
*** 19569	2/13/2025	2,731.00	0.00	03/07/2025				No	0
10-02-54200	Software and Renewal License			Office 365					
*** 19569	2/13/2025	488.00	0.00	03/07/2025				No	0
10-02-54200	Software and Renewal License			SentinelOne					
*** 19569	2/13/2025	135.00	0.00	03/07/2025				No	0
10-02-55040	Offsite Backup Storage			Veem backup					
*** 19569	2/13/2025	1,032.00	0.00	03/07/2025				No	0
10-02-54200	Software and Renewal License			Ironscales					
	19569 Total:	8,307.19							
	KCS COMPUTER TECH	8,307.19							
KRIETER CONCRETE CONST.									
0110									
5085	2/9/2025	3,680.00	0.00	03/07/2025				No	0
34-02-63070	Maint Sewer System			Replacement of carriage walk of service walk					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	5085 Total:	3,680.00							
5086	2/12/2025	4,320.00	0.00	03/07/2025				No	0
34-02-63070	Maint Sewer System			Replacement of street storm sewer					
	5086 Total:	4,320.00							
5087	2/14/2025	1,600.00	0.00	03/07/2025				No	0
34-01-62860	Maint of Water system			Replacement of reinforced concrete pad					
	5087 Total:	1,600.00							
5090	2/16/2025	4,500.00	0.00	03/07/2025				No	0
34-02-63070	Maint Sewer System			Replacement of reinforced curb and section of public sidewalk					
	5090 Total:	4,500.00							
	KRIETER CONCRETE C	14,100.00							
LIFEFITNESS									
3965									
7890954	1/6/2025	67.50	0.00	03/07/2025				No	0
10-30-62040	Maint & Repair Fire Station 1			Equipment repairs					
	7890954 Total:	67.50							
7891051	1/6/2025	207.50	0.00	03/07/2025				No	0
10-30-62040	Maint & Repair Fire Station 1			Equipment repairs					
	7891051 Total:	207.50							
	LIFEFITNESS Total:	275.00							
LOCALITY MEDIA INC DBA FIRST DUE									
5960									
3963	2/21/2025	2,750.00	0.00	03/07/2025				No	0
10-30-51150	Computer Programs P.C.			Incident reporting program					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	3963 Total:	2,750.00							
	LOCALITY MEDIA INC	2,750.00							
McMaster-Carr Supply Co. 1438 40542769	2/10/2025	104.16	0.00	03/07/2025				No	0
	34-01-82840 Minor tools and equipment			Batteries					
	40542769 Total:	104.16							
	McMaster-Carr Supply Co	104.16							
MENARDS MELROSE PARK 0131 84919	2/12/2025	34.19	0.00	03/07/2025				No	0
	08-01-50090 Parts-Streets			White plastic					
	84919 Total:	34.19							
85321	2/19/2025	58.39	0.00	03/07/2025				No	0
	10-90-62680 Supplies(Non-Durable)			Nipples, elbows, gav tees					
	85321 Total:	58.39							
	MENARDS MELROSE PA	92.58							
MID AMERICAN WATER, INC. 2046 243629A-1	2/1/2025	2,676.86	0.00	03/07/2025				No	0
	34-01-62860 Maint of Water system			Repair clamps					
	243629A-1 Total:	2,676.86							
244110A	2/6/2025	10,348.37	0.00	03/07/2025				No	0
	34-01-62860 Maint of Water system			Repair clamps, copper couplings, curb stops					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	244110A Total:	10,348.37							
244187A	2/7/2025	943.08	0.00	03/07/2025				No	0
	34-01-62860 Maint of Water system			Repair clamps					
	244187A Total:	943.08							
	MID AMERICAN WATE	13,968.31							
MOHR OIL COMPANY									
2488									
*** 442717	2/19/2025	6.46	0.00	03/07/2025				No	0
	10-60-50200 Fuel for Vehicular Equipment			Fuel					
*** 442717	2/19/2025	409.42	0.00	03/07/2025				No	0
	10-13-50200 Fuel for Vehicular Equipment			Fuel					
*** 442717	2/19/2025	2,432.82	0.00	03/07/2025				No	0
	10-30-50200 Fuel for Vehicular Equipment			Fuel					
*** 442717	2/19/2025	14,523.79	0.00	03/07/2025				No	0
	10-20-50200 Fuel for Vehicular Equipment			Fuel					
*** 442717	2/19/2025	1,376.98	0.00	03/07/2025				No	0
	10-90-50200 Fuel for Vehicular Equipment			Fuel					
*** 442717	2/19/2025	2,799.19	0.00	03/07/2025				No	0
	34-01-50200 Fuel for Vehicular Equipment			Fuel					
	442717 Total:	21,548.66							
	MOHR OIL COMPANY T	21,548.66							
MONROE TRUCK EQUIPMENT									
0329									
82131	1/31/2025	28,410.00	0.00	03/07/2025				No	0
	34-01-80300 Purchase of Veh Equip			Install of plow, lights, electrical					
	82131 Total:	28,410.00							
82209	1/31/2025	1,090.00	0.00	03/07/2025				No	0
	08-01-50090 Parts-Streets			Roadwatch pavement temp system					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	82209 Total:	1,090.00							
	MONROE TRUCK EQUI	29,500.00							
Motorola Solutions,Inc 4992									
1411147224	12/5/2024	200.77	0.00	03/07/2025				No	0
	10-20-50300 Maint of Vehicular Equipment			In card video configuration					
	1411147224 Total:	200.77							
8282038569	12/10/2024	250.00	0.00	03/07/2025				No	0
	10-20-50300 Maint of Vehicular Equipment			In card video configuration					
	8282038569 Total:	250.00							
	Motorola Solutions,Inc Tot	450.77							
MUNICIPAL MANAGEMENT SERVICES, INC. 2106									
25-51557	2/5/2025	25,238.00	0.00	03/07/2025				No	0
	10-20-60400 Norcomm Records Contract			March2025 services					
	25-51557 Total:	25,238.00							
	MUNICIPAL MANAGEM	25,238.00							
MURPHY'S CONTRACTORS EQUIPMENT 0129									
233198	2/11/2025	146.90	0.00	03/07/2025				No	0
	34-01-82840 Minor tools and equipment			Shovels, hitch pins					
	233198 Total:	146.90							
	MURPHY'S CONTRACT	146.90							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
NATIONAL TESTING NETWORK									
3150									
17680	2/20/2025	1,000.00	0.00	03/07/2025				No	0
10-40-62270	Fire Testing			Annual renewal					
	17680 Total:	1,000.00							
	NATIONAL TESTING N	1,000.00							
NEIGHBORHOOD ELECTRIC									
5928									
021925	2/19/2025	100.00	0.00	03/07/2025				No	0
10-13-30380	Contractors License Fees			Refund for contractors license- duplicate payment					
	021925 Total:	100.00							
	NEIGHBORHOOD ELEC	100.00							
NORCOMM PUBLIC SAFETY COMM., INC.									
2107									
25-51570	2/5/2025	68,784.11	0.00	03/07/2025				No	0
10-14-40220	Norcomm			Emergency dispatch services, March2025					
	25-51570 Total:	68,784.11							
	NORCOMM PUBLIC SA	68,784.11							
O'REILLY AUTOMOTIVE, INC.									
0270									
3398-146935	1/11/2025	35.97	0.00	03/07/2025				No	0
10-30-50110	Maint Repair Veh Equip/non-FM			Motor oil					
	3398-146935 Total:	35.97							
3398-151121	2/11/2025	39.98	0.00	03/07/2025				No	0
10-30-50110	Maint Repair Veh Equip/non-FM			Antii freeze					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	3398-151121 Total:	39.98							
3398-151255	2/12/2025	56.76	0.00	03/07/2025				No	0
08-01-50020 Parts-PD				Oil filters (shelf stock - Ford Explorers)					
	3398-151255 Total:	56.76							
3398-151256	2/12/2025	24.83	0.00	03/07/2025				No	0
08-01-50020 Parts-PD				Spark plugs and manifold #880					
	3398-151256 Total:	24.83							
3398-151499	2/14/2025	139.99	0.00	03/07/2025				No	0
08-01-50020 Parts-PD				Brake pads and rotors #880					
	3398-151499 Total:	139.99							
3398-151990	2/18/2025	42.42	0.00	03/07/2025				No	0
08-01-50090 Parts-Streets				Hydrali filter, gasket #225					
	3398-151990 Total:	42.42							
3398-152008	2/18/2025	51.83	0.00	03/07/2025				No	0
08-01-50020 Parts-PD				Spark plugs, manifold set #874					
	3398-152008 Total:	51.83							
3398-152090	2/19/2025	67.24	0.00	03/07/2025				No	0
08-01-50090 Parts-Streets				Spark plugs, manifold set, air filter #876					
	3398-152090 Total:	67.24							
3398-152262	2/20/2025	6.99	0.00	03/07/2025				No	0
08-01-50090 Parts-Streets				Horn button #217					
	3398-152262 Total:	6.99							
	O'REILLY AUTOMOTIV	466.01							

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Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
2249									
273741478	2/21/2025	330.00	0.00	03/07/2025				No	0
10-60-62460 Exterminating Services Cont				Weekly services					
	273741478 Total:	330.00							
2737420242	2/14/2025	330.00	0.00	03/07/2025				No	0
10-60-62460 Exterminating Services Cont				Weekly services					
	2737420242 Total:	330.00							
	ORKIN Total:	660.00							
PARAMOUNT INSTALLERS LLC									
3996									
2025-110	2/17/2025	11,300.00	0.00	03/07/2025				No	0
10-90-88860 Salt Dome				Replace 1" ratchet straps at main cover PVC and belting					
	2025-110 Total:	11,300.00							
	PARAMOUNT INSTALL	11,300.00							
PHYSICIANS IMMEDIATE CARE									
7774									
*** 4447790	2/12/2025	300.00	0.00	03/07/2025				No	0
10-52-53000 Employee Screening Expense				Drug screens x4					
*** 4447790	2/12/2025	120.00	0.00	03/07/2025				No	0
10-52-53000 Employee Screening Expense				Hepatitis vaccine x1					
*** 4447790	2/12/2025	580.00	0.00	03/07/2025				No	0
10-52-53000 Employee Screening Expense				Pre employment summer youth x3					
*** 4447790	2/12/2025	132.00	0.00	03/07/2025				No	0
10-52-53000 Employee Screening Expense				Pre employment intern					
*** 4447790	2/12/2025	232.00	0.00	03/07/2025				No	0
10-52-53000 Employee Screening Expense				Pre employment Admin					
*** 4447790	2/12/2025	132.00	0.00	03/07/2025				No	0
10-52-53000 Employee Screening Expense				Post accident drug & alcohol					

Invoice Number Account Number	Invoice Date	Amount	Quantity	Payment Date Description	Task Label	Type Reference	PO #	Close PO	Line #
4447790 Total:		1,496.00							
PHYSICIANS IMMEDIA		1,496.00							
PITNEY BOWES GLOBAL FINANCIAL SERVICES, LLC 1578									
3107081240	2/8/2025	392.46	0.00	03/07/2025				No	0
10-01-50930 Postage Meter Maintenance				Lease for postage machine					
3107081240 Total:		392.46							
PITNEY BOWES GLOBA		392.46							
REPUBLIC SERVICES #551 4552									
0551-016187440	2/15/2025	153,153.70	0.00	03/07/2025				No	0
09-01-64010 Private Scavenger Contract				Scavenger services, Fcb2025					
0551-016187440 Total:		153,153.70							
REPUBLIC SERVICES #5		153,153.70							
RUHL, WILLIAM 2665									
011525	1/15/2025	417.50	0.00	03/07/2025				No	0
10-01-53150 Reimb Employees for Travel				Per Diem for NLC					
011525 Total:		417.50							
RUHL, WILLIAM Total:		417.50							
RUSSO'S POWER EQUIPMENT 2419									
SPI20918572	2/11/2025	270.93	0.00	03/07/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
34-01-62070 Pur of Perishable Equipment				Handsaws/spades/shovels					
	SPI20918572 Total:	270.93							
SPI20918630	2/11/2025	170.96	0.00	03/07/2025				No	0
10-90-62780 Repairs to Non-Vehicular Equip				Rotor kit, pulley, blades					
	SPI20918630 Total:	170.96							
SPI20919562	2/12/2025	100.95	0.00	03/07/2025				No	0
34-01-62070 Pur of Perishable Equipment				Snow pusher, winter oil, bail					
	SPI20919562 Total:	100.95							
SPI20928400	2/20/2025	41.99	0.00	03/07/2025				No	0
08-01-50034 Parts-Water				Hydraulic oil #238					
	SPI20928400 Total:	41.99							
	RUSSO'S POWER EQUIP	584.83							
SALKIC, EMIR 4043									
021925	2/19/2025	60.00	0.00	03/07/2025				No	0
34-02-52000 Personnel Training Non-Sworn				Reimbursement for CDL license					
	021925 Total:	60.00							
	SALKIC, EMIR Total:	60.00							
SE3, LLC 3498									
02304002-2	1/24/2025	30,007.56	0.00	03/07/2025				No	0
65-10-84500 Wolf & Addison				Wolf and Addison improvements #2 9/28-12/31/24					
	02304002-2 Total:	30,007.56							
	SE3, LLC Total:	30,007.56							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
SHERMAN MECHANICAL									
1630									
C013304	2/1/2025	4,332.00	0.00	03/07/2025				No	0
10-20-52600				Police Building Maintenance	Quarterly billing for service maint agreement				
				C013304 Total:					
		4,332.00							
				SHERMAN MECHANIC					
		4,332.00							
SMITH LASALLE									
3336									
573.22.28	2/23/2025	2,235.00	0.00	03/07/2025				No	0
65-10-84100				King Street	King St improvements 1/27-2/23/25				
				573.22.28 Total:					
		2,235.00							
578.22.6	2/23/2025	1,530.00	0.00	03/07/2025				No	0
65-10-86000				Schiller Blvd Phase 1	25th st and Chestnut intersection 1/27-2/23/25				
				578.22.6 Total:					
		1,530.00							
580.22.15	2/23/2025	7,450.00	0.00	03/07/2025				No	0
65-10-84000				Industrial Street South	Water dept bldg inspection 1/27-2/23/25				
				580.22.15 Total:					
		7,450.00							
633.24.10	2/23/2025	10,630.00	0.00	03/07/2025				No	0
65-10-82820				Franklin Ave Phase3 Engineering	Franklin Ave STP phase 3 1/27-2/23/25				
				633.24.10 Total:					
		10,630.00							
634.24.10	2/23/2025	2,430.00	0.00	03/07/2025				No	0
10-90-87000				Demolitions	Building demo 1/27-2/23/25				
				634.24.10 Total:					
		2,430.00							
636.24.9	2/23/2025	3,600.00	0.00	03/07/2025				No	0
65-10-86000				Schiller Blvd Phase 1	Schiller Blvd Phase 2 1/27-2/23/25				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
		636.24.9 Total:		3,600.00					
637.24.8	2/23/2025	660.00	0.00	03/07/2025				No	0
34-01-69050				50/50 Sidewalk Program	50/50 sidewalk	1/27-2/23/25			
		637.24.8 Total:		660.00					
639.24.2	2/23/2025	17,700.00	0.00	03/07/2025				No	0
34-02-83190				Annual Sewer Lining Program	Sewer lining program	1/27-2/23/25			
		639.24.2 Total:		17,700.00					
*** 640.24.10	2/23/2025	18,030.00	0.00	03/07/2025				No	0
10-90-82800				Engineering Expense	Village engineering/PW mgmt services	1/27-2/23/25			
*** 640.24.10	2/23/2025	18,030.00	0.00	03/07/2025				No	0
34-01-82800				Engineering Expense	Village engineering/PW mgmt services	1/27-2/23/25			
*** 640.24.10	2/23/2025	18,030.00	0.00	03/07/2025				No	0
34-02-82800				Engineering Fees	Village engineering/PW mgmt services	1/27-2/23/25			
		640.24.10 Total:		54,090.00					
*** 641.24.10	2/23/2025	4,750.00	0.00	03/07/2025				No	0
34-01-62870				Update Village Atlas	Utilities GIS services	1/27-2/23/25			
*** 641.24.10	2/23/2025	4,750.00	0.00	03/07/2025				No	0
34-02-62870				Update Sewer Atlas	Utilities GIS services	1/27-2/23/25			
		641.24.10 Total:		9,500.00					
642.24.10	2/23/2025	430.00	0.00	03/07/2025				No	0
34-01-88910				Lead Line Replacement	Lead services replacement	1/27-2/23/25			
		642.24.10 Total:		430.00					
643.24.7	2/23/2025	21,660.00	0.00	03/07/2025				No	0
61-01-54000				Contract Construction	Robinson Rd reconstruction	1/27-2/23/25			
		643.24.7 Total:		21,660.00					
645.24.8	2/23/2025	960.00	0.00	03/07/2025				No	0
65-10-87000				Underpass Coordination	Underpass coordination	1/27-2/23/25			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
		645.24.8 Total:		960.00					
648.24.4	2/23/2025	3,915.00	0.00	03/07/2025				No	0
10-90-82800				Engineering Expense		MFT 1/27-2/23/25			
		648.24.4 Total:		3,915.00					
649.24.10	2/23/2025	1,815.00	0.00	03/07/2025				No	0
61-01-82800				Engineering Exp		NHRST roadway 1/27-2/23/25			
		649.24.10 Total:		1,815.00					
650.24.9	2/23/2025	3,270.00	0.00	03/07/2025				No	0
65-10-88100				Washington St- Green Improve.		Washington st Green infrastructure 1/27-2/23/25			
		650.24.9 Total:		3,270.00					
655.24.7	2/23/2025	555.00	0.00	03/07/2025				No	0
34-02-89107				Res. Drain Improv. Cost Share		Rear Yard drainage 1/27-2/23/25			
		655.24.7 Total:		555.00					
M24-050-2	2/23/2025	18,290.40	0.00	03/07/2025				No	0
34-01-89400				Building Improvements		Water dept bldg inspection 1/27-2/23/25			
		M24-050-2 Total:		18,290.40					
		SMITH LASALLE Total:		160,720.40					
SPECIAL, KAREN									
1846									
020125	2/1/2025	518.46	0.00	03/07/2025				No	0
10-01-53150				Reimb Employees for Travel		Reimbursement for airfare to NLC			
		020125 Total:		518.46					
020225	2/2/2025	348.50	0.00	03/07/2025				No	0
10-01-53150				Reimb Employees for Travel		Per Diem for NLC			

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	020225 Total:	348.50							
	SPECIAL, KAREN Total:	866.96							
STATE INDUSTRIAL PRODUCTS									
3223									
903669085	2/11/2025	510.56	0.00	03/07/2025				No	0
	10-30-62030 Fire Station Supplies			Station cleaning supplies					
	903669085 Total:	510.56							
903669086	2/11/2025	719.88	0.00	03/07/2025				No	0
	10-30-62030 Fire Station Supplies			Station cleaning supplies					
	903669086 Total:	719.88							
903676830	2/18/2025	291.27	0.00	03/07/2025				No	0
	10-30-62030 Fire Station Supplies			Station cleaning supplies					
	903676830 Total:	291.27							
903676835	2/18/2025	291.27	0.00	03/07/2025				No	0
	10-30-62030 Fire Station Supplies			Station cleaning supplies					
	903676835 Total:	291.27							
	STATE INDUSTRIAL PR	1,812.98							
STERICYCLE, INC									
1565									
8009663359	1/25/2025	24.73	0.00	03/07/2025				No	0
	10-20-60630 Purchase of Evidence Equipment			Monthly billing					
	8009663359 Total:	24.73							
	STERICYCLE, INC Total:	24.73							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description	Reference				
THE BUSINESS PRESS									
3849									
50528	2/7/2025	99.25	0.00	03/07/2025				No	0
10-20-50400	Purchase of Office Supplies			Business cards					
	50528 Total:	99.25							
	THE BUSINESS PRESS T	99.25							
THIRD MILLENNIUM									
5423									
32460	2/10/2025	3,761.03	0.00	03/07/2025				No	0
34-01-62857	Bill Processing			Utility bill rendering Feb2025					
	32460 Total:	3,761.03							
	THIRD MILLENNIUM T	3,761.03							
THOMSON REUTERS - WEST									
3351									
851437503	2/1/2025	261.57	0.00	03/07/2025				No	0
10-20-60560	Investigation Program			Monthly billing					
	851437503 Total:	261.57							
	THOMSON REUTERS - W	261.57							
UNITED LABORATORIES									
5594									
INV428063	2/10/2025	962.62	0.00	03/07/2025				No	0
34-02-62880	Chemical Supplies			Hand sanitizer for vactor and sewer crew					
	INV428063 Total:	962.62							
	UNITED LABORATORIE	962.62							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
UNIVERSITY OF ILLINOIS, GENERAL A/R									
5016									
UFIWB731	1/7/2025	350.00	0.00	03/07/2025				No	0
10-30-52001	Personnel Training - Sworn			Engine company winter operations class					
	UFIWB731 Total:	350.00							
	UNIVERSITY OF ILLINO	350.00							
UTILITY SERVICE COMPANY, INC.									
0460									
118809	2/1/2025	10,291.00	0.00	03/07/2025				No	0
34-01-88906	Utility Service contract			Elevated Belmont Ave tank					
	118809 Total:	10,291.00							
125746	2/1/2025	8,514.60	0.00	03/07/2025				No	0
34-01-88906	Utility Service contract			Elevated Franklin Ave tank					
	125746 Total:	8,514.60							
129527	2/1/2025	15,282.93	0.00	03/07/2025				No	0
34-01-88906	Utility Service contract			Ground storage Curtis tank					
	129527 Total:	15,282.93							
129528	2/1/2025	45,048.66	0.00	03/07/2025				No	0
34-01-88906	Utility Service contract			Ground storage King St west tank					
	129528 Total:	45,048.66							
129533	2/1/2025	45,048.66	0.00	03/07/2025				No	0
34-01-88906	Utility Service contract			Ground storage King St east tank					
	129533 Total:	45,048.66							
	UTILITY SERVICE COM	124,185.85							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
VERIZON WIRELESS									
5425									
6105763685	2/10/2025	83.01	0.00	03/07/2025				No	0
10-02-51200 Telephone Srvc Charges/Interne				Data charges for mobile jetpacks- Jan					
6105763685 Total:		83.01							
VERIZON WIRELESS Tot		83.01							
VESTIS									
2511									
6020311884	1/8/2025	124.21	0.00	03/07/2025				No	0
10-13-52800 Maint Village Hall				Carpet service					
6020311884 Total:		124.21							
6020316263	1/22/2025	199.77	0.00	03/07/2025				No	0
10-13-52800 Maint Village Hall				Carpet service					
6020316263 Total:		199.77							
6020320539	2/5/2025	131.61	0.00	03/07/2025				No	0
10-20-52600 Police Building Maintenance				Carpet service					
6020320539 Total:		131.61							
6020322871	2/12/2025	131.61	0.00	03/07/2025				No	0
10-20-52600 Police Building Maintenance				Carpet service					
6020322871 Total:		131.61							
6020322872	2/12/2025	199.77	0.00	03/07/2025				No	0
10-13-52800 Maint Village Hall				Carpet service					
6020322872 Total:		199.77							
6020325374	2/19/2025	131.61	0.00	03/07/2025				No	0
10-20-52600 Police Building Maintenance				Carpet service					
6020325374 Total:		131.61							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	VESTIS Total:	918.58							
VIKING AWARDS, INC. 2701 3494	2/10/2025	20.00	0.00	03/07/2025				No	0
10-01-51880 Citizen Outreach				Traditional engraving on brass plates					
	3494 Total:	20.00							
	VIKING AWARDS, INC. T	20.00							
WAREHOUSE DIRECT 0351 5876546-0	2/11/2025	353.65	0.00	03/07/2025				No	0
10-01-50400 Purchase of Office Supplies				Supplies					
	5876546-0 Total:	353.65							
IN579328	2/17/2025	985.03	0.00	03/07/2025				No	0
10-02-80001 Hardware Leasing				Copier page counts for all copiers for Jan					
	IN579328 Total:	985.03							
	WAREHOUSE DIRECT T	1,338.68							
WHOLESALE DIRECT 5318 000272906	2/10/2025	44.05	0.00	03/07/2025				No	0
08-01-50090 Parts-Streets				LED plugs					
	000272906 Total:	44.05							
	WHOLESALE DIRECT T	44.05							

WOODLAND VALUATION SERVICES, LLC

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
2428									
021425	2/14/2025	4,200.00	0.00	03/07/2025				No	0
65-10-82820 FranklinAve Phase3 Engineering				FAU Route 3533 Franklin Ave - 6 Appraisal reports					
	021425 Total:	4,200.00							
	WOODLAND VALUATIO	4,200.00							
ZIEBELL WATER SERVICE PRODUCTS									
0209									
268460-000	2/6/2025	1,689.84	0.00	03/07/2025				No	0
34-02-63070 Maint Sewer System				PVC pipes, bends					
	268460-000 Total:	1,689.84							
268493-000	2/10/2025	597.92	0.00	03/07/2025				No	0
34-02-63070 Maint Sewer System				PVC bends					
	268493-000 Total:	597.92							
	ZIEBELL WATER SERVIC	2,287.76							
	Report Total:	948,657.09							

Accounts Payable

Manual Check Proof List

User: cperez
 Printed: 02/25/2025 - 12:59PM
 Batch: 00418.02.2025



Invoice No	Amount	Payment Date	Description	Check Number	Date	Acct Number	reference
Vendor: 3811	MID CENTRAL WATER WORKS AS						
				337144	02/14/2025		
020725	150.00	02/18/2025	Seminar for 02.19.25			34-01-52060	
Total for Check	150.00						
Total for 3811	150.00						
Vendor: 5970	HONEY TRAILS LLC						
				337146	02/18/2025		
021825	495.00	02/18/2025	2025 Packaged bees			10-90-62720	
Total for Check	495.00						
Total for 5970	495.00						
Vendor: 5975	NG PLUMBING INC						
				337145	02/14/2025		
02072025	7,000.00	02/18/2025	1 inch water service 40 feet			34-01-88910	
Total for Check	7,000.00						
Total for 5975	7,000.00						
Total Checks:							
		7,645.00					

THE VILLAGE OF FRANKLIN PARK
COOK COUNTY, ILLINOIS

ORDINANCE

NUMBER 2425-VC-__

**AN ORDINANCE AMENDING CHAPTER SIX OF TITLE SIX OF THE VILLAGE
CODE OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY, ILLINOIS
(VILLAGE HALL EMPLOYEE RESERVED PARKING)**

BARRETT F. PEDERSEN, Village President
APRIL ARELLANO, Village Clerk

IRENE AVITIA
GILBERT J. HAGERSTROM
JOHN JOHNSON
WILLIAM RUHL
KAREN SPECIAL
ANDY YBARRA
Trustees

ORDINANCE NUMBER 2425-VC-___

AN ORDINANCE AMENDING CHAPTER SIX OF TITLE SIX OF THE VILLAGE
CODE OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY, ILLINOIS
(VILLAGE HALL EMPLOYEE RESERVED PARKING)

WHEREAS, the Village of Franklin Park, Cook County, Illinois (the "*Village*") is a duly organized and existing municipal corporation created under the provisions of the laws of the State of Illinois and under the provisions of the Illinois Municipal Code, as from time to time supplemented and amended; and

WHEREAS, the President and Board of Trustees of the Village of Franklin Park (the "*Corporate Authorities*") may from time to time amend the text of the Village Code of Franklin Park when it is determined to be in the best interests of the residents of the Village.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois, as follows:

Section 1. That the above recitals are found to be true and correct and are hereby incorporated herein and made a part hereof, as if fully set forth in their entirety.

Section 2. Chapter 6 ("*Traffic Schedules*") of Title 6 ("*Motor Vehicles and Traffic*") of the Village Code of Franklin Park is hereby amended by adding the following new underlined language to read, as follows:

Article N – Franklin Park Village Hall Employee Reserved Parking

Section 6-6N-1. – Parking regulations.

It shall be unlawful for any person to park any vehicle or to permit any vehicle to remain parked in a parking space designated as village employee parking only in the Franklin Park Village Hall parking lot located at 9500 Belmont Avenue.

Section 6-6N-2. – Fines for violations.

Any person who violates any provision of this article regarding parking regulations as provided in the preceding section shall be subject to a fine for each such violation. The amount of such fine shall be fifty dollars (\$50.00). Notwithstanding anything to the contrary herein, any person found liable after a hearing, or after failing to appear for a hearing, for a violation of a parking regulation shall be fined in an amount not less than fifty dollars (\$50.00) nor more than seven hundred fifty dollars (\$750.00) per offense.

Section 3. If any section, paragraph, clause, or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any other provision of this Ordinance.

Section 4. All ordinances, resolutions, motions, or orders in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 5. This Ordinance shall be in full force and effect upon its passage, approval and publication as provided by law.

(Intentionally Left Blank)

ADOPTED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois this _____ day of March 2025, pursuant to a roll call vote, as follows:

	YES	NO	ABSTAIN	ABSENT	PRESENT
AVITIA					
HAGERSTROM					
JOHNSON					
RUHL					
SPECIAL					
YBARRA					
PRESIDENT PEDERSEN					
TOTAL					

APPROVED by the President of the Village of Franklin Park, Cook County, Illinois on this _____ day of March 2025.

BARRETT F. PEDERSEN
VILLAGE PRESIDENT

ATTEST:

APRIL ARELLANO
VILLAGE CLERK

THE VILLAGE OF FRANKLIN PARK
COOK COUNTY, ILLINOIS

ORDINANCE

NUMBER 2425-G-__

**AN ORDINANCE OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY,
ILLINOIS APPROVING THE GRAND AVENUE CORRIDOR PLAN**

BARRETT F. PEDERSEN, Village President
APRIL ARELLANO, Village Clerk

IRENE AVITIA
GILBERT J. HAGERSTROM
JOHN JOHNSON
WILLIAM RUHL
KAREN SPECIAL
ANDY YBARRA
Trustees

ORDINANCE NUMBER 2425-G-___

AN ORDINANCE OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY,
ILLINOIS APPROVING THE GRAND AVENUE CORRIDOR PLAN

WHEREAS, the Village of Franklin Park, Cook County, Illinois (the "*Village*") is a duly organized and existing municipal corporation created under the provisions of the laws of the State of Illinois and under the provisions of the Illinois Municipal Code, as from time to time supplemented and amended; and

WHEREAS, the Village President and Board of Trustees of the Village of Franklin Park (the "*Corporate Authorities*") have determined that it is in the best interest of the health, safety, and welfare of the residents of the Village to authorize and approve the Grand Avenue Corridor Plan.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois, as follows:

Section 1. That the above recitals are found to be true and correct and are hereby incorporated herein and made a part hereof, as if fully set forth in their entirety.

Section 2. The Corporate Authorities find and determine that the approval of the Grand Avenue Corridor Plan is in the public interest and is in furtherance of the progressive demands of orderly development of the Village.

Section 3. The Grand Avenue Corridor Plan, a copy of which is attached hereto and made a part hereof as Exhibit A, is hereby authorized and approved.

Section 4. If any section, paragraph, clause, or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any other provision of this Ordinance.

Section 5. All ordinances, resolutions, motions, or orders in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 6. This Ordinance shall be in full force and effect upon its passage, approval and publication as provided by law.

(Intentionally Left Blank)

ADOPTED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois this ____ day of March 2025, pursuant to a roll call vote, as follows:

	YES	NO	ABSTAIN	ABSENT	PRESENT
AVITIA					
HAGERSTROM					
JOHNSON					
RUHL					
SPECIAL					
YBARRA					
PRESIDENT PEDERSEN					
TOTAL					

APPROVED by the President of the Village of Franklin Park, Cook County, Illinois on this ____ day of March 2025.

 BARRETT F. PEDERSEN
 VILLAGE PRESIDENT

ATTEST:

 APRIL J. ARELLANO
 VILLAGE CLERK

Grand Avenue Corridor Plan

DRAFT



THE VILLAGE OF
FRANKLIN PARK



Chicago Metropolitan
Agency for Planning

THE VILLAGE OF
FRANKLIN PARK ILLINOIS

Acknowledgments

This project's success is due to the residents, business owners, village employees, and elected officials who helped create this plan.

Steering Committee members

April Arellano, village clerk, Village of Franklin Park
Adam Eichenberger, senior planner, Pace Suburban Bus
Jennifer Hamilton, executive director, Leyden Family Services
David Katzin, superintendent, School District 84
Andrew Lang, resident
Patricia Letarte, member, Village of Franklin Park Plan Commission
Daniel LoCascio, director, Park District of Franklin Park
Donald Olson, owner, Olson's Ace Hardware
Jose Ramos, owner, Doceo Real Estate
Thomas Robbins, community relations representative, Pace Suburban Bus
Andy Smolen, arborist, Village of Franklin Park
Walther J. Villacorta, owner, Doceo Real Estate
Marcin Wrobel, assistant director, Franklin Park Public Library

Village of Franklin Park staff

Ryan Adriatico, senior planner
Rudolph Repa, village planner
Nicholas Walny, director of community development and zoning

CMAP staff

Tony Manno, principal and program manager
Lily Brack, senior planner and project manager

Victoria Barrett, senior planner
Brett Brown, planner
Elizabeth Miller, associate planner
Thomas Murtha, senior analyst
Beatrix Yan, planner (former)

Funding acknowledgement

This project was supported by the Chicago Metropolitan Agency for Planning's (CMAP) Technical Assistance program, which is funded by the Federal Highway Administration, Federal Transit Administration, and Illinois Department of Transportation. The Village of Franklin Park and CMAP thank these funders for supporting this project.

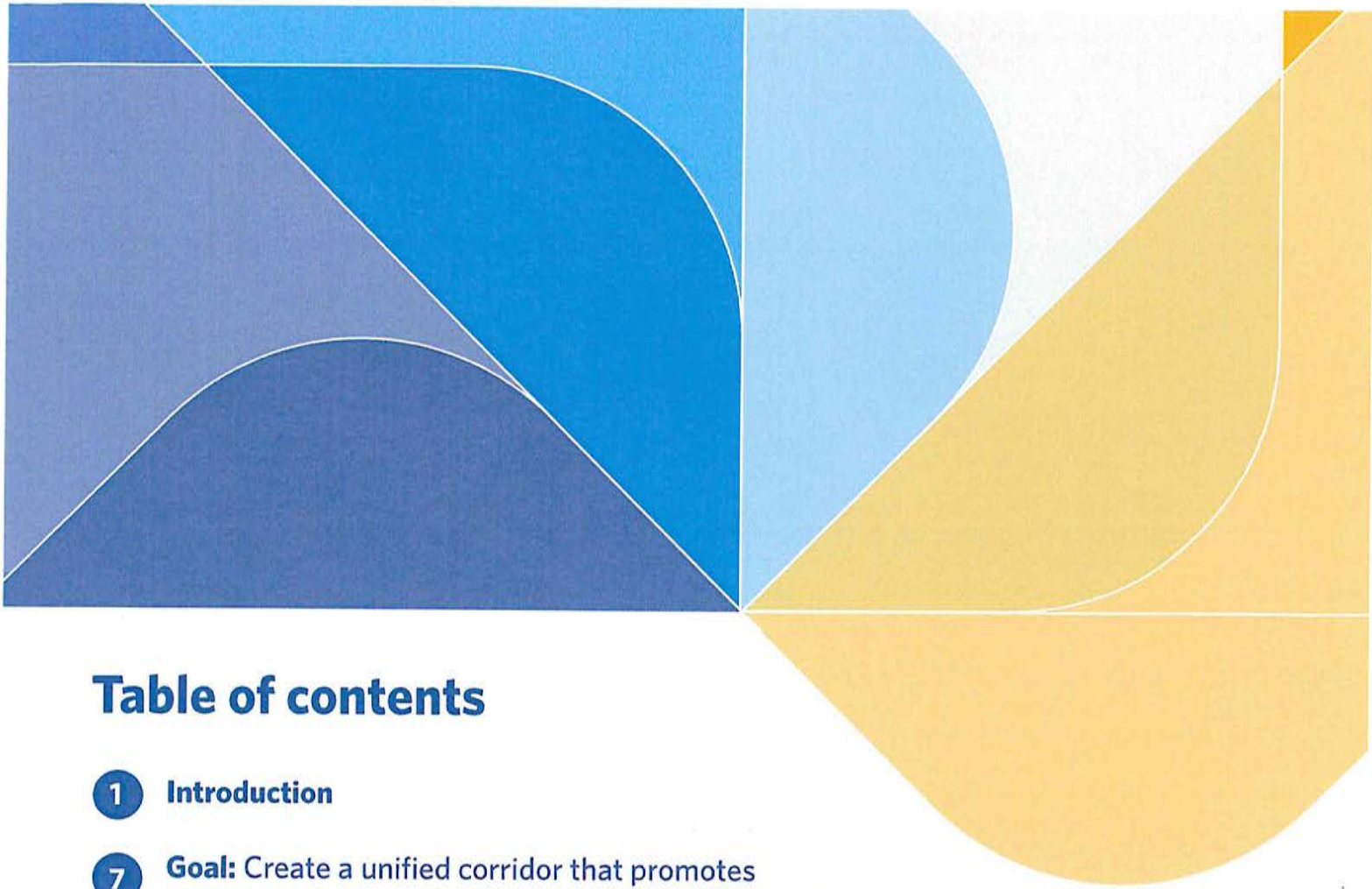


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- 21** **Goal:** Ensure that Grand Avenue is resilient to changing market conditions
- 31** **Goal:** Support a flourishing and equitable community in Franklin Park’s Grand Avenue corridor with improved transportation
- 56** **Goal:** Improve safety for all users along Grand Avenue
- 63** **Goal:** Diversify housing along Grand Avenue and within Franklin Park
- 71** **Goal:** Leverage the Grand Avenue corridor to promote climate resilience in Franklin Park
- 81** **Goal:** Improve the quality of and access to natural assets in Franklin Park

Introduction

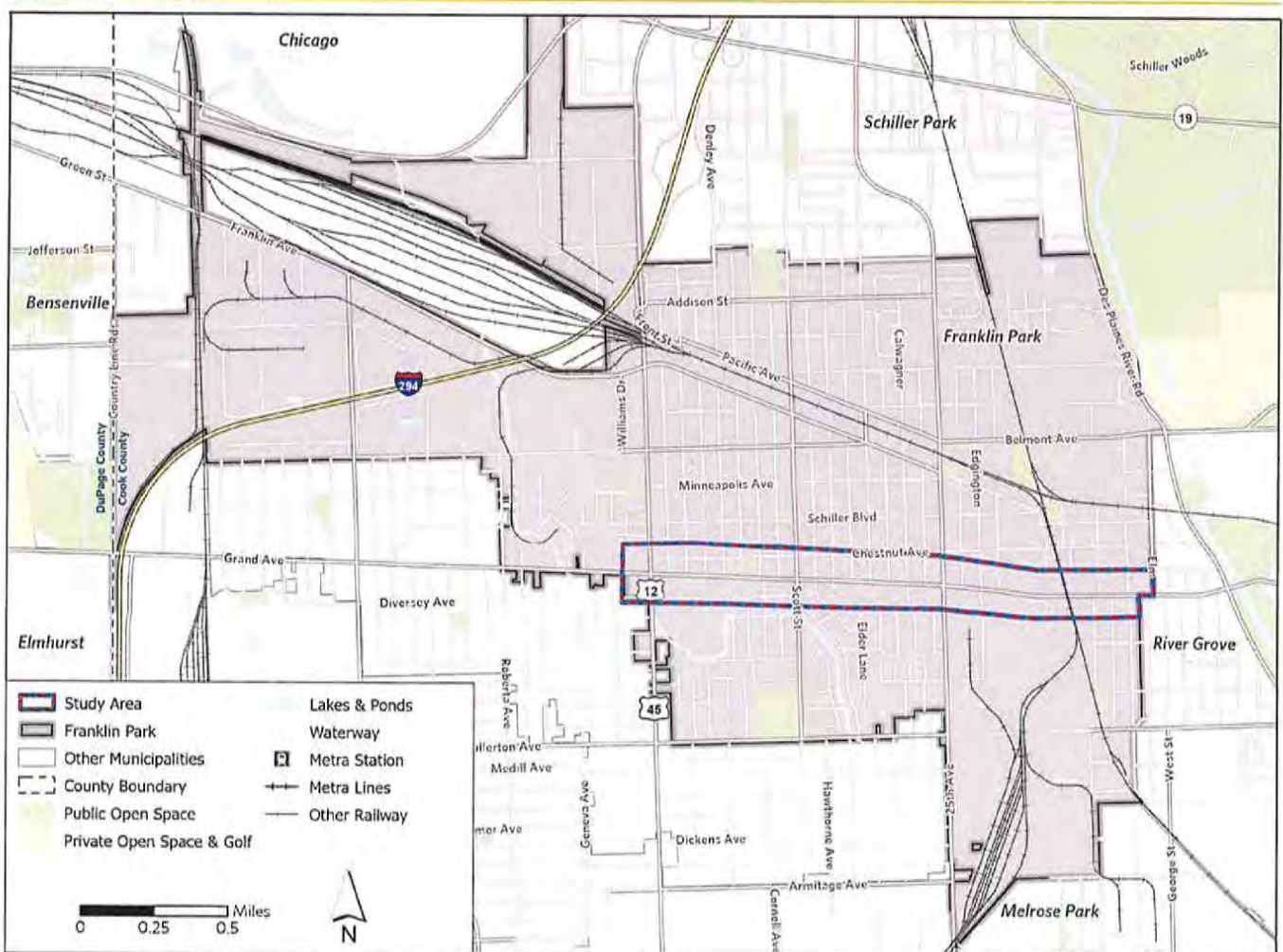
Project overview

The Grand Avenue Corridor Plan was created through a collaborative process that engaged residents, interest groups, village staff, and others who call Franklin Park home. Research, data collection, and deep community engagement shaped the planning process in this corridor plan, which is meant to guide the vision for Grand Avenue over the next ten to twenty years.

The plan is a policy document and is not legally binding. The plan will serve as a framework for elected officials, village staff, and community members to make informed decisions regarding land use, transportation, economic development, and other infrastructure improvements along Grand Avenue in Franklin Park. The plan is flexible and should be adapted as changes occur.

ON TO 2050, the regional comprehensive plan for northeastern Illinois, serves as a blueprint for the 7 counties and 284 municipalities of the region on how best to accommodate and prepare for future conditions. The Grand Avenue Corridor Plan addresses transportation safety and economic development considerations that align with ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment.

Figure 1: Study area map



Source: Chicago Metropolitan Agency for Planning, 2023

Why Grand Avenue needs a corridor plan

Grand Avenue in Franklin Park is a suburban commercial corridor with strong potential, supported by stable household sizes and income levels, demand for dining, and convenient access to public transit and O'Hare International Airport. However, competition from neighboring districts, persistent vacancies, aging infrastructure, and limited new development have influenced perceptions of the corridor. While the village is working towards a cohesive development strategy for the corridor, the car-centric layout and fragmented land uses remain challenging. Nonetheless, Franklin Park's growing population of older, affluent residents and business travelers presents opportunities for future development.

Transportation is critical along Grand Avenue, a busy regional thoroughfare with safety concerns affecting drivers, pedestrians, and cyclists. Pace bus route 319 provides transit access, but walkability improvements are needed for a more pedestrian-friendly environment. Currently, Grand Avenue has few areas suitable for walking and leisure, and stakeholders have called for a more visually appealing corridor with placemaking elements like planters, greenery, and public art.

Environmental sustainability is another priority for Franklin Park, especially given Grand Avenue's location within the Silver Creek Watershed and its large amount of impervious surfaces. Building on recent village sustainability efforts, there are opportunities to enhance green infrastructure, tree canopy coverage, and stormwater management along the corridor.

In addition to these challenges, Grand Avenue has opportunities to leverage Franklin Park's increasingly diverse population. Continued village engagement will be crucial to encouraging and guiding development and helping realize the full potential and cohesive vision of this key corridor.

Corridor segments and nodes

Grand Avenue is a diverse corridor with varying development patterns throughout. CMAP defined four segments of the corridor, based on their overall character, land uses, scale, and function within the community. The corridor plan specifies which segments are relevant to each strategy.



Regional commercial: Larger regional commercial uses exist on the western end of the corridor around the Mannheim Road and Grand Avenue node. Characterized by large parking areas and auto-oriented design, this area accommodates high-traffic retail and uses that serve a broad regional audience.



Local commercial: Around Scott Street, more local commercial establishments begin to appear. Smaller scale retail uses dominate this stretch of the road until the 25th Street node. Development patterns are more pedestrian-friendly.



Technology infrastructure business cluster: East of 25th Street, light industrial uses — such as the data center — become more common. With proximity to the Franklin Park Milwaukee District West Metra station and existing technology infrastructure businesses, this area is a potential employment center along Grand Avenue.



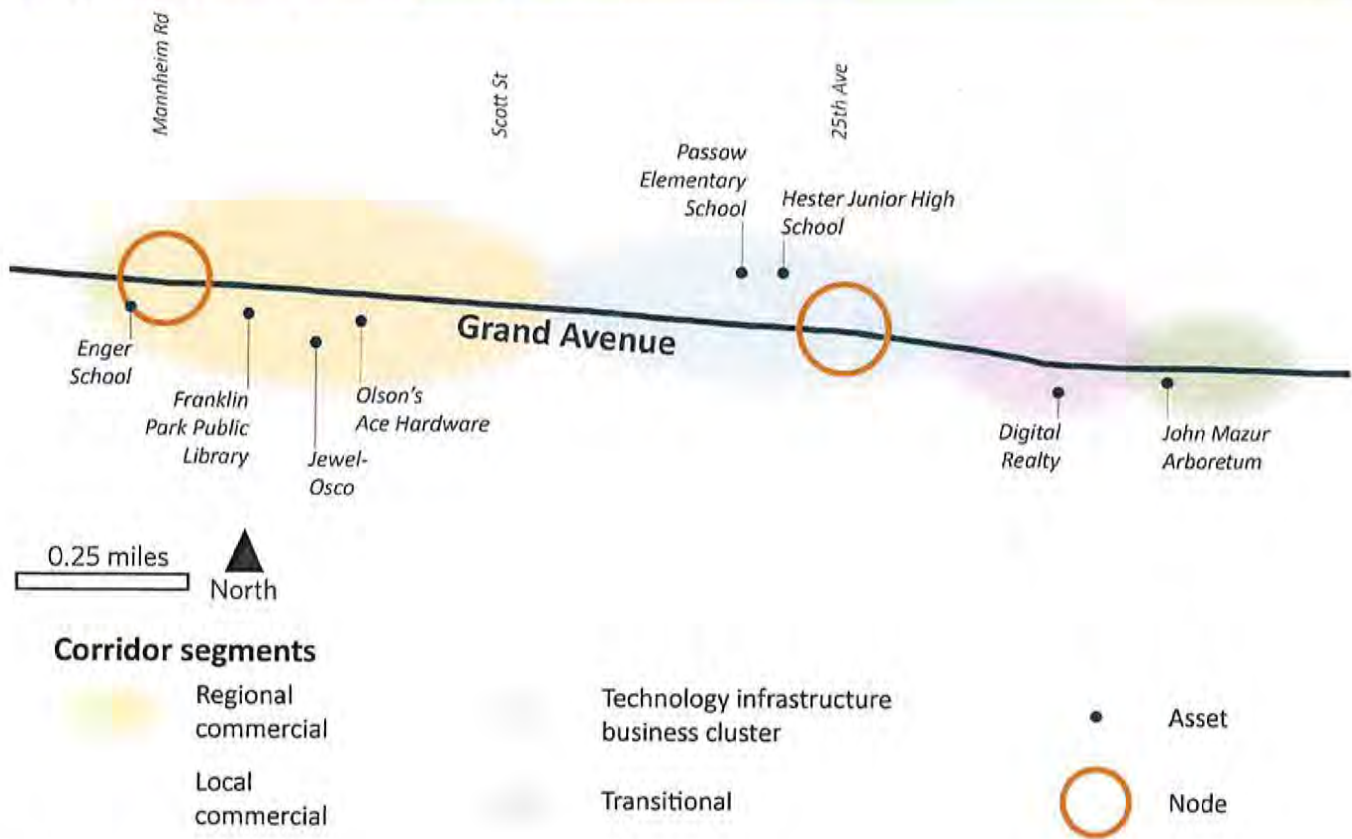
Transitional: The eastern edge of the corridor serves as a transitional area between nearby industrial uses and residences. Currently, this area is comprised of the John Mazur Arboretum, single-family homes, and intermittent commercial businesses.



Nodes: Defined by the area around key intersections and activity hubs along the corridor, each node has unique characteristics and anchors intersecting land uses. Two primary nodes exist along the Grand Avenue corridor:

- Grand Avenue and Mannheim Road node
- Grand Avenue and 25th Avenue node

Figure 2: Grand Avenue corridor segments and nodes



Project timeline

The project kicked off in the summer of 2023 when the project team learned more about the community through outreach, stakeholder interviews, and an analysis of existing conditions. These efforts were summarized in an existing conditions report published in February 2024. Once the team had the opportunity to get to know the community and understand key stakeholders, a steering committee was formed to review deliverables and guide the project.

The team continued to seek feedback from community stakeholders as the project moved into the development of key recommendations in the summer of 2024, with the plan drafting phase occurring in the fall of 2024. The plan was finalized in March 2025.

Figure 3: Project timeline



Community outreach

Community engagement is a critical part of the planning process. The team worked hard to learn about the corridor's challenges and opportunities to ensure that recommendations reflected what we heard.

The team collected feedback from a wide range of stakeholders including residents, senior citizens, transit riders, property owners, and the business community to ensure that all voices had an opportunity to provide input. Stakeholders contributed through interviews, steering committee meetings, targeted surveys, conversations, as well as ideas and feedback submitted through the project website.

During the public review process, the team gathered additional feedback through engagement tools on the project website as well as in-person events. The team attended numerous community events including the Holiday Tree Lighting, Franklin Park Fest, Summer Concert Series, Passow Elementary School Open House, Fall Fest Parade and Pumpkin Fest, virtual and in-person visioning workshops, and more.



Tree lighting and Winterfest
December 2023



Community workshop
January 2024



Franklin Park Fest
June 2024



Street Dance
June 2024



Passow Elementary School Open House
August 2024



Summer Concert Series
August 2024



Fall Fest Parade and Pumpkin Fest
October 2024



Visioning workshop
October 2024

Grand Avenue today

Three key studies were conducted to understand the corridor's existing conditions, each providing unique insights about Grand Avenue as it is today and helping to inform key themes for the plan. *To read the analyses, see the Appendix.*

Existing conditions report: Provides an overview of existing conditions in Franklin Park and around Grand Avenue, and summarizes key factors influencing the corridor plan recommendations. The report includes supporting charts, maps, and other graphics.

Market analysis: Identifies feasible economic development opportunities and strategies to support existing small businesses, and approaches for vacant and underutilized properties along the corridor.

Transportation analysis: Provides in-depth data analysis of transportation conditions that impact the Grand Avenue corridor to inform recommendations in the plan.

Key themes

Several key themes emerged from stakeholder engagement and existing conditions analysis, which informed the overarching goals for the future:

1. Create a unified corridor that promotes pedestrian activity, maximizes safety, and enhances the liveliness of Grand Avenue.
2. Ensure that Grand Avenue is resilient to changing market conditions.
3. Support a flourishing and equitable community in the Grand Avenue corridor with improved transportation.
4. Improve safety for all users along Grand Avenue.
5. Diversify housing along Grand Avenue and within Franklin Park.
6. Leverage the Grand Avenue Corridor to promote climate resilience in Franklin Park.
7. Improve the quality of and access to natural assets in Franklin Park.

Plan structure

The plan is organized by overarching goals, recommendations, and strategies.

7
goals



19
recommendations



96
strategies

Overarching statements that reflect the community's aspirations for the corridor's future

Detailed guidance for steps to reach the plan's goals

Specific actions that bring the recommendations to life, including sources, resources, timelines, and corridor segment applicability

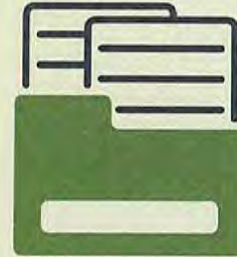
Implementation matrix

This tool ensures a structured approach to implementation and organizes plan recommendations and strategies into a user-friendly matrix. The matrix also includes a timeline, funding opportunities, and resources for each strategy, as well as applicable segments of the corridor. Each section of the plan is followed by an implementation matrix.



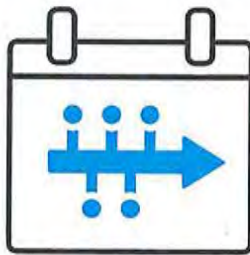
Funding sources

Potential funding options the village can pursue to support project implementation. These may include grants, technical assistance, staff time, or other financial resources relevant to each strategy.



Resources

Guides, online resources, articles, and other materials that provide additional information to support implementation of each strategy.



Timeline

Estimated length of time it would take to implement the strategy. This chronological framework helps track progress and ensure that the implementation stays on course. Short-term is 5 years or less, medium-term is 5 to 10 years, and long-term is 10 years or longer.

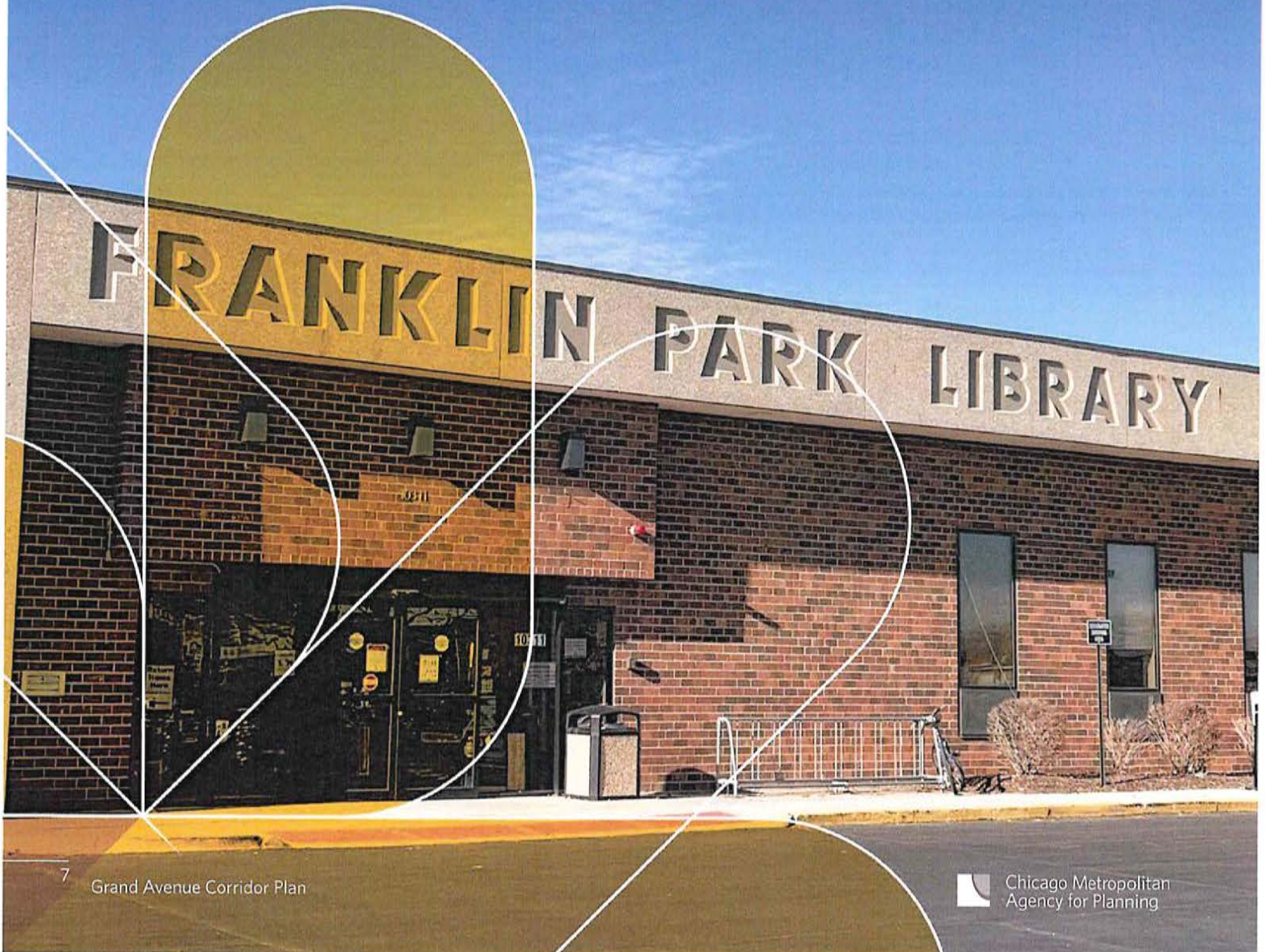


Segment applicability

Aligns with the corridor segment map (figure 2) to identify the geographical area along the corridor where each strategy should be implemented.

Goal:

Create a unified corridor that promotes pedestrian activity, maximizes safety, and enhances the liveliness of Grand Avenue



Recommendation 1

Incentivize compact developments that prioritize pedestrians and serve nearby residential areas

By decreasing the need for cars and encouraging walking, biking, and public transit use, compact developments can help decrease air pollution, enhance public health, and foster a livelier community. Furthermore, compact developments can conserve open space by curbing urban sprawl and encouraging denser development in already developed areas.

Compact developments are medium-to-high-density, mixed-use areas that prioritize pedestrians over cars. They are often located in developed areas and typically include a mix of residential, commercial, and office spaces, allowing residents to live, work, and play nearby. The [2017 Franklin Park Comprehensive Plan](#) emphasizes the importance of unifying the Grand Avenue's character, and the following strategies build those recommendations.

A compact, walkable environment should include reduced parking requirements because of the reduced demand for parking. Drivers can park once and access multiple destinations on foot and pedestrian access is increases in neighboring areas. Excess parking has a negative effect on walkability and reduces the economic potential of development.

Strategy 1.1

Work with property owners along the regional commercial segment of the corridor to devise solutions to reimagine the use of large parking fields, improve pedestrian mobility, and enhance landscaping and streetscape design.

Case study

Montford Park phases I & II

Montford, Charlotte, NC

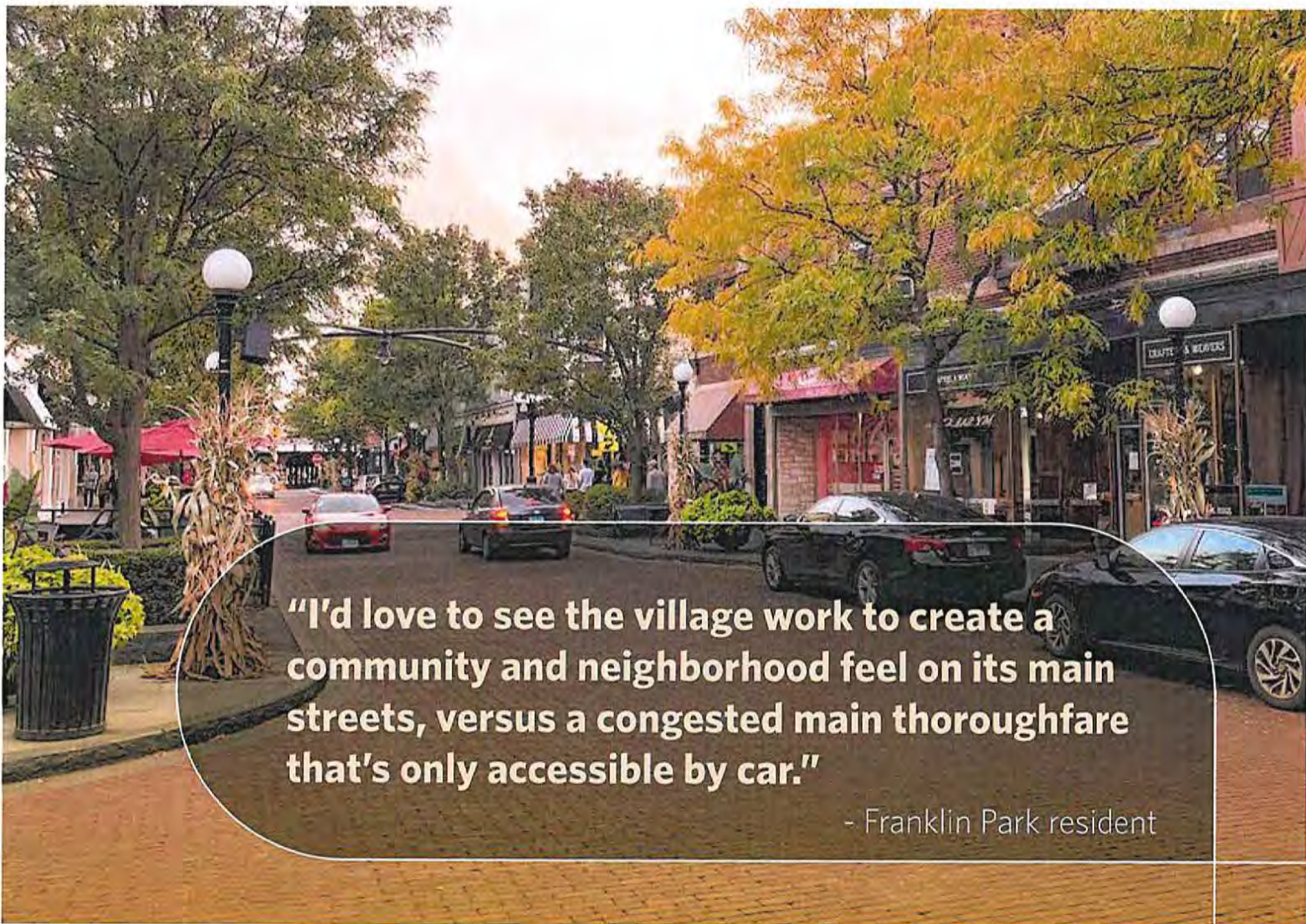
After acquiring an aging office park in Charlotte's Montford neighborhood, Grubb Properties transformed the surrounding parking lots into a mixed-use community. They began with energy-efficient renovations of a 1970s office building and added an additional ten-story office structure. The project includes a shared parking model that serves office tenants and residents, enhances sustainability, and reduces costs for both the developer and consumers.

Case study source: [The Evolution of Montford Park from Parking Lot to Community](#)

Construction of Link Apartments on a reclaimed parking lot.

Photo source: [Grubb Properties](#)





“I’d love to see the village work to create a community and neighborhood feel on its main streets, versus a congested main thoroughfare that’s only accessible by car.”

- Franklin Park resident

Strategy 1.2

Provide transportation infrastructure that can help boost foot traffic and overall business patronage, including: electric vehicle charging stations; bicycle parking; protected on-street bike lanes; neighborhood greenways; signage and designated routes to regional trails and main bicycle routes; enhanced bus shelters; trolley or shuttle service for holidays; etc.

A well-connected environment helps attract foot traffic and boost local businesses. By enhancing transportation infrastructure, Grand Avenue can become more inviting to visitors. For more detailed recommendations, funding sources, and resources for transportation infrastructure improvements, see Goal 3: Support a flourishing and equitable community in Franklin Park’s Grand Avenue corridor with improved transportation.

Strategy 1.3

Allow existing and new businesses to create interactive elements on their premises (e.g., walk-up service windows, activated alleys, retractable decorative garage doors, murals or public art, etc.).

Recommendation 2

Implement placemaking projects that transform vacant areas into vibrant community spaces

Placemaking creates vibrant and engaging public spaces that reflect a community's unique character and needs. These projects can be temporary installations or permanent developments that transform underutilized or neglected areas into lively, functional spaces for people to gather, play, and interact. The Grand Avenue corridor offers a fantastic opportunity for placemaking projects to revitalize the area. With several parking lots and vacant lots available, the village can create engaging and dynamic community spaces for everyone to enjoy.

Strategy 2.1

Create “third places” like public parks, libraries, neighborhood cafes, and communal spaces, to be included in new public and private developments along the Grand Avenue corridor or as part of placemaking initiatives.

Case study

The Shafter Library & Learning Center as a third place

Shafter, CA

The Shafter Library & Learning Center underwent a significant expansion and redesign led by Project for Public Spaces with support from GAF, a local roofing manufacturer. The enhancements include a new children's reading room, expanded classrooms, and an outdoor plaza for community gatherings and activities. Serving a predominantly Spanish-speaking community, the Learning Center provides resources for all ages in literacy, adult job preparedness, STEM, and vocational skills. The newly transformed library doubled its capacity for patrons and is a beloved hub for educational and recreational activities in the community.

Case study source: [Project for Public Spaces](#)

New classrooms were built to add to the library's capacity, as well as a public outdoor plaza.

Photo source: [Project for Public Spaces via GAF](#)



Strategy 2.2

Streetscaping can include plazas with interactive features, spaces for outdoor dining and shopping, public art, creative crosswalk designs, intersection stamping, gateway features at corridor entry points, and more.



Case study

Fairland and Briggs Chaney Placemaking Festival

Fairland, MD

Organized via a partnership between the Montgomery County Planning Department and nonprofit Better Block Foundation, the Fairland and Briggs Chaney Placemaking Festival was held on a reclaimed section of the Briggs Chaney Park and Ride in 2022. This community-driven event included interactive art installations, food vendors, and family activities. Residents collaborated with planning staff and the Better Block Foundation team to create temporary public spaces that encouraged social engagement and showcased potential improvements from the Fairland and Briggs Chaney Master Plan. The festival highlighted short-term solutions for public spaces, engaged the community in redesigning local streets, and gathered data for future permanent designs.

Case study source: [Montgomery County Planning Department](#)

Materials like furniture and play equipment were built for the festival, and portions of the parking lot were painted to create a temporary and safe pedestrian space.

Photo source: [Montgomery County Planning Department](#)

Strategy 2.3

Actively involve residents in planning processes through surveys, workshops, or other forms of engagement to ensure that prospective placemaking projects are supported by the community.

Strategy 2.4

Collaborate with stakeholders to identify potential locations for placemaking projects, provide resources for their implementation, and ensure that the projects reflect the interests of residents.

Strategy 2.5

Explore external funding options for materials, design services, or other resources to help facilitate placemaking projects.



Case study

Friendship Neighborhood Intersection Redesign Pittsburgh, PA

The Friendship Community Group collaborated with the City of Pittsburgh to improve a complex five-way intersection near a popular community gathering space. This project aimed to enhance safety for pedestrians and cyclists by widening sidewalks, adding crosswalks, and repositioning stop signs while reclaiming asphalt for extra parklet space. Residents contributed to the design through workshops, leading to significant safety improvements such as a 40 percent reduction in speeding and 61 percent fewer conflicts between pedestrians and vehicles. The design cost approximately \$15,000 and supplies averaged \$10,000.

Case study source: [Bloomberg Philanthropies](#)

A before and after photo of the Baum Grove intersection redesign. Multiple schematics were created by residents and designers.

Photo source: [Bloomberg Philanthropies](#)

Strategy 2.6

Experiment with placemaking concepts like pop-up parks and temporary art installations before making permanent modifications.

Case study

The Park at Forest-Audelia/Audelia Urban Park Dallas, TX



Through a partnership between the Better Block Foundation and the Dallas Park Department, a pop-up park was created on an underused portion of a shopping center parking lot. The space features a community garden, play area, weekend farmers' market, and public seating. The park is part of a larger initiative by the Dallas Park Department to develop a permanent recreational area that will include an expanded neighborhood park, library, and police station.

Case study source: [Better Block Foundation Dallas Park Department](#)

Photo source: [Better Block Foundation](#)

Strategy 2.7

Install public art along Grand Avenue that represents and celebrates the community's diversity and culture. Public art plays a crucial role in placemaking by contributing to the creation of a distinct identity and fostering a sense of place.

Recommendation 3

Review and update the village's zoning code to align with the future vision of Grand Avenue

It is essential to review and update the village's zoning code, building on recent updates that have laid a strong foundation. This process will ensure that zoning regulations continue to support the desired mix of uses, densities, and design standards that are key to transforming Grand Avenue into a vibrant, pedestrian-friendly corridor that attracts investment.

Strategy 3.1

Ensure standards support mixed-use development, particularly by establishing a mixed-use overlay district along Grand Avenue between 25th Avenue and Scott Street. This may include standards and policies that allow for shared parking.

For more details on shared parking, see recommendation 2, strategy 2.1.

Strategy 3.2

Allow for the types of uses envisioned along the Grand Avenue corridor.

Strategy 3.3

Review and amend building setback and yard requirements along the Grand Avenue corridor, possibly integrating specialized requirements as part of the potential mixed-use overlay district.

Strategy 3.4

Permit freestanding lots and infill development on existing strip mall properties.

Case study

Fox Valley Mall 2.0 redevelopment plan

Shafter, CA

Fox Valley Mall is one of several malls nationwide that have adapted to changing market needs by redeveloping vacant or underused parking lots and buildings into housing. Phase 1 of the mall's redevelopment included the construction of the Lumen luxury apartment complex with 304 units, which replaced a former Sears building. Phase 2 of the mall's redevelopment plan includes a 323-unit luxury apartment community and a 212-unit senior housing development, with an anticipated completion date of fall 2025. The mall's redevelopment will also include two new public greenspaces — Fox Yard and Center Park.

Case study source: [Fox Valley Mall](#)

Bird's-eye view of the Lumen housing property, the first phase of redevelopment at Fox Valley Mall.

Photo source: [Chicago Business Journal](#)



Strategy 3.5

Incentivize redevelopment of underused land into compact, mixed-use developments by offering zoning incentives like density bonuses and reduced parking requirements in exchange for aspects like sustainable design, creative site design, affordable housing options, etc.

Implementation matrix

Goal: Create a unified corridor that promotes pedestrian activity, maximizes safety, and enhances the liveliness of Grand Avenue.

Strategy	Funding sources	Resources
<p>Recommendation 1: Incentivize compact developments that prioritize pedestrians and serve nearby residential areas.</p>		
<p>1.1</p> <p>Work with property owners along the regional commercial segment of the corridor to devise solutions to reimagine the use of large parking fields, improve pedestrian mobility, and enhance landscaping and streetscape design.</p> <p>Timeline: Short-medium-term, as properties redevelop or change ownership</p> <p>Segment applicability: Regional commercial</p>	<p>Transportation Alternatives Program Funds non-motorized transportation projects such as pedestrian and bicycle improvements, as well as streetscape projects</p> <p>Illinois Transportation Enhancement Program Can be used for streetscape improvements, pedestrian facilities, and other enhancements that improve the quality of life in commercial corridors</p> <p>Tax increment financing districts</p> <p>Special service areas</p> <p>Municipal bonds</p> <p>Local business improvement districts</p> <p>Corporate/foundational grants</p> <p>Public-private partnership</p>	<p>A Business Case for Dropping Parking Minimums</p> <p>Parking Policy Reform (Shared Parking)</p> <p>Parking Policy Innovations in the United States</p> <p>RTA Transit Friendly Communities Guide</p> <p>Pace Transit Supportive Guidelines</p> <p>National Complete Streets Coalition</p> <p>Active Transportation Alliance Complete Streets: Chicago Region Case Studies</p>
<p>1.2</p> <p>Provide transportation infrastructure that can help boost foot traffic and overall business patronage, including: electric vehicle</p>	<p>Transportation Alternatives Program Available for bike and pedestrian infrastructure, greenways, and improvements that enhance non-motorized transportation and access to regional trails</p> <p>Urbanized Area Formula Grants (5307) Provides funds to public transit systems in urbanized areas for capital planning projects</p>	<p>RTA Transit Friendly Communities Guide</p> <p>Pace Transit Supportive Guidelines</p> <p>National Complete Streets Coalition</p>

Strategy	Funding sources	Resources
<p>charging stations; bicycle parking; protected on-street bike lanes; neighborhood greenways; signage and designated routes to regional trails and main bicycle routes; enhanced bus shelters; trolley or shuttle service for holidays; etc.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Bus and Bus Facilities Program Can be used to construct bus facilities and modernize fleets</p> <p>Bicycle and Pedestrian Program (FHWA) Funding for multimodal pedestrian and bicycle projects that prioritize safety</p> <p>Illinois Transportation Enhancement Program Can fund bicycle and pedestrian infrastructure, including bike parking, greenways, and signage for regional routes</p> <p>Regional Transportation Authority Access to Transit Program Supports smaller infrastructure projects that improve access to public transit, such as enhanced bus shelters and signage for pedestrian and bicycle routes</p> <p>Illinois Safe Routes to School Program Funds projects that enhance safety for children of all abilities who walk, roll, or bike to school EV charging providers (e.g., ChargePoint, EVgo)</p> <p>Some EV charging providers offer partnerships with local governments and businesses to install EV chargers at low or no cost</p>	<p>Active Transportation Alliance Complete Streets: Chicago Region Case Studies.</p> <p>Metropolitan Mayors Caucus and ComEd EV Readiness Program</p> <p>AARP Walk Audit Tool Kit</p> <p>AARP Bike Audit Tool Kit</p>
<p>1.3</p> <p>Allow existing and new businesses to create interactive elements to their premises (e.g., walk-up service windows, activated alleys, retractable decorative garage doors, murals or public art, etc.).</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Community Development Block Grants Can be used to support local businesses and improve community spaces, particularly in low-to-moderate-income areas. Funds could be used for façade improvements or public art installations.</p> <p>Illinois Arts Council Agency Grants Can be used to fund murals, interactive sculptures, or other artistic enhancements to business premises.</p> <p>Local business improvement districts</p> <p>Kresge Foundation</p> <p>Knight Foundation</p> <p>Patronicity</p>	<p>Grand Avenue Facade Rebate Program Funded by CDBG funds, the Facade Rebate Program is intended to assist business owners revitalize local businesses along the Grand Avenue corridor, including commercial and industrial businesses.</p> <p>Activating Alleys for a Lively City</p> <p>Green Alleys: Detroit's Opportunity for Innovation</p> <p>Walk-Up Windows an Emerging Trend</p> <p>Reclaiming Lost Spaces: Activating Alleyways</p> <p>CMAP Arts and Culture Toolkit</p>

Strategy	Funding sources	Resources
	In Our Backyards National Endowment for the Arts Our Town Grants	Chicago's Best Walk-Up Windows Reclaiming Lost Spaces: Activating Alleyways CMAP Arts and Culture Toolkit Chicago's Best Walk-Up Windows

Recommendation 2: Implement placemaking projects that transform vacant areas into vibrant community spaces.

<p>2.1</p> <p>Create “third places” like public parks, libraries, neighborhood cafes, and communal spaces, to be included in new public and private developments along the Grand Avenue corridor, or as part of placemaking initiatives.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Community Development Block Grants Can be used for the development of public spaces like parks, plazas, and other communal spaces in low- to moderate-income areas. This is a versatile source for funding third places that promote social interaction and community vitality.</p> <p>Illinois Department of Natural Resources Open Space Lands Acquisition and Development Program Provides grants to local governments for the development and acquisition of land for parks and open spaces, which would be essential for creating accessible greenspaces and communal areas along the corridor.</p> <p>Trust for Public Land Provides funding and support for the creation of parks and public spaces, particularly in underserved communities. Their Parks for People program could be a good fit for developing new parks along the corridor.</p> <p>Developer contributions Developers can be incentivized or required through zoning or density bonuses to include public parks, plazas, or cafes as part of their developments. This can be part of a negotiated agreement in exchange for higher density or other zoning allowances.</p> <p>Impact fees Municipalities can impose impact fees on new developments, which can be used to fund public spaces like parks, plazas, or communal gathering areas as part of private developments along the corridor.</p>	<p>Vanishing third places and what can be done</p> <p>“Third Places” as community builders</p> <p>Project for Public Spaces</p> <p>APA Placemaking Resources</p> <p>AARP Placemaking Resources</p>
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Strategy	Funding sources	Resources
<p>2.2</p> <p>Use streetscape design to make the Grand Avenue corridor a memorable place to shop, dine, and visit.</p> <p>Timeline: Short term</p> <p>Segment applicability: Corridor-wide</p>	<p>Community Development Block Grants</p> <p>Safe Streets and Roads for All</p> <p>National Association of Realtors Placemaking Grants</p> <p>Building and Supporting Equitable Development by the Kresge Foundation</p> <p>Local Initiatives Support Corporation Creative Placemaking</p> <p>Patronicity</p> <p>In Our Backyards</p> <p>Project for Public Spaces Community Placemaking Grants</p> <p>Better Block Foundation Grants</p> <p>Bloomberg Philanthropies Public Art Challenge</p> <p>Asphalt Art Initiative Grants</p> <p>America Walks Community Change Grant</p> <p>National Endowment for the Arts Our Town Grants</p>	<p>Fairland and Briggs Chaney Placemaking Festival</p> <p>Front and Schiller Park Creative Placemaking Project</p> <p>Richfield Area Resident Engagement Creative Placemaking Project</p> <p>AARP Pop-Up Placemaking Tool Kit</p> <p>ULI Building Healthy Corridors Guide</p>
<p>2.3</p> <p>Actively involve residents in planning processes through surveys, workshops, or other forms of engagement to ensure that prospective placemaking projects are supported by the community.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Staff time</p>	<p>A Playbook for Inclusive Placemaking</p> <p>Community Engagement Through Public Art Master-planning & Creative Placemaking</p> <p>Placemaking, Public Participation, and Transit Oriented Development</p>

Strategy	Funding sources	Resources
<p>2.4</p> <p>Collaborate with stakeholders to identify potential locations for placemaking projects, provide resources for their implementation, and ensure that the projects reflect the interests of residents.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>See strategy 2.3</p>	<p>See strategy 2.3</p>
<p>2.5</p> <p>Explore external funding options for materials, design services, or other resources to help facilitate placemaking projects.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Community Development Block Grants</p> <p>National Endowment for the Arts Our Town Grants</p> <p>Kresge Foundation Grants</p> <p>Bloomberg Philanthropies Public Art Challenge</p> <p>Better Block Foundation Grants</p>	<p>Activate Mill Street</p> <p>"Seeing Spartanburg In A New Light" Bloomberg Public Art Challenge</p> <p>Friendship Asphalt Art Project</p> <p>Bloomberg Public Art Challenge/ Asphalt Art Initiative</p>
<p>2.6</p> <p>Experiment with placemaking concepts like pop-up parks and temporary art installations before making permanent modifications.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Better Block Foundation Grants</p> <p>AARP Community Challenge Grants</p> <p>Bloomberg Philanthropies Public Art Challenge</p> <p>KABOOM! Play Everywhere Challenge</p>	<p>The Park at Forest-Audelia</p> <p>Pogo Park #1 - Elm Playlot</p> <p>Placemaking Riverdale</p> <p>Metro McAllen Swing-and-Ride</p> <p>Mathieu Court Alley Play Street</p> <p>AARP Pop-Up Placemaking Tool Kit</p>

Strategy	Funding sources	Resources
<p>2.7</p> <p>Install public art along Grand Avenue that represents and celebrates the community's diversity and culture. Public art plays a crucial role in placemaking by contributing to the creation of a distinct identity and fostering a sense of place.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Community Development Block Grants</p> <p>National Endowment for the Arts Our Town Grants</p> <p>Bloomberg Philanthropies Public Art Challenge</p>	<p>Thriving Together</p> <p>"Seeing Spartanburg in a New Light"</p> <p>CMAP Arts and Culture Toolkit</p> <p>APA Public Art Resources</p>

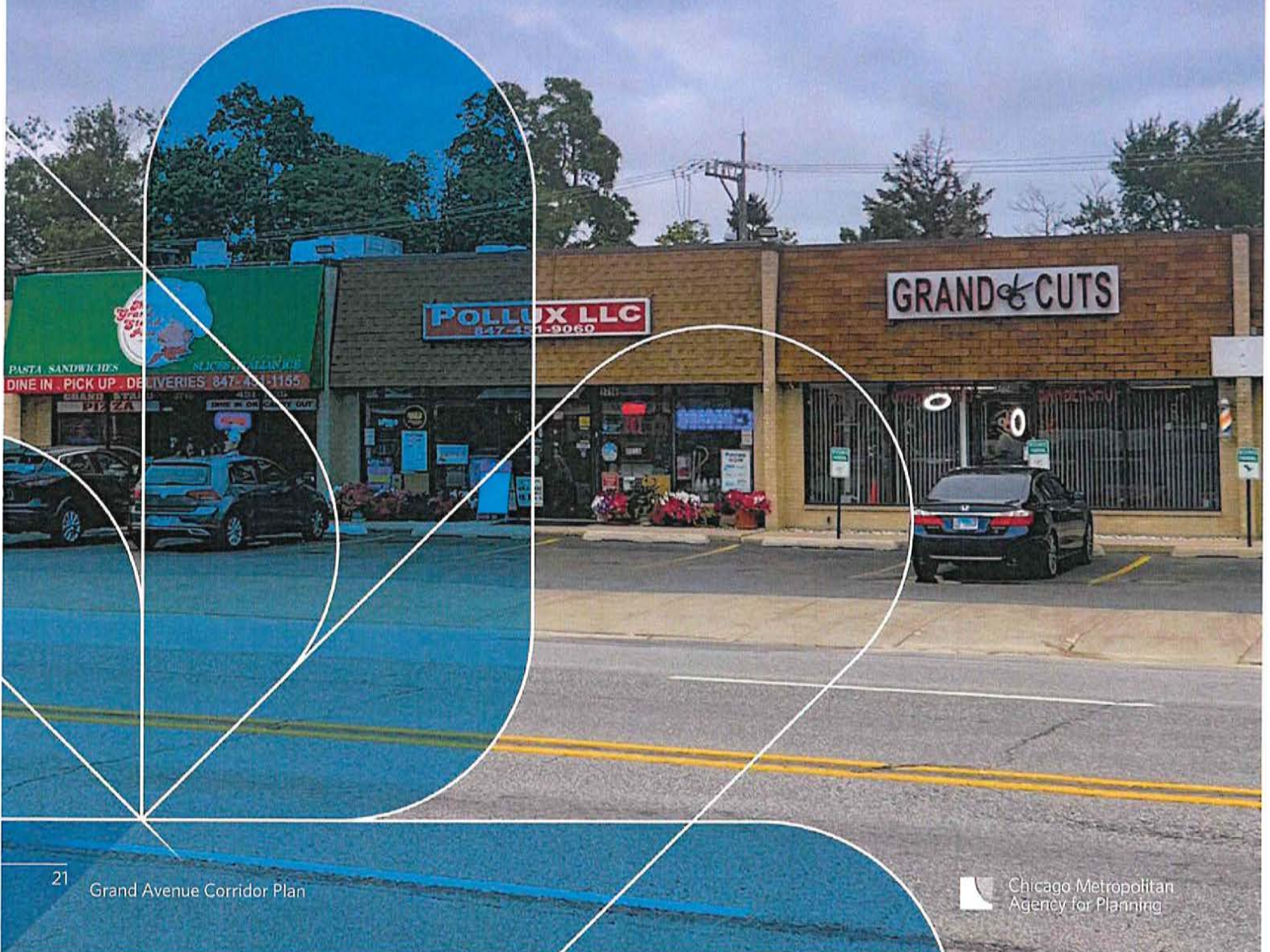
Recommendation 3: Review and update the village's zoning code to align with the future vision of Grand Avenue.

<p>3.1</p> <p>Ensure standards support mixed-use development, particularly by establishing a mixed-use overlay district along Grand Avenue between 25th Avenue and Scott Street. This may include standards and policies that allow for shared parking.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Local commercial</p>	<p>RTA Community Planning Program</p> <p>Supports updates to zoning codes to make them more supportive of transit, which would include Grand Avenue and its access to buses and proximity to Metra.</p> <p>Staff time</p>	<p>Metropolitan Area Planning Council Shared Parking Examples</p> <p>Parking Strategies for TOD</p>
<p>3.2</p> <p>Allow for the types of uses envisioned along the Grand Avenue corridor.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>RTA Community Planning Program</p> <p>Includes developer panels that can discuss TOD potential, which would apply to Grand Avenue and its access to buses and proximity to Metra.</p> <p>ULI Chicago Technical Assistance Services</p>	<p>Mixed Use Zoning: A Planner's Guide Metropolitan Area Planning Council</p> <p>Bethesda Overlay Zone</p>

Strategy	Funding sources	Resources
<p>3.3</p> <p>Review and amend building setback and yard requirements along the Grand Avenue corridor, possibly integrating specialized requirements as part of the potential mixed-use overlay district.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Local commercial</p>	<p>Staff time</p>	<p>Design Guidelines for Residential Mixed-Use Projects</p>
<p>3.4</p> <p>Permit freestanding lots and infill development on existing strip mall properties.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Regional commercial</p>	<p>Staff time</p>	<p>New Commercial Strip Mall Policy Provides Great Affordable Housing Development Opportunities</p> <p>Repurposing Underutilized Strip Malls to Create Multifamily Housing</p> <p>Strip Malls as a Housing Solution</p> <p>Turning Malls into Neighborhoods</p> <p>Infill Ordinances</p>
<p>3.5</p> <p>Incentivize redevelopment of underused land into compact, mixed-use developments by offering zoning incentives like density bonuses and reduced parking requirements in exchange for aspects like sustainable design, creative site design, affordable housing options, etc.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Community Development Block Grants</p> <p>Illinois Housing Development Authority Trust Fund</p> <p>Illinois Affordable Housing Trust Fund</p> <p>HUD HOME Investment Partnerships Program</p> <p>Low-Income Housing Tax Credit Program</p> <p>Affordable Housing Program</p> <p>Cook County Affordable Housing Assessment Program</p>	<p>Montgomery County Moderately Price Dwelling Unit Program</p> <p>Developers are allowed a density increase of up to 22% above the normal density permitted under the specific zone.</p> <p>Affordable Housing Zoning Bonus</p> <p>How One Developer Is Delivering Urban Infill</p> <p>Housing Innovations Program: Density Bonuses</p>

Goal:

Ensure that Grand Avenue is resilient to changing market conditions



Recommendation 1

Activate vacant properties and market the corridor

Commercial real estate along Grand Avenue is primarily made up of retail properties. The pandemic was particularly challenging for this market, leading to an increase in vacancies in recent years. These vacancies present an opportunity for new uses that can serve the corridor's residents and visitors.

Strategy 1.1

Support property owners in utilizing vacant land or spaces for temporary uses, such as pop-up stores and restaurants, outdoor dining, art installations, pop-up parks, community events, startup spaces for entrepreneurs, and more.

Case study

Berwyn Shops: A Homegrown Project

Berwyn, IL

Located along the historic Roosevelt Road Corridor, the Berwyn Shops offer a supportive launchpad for local makers, artisans, and entrepreneurs. Inspired by the Batavia Boardwalk Shops, this incubator features twelve 12'x15' cottage-style storefronts that allow vendors to showcase their products while accessing critical resources for growth, including business education, promotion, and operational support. The shops create lasting economic value for Berwyn by cultivating future business tenants for the community. By attracting shoppers and generating foot traffic, this incubator strengthens nearby local businesses and sparks renewed interest in the Roosevelt Road Corridor.

Case study source: [Berwyn shops](#)



Strategy 1.2

Coordinate with the Grand Chamber by O'Hare Airport to identify shops, restaurants, or other businesses in their coverage area that may be seeking places to expand or relocate, as well as new businesses that may be seeking to break into the O'Hare Airport market.

Strategy 1.3

Create a corridor design plan that includes elements like corridor branding, gateway features, wayfinding signage, streetscape design, and a Complete Streets approach to create a unique sense of place and beautify Grand Avenue.

Strategy 1.4

Evaluate new offerings to expand the village's economic development incentives, including Class 7 incentives, grants for façade improvements, business relocation, business expansion, interior modernization, waived or reduced permit fees, etc.



"I would love things to attract residents to Grand Avenue on a weekend, like an arts and crafts fair or farmers' market."

- Franklin Park resident

Strategy 1.5

Create a Franklin Park economic development portal on the village website to promote available sites with pertinent site data, list available development incentives, provide links to municipal codes and ordinances, and share asset maps for the Grand Avenue corridor and overall community.

Case study

West Chicago Development Portal

West Chicago, IL

An innovative online portal streamlines access to information for developers and attracts new investment. This user-friendly platform also consolidates resources, making it easier for developers to evaluate opportunities in West Chicago and navigate the development process.

Key features of the portal include a community profile with demographic information and a data dashboard. Developers can also explore available properties and information about incentive programs, business districts, and development plans. The interactive zoning map further enhances usability by allowing users to visualize boundaries and zoning requirements.

Case study source: [West Chicago Development Portal](#)



Strategy 1.6

Cluster employment generating developments along Grand Avenue in areas that are within walking distance of the downtown Metra station, particularly east of the Grand Avenue and 25th Street node.

Recommendation 2

Target development that aligns with current market trends

To maximize the Grand Avenue corridor's potential, it is important to target development that aligns with current market trends. This approach involves identifying and attracting businesses and developers that cater to emerging consumer demands. The market analysis showed that there is an opportunity for businesses catering to Franklin Park's increasing population of older, more affluent residents, as well as to business travelers. By focusing on development that meets these market trends, the village can create a dynamic and competitive corridor that attracts both local residents and visitors.

Strategy 2.1

Provide spaces with shared amenities for short-term office uses (e.g., coworking spaces and offices with open layouts, targeting business travelers, entrepreneurs, and startups).

This should be done in coordination with seeking advice from economic development professionals. See recommendation 3, strategy 3.1

Strategy 2.2

Evaluate reuse of vacant buildings to create specialized business incubators.

This may include shared space kitchen with communal equipment and facilities; shared salon space with individual chair rental space for entrepreneur hair and nail stylists; makerspaces for artists, artisans, and other creatives; etc.

Strategy 2.3

Coordinate with the Grand Chamber by O'Hare Airport and local colleges to identify trends in workforce gaps and emerging skills to better target investments in business attraction and skills training.

Strategy 2.4

Consider business travelers' common amenity needs (e.g., lodging, gyms, workspaces, dining, entertainment, etc.), to include in future development sites or fill vacant spaces along the Grand Avenue corridor, with a focus on the new Wyndham hotel in the Grand Avenue and Mannheim Road node.

Strategy 2.5

Build up broadband and technology supportive infrastructure to attract new tech and data-centered businesses, clustering them near similar businesses that are located on the east end of the Grand Avenue corridor near the Grand Avenue and 25th Street node.

Strategy 2.6

Provide services and housing that cater to Franklin Park's growing cohort of older, wealthier residents, including specialized healthcare, wealth management, and housing for seniors and downsizing households.

Recommendation 3

Proactively engage the development and business communities

Building strong relationships with developers, investors, and local business owners can help the village better understand their needs, challenges, and aspirations. By fostering open communication and collaboration, the village can attract quality developments that align with the corridor's vision and market potential. Engaging these key stakeholders early and often will be critical to the corridor's long-term success and vibrancy.

Strategy 3.1

Engage a panel of economic development experts, with support from CMAP and other organizations like Urban Land Institute, to solicit advice for redevelopment of key vacant commercial and office spaces, underdeveloped sites, or sites subject to redevelopment.

Strategy 3.2

Host a "Franklin Park Developer Day" to showcase available properties and potential developments along Grand Avenue.

Strategy 3.3

Promote Franklin Park at commercial trade conferences like the International Council of Shopping Centers.



Digital Realty at the southeast corner of Grand Avenue and Martens Street redeveloped their space in 2016 to accommodate growing businesses and announced plans to acquire and redevelop more property nearby.

Implementation matrix

Goal: Ensure that Grand Avenue is resilient to changing market conditions.

Strategy	Funding sources	Resources
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Recommendation 1: Activate vacant properties and market the corridor.

<p>1.1</p> <p>Support property owners in utilizing vacant land or spaces for temporary uses, such as pop-up stores and restaurants, outdoor dining, art installations, pop-up parks, community events, startup spaces for entrepreneurs, and more.</p> <p>Timeline: Ongoing</p> <p>Segment applicability: Corridor-wide</p>	<p>Tax increment financing districts</p> <p>Special service areas</p> <p>Village economic development incentives (existing and potential future incentives)</p>	<p>APA Grayfields Reuse and Redevelopment Resources</p> <p>AARP Pop-Up Placemaking Tool Kit</p> <p>Local examples: McHenry Riverwalk Shoppes</p> <p>Batavia Boardwalk Shops</p> <p>Berwyn Shops</p> <p>The Rustic Fox CloudKitchens Ghost Kitchens</p>
<p>1.2</p> <p>Coordinate with the Grand Chamber by O'Hare Airport to identify shops, restaurants, or other businesses in their coverage area that may be seeking places to expand or relocate, as well as new businesses that may be seeking to break into the O'Hare Airport market.</p> <p>Timeline: Ongoing</p> <p>Segment applicability: Corridor-wide</p>	<p>Village economic development incentives (existing and potential future incentives)</p>	<p>Grand Chamber by O'Hare</p> <p>Cook County Bureau of Economic Development</p> <p>Local examples: Lombard Business Grants</p> <p>West Chicago Economic Development Incentives</p>

Strategy	Funding sources	Resources
<p>1.3</p> <p>Create a corridor design plan that includes elements like corridor branding, gateway features, wayfinding signage, streetscape design, and a Complete Streets approach to create a unique sense of place and beautify Grand Avenue.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Tax increment financing districts</p> <p>Special service areas</p> <p>Village economic development incentives (existing and potential future incentives)</p>	<p>All Together Studio</p> <p>Guide Studio</p> <p>Locality Studio</p>
<p>1.4</p> <p>Evaluate new offerings to expand the village's economic development incentives, including Class 7 incentives, grants for façade improvements, business relocation, business expansion, interior modernization, waived or reduced permit fees, etc.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Development of a village funding pool to support incentives</p>	<p>Cook County Bureau of Economic Development</p> <p>Cook County Property Tax Incentives</p> <p>Local examples: Lombard Business Grants</p> <p>West Chicago Economic Development Incentives</p>
<p>1.5</p> <p>Create a Franklin Park economic development portal on the village website to promote available sites with pertinent site data, list available development incentives, provide links to municipal codes and ordinances, and share asset maps for the Grand Avenue corridor and overall community.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>General village funds</p> <p>Staff time</p>	<p>West Chicago Development Portal</p>

Strategy	Funding sources	Resources
<p>1.6</p> <p>Cluster employment generating developments along Grand Avenue in areas that are within walking distance of the downtown Metra station, particularly east of the Grand Avenue and 25th Street node.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Technology infrastructure business cluster</p>	<p>Tax increment financing districts</p> <p>Village economic development incentives (existing and potential future incentives)</p>	<p>RTA Mapping and Statistics TOD Plans</p>

Recommendation 2: Target development that aligns with current market trends.

<p>2.1</p> <p>Provide spaces with shared amenities for short-term office uses (e.g., coworking spaces and offices with open layouts, targeting business travelers, entrepreneurs, and startups).</p> <p>Timeline: Short-term</p> <p>Segment applicability: Regional commercial, local commercial</p>	<p>See strategy 3.1</p>	<p>See strategy 3.1</p>
<p>2.2</p> <p>Evaluate reuse of vacant buildings to create specialized business incubators.</p> <p>Timeline: Ongoing</p> <p>Segment applicability: Regional commercial, local commercial</p>	<p>Tax increment financing districts</p> <p>Special service areas</p> <p>Village economic development incentives (existing and potential future incentives)</p>	<p>APA Grayfields Reuse and Redevelopment Resources</p> <p>AARP Pop-Up Placemaking Tool Kit</p> <p>McHenry Riverwalk Shoppes</p> <p>Salon Booth Rentals</p> <p>Salon Chair Rentals</p> <p>Makerspaces</p> <p>Local examples:</p> <p>Batavia Boardwalk Shops</p> <p>Berwyn Shops</p> <p>The Rustic Fox</p> <p>CloudKitchens Ghost Kitchens</p> <p>The Hatchery Chicago (non-profit food and beverage incubator)</p>

Strategy	Funding sources	Resources
<p>2.3</p> <p>Coordinate with the Grand Chamber by O'Hare Airport and local colleges to identify trends in workforce gaps and emerging skills to better target investments in business attraction and skills training.</p> <p>Timeline: Ongoing</p> <p>Segment applicability: Corridor-wide</p>	<p>Village economic development incentives (existing and potential future incentives)</p>	<p>Grand Chamber by O'Hare Triton College School of Business</p>
<p>2.4</p> <p>Consider business travelers' common amenity needs (e.g., lodging, gyms, workspaces, dining, entertainment, etc.), to include in future development sites or fill vacant spaces along the Grand Avenue corridor, with a focus on the new Wyndham hotel in the Grand Avenue and Mannheim Road node.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Regional commercial</p>	<p>See strategy 3.1</p>	<p>See strategy 3.1</p>
<p>2.5</p> <p>Build up broadband and technology supportive infrastructure to attract new tech and data-centered businesses, clustering them near similar businesses that are located on the east end of the Grand Avenue corridor near the Grand Avenue and 25th Street node.</p> <p>Timeline: Medium-long-term</p> <p>Segment applicability: Technology infrastructure business cluster</p>	<p>Illinois Office of Broadband Grants</p> <p>Broadband Equity Access and Deployment Program</p> <p>Broadband Grant Programs</p>	<p>Illinois Office of Broadband Illinois Broadband Lab Cook County Digital Equity Map</p>

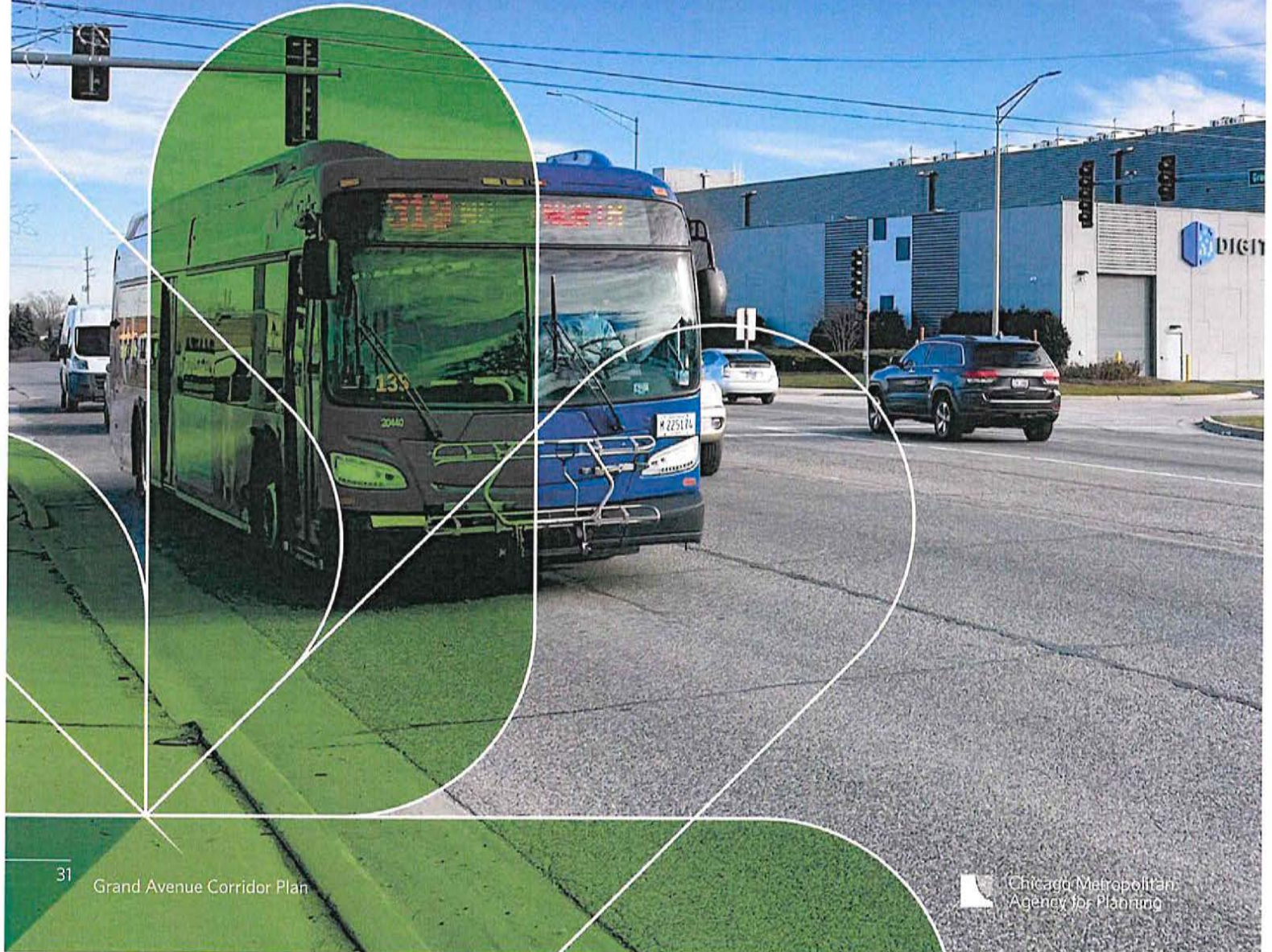
Strategy	Funding sources	Resources
<p>2.6</p> <p>Provide services and housing that cater to Franklin Park's growing cohort of older, wealthier residents, including specialized healthcare, wealth management, and housing for seniors and downsizing households.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Regional commercial, local commercial, transitional</p>	<p>Tax increment financing districts</p> <p>Village economic development incentives (existing and potential future incentives)</p> <p>AARP Community Challenge Grants</p>	<p>AARP Livable Communities Resources</p>

Recommendation 3: Proactively engage the development and business communities.

<p>3.1</p> <p>3.1 Engage a panel of economic development experts, with support from CMAP and other organizations like Urban Land Institute (ULI), to solicit advice for redevelopment of key vacant commercial and office spaces, underdeveloped sites, or sites subject to redevelopment.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>RTA Community Planning Program</p> <p>Includes developer panels that can discuss TOD potential, which would apply to Grand Avenue and its access to buses and proximity to Metra</p> <p>ULI Chicago Technical Assistance Services</p>	<p>RTA Mapping and Statistics Developer Panels</p> <p>ULI Chicago Technical Assistance Services</p>
<p>3.2</p> <p>Host a Franklin Park Developer Day to showcase available properties and potential developments along Grand Avenue.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>General village funds</p> <p>Staff time</p>	<p>Greater Muskegon Developer Day</p> <p>Greater Cadillac Area Developer Day</p>
<p>3.3</p> <p>Promote Franklin Park at commercial trade conferences like International Council of Shopping Centers</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>General village funds</p> <p>Staff time</p>	<p>International Council of Shopping Centers</p>

Goal:

Support a flourishing and equitable community in Franklin Park's Grand Avenue corridor with improved transportation



Recommendation 1

Support an equitable community by providing travel options along and near Grand Avenue

Grand Avenue today prioritizes vehicular mobility and access over that of pedestrians, bicyclists, and transit users. Residents have expressed interest in safer and more convenient access on foot and by bicycle for destinations along Grand Avenue, whether for work, school, shopping, services, or community. We heard in our project outreach that people want to have a choice when traveling, but feel compelled to drive — even just to cross Grand Avenue — because of safety and the lack of options. Having a variety of travel options will bring more people into Franklin Park and activate Grand Avenue in an equitable way.

Strategy 1.1

Provide protected, high-visibility pedestrian crossings at a spacing of approximately 1/4-mile apart to ensure that people can reach businesses, transit, and community facilities on foot regardless of where they live.

Case study

Madison Street

Forest Park, IL

The Village of Forest Park installed a raised crosswalk accessible to people with disabilities. Ways to improve safety can be seen along this corridor:

- Slower vehicle speeds
- Moderate traffic volumes
- Curb bumpouts built around street parking to reduce crossing distances

The traffic volume, AADT (the Annual Average Daily Traffic), is 12,200 in this section of Madison Street. Along Grand Avenue it's 20,800 east of 25th Avenue, and 23,000 west of 25th Avenue.

Another effective strategy are median refuge islands, which allow pedestrians to cross one direction of traffic at a time.

Source: CMAP



Strategy 1.2

Work with Pace to upgrade bus stops from flag stops to designated stops with full accessibility for people with disabilities and located at safe crossings along Grand Avenue.

At flag stops, passengers can board or alight the bus at any intersection along the route where the driver deems it is safe to do so. At posted stops, passengers can board or alight the bus only at posted Pace bus stop signs or Pulse stations.

The village should ensure that transit stops are adjacent to safe crossings on Grand Avenue marked with high-visibility crosswalks. Each bus stop on Grand Avenue should be accompanied by a pedestrian actuated, fully accessible traffic signal or a median refuge with a safety device such as rapid flash rectangular beacons or pedestrian hybrid beacon. The village should participate in the Pace [ReVision process](#) to update the bus route network. Initial maps indicate a potential westward extension of the Grand Avenue bus service, consistent with serving Grand Avenue commuters bound for DuPage County.



An example of a Pace bus stop and shelter

Pace bus stops should be well drained and kept clear of ice, snow, and debris. Waiting areas and shelters should be located to the rear of the sidewalk to keep transit customers away from the road spray kicked up by vehicles during storms. Stops should be well lit to ensure that waiting passengers and passing pedestrians are visible to bus drivers and other motorists. Concrete bus pads should also be considered, to prevent pavement rutting and cracking.

Source: CMAP

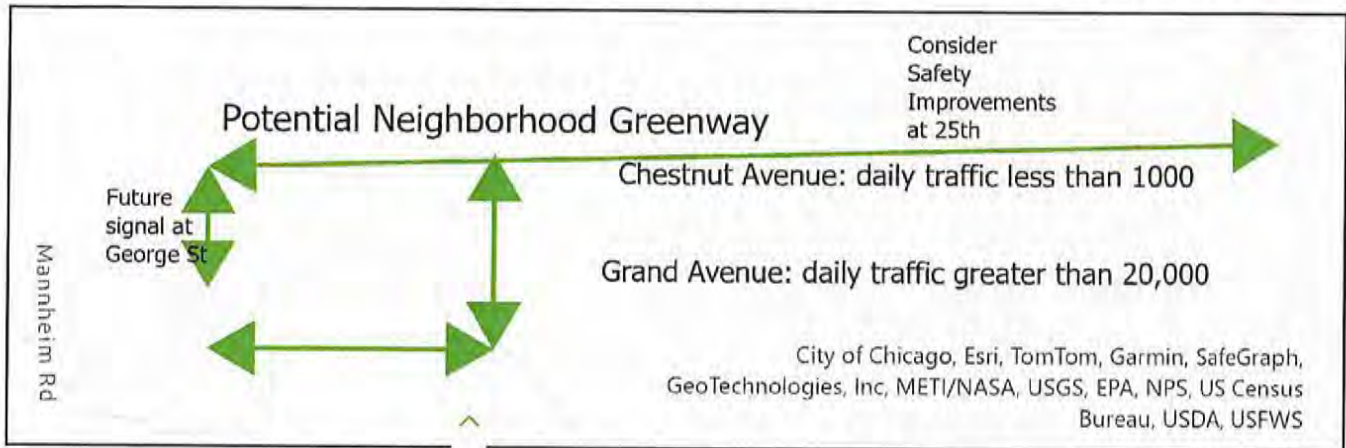
"I would like to bike and walk on Grand Avenue, especially in the summer since it's more enjoyable and a lot of businesses are close to my house and don't require a car."

- Franklin Park resident

Strategy 1.3

Provide safe and protected bikeways to reach destinations along Grand Avenue, including parallel streets or a bike boulevard — sometimes known as neighborhood greenways — along Chestnut Avenue.

The village should develop a broader plan for bicycle routes to connect the homes and destinations within the study area to other nearby existing and planned bicycle facilities, such as Franklin Avenue and the Des Plaines River Trail; support bicycle route wayfinding with signage and bicycle signals across Grand Avenue at designated locations; and ensure that bicycles have clear directions to transit stops and that transit stops include bicycle parking.



Cycling on a neighborhood greenway along Chestnut Avenue — with significantly less daily traffic — will feel more comfortable than along Grand Avenue. Scott Street already has some shared-use bike markings.

Case study

Dickens Avenue Neighborhood Greenway

Chicago, IL

The Dickens Avenue Neighborhood Greenway transformed a wide, one-way street into a safe bike route for families and children. The greenway provides an alternative, low-stress route to nearby busy streets like Armitage Avenue.

Contraflow painted bike lanes were added to the stretch of Dickens Avenue in the Lincoln Park neighborhood. The greenway also included a new 20 mph speed limit, concrete bumpouts, raised crosswalks, and bike-friendly speed humps to promote safety for both cyclists and motorists.

One access point for the greenway was originally closed to vehicles, but has since reopened.

Case study source: [City of Chicago](#)

Brightly painted contraflow bike lanes and raised pedestrian crosswalks were added to Dickens Avenue.

Photo source: [City of Chicago](#)



Strategy 1.4

Promote accessibility for people with disabilities on the public right-of-way through the self-assessment and transition plan process, as required by federal rules.

The village should incorporate prioritized improvements into future reconstruction projects along Grand Avenue and implement easily completed improvements as funds allow.

Accessibility at crossings is particularly important. All signals include accessible pedestrian signals. Crossing times in signal time plans must be adequate to accommodate the walking speed of pedestrians of all ages and abilities.

Examples of inaccessible public rights-of-way along the Grand Avenue corridor.



This sidewalk crossing has excessive cross-slope and deterioration, which can be challenging to walk or roll across.



This transit stop lacks any dedicated space for passengers to board or disembark from the bus.



This sidewalk change in level is greater than 1/4 inch, not beveled or flush, which can be hazardous for those walking or rolling across it.



This pedestrian crossing button can't be reached from the sidewalk. The button is too far away, facing the wrong direction, and obstructed by another pole.



Several sections of sidewalk have obstructions that block the pedestrian access route. Public Right-of-Way Accessibility Guidelines state sidewalk segments must be 4 feet wide, clear of obstructions (IDOT guidelines call for 5 feet-wide sidewalks, 7 feet-wide if the sidewalk is on the back of a curb). If the sidewalk is less than 5 feet wide, passing spaces rules apply.

Strategy 1.5

Provide children with safe and healthy routes to school, whether by walking, cycling, electric school bus, or private automobile.

This effort can and should include programmatic, policy, and infrastructure components, which together, can create a comprehensive Safe Routes to Schools program.

Case study

School Travel Plan

Berwyn, IL

North Berwyn's School District completed a school travel plan with the Active Transportation Alliance. The plan's recommendations combined education initiatives, an increased crossing guard presence, and infrastructure improvements. These improvements included on-street bicycle facilities, new or improved lighting, and new signage at intersections. IDOT's Safe Routes to School grant program funded infrastructure and non-infrastructure improvements.

Case study source: [Active Transportation Alliance](#)



A crossing guard directs children to school along one of the North Berwyn School District's Safe Routes.

Photo source: [Active Transportation Alliance](#)

Strategy 1.6

Support low-cost mobility options like e-bikes, scooters, rental cars, and car-sharing.

Case study

Koloni Bike Share

Aurora, IL

The city of Aurora partnered with Koloni Fleets to add bike sharing in downtown Aurora. The city hosts three bike share stations to make navigation easier, encourage economic growth, and offer options for recreation.

Case study source: [City of Aurora](#)



Koloni bikes docked in one of downtown Aurora's three stations.

Photo source: [City of Aurora](#)

Case study

Pedal Corvallis

Corvallis, OR

Corvallis launched a community bike share program as a collaboration between the region's Medicaid provider and the Oregon Cascades West Council of Governments. Pedal Corvallis is focused on connectivity, health, and livability goals.

The bike network currently includes 8 stations, over 40 bicycles, and 2 adult tricycles. Members can check out and return bikes at any location, and Medicaid members are eligible for free passes.

Case study source: [Open Streets Corvallis](#)

Cyclists learn about the Pedal Corvallis bike share program and receive helmets.

Photo source: [Open Streets Corvallis](#)



While Passow Elementary and Hester Junior High School are within walking distance of many homes, CMAP learned that parents often drive their children to avoid safety concerns when crossing Grand Avenue.

FRANKLIN PARK
SCHOOL DISTRICT #4
HESTER JUNIOR HIGH SCHOOL
CMAP

Recommendation 2

Support a flourishing community with thoughtfully managed transportation access that supports commercial and residential development

Businesses and consumers on Grand Avenue should find a ready market with easy access by multiple modes of travel. To bind a local community to the local market, less is often more: excessive auto capacity, parking, and driveways prevent the activation of Grand Avenue. Auto access is crucial but needs to be balanced with options that complement the local travel market. There are land use strategies to consider as well, including focusing retail and service development to nodes along the corridor that can be supported with bus stops on both sides, shared parking supplies, and high-quality pedestrian access to and from destinations like shopping, dining, and parking.

Strategy 2.1

Improve transportation network connectivity by supporting the ongoing study of a new separated highway crossing for the Metra Milwaukee District West Line, extending Martens Street across the railroad.

To maintain a safer environment with lower speeds and to reduce structure and pavement costs, the cross-section should be minimized to one through travel lane in each direction, with a center turn lane where access is needed.

Grade separations allow roads to pass over or under railroads to connect communities separated by railroad tracks.

Source: CMAP, created with Open AI's Dall-E 4o.



The village could align a new grade-separated Martens Street under the Metra Milwaukee District West Line tracks, providing an alternative to 25th Avenue, which is often blocked by trains.

Source: City of Chicago, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Strategy 2.2

Improve transportation network connectivity by initiating a study of a new grade-separated roadway crossing of the Indiana Harbor Belt Railroad on the Fullerton Avenue corridor.



An extension of Fullerton Avenue would provide a local or collector-road connection across the tracks to supplement the arterial service provided by Grand Avenue. By doing so, CMAP models indicate that traffic volumes on Grand Avenue would fall, improving the prospects for safer travel options on Grand Avenue.

Extending Fullerton Avenue across the tracks creates additional community accessibility, diverting more local trips away from Grand Avenue.

Source: City of Chicago, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Case study

Oak Street Bridge replacement

Hinsdale, IL

Hinsdale replaced an over 100-year-old one-way bridge above the BNSF railway. Oak Street leads to Hinsdale Hospital, which for decades posed a challenge to emergency vehicles, frequently requiring them to wait for rail traffic at nearby grade-level intersections.

The new bridge improved traffic flow, diverting many vehicles from grade-level crossings with high levels of rail activity. The reconstructed roadway eliminated the signal control for the one-way bridge and includes ADA-compliant, stop-controlled intersections.

The bridge is notable for being locally oriented and well-integrated into the neighboring community. The focus of the project is local, with street trees, careful design, and just one lane in each direction.

Case study source: [HR Green Engineering](#)

Photo source: [Illinois Commerce Commission](#)



Strategy 2.3

Continue pursuing a traffic signal and associated safety and access improvements at the intersection of Grand Avenue and George Street.

The village should ensure the high-quality pedestrian facilities are included, such as high-visibility crosswalks, accessible pedestrian signals, appropriate crossing times for pedestrians, and ADA-compliant ramps and landing pads. With George Street being one-way southbound, a pedestrian refuge opposite the eastbound left-turn lane into the Jewel-Osco parking lot presents an opportunity to substantially improve crossing safety for non-motorized users. Other strategies related to improving traffic operations are discussed below.



This existing-conditions image shows a pedestrian with a shopping bag using a cane and crossing Grand Avenue at George Street in 2024.

The photo demonstrates the potential benefit of a median refuge at the crossing as part of the signalization project.

Source: [Google Street View](#)



"My friends and I usually cross Grand without problem, but sometimes there are those close calls where the car turns nearly getting close in contact with us, or there's just the scary feeling of a car hitting you."

- Franklin Park resident

Strategy 2.4

Consider additional traffic signals and other traffic controls to facilitate safe crossings of Grand Avenue and consolidate access.

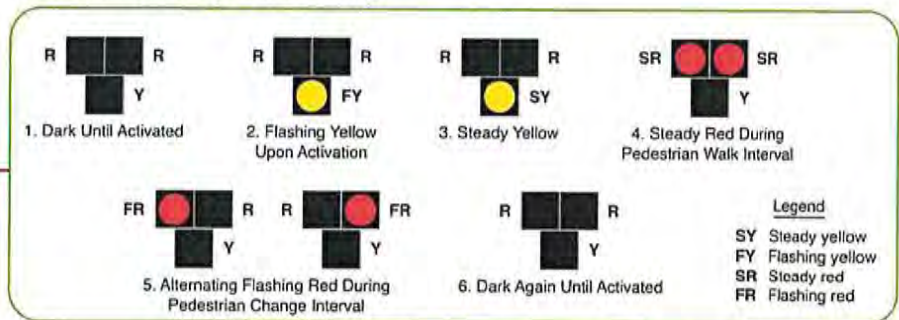
As elements of this plan are implemented, the village should monitor traffic patterns and safety data including demand for crossing Grand Avenue at locations near retail activity, bus stops, and schools.

Sight-distance is an important aspect of pedestrian crossing safety, and intersection safety for motorists as well. Daylighting is a strategy to assure visibility at intersections so that traffic conflicts do not surprise users. Clear lines of sight are required for bicyclist-pedestrian-motorist and motorist-interactions.

Signalized intersections are recommended as pedestrian crossing locations. With the green indication, signals also assign right-of-way to minor streets where entering vehicles would otherwise need to wait for a sufficient gap in traffic — and misjudgments about gaps are a serious problem. New signals are often advantageous on urban streets with higher traffic volumes. However, the cost of a new signal is substantial, so for locations where motor vehicle access is not a concern, but non-motorized crossing safety is an issue, the following two options may improve safety and may be appropriate to evaluate as an alternative:



Pedestrian hybrid beacons are pedestrian-activated. They are mounted on a mast arm over the traveled way to increase driver awareness and to provide additional visibility to a crossing.



A pedestrian hybrid beacon in Oak Park at the intersection of Chicago Avenue and Harvey Avenue.

Sources: FHWA



Rectangular rapid-flash beacons (RRFBs) also add visibility to a crosswalk and increase driver awareness. RRFBs are much simpler than a hybrid beacon. They are either flashing or not flashing, but there is no walk signal to aid the pedestrian.

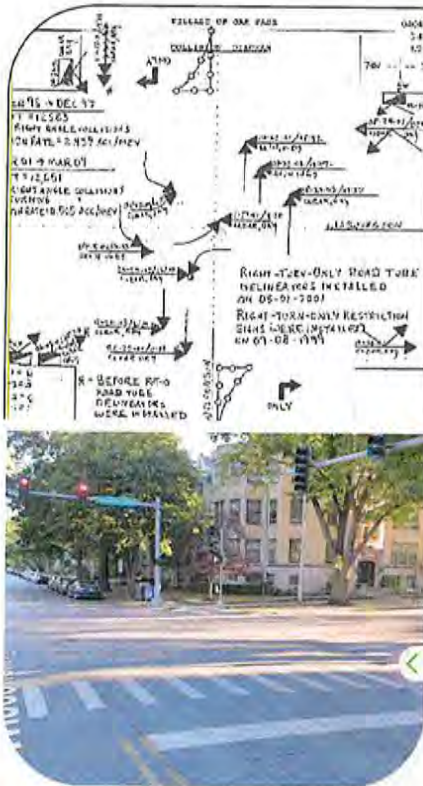
Source: CMAP

Case study

Washington Boulevard and Wisconsin Avenue Oak Park, IL

As part of its traffic study, the Village of Oak Park identified the intersection of Washington Boulevard and Wisconsin Avenue as a high-crash location. Many of the crashes were right-angle, t-bone crashes. The village installed right-turn-only restrictions with pork-chop islands — triangular concrete islands that provide a waiting area for pedestrians while vehicles are turning. The collision diagrams to the left show that changes at the intersection reduced the number of right-angle collisions from 30 over a nearly 3-year period (1995-1997) to just 5 (2001-2004). However, despite the success in improving safety, there were concerns about reduced access to a nearby business district. Pedestrian crossings were also an unaddressed concern. When funding became available in 2016, a further improvement included installation of a traffic signal with full vehicle turning-movement access and a safer pedestrian crossing.

Case study source: [Chicago Tribune](#)



The installation of a new traffic signal transformed the intersection of Washington Boulevard and Wisconsin Avenue into a pedestrian-friendly area.

Photo source: Tom Murtha, Oak Park Parking and Traffic Commission records; Google Street View

Strategy 2.5

Consider additional traffic signals and other traffic controls to facilitate safe crossings of Grand Avenue and consolidate access.

In coordination with zoning changes and land use decisions, the village can support walkable centers of activity that are served by transit, a shared-parking supply and high-use retail, dining, and services.

Case study

Downtown Western Springs Western Springs, IL

Downtown Western Springs is located directly across from a heavily used Metra commuter rail station. Commercial offerings including dining, shopping, and health and financial services. While parking is offered at the Metra station and various commercial locations, walkability is encouraged through narrow streets and small scale, co-located destinations.

Future plans for the downtown include a tax increment financing district to improve building facades, repair deteriorated pavement, and address commercial vacancies or underutilization.

Case study source: [Western Springs](#)



Downtown Western Springs commercial locations with paid parking.

Photo source: [Western Springs](#)

Strategy 2.6

Establish urban design criteria within walkable commercial centers such as build-to lines along Grand Avenue and high-quality pedestrian connections between businesses.

Case study

Site and building design standards

Davidson, NC

Davidson experienced significant population growth in 2013, raising concerns about the town's historic character and urban sprawl. In response, the municipality overhauled its zoning code and design guidelines to encourage walkability. Key design principles in the adopted ordinance included sidewalk requirements, mixed-use zoning, human-scale architecture, and green infrastructure.

Years after these design guidelines were adopted, a health impact assessment and further studies revealed several positive outcomes of community-oriented design, like improved walkability and increased local economic activity. Residents also reported a higher level of satisfaction with accessibility, community feel, and design.

Case study source: [Town of Davidson](#)



Buildings fronting a pedestrian alley in Davidson, which provides pedestrian access between buildings.

Photo source: [Town of Davidson](#)

Strategy 2.7

Evaluate opportunities for parking enclaves along the side-streets accessing Grand Avenue. Where appropriate, parking enclaves may be part of an access management program to create cul-de-sacs for local minor streets intersecting Grand Avenue.



This is a photo of enclave parking in Forest Park, IL, developed to support the Madison Street business district. This parking facility is largely in the Thomas Avenue right-of-way, which updated to a cul-de-sac. Forest Park also established diagonal parking in the commercial district along local streets with low traffic-conflict potential.

Strategy 2.8

Create a model shared parking agreement and support its use along the Grand Avenue corridor.

Strategy 2.9

Study and implement, as appropriate, a fully reconstructed three-lane roadway cross-section to replace the current four-lane cross section.

Case study

City of Batavia Illinois Route 31 road diet

Batavia, IL

The City of Batavia completed a road diet for Illinois Route 31. The goal was to enhance safety for all road users by reducing the number of lanes and implementing a center turn lane. This reconfiguration improves traffic flow, reduces crashes, and creates a safer environment for pedestrians and cyclists crossing the roadway. The project engineer, TranSystems, estimates that collisions will fall by 27%.

Case study source: [City of Batavia](#)

The newly striped three-lane cross-section on Illinois Route 31 in Batavia demonstrates a road diet that reduced the former four-lane cross-section into two lanes with a shared center turning lane.

Photo source: City of Batavia



Future cross-sections for Grand Avenue

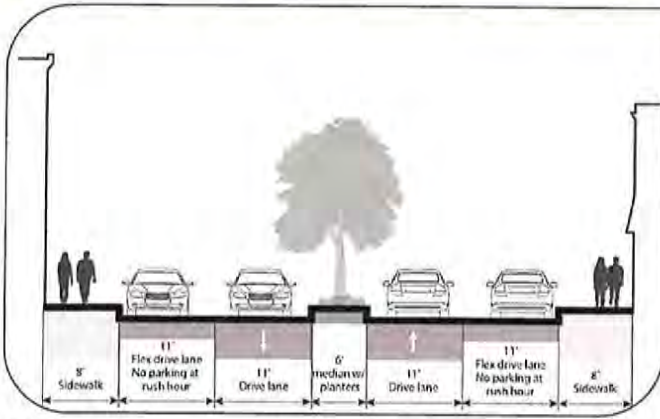
This plan identifies recommendations and strategies that reflect an analysis of corridor conditions and stakeholder input. As the plan is implemented — including recommendations like improving network connectivity in Franklin Park and supporting bicycle and pedestrian access to and within the corridor — it will become possible to consider a three-lane cross-section for Grand Avenue, as traffic volumes are expected to be well below appropriate thresholds. A three-lane cross-section consists of one travel lane in each direction and a center turn lane, which can be a median at locations where access is managed appropriately. Additional uses and amenities like transit stops, parallel parking lanes, street trees, and wider sidewalks may be included individually, depending on the available right of way. See below for some examples and see *Appendix: Transportation Analysis* for more details on forecasted traffic volumes for Grand Avenue.

A three-lane cross section aligns with the goals identified by the village and stakeholders, including reduced speeding; safer crossings for pedestrians, bicyclists, and transit users; and fewer vehicle crashes. Additionally, a three-lane cross-section supports goals related to economic development, walkability, and improving accessibility and compliance with ADA requirements, as excess roadway capacity may be devoted to these uses.

In the interim, the village may continue with a four-lane cross-section, especially in conjunction with desired streetscape improvements happening in advance of the longer-term network improvements described above. Examples of potential near-term and long-term cross-sections are shown below.

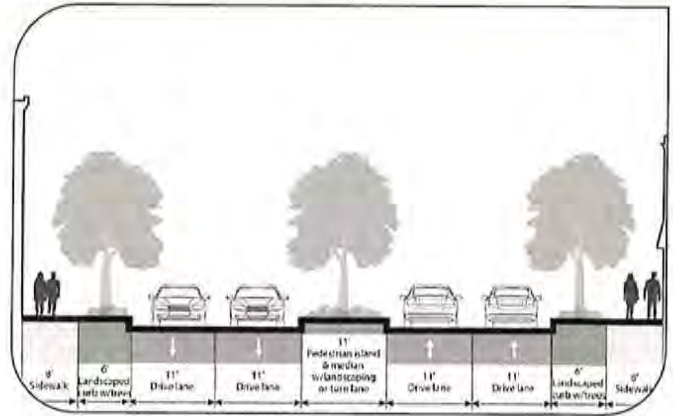
The public right-of-way within the corridor varies between 66' and 83' wide. Without information on existing easements, CMAP has developed potential cross-sections that will work within those two existing widths of the right-of-way.

Interim cross-sections for each of the corridor widths



66'-wide cross-section: median with flex lanes

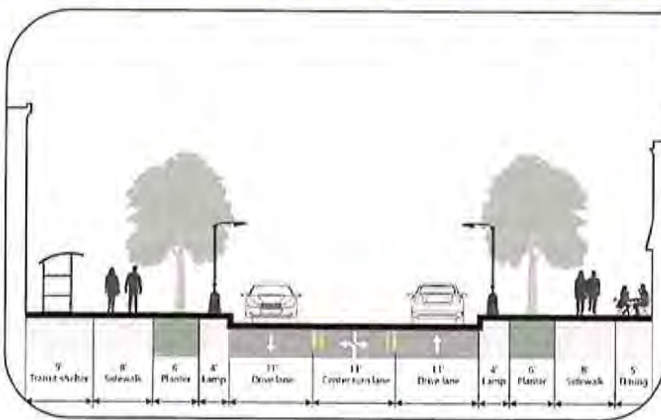
This cross-section includes four travel lanes, a planted median and an 8' sidewalk on both sides. Also shown is a planted median that can serve as a pedestrian refuge at mid-block crossings. Mid-block crossings can be a safer crossing option compared to high-volume intersections, when indicated appropriately, as turning movements are eliminated. The outer two travel lanes shown here could become flex lanes, allowing temporary parking at off-peak travel times, which would help pilot the three-lane cross section. The village should consider regular towing service to enforce the flex lanes during peak hour traffic.



83'-wide cross-section: median or turn lane

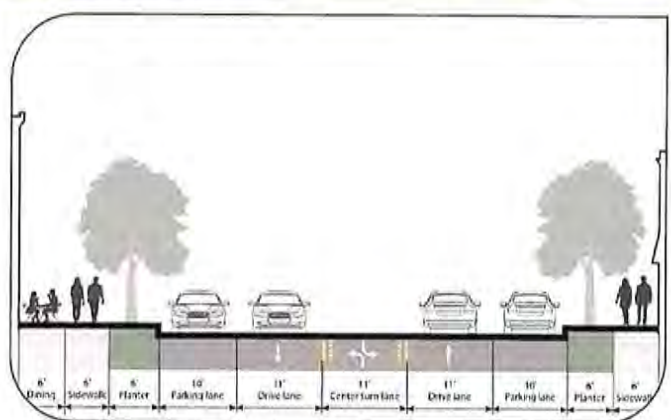
This option includes four travel lanes, 8'-wide sidewalks on both sides, a planting strip on each side of the street as well as an 11' planted median in the center, which could taper to facilitate a left-turn lane at intersections. Again, the median could serve as a pedestrian refuge at appropriate mid-block crossing locations.

Potential long-term cross-sections for each of the corridor widths



83'-wide lane cross-section: local orientation

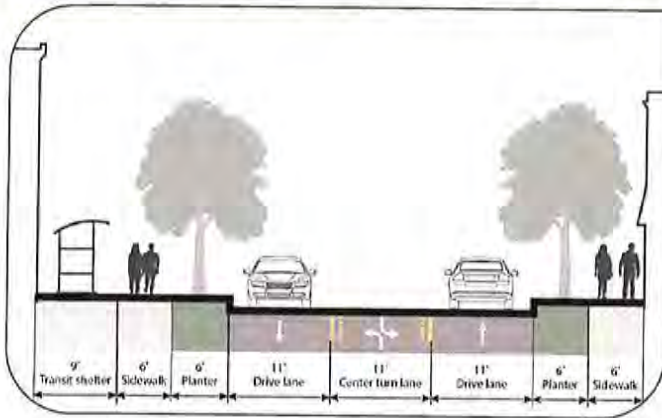
This cross-section shows the three-lane cross-section. The wider right-of-way accommodates street lighting, trees, and a wider sidewalk with room for sidewalk cafes and transit shelters, depending on the presence of a transit stop and restaurants.



83'-wide lane cross-section: local and parking

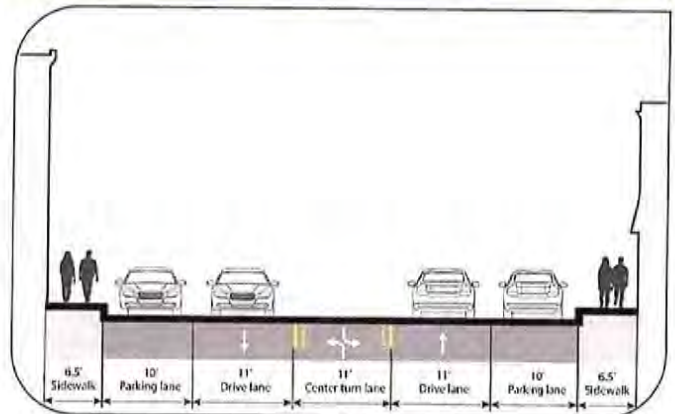
This cross-section includes a ten-foot parking lane to support local businesses with no off-street parking. The parking lane also provides a buffer for pedestrians walking along the corridor on a comfortable six-foot-wide sidewalk. Also shown here are a six-foot street tree planting strip and room for outdoor dining on one side of the street.

Interim cross-sections for each of the corridor widths



66'-wide 3-lane cross-section: local orientation

This cross-section accommodates six-foot-wide sidewalks on both sides of the street and a six-foot-wide tree planting strip on both sides of the street, but only leaves room for a transit shelter on one side of the street. Planting strip space can be used to accommodate a transit shelter on both sides of the street.



66'-wide 3-lane cross-section: local and parking

This cross-section has on-street parking lanes on both sides of the street. This section of roadway would not allow for street trees or transit shelters and should only be used in sections with no designated transit stops.

Strategy 2.10

Provide safe, comfortable, and inviting facilities for pedestrians traveling along and across the corridor.

Consider a zone system for sidewalks consisting of a building frontage zone (where doors may open and building features like awnings and fire-fighter access may exist), pedestrian zone (clear for travel by foot, wheelchair, scooter, etc.), furniture and planting zone, and curb zone.

Strategy 2.11

Seek funding to provide bicycle parking at existing businesses along Grand Avenue, building on the village's requirements to install bike parking at new developments.

While supporting expanded bicycle parking requirements within code, the village can also seek funding for additional bicycle parking at key destinations throughout the corridor. These locations may include community destinations such as the library, shared parking facilities, transit stops, and school areas.

Case study

Bicycle parking program

Forest Park, IL

The Village of Forest Park received funding from the Illinois Transportation Enhancement Program to supply bicycle parking near transit stations. The village received more than \$100,000 from the state and matched it at 10 percent.

Case study source: [Forest Park Review](#)

CMAP has funded numerous bike parking projects across the region, sometimes as part of larger projects, such as the Arlington Heights Metra station.

Photo source: CMAP



Strategy 2.12

Work with appropriate jurisdictions to identify truck routes to ensure truck access to local businesses. To manage through travel of the largest trucks on Grand Avenue, update previous CMAP truck-route study recommendations before new truck size and weight laws took effect.



"I'd love to see more bike racks along Grand Avenue. it would make it easier and safer for residents to bike to local businesses and shops."

- Franklin Park resident

Implementation matrix

Goal: Support a flourishing and equitable community in Franklin Park’s Grand Avenue corridor with improved transportation.

Strategy	Funding sources	Resources
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Recommendation 1: Support an equitable community by providing travel options along and near Grand Avenue.

<p>1.1</p> <p>Provide protected, high-visibility pedestrian crossings at a spacing of approximately 1/4-mile apart to ensure that people can reach businesses, transit, and community facilities on foot regardless of where they live.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Federal: Safe Streets and Roads for All Reconnecting Communities Pilot Program Locally-Programmed Surface Transportation Program Programmed through the North Central Council of Mayors Highway Safety Improvement Program Illinois Safe Routes to School Program Surface Transportation Program-Shared Fund If this strategy is packaged with other transportation strategy recommendations below in a corridor reconstruction project of sufficient size to be eligible for this fund; the minimum project size is now \$5 million</p> <p>State and regional (not requiring a federal project-development process) Illinois Transportation Enhancements Program</p> <p>Motor-fuel taxes Invest in Cook Program Regional Transportation Authority Access to Transit Program</p> <p>Local: Tax increment financing Special service areas Bond funds</p>	<p>Safe Routes to School Guide, “Crossing the Street”</p> <p>National Association of City Transportation Officials (NACTO), Urban Street Design Guide, “Crosswalks and Crossings”</p> <p>National Cooperative Highway Research Program Synthesis 498, Application of Pedestrian Crossing Treatments for Streets and Highways</p>
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Strategy	Funding sources	Resources
<p>1.2</p> <p>Work with Pace to upgrade bus stops from flag stops to designated stops with full accessibility for people with disabilities and located at safe crossings along Grand Avenue.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Corridor-wide: At bus stop locations</p>	<p>Regional Transportation Authority Access to Transit Program</p> <p>Congestion Mitigation and Air Quality Improvement</p> <p>Carbon Reduction Program</p> <p>Surface Transportation Program-Shared Fund</p>	<p>ReVision: Pace’s Network Restructuring Project</p> <p>Transit Supportive Guidelines with guidelines for Pace Pulse infrastructure and facilities (March 2013, updated August 2024)</p> <p>NACTO Transit Street Design Guide</p> <p>National Aging and Disability Transportation Center/Easter Seals Project ACTION Toolkit for the Assessment of Bus Stop Accessibility and Safety</p>
<p>1.3</p> <p>Provide safe and protected bikeways to reach destinations along Grand Avenue, including parallel streets or a bike boulevard — sometimes known as neighborhood greenways — along Chestnut Avenue.</p> <p>Timeline: Short-medium</p> <p>Segment applicability: Corridor-wide</p>	<p>Federal:</p> <p>Congestion Mitigation and Air Quality Improvement</p> <p>Transportation Alternatives Program</p> <p>Illinois Transportation Enhancement Program</p> <p>Illinois Safe Routes to School Program</p> <p>Locally-Programmed Surface Transportation Program</p> <p>State and regional:</p> <p>Invest in Cook Program</p> <p>Motor fuel taxes</p> <p>Chicago Metropolitan Agency for Planning Technical Assistance Program</p>	<p>NACTO Urban Bikeway Design Guide, Bicycle Boulevards</p>

Strategy	Funding sources	Resources
<p>1.4</p> <p>Promote accessibility for people with disabilities on the public right-of-way through the self-assessment and transition plan process, as required by federal rules.</p> <p>Timeline: Short: Begin as soon as is feasible for the village</p> <p>Segment applicability: Corridor-wide</p>	<p>Federal: Locally-Programmed Surface Transportation Program</p> <p>State and regional (not requiring a federal project-development process)</p> <p>Motor-fuel taxes</p> <p>Invest in Cook Program</p> <p>Regional Transportation Authority Access to Transit Program</p> <p>Local: Tax increment financing Special service Areas Bond funds</p>	<p>CMAP Technical Assistance Program web page with additional guidance and resources for accessibility for people with disabilities</p> <p>Public Right-of-Way Accessibility Guidelines</p>
<p>1.5</p> <p>Provide children with safe and healthy routes to school, whether by walking, cycling, electric school bus, or private automobile.</p> <p>Timeline: Ongoing</p> <p>Segment applicability: Within walking distance of both Passow Elementary and Hester Junior High Schools, ideally 1-mile radius of each school</p>	<p>Federal: Illinois Safe Routes to School Program</p> <p>State and regional sources (not requiring a federal project-development process)</p> <p>Motor-fuel taxes</p> <p>Invest in Cook Program</p> <p>Regional Transportation Authority Access to Transit Program</p> <p>Local: Tax increment financing Special service areas Bond funds</p>	<p>National Safe Routes to School for guidance and resources</p> <p>Village of Glencoe Suggested Walking and Biking Routes</p>

Strategy	Funding sources	Resources
<p>1.6</p> <p>Support low-cost mobility options like e-bikes, scooters, rental cars, and car-sharing.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Federal: Congestion Mitigation and Air Quality Improvement Carbon Reduction Program Transportation Alternatives Program Reconnecting Communities Pilot Program</p> <p>State and regional (not requiring a federal project-development process): Motor-fuel taxes</p> <p>Invest in Cook Program</p> <p>Regional Transportation Authority Access to Transit Program</p> <p>Local: Tax increment financing Special service areas Bond funds</p>	<p>Cook County is evaluating the feasibility of a suburban bike-share program. Participation in this program would be beneficial to Franklin Park.</p> <p>The Shared Use Mobility Center case studies of micromobility programs throughout the country</p>

Recommendation 2: Support a flourishing community with thoughtfully managed transportation access that supports commercial and residential development.

<p>2.1</p> <p>Improve transportation network connectivity by supporting the ongoing study of a new separated highway crossing for the Metra Milwaukee District West Line, extending Martens Street across the railroad.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Local commercial, technology infrastructure business cluster</p>	<p>Federal: Railroad Crossing Elimination Program Currently funded for engineering Congestion Mitigation and Air Quality Improvement Locally-Programmed Surface Transportation Program Surface Transportation Program-Shared Fund</p> <p>State and regional: Illinois Commerce Commission Grade Crossing Protection Fund Currently funded for engineering Invest in Cook Program</p> <p>Railroads typically contribute about 5% to the cost of a grade separation</p>	<p>This project is in the regional TIP as project 04-24-0028, but the representation of the new alignment on the TIP maps will need to be reviewed. To do so, work with the project's engineer and the North Central Council of Mayors Planning Liaison.</p>
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Strategy	Funding sources	Resources
<p>2.2</p> <p>Improve transportation network connectivity by initiating a study of a new grade-separated roadway crossing of the Indiana Harbor Belt Railroad on the Fullerton Avenue corridor.</p> <p>Timeline: Long: It is expected that the Martens Avenue grade separation will proceed first. Any study of the Fullerton Avenue corridor should follow the Martens Avenue project proceeds to letting</p> <p>Segment applicability: This project would have corridor-wide benefits, though the project location would lie south of the corridor</p>	<p>Federal: Reconnecting Communities Pilot Program Congestion Mitigation and Air Quality Improvement Locally-Programmed Surface Transportation Program Surface Transportation Program-Shared Fund</p> <p>State and regional: Illinois Commerce Commission Grade Crossing Protection Fund Invest in Cook Program</p>	<p>Same as strategy 2.1</p>
<p>2.3</p> <p>Continue pursuing a traffic signal and associated safety and access improvements at the intersection of Grand Avenue and George Street.</p> <p>Timeline: Short: The regional TIP indicates that construction is scheduled for FY 2027</p> <p>Segment applicability: At the intersection of Grand Avenue with George Street</p>	<p>This project is funded with federally-designated community project funding (a legislative earmark) and is included in the regional Transportation Improvement Program as project 04-24-0034</p>	<p>Medians and Pedestrian Refuge Islands in Urban and Suburban Areas</p>
<p>2.4</p> <p>Consider additional traffic signals and other traffic controls to facilitate safe crossings of Grand Avenue and consolidate access.</p> <p>Timeline: Medium-long-term</p> <p>Segment applicability: At appropriate locations where crossing demand increases, such as new posted bus stops, and other centers of pedestrian activity</p>	<p>Federal: Highway Safety Improvement Program Carbon Reduction Program Reconnecting Communities Pilot Program Safe Streets and Roads for All Illinois Safe Routes to School Program</p> <p>State and regional: Invest in Cook Program</p>	<p>NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways IDOT TRA-23: Guidelines for establishing pedestrian crossings Pedestrian Hybrid Beacons Rectangular Rapid-Flash Beacons</p>

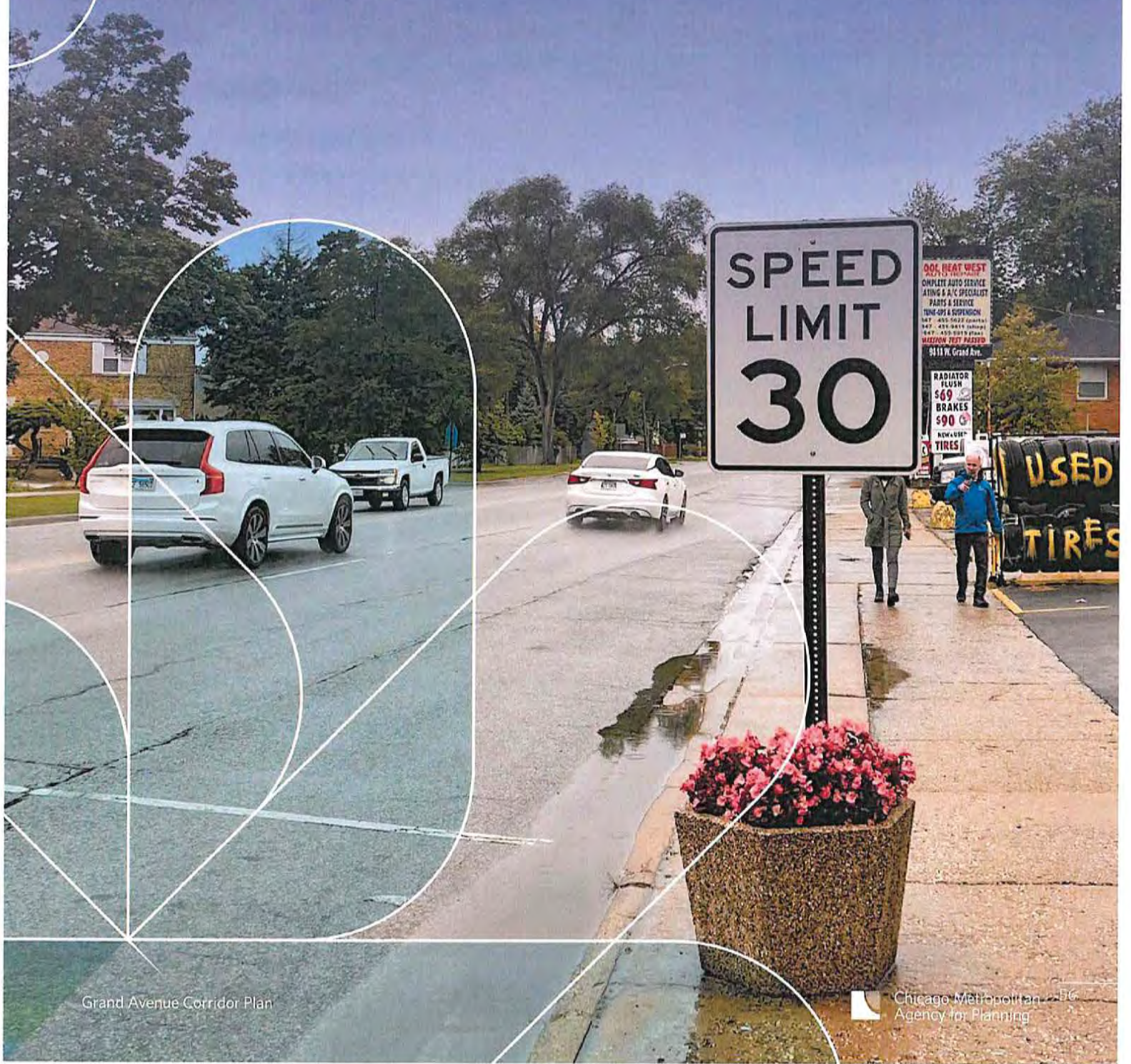
Strategy	Funding sources	Resources
<p>2.5</p> <p>Support walkable commercial centers at key locations throughout the corridor, co-located with transit stops and parking lots.</p> <p>Timeline: Medium-long-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Federal: Congestion Mitigation and Air Quality Improvement Carbon Reduction Program Reconnecting Communities Pilot Program</p> <p>State and regional: Invest in Cook Program Regional Transportation Authority Access to Transit Program</p>	<p>As part of the ON TO 2050, CMAP developed recommendations for walkable communities</p>
<p>2.6</p> <p>Establish urban design criteria within walkable commercial centers such as build-to lines along Grand Avenue and high-quality pedestrian connections between businesses.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>General village funds</p> <p>Staff time</p>	<p>Highwood's downtown zoning ordinance</p> <p>City of Madison, Wisconsin Urban Design Commission Ordinance</p>
<p>2.7</p> <p>Evaluate opportunities for parking enclaves along the side-streets accessing Grand Avenue. Where appropriate, parking enclaves may be part of an access management program to create cul-de-sacs for local minor streets intersecting Grand Avenue.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>General village funds</p> <p>Parking enclaves could be integrated into a larger reconstruction project for Grand Avenue, whose funding is described in other strategies</p>	<p>Local examples: Village of Oak Park (supporting older housing without off-street parking) Village of Forest Park (supporting the Madison Street commercial district)</p>

Strategy	Funding sources	Resources
<p>2.8</p> <p>Create a model shared parking agreement and support its use along the Grand Avenue corridor.</p> <p>Timeline: Ongoing</p> <p>Segment applicability: Corridor-wide</p>	<p>General village funds</p> <p>Staff time</p>	<p>Shared parking in Victoria Transport Policy Institute's TDM Encyclopedia</p> <p>Saint Charles, Missouri sample joint-use parking agreement</p> <p>Albuquerque, New Mexico shared parking agreement</p>
<p>2.9</p> <p>Study and implement, as appropriate, a fully reconstructed three-lane roadway cross-section to replace the current four-lane cross section.</p> <p>Timeline: A study can be initiated in the next few years. Construction would be expected in the medium or long term.</p> <p>Segment applicability: Corridor-wide</p>	<p>Federal:</p> <p>Highway Safety Improvement Program</p> <p>Illinois Transportation Enhancement Program</p> <p>Locally-Programmed Surface Transportation Program</p> <p>Surface Transportation Program-Shared Fund</p> <p>Congestion Mitigation and Air Quality Improvement</p> <p>Reconnecting Communities Pilot Program</p> <p>Safe Streets and Roads for All</p> <p>State and regional:</p> <p>Invest in Cook Program</p>	<p>Federal Highway Administration Road Diet Informational Guide</p> <p>Federal Highway Administration Proven Safety Countermeasures: Road Diets</p> <p>Federal Highway Administration national case studies of road diets</p>
<p>2.10</p> <p>Provide safe, comfortable, and inviting facilities for pedestrians traveling along and across the corridor.</p> <p>Timeline: Medium-long-term</p> <p>Segment applicability: Corridor-wide</p>	<p>N/A</p>	<p>IDOT Designing for Pedestrian Safety module</p> <p>FHWA Improving Pedestrian Safety on Urban Arterials</p>

Strategy	Funding sources	Resources
<p>2.11</p> <p>Seek funding to provide bicycle parking at existing businesses along Grand Avenue, building on the village's requirements to install bike parking at new developments.</p> <p>Timeline: Short, as development opportunities are presented</p> <p>Segment applicability: Corridor-wide</p>	<p>Illinois Transportation Enhancement Program</p> <p>Congestion Mitigation and Air Quality Improvement</p> <p>Illinois Safe Routes to School Program</p> <p>Federal Recreational Trails Program via the Illinois Department of Natural Resources</p> <p>Invest in Cook Program</p> <p>Locally-Programmed Surface Transportation Program</p>	<p>CATS (now CMAP) Council of Mayors/City of Chicago Bike Parking for Your Business</p> <p>Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking</p>
<p>2.12</p> <p>Work with appropriate jurisdictions to identify truck routes to ensure truck access to local businesses. To manage through travel of the largest trucks on Grand Avenue, update previous CMAP truck-route study recommendations before new truck size and weight laws took effect.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>General village funds</p> <p>Ongoing programs</p>	<p>O'Hare Subregion Truck Route Plan (requires staffed minor updates to reflect new laws)</p> <p>Truck routing explanation</p> <p>OPER 753 presents a graphical representation of how trucks are regulated in Illinois</p> <p>Existing designated Class I and Class II truck routes map</p>

Goal:

Improve safety for all users along Grand Avenue



Recommendation 1

Support lower operating speeds throughout the corridor

Speeding was identified as the primary cause of 176 crashes on Grand Avenue between 2017 and 2022, 10 of which resulted in fatal or serious injuries. Speeding increases risks for drivers, pedestrians, bicyclists, and transit users. It also decreases Grand Avenue's attractiveness as a destination for people to live, work, shop, and dine along the corridor. The goal is to constrain speeds by physically and visually narrowing the roadway, which should be considered in any future changes to Grand Avenue.

Strategy 1.1

In alignment with planned economic activity, determine whether a reduced speed limit is appropriate for the corridor or a section of it, and conduct an engineering study to determine a speed limit that is safe for all road users.

This can inform future roadway infrastructure that supports compliance with the lower speed limit, such as medians, narrower travel lanes, speed feedback signs, and other design features to create friction for drivers along Grand Avenue. Determining whether a speed limit change is appropriate involves conducting a corridor engineering study. New guidance from the FHWA supports lower speed limits in areas where walking and bicycling is expected and encouraged.

Strategy 1.2

Add speed feedback signs at locations throughout the corridor where speeding is often observed.

Case study

Speed management program with feedback signs

Evanston, IL

Evanston installed speed feedback signs in multiple locations throughout the city to help support compliance with speed limits in residential and commercial zones. In addition, the city funded school-zone speed feedback signs to enforce the 20 mile per hour speed limit, with included a flashing school zone beacon. The city also reduced its citywide speed limit by ordinance from 30 mph to 25 mph in 2012.

Source: [Daily Northwestern](#)

Photo source: CMAP



Strategy 1.3

Work with appropriate jurisdictions to identify truck routes to ensure truck access to local businesses. To manage through travel of the largest trucks on Grand Avenue, update previous CMAP truck-route study recommendations before new truck size and weight laws took effect.

Case study

Traffic safety and safe speeds awareness program

Batavia, IL

The City of Batavia partnered with the school district, park district, and public library on the “Please Drive Carefully” campaign, which included yard signs. Other communities paired such efforts with social media posts, public service announcements, and other communications to promote consistent messaging on important traffic safety issues. These programs can be partially funded through IDOT’s Highway Safety Plan, which includes multiple grant opportunities related to education and enforcement.

Case study source: [City of Batavia](#)

Photo source: [City of Batavia](#)



Strategy 1.4

Promote traffic safety awareness — safe driving speeds, pedestrian and bicyclist awareness, and yielding to turning vehicles — in village and school district programs and communications. These programs can be implemented within school curricula, as media campaigns, and as part of regular village communications to residents.

Case study

Safe Routes to Schools program

Glencoe, IL

The Village of Glencoe received a Safe Routes to Schools grant from IDOT to develop safe walking routes to each of the village’s schools and to create a guidebook, which was shared to teach parents and students about safe walking practices and to support more active transportation to schools.

Case study source: [Glencoe Safe Routes to Schools](#)

Photo source: [Glencoe Safe Routes to Schools](#)



Recommendation 2

Improve the infrastructure at intersections and driveways; manage access for safety

More than a quarter of the crashes along Grand Avenue happened when vehicles were turning, and five of those crashes resulted in fatal and serious injuries from 2017-2022. Many conflicts happen at locations like intersections and driveways, where cars turn onto or off the corridor. Aside from crashes between cars and pedestrians, those that happen where cars are turning are the most serious. Reducing vehicle speeds is an effective countermeasure for turning crashes, as it provides drivers more time to react by slowing down or stopping.

Strategy 2.1

Where increased economic activity is planned and increased pedestrian crossings are anticipated, design corners to slow turning movements with tighter corners (small curb radii).

Strategy 2.2

Consider focusing drive-through served businesses to a limited area along the corridor.

Drive-through businesses would remain part of the Grand Avenue business environment. However, they have a detrimental impact on traffic safety. Drive-through businesses should be located on land that is best available to access them, which would ensure that queues of waiting vehicles don't back up onto arterial traffic lanes.

Strategy 2.3

Consolidate the number of driveways used to access businesses and ensure that all driveways are ADA compliant and as narrow as allowed to provide the required access, which can improve pedestrian safety and convenience.



"People typically take Grand Avenue as a pass-through route. It would be nice to slow down a little, otherwise, Grand Avenue is a 'blur in the rearview.' You miss all the great businesses because you're speeding by."

- Franklin Park resident

Implementation matrix

Goal: Improve safety for all users along Grand Avenue.

Strategy	Funding sources	Resources
Recommendation 1: Support an equitable community by providing travel options along and near Grand Avenue.		
<p>1.1</p> <p>In alignment with planned economic activity, determine whether a reduced speed limit is appropriate for the corridor or a section of it, and conduct an engineering study to determine a speed limit that is safe for all road users.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Invest in Cook Program</p>	<p>NACTO City Limits</p> <p>Vision Zero Network</p>
<p>1.2</p> <p>Add speed feedback signs at locations throughout the corridor where speeding is often observed.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Highway Safety Program (IDOT) Speed management grants)</p> <p>Illinois Safe Routes to School Program</p>	<p>National Traffic Safety Administration, Dynamic Speed/Feedback Signs</p>
<p>1.3</p> <p>Continue to enforce speed fairly and use high-visibility enforcement techniques, paired with educational initiatives through media campaigns and signage, with enhanced outreach for drivers who receive speeding citations.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Locations where speeding is presenting risks to vulnerable road users, such as schools and locations with higher pedestrian activity.</p>	<p>Highway Safety Program (IDOT) Speed management grants</p> <p>STEP grants for high-visibility enforcement</p>	<p>Illinois Highway Safety Plan (various grants)</p> <p>2024 IDOT Speed Mini Grant Orientation Meeting</p>

Strategy	Funding sources	Resources
<p>1.4</p> <p>Promote traffic safety awareness, including safe driving at safe speeds, being aware of pedestrians and bicyclist awareness, and yielding to turning vehicles, in village and school district programs and communications. These programs can be implemented within school curricula, as media campaigns, and as part of regular village communications to residents.</p> <p>Timeline: Short-term</p>	<p>Illinois Safe Routes to School Program</p> <p>Including past awards in 2022 and in 2024</p> <p>IDOT Highway Safety Plan grants for speed management, pedestrian safety</p>	<p>Illinois Highway Safety Plan (various grants)</p> <p>2024 IDOT Speed Mini Grant Orientation Meeting</p>

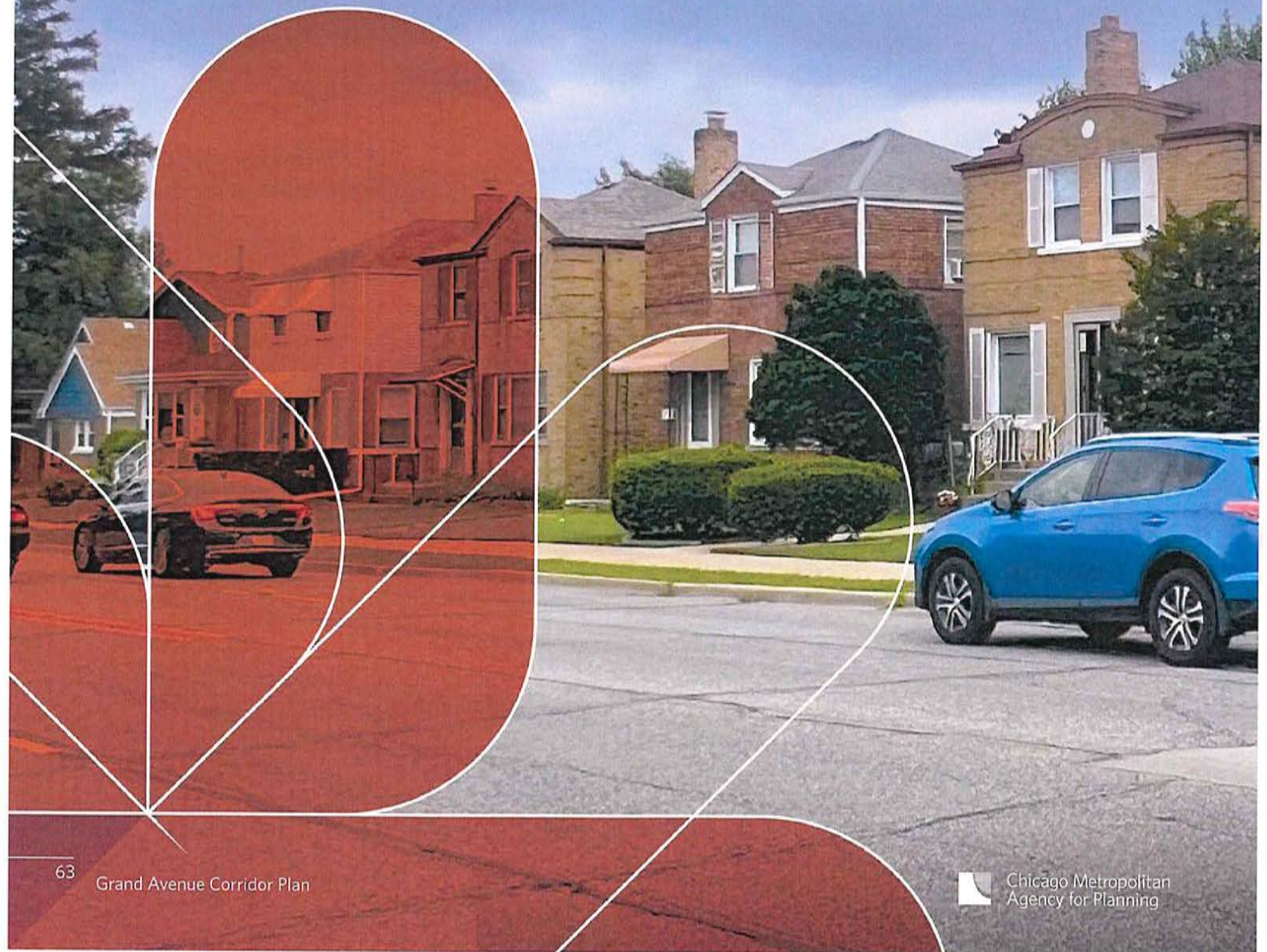
Recommendation 2: Improve the infrastructure at intersections and driveways; manage access for safety.

<p>2.1</p> <p>Where increased economic activity is planned and increased pedestrian crossings are anticipated, design corners to slow turning movements with tighter corners (small curb radii).</p> <p>Timeline: Ongoing</p> <p>Segment applicability: Corridor-wide</p>	<p>This strategy can be implemented on a spot basis with the motor fuel taxes or other local funding sources, but would more likely be implemented as part of a reconstruction with funding sources as noted in the previous section</p>	<p>NACTO Urban Street Design Guide, Corner Radii</p>
<p>2.2</p> <p>Consider focusing drive-through served businesses to a limited area along the corridor.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Consider prohibiting drive-through facilities in local commercial and transitional corridor segments. Require that traffic queues for drive-through facilities in regional commercial and technology infrastructure business cluster segments stack away from Grand Avenue.</p>	<p>N/A</p>	<p>Sustainable Development Code, Prohibit or Limit the Use of Drive-Through Services</p>

Strategy	Funding sources	Resources
<p>2.3</p> <p>Consolidate the number of driveways used to access businesses and ensure that all driveways are ADA compliant and as narrow as allowed to provide the required access, which can improve pedestrian safety and convenience.</p>	<p>This strategy can be implemented on a spot basis with motor fuel taxes or other local funding sources, but would more likely be implemented as part of a reconstruction with funding sources as noted in the previous section. Access management and driveway design review can also be implemented during all development reviews.</p>	<p>Michigan Access Management Guidebook (2001)</p> <p>Transportation Research Board Access Management Manual (2014) (fee required)</p> <p>Texas A&M Transportation Institute, Texas Mobility Investment Priorities: System Modification Strategies, Access Management</p>

Goal:

Diversify housing along Grand Avenue and within Franklin Park



Recommendation 1

Enhance Franklin Park's housing choices and access to the corridor's amenities

The Grand Avenue corridor primarily consists of commercial development, but there are opportunities to develop more housing in the area, particularly when paired with commercial uses on the ground floor. Expanding housing near commercial corridors like Grand Avenue can stimulate economic activity by increasing the local customer base and encouraging local investment. Additionally, increased housing choice can help address the growing demand for affordable rental units, multi-family housing, and senior housing in Franklin Park. The village should leverage Grand Avenue to boost economic activity and meet the growing demand for underrepresented housing types.

Strategy 1.1

Ensure that there is a balance of housing types and prices along and near the Grand Avenue corridor.

Strategy 1.2

Expand the supply of underrepresented housing types, including attached single-family dwelling units and small-scale multi-family housing, that is consistent with the design character of Grand Avenue.

The Missing Middle framework identifies five key characteristics of housing that Franklin Park can use as a guide when exploring what missing middle options might fit best in the existing development context of Grand Avenue:

- Located in livable communities (walkable context)
- Compatible with single family homes
- Provide small, well-designed units
- Provide fewer off-street parking spaces
- Create a strong sense of community

Stakeholders value Franklin Park's low-density, suburban character. Using the Missing Middle framework, more diverse housing options can be implemented along Grand Avenue without changing the community's existing character.



Source: [Opticos Design, Inc.](#)

Recommendation 2

Incentivize new housing in strategic locations along Grand Avenue

Strategically developing new housing along Grand Avenue will maximize its potential as a mixed-use corridor. Targeting vacant and underutilized parcels for future mixed-use projects can help promote revitalization, support existing businesses, and attract new ones. Prioritizing connectivity ensures residents have easy access to public transportation, retail, services, and other assets along Grand Avenue.



This is an example of missing middle housing along Grand Avenue. Each building contains two housing units, and blends with the character of the surrounding residential area.

Housing characteristics and preferences

Stakeholders were surveyed on their visual preferences for housing development along Grand Avenue, and the results reflected a strong desire for lower-density multi-family housing that blends with the community's existing character. Respondents favored retail on the ground floor, though there were concerns about ensuring these spaces are filled. Traditional building materials like brick and stone were preferred over modern, manufactured alternatives. Walkability and "eyes on the street" were also highlighted as key features to promote safety and enhance the neighborhood's appeal.

The three most favored images are shown below. In addition to the village's existing design standards, these images can serve as a visual guide for future housing development opportunities along Grand Avenue.



Location: Vernon Hills, IL
Source: CMAP



Location: Beaver Creek, OH
Source: Peter French, Flickr



Location: Mount Prospect, IL
Source: Norwood Builders

Case study

Skyview Park Apartments

Irondequoit, NY



Skyview Park Apartments transformed a portion of the former Irondequoit Mall into a vibrant senior housing community. The redevelopment included retrofitting the old Sears department store into 73 affordable rental units for seniors and constructing a new four-story building with 84 additional senior apartments on an adjacent abandoned parking lot. These two buildings are connected by a skybridge, creating a cohesive, walkable space. Skyview Park offers 157 rental homes for adults aged 55 and older, with 78 units reserved for elderly residents at risk of homelessness, who receive supportive services through Rochester General Hospital's ElderONE program.

The redevelopment prioritized green space and community connection. The former department store now features three open-air courtyards, providing residents access to natural light, fresh air, and areas for community gardening and relaxation. Additionally, the apartments offer easy access to senior programming at the nearby Irondequoit Community Center built on the former mall site. The project was financed through a mix of public funding sources, including Low-Income Housing Tax Credits, Community Development Block Grant funding, and support from New York State and Monroe County.

Case study source: [Enterprise Community Partners Christina Construction](#)

Strategy 2.1

Identify and repurpose vacant parcels for mixed-use housing development to accommodate young professionals and seniors looking to downsize or age in place.

Access to amenities like shopping, pharmacies, and grocery stores along Grand Avenue benefits nearby residents, particularly young professionals and seniors. Housing developed along the corridor can be versatile and appeal to a wide range of residents.

The [2017 Franklin Park Comprehensive Plan](#) recommends a senior-friendly approach for all housing, which, unlike age-restricted communities, is open to all ages but prioritizes walkability and accessibility to meet senior needs.

Strategy 2.2

Support the redevelopment of obsolete commercial properties into mixed-use developments with residential units.

As the retail landscape evolves, communities are rethinking development patterns along their commercial corridors and integrating residential uses. A report by Enterprise Community Partners estimates that converting underused strip malls could generate over 700,000 new homes nationwide. Adding housing along commercial corridors not only addresses housing needs but creates vibrant, mixed-use areas where residents can easily access shops, services, and transit.

Recommendation 3

Update zoning regulations to promote mixed-use and multi-family housing development along Grand Avenue

Updated zoning regulations will help Grand Avenue become a more adaptable and resilient corridor by enabling different types of development that meet modern housing and commercial needs. By revising local regulations, the village can encourage a diverse range of developments that combine residential, commercial, and public open spaces. These changes will promote increased investment and contribute to a more vibrant and economically robust corridor.

Strategy 3.1

Incentivize senior housing development along Grand Avenue by amending the zoning ordinance to permit residential care facilities in the C-2 and C-3 districts.

Case study

Sheridan at River Forest

River Forest, IL

River Forest recognized the need for high-quality senior housing and collaborated with Senior Lifestyle Corporation and Kaufman Jacobs to develop a modern assisted living and memory care facility. Located at 800-826 N. Harlem Avenue, the four-story building occupies 1.5 acres and reflects the urban character of the neighborhood while paying homage to the nearby Frank Lloyd Wright House.

The facility includes 125 units, with 91 for assisted living and 34 for memory care, providing seniors with comfortable housing and easy access to the vibrant River Forest community. Assisted living units are priced at an average of \$5,500 per month, while memory care units are approximately \$6,800 per month. Residents have access to amenities like an outdoor terrace, art center, fitness equipment, and beauty and barber shops.

In addition to fulfilling a vital housing need, the development has a positive economic impact on the area. An economic impact study projected that the project would generate \$581,000 in overall revenue for local taxing districts, with at least \$68,000 benefiting the Village of River Forest. Through this project, River Forest has not only improved housing options for seniors but also strengthened its local economy.

Case study sources: [The Sheridan at River Forest](#), [Senior Lifestyle Corporation](#), [Wednesday Journal](#)

Photo source: [The Sheridan at River Forest](#)



Strategy 3.2

Incentivize developers to include affordable residential units in future developments through methods like density bonuses or reduced parking requirements.

Strategy 3.3

Implement more flexible parking requirements to facilitate mixed-use and residential development on existing small lots along Grand Avenue.



"We need more apartments at reasonable rents for the young people starting out. Our suburbs are great for this since we are already located next to Metra!"

- Franklin Park resident

Implementation matrix

Goal: Diversify housing along Grand Avenue and within Franklin Park.

Strategy	Funding sources	Resources
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Recommendation 1: Support an equitable community by providing travel options along and near Grand Avenue.

<p>1.1</p> <p>Ensure that there is a balance of housing types and prices along and near the Grand Avenue corridor.</p> <p>Timeline: Long-term</p> <p>Segment applicability: Regional commercial, local commercial, transitional</p>	<p>IHDA Low Income Housing Tax Credits Program Provides housing to seniors and low-income renters earning below the regional median. IHDA awards LIHTC to potential housing developments once a year following scoring laid out in its Qualified Allocation Plan.</p> <p>Community Development Block Grant</p> <p>Local economic development incentives</p>	<p>Making Room - Housing for a Changing America</p> <p>Increasing the Supply of New Affordable Housing: A Primer</p> <p>Map of opportunity development sites</p> <p>The village can consider how potential development sites along Grand Avenue will be used for future housing development</p>
<p>1.2</p> <p>Expand the supply of underrepresented housing types, including attached single-family dwelling units and small-scale multi-family housing, that is consistent with the design character of Grand Avenue.</p> <p>Timeline: Long-term</p> <p>Segment applicability: Local commercial, transitional</p>	<p>Private investment</p>	<p>Missing Middle Housing</p> <p>What Is Missing Middle Housing?</p>

Recommendation 2: Incentivize new housing in strategic locations along Grand Avenue.

<p>2.1</p> <p>Identify and repurpose vacant parcels for mixed-use housing development to accommodate young professionals and seniors looking to downsize or age in place.</p> <p>Timeline: Long-term</p> <p>Segment applicability: Regional commercial, local commercial, transitional</p>	<p>Local economic development incentives</p> <p>Private investment</p>	<p>Making Multigenerational Communities Happen</p>
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Strategy	Funding sources	Resources
<p>2.2</p> <p>Support the redevelopment of obsolete commercial properties into mixed-use developments with residential units.</p> <p>Timeline: Long-term</p> <p>Segment applicability: Regional commercial, local commercial, transitional</p>	<p>Local economic development incentives</p> <p>Private investment</p>	<p>Repurposing Underutilized Strip Malls to Create Multifamily Housing</p> <p>America is full of abandoned malls. What if we turned them into housing?</p>

Recommendation 3: Update zoning regulations to promote mixed-use and multi-family housing development along Grand Avenue.

<p>3.1</p> <p>Incentivize senior housing development along Grand Avenue by amending the zoning ordinance to permit residential care facilities in the C-2 and C-3 districts.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Regional commercial, local commercial, transitional</p>	<p>Staff time</p>	<p>N/A</p>
<p>3.2</p> <p>Incentivize developers to include affordable residential units in future developments through methods like density bonuses or reduced parking requirements.</p>	<p>Local economic development incentives</p> <p>Staff time</p>	<p>People Over Parking</p>
<p>3.3</p> <p>Implement more flexible parking requirements to facilitate mixed-use and residential development on existing small lots along Grand Avenue.</p>	<p>Staff time</p>	<p>A Business Case for Dropping Parking Minimums</p>

The background of the page is a photograph of a field of green grass and yellow wildflowers. Overlaid on the left side of the image are several white graphic elements: a large, rounded rectangular shape, a smaller circle, and a line that curves around the bottom and right sides of the large shape. The text is positioned in the upper left quadrant of the page.

Goal:

Leverage the Grand Avenue corridor to promote climate resilience in Franklin Park

Recommendation 1

Incorporate green infrastructure in renovations, street improvements, and new developments along Grand Avenue

Green infrastructure — such as rain gardens, permeable pavements, bioswales, and green roofs — mitigate flooding, improve water quality, and combat extreme heat. Franklin Park has made headway incorporating green infrastructure through its partnership with the Metropolitan Water Reclamation District (MWRD) of Greater Chicago along Pacific Avenue and an upcoming project along Washington Street. Adding green infrastructure to the Grand Avenue corridor is critical given the concentration of impervious surfaces and risk of flooding in the study area.

Throughout the community engagement process, residents often expressed a preference for green infrastructure improvements, especially ones that would also beautify the corridor.

Examples of green infrastructure that were popular among participants in the visioning workshop and visual preference survey



Green storm drain
Source: CMAP



Stormwater garden curb extension
Source: [City of Grand Rapids](#)



Street trees and shade
Source: CMAP

Strategy 1.1

Incorporate green infrastructure like rain gardens and stormwater tree pits in street improvements and traffic calming measures along Grand Avenue.

Strategy 1.2

Continue partnering with the MWRD on green infrastructure projects and explore additional project types like green alleys and permeable parking lots.

Strategy 1.3

Establish zoning incentives to encourage green infrastructure.

Using zoning to promote climate resilience

Several zoning tools are available to planners to encourage or mandate green stormwater infrastructure. Some examples of communities that have successfully implemented these approaches include:

Lexington, KY

Lexington-Fayette Urban County Government requires various levels of vegetated area coverage for its zoning districts but incentivizes the use of green infrastructure by decreasing the required vegetated coverage amount based on the incorporation of green infrastructure into projects. Other examples of zoning policies that could incentivize green infrastructure are density bonuses or reductions of parking minimums.

Source: [Lexington-Fayette Unified Development Code](#)

Norfolk, VA

Norfolk uses overlay districts — including a coastal resilience overlay that requires the use of native plant species, preserves open space, and enforces a resilience quotient on new developments, based on points assigned to activities under three components: risk reduction, stormwater management, and energy resilience.

Source: [City of Norfolk Zoning Ordinance](#)

South Elgin, IL

South Elgin maintains a floodplain overlay district to restrict uses in floodplains and floodways. In the floodway, permitted uses are constrained to community gardens, parks, utilities, open space, and multimodal paths or trails — many of which are conducive to stormwater infiltration.

Source: [South Elgin Code of Ordinances](#)

Strategy 1.4

Develop a plant species list to encourage the use of native plantings with deep root systems where appropriate.

The [village's zoning ordinance](#) requires a landscape plan for new developments. The landscape plan must include plant species that are native to northeastern Illinois. The village also maintains lists of approved and prohibited trees. To further support the use of native plants, the village should provide a recommended list of native plants.

Strategy 1.5

Partner with schools and the library to develop a Greener Grand educational green infrastructure program, involving the installation of rain gardens, trees plantings, or rain barrels.

Strategy 1.6

Explore the feasibility of adding green roofs to existing buildings and new developments along Grand Avenue, especially on large industrial and commercial buildings.

Strategy 1.7

Leverage Justice40 designation to access federal investments for projects within eligible areas of the corridor.

The area between 25th Avenue and the underpass along the corridor falls within a Justice40 disadvantaged census tract. This area is home to large industrial buildings and makes up the technology infrastructure business cluster corridor segment. This area, as well as the census tract east of it, are also identified as disadvantaged communities under the [EPA Disadvantaged Community Environmental and Climate Justice Program](#). These designations enhance access to federal investments for projects in these areas.

Figure 4: Climate and Economic Justice Screening Tool highlights areas along Grand Avenue that falls within a Justice40 disadvantaged census tract (shown in gray)



Strategy 1.8

Use permeable pavement in street parking lanes along Grand Avenue.



The City of Evanston, in partnership with the MWRD, installed permeable pavers in on-street parking spots on Main Street in September 2024. A similar project could be successful along Grand Avenue in Franklin Park.

Source: [MWRD](#)

Strategy 1.9

Incorporate green infrastructure recommendations in the village's Climate Resiliency Plan in partnership with Cook County.

Recommendation 2

Increase the tree canopy along Grand Avenue

Franklin Park has consistently demonstrated a commitment to its tree canopy's health and coverage. The village has a tree care ordinance, maintains the Tree Preservation Commission, established an arboretum on Grand Avenue, and received a grant from the Morton Arboretum's Chicago Region Trees Initiative (CRTI) in the summer of 2024 to support work in the village.

Yet, the village has lower canopy coverage than Cook County as a whole, and there are significant gaps in tree coverage within the corridor. Trees can mitigate extreme heat, which poses a health risk to corridor users. Further, corridor patrons have expressed an interest in more shade along Grand Avenue to enhance the pedestrian experience.

Strategy 2.1

Leverage the momentum and networks of existing programs (such as its tree care ordinance, arboretum, Tree Preservation Commission, Tree City USA status, village arborist, and a recent grant from CRTI) to increase tree canopy coverage along Grand Avenue, prioritizing the western end of the corridor.

Strategy 2.2

Require any nonconforming surface parking lot to come into compliance with greenspace and landscape requirements with expansions of the lot.

Strategy 2.3

Establish a tree shading requirement for large surface parking lots.

Case study

Shading parking lots

Sacramento, CA

The City of Sacramento maintains a tree shading requirement for all surface parking facilities, regardless of the size of the lot. Within 15 years of the development of the lot, at least 50% of the lot must be shaded.

When a nonconforming, pre-existing lot is expanded, either the expansion or the entire lot must comply with this requirement depending on the size of the expansion.

Alternate versions of this strategy could require a different coverage percentage or allow shade structures or solar canopies to count toward the shade requirement. Lexington, KY, has even established minimum tree canopy standards for each category of land use.

Case study sources: [City of Sacramento](#), [Lexington-Fayette Urban County Government](#)

Strategy 2.4



Add street trees as part of any sidewalk improvements, ensuring installation does not jeopardize accessibility or quality. Use stormwater tree pits where feasible.

Example of properly placed street trees and planters along Grand Avenue near Passow Elementary School.

Implementation matrix

Goal: Diversify housing along Grand Avenue and within Franklin Park.		
Strategy	Funding sources	Resources
Recommendation 1: Incorporate green infrastructure in renovations, street improvements, and new developments along Grand Avenue.		
<p>1.1</p> <p>Incorporate green infrastructure like rain gardens and stormwater tree pits in street improvements and traffic calming measures along Grand Avenue.</p> <p>Timeline: Long-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Illinois Environmental Protection Agency (EPA) Green Infrastructure Grant Opportunities</p> <p>Illinois EPA Section 319(h) Nonpoint Source Pollution Control Financial Assistance Program</p> <p>MWRD Green Infrastructure Partnership Program</p> <p>Invest in Cook Program</p> <p>US EPA Green Infrastructure Funding and Technical Assistance Opportunities</p>	<p>Retrofitting Streets for Stormwater</p> <p>Integrating Green Infrastructure</p>
<p>1.2</p> <p>Continue partnering with MWRD on green infrastructure projects and explore additional project types like green alleys and permeable parking lots.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>MWRD Green Infrastructure Partnership Program</p>	<p>MWRD Stormwater Partnership</p>

Strategy	Funding sources	Resources
<p>1.3</p> <p>Establish zoning incentives to encourage green infrastructure.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Staff time</p> <p>ULI Technical Assistance</p>	<p>Green Infrastructure case studies, US EPA</p> <p>Municipal handbook, US EPA</p>
<p>1.4</p> <p>Develop a plant species list to encourage the use of native plantings with deep root systems where appropriate.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Staff time</p>	<p>N/A</p>
<p>1.5</p> <p>Partner with schools and the library to develop a Greener Grand educational green infrastructure program, involving the installation of rain gardens, tree plantings, or rain barrels.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Regional commercial, local commercial</p>	<p>Illinois Green Schools Project An Illinois Green Alliance program that helps schools design and implement a personalized, no to low-cost sustainability initiative</p> <p>Illinois Department of Natural Resources Illinois Schoolyard Habitat Action Grant</p> <p>Illinois EPA Section 319(h) Nonpoint Source Pollution Control Financial Assistance Program Educational programs are eligible project types for 319 grants</p> <p>ComEd Green Region Grant</p> <p>Wild Ones of West Cook - Garden for Nature Grant Program</p>	<p>Openlands educational programs</p> <p>Tree Campus K-12 Schools along the corridor could consider becoming Tree Campus K-12 schools recognized by the Arbor Day Foundation to complement the village's Tree City designation</p> <p>Rain Garden School Activity Guide</p> <p>Tree planting activity</p> <p>Community waters science unit</p>

Strategy	Funding sources	Resources
<p>1.6</p> <p>Explore the feasibility of adding green roofs to existing buildings and new developments along Grand Avenue, especially on large industrial and commercial buildings.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Regional commercial, technology infrastructure business cluster</p>	<p>Illinois EPA Wastewater/Stormwater and Drinking Water Loans</p> <p>Illinois EPA Green Infrastructure Grant Opportunities</p> <p>Illinois EPA Section 319(h) Nonpoint Source Pollution Control Financial Assistance Program</p>	<p>Green Roof and Wall Policy Guide</p> <p>US EPA Community Planning and Green Infrastructure</p>
<p>1.7</p> <p>Leverage Justice40 designation to access federal investments for projects within eligible areas of the corridor</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Technology infrastructure business cluster, transitional</p>	<p>Great Lakes Environmental Justice Thriving Communities Grantmaking Program (forthcoming)</p> <p>Through the EPA's Environmental Justice Thriving Communities Grantmaking Program, the Minneapolis Foundation has been tasked with administering environmental justice grants to organizations serving disadvantaged areas.</p>	<p>Justice40 Resource Guide</p> <p>Justice40 funding finder</p> <p>Blacks in Green (BIG) Environmental Justice Thriving Communities Technical Assistance Centers (EJ TCTAC)</p> <p>The EPA has selected BIG as an EJ TCAC to provide technical assistance to communities with environmental justice concerns through help “navigating federal grant application systems, developing strong grant proposals, and effectively managing grant funding” as well as providing guidance on community engagement and translation and interpretation services</p>
<p>1.8</p> <p>Use permeable pavement in street parking lanes along Grand Avenue.</p> <p>Timeline: Short-medium-term</p> <p>Segment applicability: Local commercial</p>	<p>Illinois EPA Green Infrastructure Grant Opportunities</p> <p>Illinois EPA Section 319(h) Nonpoint Source Pollution Control Financial Assistance Program</p> <p>MWRD Green Infrastructure Partnership Program</p> <p>Illinois Transportation Enhancement Program</p> <p>Invest in Cook Program</p>	<p>N/A</p>

Strategy	Funding sources	Resources
<p>1.9</p> <p>Incorporate green infrastructure recommendations in the village's Climate Resiliency Plan in partnership with Cook County.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Staff time</p>	<p>Franklin Park Climate Resiliency Plan</p>

Recommendation 2: Increase tree canopy along Grand Avenue.

<p>2.1</p> <p>Leverage the momentum and networks of existing programs (such as its tree care ordinance, arboretum, Tree Preservation Commission, Tree City USA status, village arborist, and a recent grant from CRTI) in the village to increase tree canopy coverage along Grand Avenue, prioritizing the western end of the corridor.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Staff time</p>	<p>Village of Franklin Park Tree Conservation</p> <p>Chicago Region Trees Initiative Franklin Park Urban Forestry Summary</p> <p>Tree Preservation, Planting and Maintenance; Tree Preservation Commission Ordinance</p>
<p>2.2</p> <p>Require any nonconforming surface parking lot to come into compliance with greenspace and landscape requirements with expansions of the lot.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Staff time</p>	<p>Trees and Parking Lots</p>

Strategy	Funding sources	Resources
<p>2.3</p> <p>Establish a tree shading requirement for large surface parking lots.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Staff time</p>	<p>N/A</p>
<p>2.4</p> <p>Add street trees as part of any improvement to the sidewalk, ensuring installation does not jeopardize sidewalk accessibility or quality. Use stormwater tree pits where feasible.</p> <p>Timeline: Long-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Transportation Alternatives Program</p> <p>Illinois Transportation Enhancement Program</p> <p>Invest in Cook Program</p> <p>Chicago Region Trees Initiative Urban and Community Forestry Grants</p> <p>Illinois EPA Green Infrastructure Grant Opportunities</p> <p>ComEd Green Region Grant</p>	<p>Trees and sidewalks: A strategic approach to conflicts</p> <p>Urban Street Stormwater Guide - Stormwater Tree</p>

Goal:

Improve the quality of and access to natural assets in Franklin Park



John Mazur
Arboretum



Recommendation 1

Mitigate Grand Avenue's impacts on water quality in nearby waterbodies

Runoff from Grand Avenue and surrounding impervious surfaces pollutes nearby water bodies, harming the quality of local waterways like Silver Creek. In addition to decreasing impervious surface coverage in the corridor, the village could take steps to protect stream health and aquatic habitats through recommendations outlined in the [Silver Creek Watershed-Based Plan](#) and the village's Stormwater Master Plan.

Strategy 1.1

Protect the Jewel-Osco and Grand Plaza shopping center from flooding by converting concrete channels along Silver Creek to naturalized creek corridors with floodplain connections and native plantings.

Case study

St. George Rainway Vancouver, CA

In Vancouver, Canada, a buried stream caused flooding in streets and home basements along St. George Street. Daylighting the stream was not feasible, so at the request of the community, the City of Vancouver devised a rainway that follows the path of the buried creek. The rainway consists of pebbles, soil, and plants, and once completed, the project will be able to drain nearly 4.5 million gallons of water per year. The rainway will also filter runoff from the street and beautify the corridor. Rains in October 2024 tested the rainway, which successfully prevented street flooding.

A rainway could be an appropriate form of green stormwater infrastructure in the areas of Franklin Park most prone to flooding, particularly in places along Silver Creek, adjacent to Jewel-Osco, and along Riverside Street and Parker Avenue.

Case study sources: [City of Vancouver](#), [CBC News](#)

Illustration of the St. George rainway.

Photo source: [City of Vancouver](#)



Strategy 1.2

Work with the property owner to install bioswales in the parking lot west of Riverside Street.

Strategy 1.3

Incorporate green infrastructure throughout the corridor in the public right-of-way and on private property.

Case study

Green Business Award

Niles, IL

One way to encourage environmental sustainability in the private sector is through an award or designation celebrating businesses' commitment to sustainable practices. The Village of Niles has an award that businesses may receive based on their commitment to waste reduction and recycling; water conservation and stormwater pollution prevention; energy conservation; public education and awareness; and transportation.

Winners are celebrated at a village board meeting and chamber of commerce luncheon, highlighted in village communications, and receive a plaque and window clings designating them as a Green Business Award winner.

[Skokie](#), [Gurnee](#), and [Lake Zurich](#) also have similar programs.

Source: [Village of Niles Green Business Award](#)

Recommendation 2

Enhance bike and pedestrian connectivity to village parks and neighboring forest preserve from Grand Avenue

Residents often cite the village's parks as one of their favorite aspects of living in Franklin Park. Yet, many must drive to visit parks. There are 1.65 accessible park acres per 1,000 residents — less than half of accessible park acreage per 1,000 residents in Cook County.

The village is working to develop a bike path along Franklin and Belmont Avenues to the north of the corridor but should also prioritize bike and pedestrian safety along Grand Avenue. Ensuring bike and pedestrian access to existing and new green space along Grand Avenue will provide residents with increased opportunities for recreation, community connection, and nature.

Strategy 2.1

Locate pedestrian crossings in areas that promote safer access to nearby parks and open space.

Strategy 2.2

Include park and bicycle route signage and wayfinding along Grand Avenue.

Strategy 2.3

Partner with the village of River Grove and IDOT to ensure safe and cohesive pedestrian and bicycle experience on Grand Avenue to the Des Plaines River Trail.

Strategy 2.4

Amend the zoning ordinance to require open space in multi-family and mixed-use developments, with exemptions if the development is within a specified distance along a walkable route of a park, greenway, or forest preserve.

Case study

Zoning to support open space

Lexington, KY

Lexington reshaped its zoning code to ensure equitable park access for its residents, requiring common open space for its residential and mixed-use zoning districts with more than 25 dwelling units. Exemptions for common areas may be awarded if developments are within a specified walking distance of parks, greenways, or other public open space.

This measure ensures that new residential developments do not worsen inequities to open space and promotes development around existing parks to increase access.

Case study sources: [Trust for Public Land](#), [Lexington-Fayette Urban County](#)

Jacobson Park in Lexington is an example of common spaces reshaped by zoning requirements.

Photo source: [Element Design](#)



Recommendation 3

Incorporate public green space along Grand Avenue

There are opportunities to increase green space in the village through small-scale interventions along Grand Avenue. Additional public green space would reduce impervious surfaces along the corridor and mitigate extreme heat, helping the village adapt to climate change while providing gathering spaces for corridor users. Public green spaces can boost economic activity along commercial corridors by attracting more visitors and encouraging them to spend time and money in the area. Such an intervention would also help to beautify the corridor, a desire many residents expressed during community engagement.

Strategy 3.1

Consider transforming one or more vacant lots along Grand Avenue into pocket parks.

Case study

Westmont Pocket Park

Westmont, IL

Through a partnership between the Village of Westmont and the Westmont Park District, an empty lot slated for redevelopment has been transformed into a temporary pocket park. Upcycled features — such as an old archway sign, reused tables and benches, and trees that had been relocated from another property — enabled the beautification of the space with minimal investments. There were no immediate plans for the lot, so it could have sat vacant and empty indefinitely, but instead was transformed into another public space for residents and visitors to enjoy.

Case study sources: [Village of Westmont](#)

Before and after photos of the empty lot that was converted into a temporary pocket park in downtown Westmont.

Photo source: [Village of Westmont](#)



**Village
Creates
Temporary
Pocket Park
In Downtown
Westmont**

Strategy 3.2

Work with the library to activate the lawn along Grand Avenue through prairie landscaping, benches, and picnic tables.

Case study

Case study: Activating a library lawn

Traverse City, MI

When faced with the need for innovative programming during the COVID-19 pandemic, the Traverse City District Library moved summer programming outside. This, coupled with community feedback expressing a desire for more outdoor program offerings, prompted the library to rethink its front lawn space.

The library funded improvements to its lawn using a successful \$25,000 crowdfunding campaign and matching grant funds from the Michigan Economic Development Corporation. Improvements included a new library sign, benches, landscaping, water fountain, and electricity to the lawn and new sign. This enabled the library to expand existing programs as well as host new ones, such as outdoor storytelling and yoga.

[Michigan Economic Development Corporation](#), [Patronicity funding campaign](#), and [The Traverse Ticker](#)



Strategy 3.3

Develop parklets — public seating platforms that convert curbside parking spaces into vibrant community spaces — in traffic calming bump-outs.



This parklet example with colorful planters, seating, and decorative pavement was popular among community members.

Source: Urban Design Studio



I would love for Grand Avenue to look more inviting! With greenery and benches along the way so that families can take walks, drives, or bike around this area and increase business prosperity for our community.

- Franklin Park resident

Recommendation 4

Enhance pedestrian experience through wayfinding and streetscape improvements

Many residents expressed the desire for Grand Avenue to be a more walkable commercial destination, emphasizing the importance of a pleasant aesthetic experience for pedestrians. Some noted that the corridor could be a more welcoming entry point to the village. Currently, traffic noise, unsafe crossings, and a lack of seating and landscaping in portions of the corridor discourage people from walking on Grand Avenue.

Strategic wayfinding, design elements, streetscaping, public art, pedestrian-oriented businesses and placemaking efforts can help achieve this community vision.

Strategy 4.1

Develop a wayfinding system for Grand Avenue, including signage to corridor amenities such as parks, schools, restaurants, and the library.



Residents responded positively to smaller-scale wayfinding signs and banners, such as this example in Evanston, IL.

Source: [All Together](#)

Strategy 4.2

Coordinate with downtown beautification committee and park districts to ensure cohesive signage and aesthetics across village wayfinding.

Strategy 4.3

Install additional lighting throughout the corridor and public art underneath the underpass.

Stakeholders have expressed a desire for additional lighting and art throughout the corridor. Under current conditions, patrons reported feeling unsafe in poorly lit areas. Street lighting and art would not only beautify Grand Avenue but would also make pedestrians feel safer and contribute to a greater sense of place.

Strategy 4.4

Strategically place street trees to provide buffers from traffic noise.

Strategy 4.5

Establish a Grand Avenue mural program, building on existing public art along Grand Avenue.

Strategy 4.6

Collaborate with restaurant owners to spread awareness of the village's outdoor eating cafe permitting requirements.

Residents repeatedly emphasized a desire for more opportunities for outdoor dining in Franklin Park, favoring the images below as examples of what types of outdoor dining they would like to see.



Source: Dan Burden Photo Library



Source: Village of Franklin Park

Strategy 4.7

Invest in streetscape improvements in the public right-of-way, particularly benches, bike racks, trash receptacles, street trees, and colorful vegetation.



Examples of streetscaping improvements, like increased lighting and vegetation, in Downtown Franklin Park.

Source: Village of Franklin Park

Implementation matrix

Goal: Diversify housing along Grand Avenue and within Franklin Park.

Strategy	Funding sources	Resources
----------	-----------------	-----------

Recommendation 1: Incorporate green infrastructure in renovations, street improvements, and new developments along Grand Avenue.

<p>1.1</p> <p>Protect Jewel-Osco and Grand Plaza shopping center from flooding by converting concrete channels along Silver Creek to naturalized creek corridors with floodplain connections and native plantings.</p> <p>Timeline: Long-term</p> <p>Segment applicability: Regional commercial</p>	<p>Illinois EPA Green Infrastructure Grant Opportunities</p> <p>Illinois EPA Section 319(h) Nonpoint Source Pollution Control Financial Assistance Program</p> <p>MWRD Green Infrastructure Partnership Program</p> <p>Illinois EPA Wastewater/Stormwater and Drinking Water Loans</p>	<p>Retrofitting Streets for Stormwater</p> <p>Integrating Green Infrastructure</p>
<p>1.2</p> <p>Work with the property owner to install bioswales in the parking lot west of Riverside Street.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Regional commercial</p>	<p>Illinois EPA Green Infrastructure Grant Opportunities</p> <p>Illinois EPA Section 319(h) Nonpoint Source Pollution Control Financial Assistance Program</p> <p>MWRD Green Infrastructure Partnership Program</p> <p>Illinois EPA Wastewater/Stormwater and Drinking Water Loans</p>	<p>The Value of Green Infrastructure: A Guide to Recognizing Its Economic, Environmental and Social Benefits</p> <p>Green Values Strategy Guide: Linking Green Infrastructure Benefits to Community Priorities</p> <p>Communicating the value of green infrastructure to businesses and homeowners will be important to increasing buy-in from the community and the private sector</p>

Recommendation 2: Enhance bike and pedestrian connectivity to village parks and neighboring forest preserve from Grand Avenue.

<p>2.1</p> <p>Locate pedestrian crossings in areas that promote safer access to nearby parks and open space.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>N/A</p>	<p>Safe Routes to Parks</p>
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Strategy	Funding sources	Resources
<p>2.2</p> <p>Include park and bicycle route signage and wayfinding along Grand Avenue.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Tax increment financing districts</p> <p>Special service areas</p> <p>Village economic development incentives (existing and potential future incentives)</p> <p>Transportation Alternatives Program</p> <p>Illinois Transportation Enhancement Program</p> <p>Regional Transportation Authority Access to Transit Program</p>	<p>Urban Bikeway Design Guide: Bike Route Wayfinding Signage and Markings System</p>
<p>2.3</p> <p>Partner with the village of River Grove and IDOT to ensure safe and cohesive pedestrian and bicycle experience throughout Grand Avenue to the Des Plaines River Trail.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Staff time</p>	<p>Des Plaines River Trail Improvements</p>
<p>2.4</p> <p>Amend the zoning ordinance to require open space in multi-family and mixed-use developments, with exemptions if the development is within a specified distance along a walkable route of a park, greenway, or forest preserve.</p>	<p>Staff time</p>	<p>N/A</p>

Strategy	Funding sources	Resources
Recommendation 3: Incorporate public green space along Grand Avenue.		
<p>3.1</p> <p>Consider transforming one or more vacant lots along Grand Avenue into pocket parks.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Cook County Arts forthcoming creative placemaking grant program</p> <p>AIB/CN EcoConnexions From the Ground Up Grants Program</p> <p>Community Development Block Grants</p> <p>Illinois Department of Natural Resources Open Space Lands Acquisition and Development (OSLAD) Program</p> <p>ComEd Green Region Grant</p>	<p>Trust for Public Land pocket park toolkit</p>
<p>3.2</p> <p>Work with the library to activate the lawn along Grand Avenue through prairie landscaping, benches, and picnic tables.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Regional commercial</p>	<p>Project for Public Spaces Placemaking Grants</p> <p>Marion Public Library in Marion, Indiana recently received this grant to transform an outdoor space that can “host expanded and more visible educational opportunities and community-wide programming.”</p> <p>National Endowment for the Arts Our Town grant</p> <p>Requires partnership with nonprofit arts organization</p> <p>Illinois Department of Natural Resources Illinois Schoolyard Habitat Action Grant</p> <p>AIB/CN EcoConnexions From the Ground Up Grants Program</p> <p>ComEd Green Region Grant</p>	<p>AARP Pop-Up Placemaking Tool Kit</p> <p>Temporary pop-up activations can serve as pilot programs for more permanent placemaking and landscaping efforts</p> <p>American Library Association on the importance of creative placemaking for libraries.</p>
<p>3.3</p> <p>Develop “parklets” in traffic calming bump-outs.</p> <p>Timeline: Medium-term</p> <p>Segment applicability: Local commercial</p>	<p>Private investment</p> <p>In Philadelphia and New York City, private business owners who invest in parklets often recoup their investments in five years (source: UCLA Luskin School of Public Affairs)</p>	<p>Several jurisdictions have published parklet guidelines to ease business owners’ development of parklets:</p> <p>City of Aurora parklet guidelines</p> <p>San Francisco parklet manual</p> <p>Springfield, IL parklet program</p>

Strategy	Funding sources	Resources
	<p>In Toronto, parklets that replaced street parking produced “49 times more revenue than what parking fees would have generated (source: Strong Towns)</p> <p>National Endowment for the Arts (NEA) Our Town Grants</p> <p>Kresge Foundation Grants</p>	<p>The City of Springfield has a clear parklet design guide and provides grants of up to \$10,000 to restaurants and bars for the development of a parklet</p> <p>Reclaiming the Right-of-Way: A Toolkit for Creating and Implementing Parklets</p> <p>Parklets: Best Practices for Design and Implementation</p>

Recommendation 4: Enhance pedestrian experience through wayfinding and streetscape improvements.

<p>4.1</p> <p>Develop a wayfinding system for Grand Avenue, including signage to corridor amenities such as parks, schools, restaurants, and the library.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Tax increment financing districts</p> <p>Special service areas</p> <p>Village economic development incentives (existing and potential future incentives)</p>	<p>Global Street Design Guide: Wayfinding</p> <p>Downtown Naperville Wayfinding Master Plan</p>
<p>4.2</p> <p>Coordinate with downtown beautification committee and park districts to ensure cohesive signage and aesthetics across village wayfinding.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Staff time</p>	<p>N/A</p>
<p>4.3</p> <p>Install additional lighting throughout the corridor and public art underneath the underpass.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Illinois Transportation Enhancement Program</p> <p>National Endowment for the Arts (NEA) Our Town Grants</p> <p>Illinois Arts Council grants</p>	<p>Funding Sources for Public Art</p> <p>CMAP Arts & Culture Toolkit</p>

Strategy	Funding sources	Resources
<p>4.4</p> <p>Strategically place street trees to provide buffers from traffic noise.</p> <p>Timeline: Long-term</p> <p>Segment applicability: Corridor-wide</p>	<p>Transportation Alternatives Program</p> <p>Illinois Transportation Enhancement Program</p> <p>Invest in Cook Program</p> <p>Chicago Region Trees Initiative Urban and Community Forestry Grants</p> <p>Illinois EPA Green Infrastructure Grant Opportunities</p> <p>ComEd Green Region Grant</p>	<p>Using Trees and Shrubs to Reduce Noise</p> <p>Conservation Buffers: Design Guidelines for Buffers, Corridors, and Greenways</p>
<p>4.5</p> <p>Establish a Grand Avenue mural program, building on existing public art along Grand Avenue.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Corridor-wide</p>	<p>National Endowment for the Arts Our Town Grants</p> <p>Illinois Arts Council grants</p> <p>General village funds</p>	<p>The Role of the Arts and Culture in Planning Practice</p> <p>Funding Sources for Public Art</p> <p>CMAP Arts & Culture Toolkit</p> <p>City of DeKalb public mural program</p> <p>The City of DeKalb advertises possible mural sites for interested artists to include in their mural application. The Village of Franklin Park could similarly maintain a public list of available sites for public art.</p> <p>Americans for the Arts</p> <p>Design and Review Criteria for Public Art</p> <p>Start a Public Art Program with Murals</p> <p>Municipal-Artist Partnerships guide</p>

<p>4.6</p> <p>Collaborate with restaurant owners to spread awareness of the village's outdoor eating cafe permitting requirements.</p> <p>Timeline: Short-term</p> <p>Segment applicability: Local commercial</p>	<p>Staff time</p>	<p>This collaboration could involve developing a resource guide with a section on frequently asked questions. Information could also be included in a toolkit, which was recommended in the village's 2017 comprehensive plan.</p> <p>Another example is the Village of Niles Business Guide.</p> <p>The village could coordinate with the Grand Chamber by O'Hare to assist in communicating with businesses.</p>
<p>4.7</p> <p>Invest in streetscape improvements in the public right-of-way, particularly benches, bike racks, trash receptacles, street trees, and colorful vegetation.</p>	<p>Transportation Alternatives Program</p> <p>Illinois Transportation Enhancement Program</p> <p>ITEP may fund improvements such as benches, street lighting, etc. as part of larger transportation projects</p> <p>Regional Transportation Authority Access to Transit Program</p> <p>Safe Streets and Roads for All</p>	<p>N/A</p>

Appendix

[Existing conditions report](#)

[Market analysis](#)

[Transportation technical report](#)

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See cmap.illinois.gov for more information.

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Chicago Metropolitan
Agency for Planning

THE VILLAGE OF
FRANKLIN PARK ILLINOIS

VILLAGE OF FRANKLIN PARK

APPLICATION FOR LICENSE TO SELL RAFFLE TICKETS

Date: 01.27.2025

1. Name of Organization: River Grove Lions Club
2. Address: PO Box 15, River Grove, IL. 60171
Street City/State Zip Code
3. Mailing Address (if different from above): _____
4. Address of place or area where raffle tickets are to be sold: Underpass
9400 Grand Ave. Franklin Park, IL. 60131
5. Check type of organization (attach documentary evidence of good standing)
 Religious Charitable Labor Fraternal Educational Veteran's
organization
(5) year? Yes No
6. Has organization been in existence continuously for a period in excess of five
7. President of Organization: Manchen, Marjorie 08.23.1960
Last Name First Name M/I Date of Birth
8. Designate member(s), hereinafter known as "operator(s)" who will be
responsible for conduct and operation of the drawing: Schammert, Ron 03.05.1969
M/I Date of Birth Last Name First Name
(if more space is needed, attach additional sheets)
9. List of prizes and aggregate value of each and list maximum retail value: \$500.00, \$500.00,
\$1000.00

10. Total aggregate value of all winnings: \$2000.00
11. Total maximum retail value of all winnings: na
12. Time span in which the chances will be sold: Present - March
17, 2025
13. Location(s) at which the chances will be sold: Underpass 9400 Grand Ave.
Franklin Park, IL. 60131
14. Method of determining the winner(s) of the raffle: Number Wheel
15. Time, date and location of drawing of winner(s): March 15, 2025 12:00pm -
8:00pm
16. The maximum amount charged for chances for the raffle: \$5.00 - \$10.00

CERTIFICATION

The undersigned attest that the above named organization is organized not-for-profit under the laws of the State of Illinois and has continuously been in existence for five (5) years, proceeding the date of this application, it has maintained a bonafide membership actively engaged in carrying out it objectives. The undersigned further states under penalty of perjury that all statements contained in the foregoing application are true and correct, that all officers, operators, employees of said organization, whether compensated or not, all persons active in or employed by any firm or corporation having a proprietary, equitable, or credit interest in the organization and all persons participating in the management or operation of the raffle are all of good moral character, that none of the aforesaid persons have been convicted of a felony and that none of the aforesaid persons are currently nor have they ever been a professional gambler or gambling promoter.

River Grove Lions Club

Name of organization

Jack Ross

President

Kristy Flynn

Secretary

Ron Schammert

Operator

Operator

Operator

Chapter 31. RAFFLES

3-31-1.	Definitions.
3-31-2.	Qualifications.
3-31-3.	Application.
3-31-4.	Regulations governing licensee.
3-31-5.	Fees.
3-31-6.	Administration.
3-31-7.	Enforcement.
3-31-8.	Severability clause.

3-31-1. Definitions.

Net proceeds: The gross receipts from the conduct of raffles, less reasonable sums expended for prizes, local license fees, and other reasonable operating expenses incurred as a result of operating a raffle.

Other: Unless the context otherwise requires, all words and phrases used herein shall have the same meanings as the same or similar words or phrases defined and used in state law.

Raffle licensing agent: Raffle licensing agent for the village of Franklin Park is the village clerk.

State law: Whenever reference herein is made to "state law" it shall mean and refer to an act of the general assembly of the state of Illinois, entitled "an act to provide for licensing and regulating certain games of chance and amending certain acts herein named", approved August 5, 1981, as amended.

(Ord. 9899 G 16, § 1)

3-31-2. Qualifications.

(a) A license to operate a raffle shall be issued only to bona fide religious, charitable, labor, fraternal, educational, or veterans' organizations, that operate without profit to their members and which have been in existence continuously for a period of five (5) years immediately before making application for a license and which have had during the entire five (5) year period a bona fide membership engaged in carrying out their objectives.

(b) No license shall be issued without prior authorization of the president and board of trustees.

(c) No license shall be issued to:

- (1) Any person who has been convicted of a felony;
- (2) Any person who is or has been a professional gambler or gambling promoter;
- (3) Any person who is not of good moral character;
- (4) Any firm or corporation in which any person defined in subsection (c)(2) or (c)(3) of this section has a proprietary, equitable, or credit interest, or in which a person is active or employed;

- (5) Any organization in which such a person defined in subsection (c)(1), (c)(2) or (c)(3) of this section is an officer, director or employee, whether compensated or not;
- (6) Any organization in which a person defined in subsection (c)(1), (c)(2) or (c)(3) of this section is to participate in the management or operation of a raffle as described by state law.

(Ord. 9899 G 16, § 1)

3-31-3. Application.

(a) *Required information.* Application forms shall be furnished by the raffle licensing agent and filed with same. Said applications shall show the following:

- (1) The name and address of the applicant;
- (2) The date, time and location at which winning chances will be determined;
- (3) Place and date of chartering or incorporation of applicant, if applicable;
- (4) Name, address, telephone number, social security number and date of birth of presiding officer, secretary, and raffle manager of applicant;
- (5) The area or areas in which raffle tickets will be sold;
- (6) A list of prizes and the retail of each prize to be awarded in a single raffle; and
- (7) The price to be charged for each ticket sold.

(b) *Sworn statement.* The license application shall contain a sworn statement attesting to the accuracy of the information provided and to the not for profit character of the prospective licensee. Said statement shall be signed by the presiding officer, secretary, and raffle manager of that prospective licensee.

(c) *Validity.* An application for a license under this chapter is valid for one raffle only.

(d) *Not required.* Any raffle in which the aggregate value of the prizes is less than five hundred dollars (\$500.00) shall be considered automatically licensed without necessity of an application.

(Ord. 9899 G 16, § 1)

3-31-4. Regulations governing licensee.

(a) *Conduct of raffles.* The conducting of raffles is subject to the following restrictions:

- (1) The entire net proceeds of any raffle must be exclusively devoted to the lawful purposes of the licensee permitted to conduct that game.
- (2) No person except a bona fide member of the licensee organization may participate in the management or operation of the raffle.
- (3) No person may receive any remuneration or profit for participating in the management or operation of the raffle.

RAFFLES

3-31-4

- (4) Raffle chances may be sold or issued only within the area or areas specified on the license.
 - (5) Winning chances must be determined only at the time, date, and location specified on the license.
- (b) *Raffle limits.*
- (1) The aggregate retail value of all prizes or merchandise awarded by a licensee in a single raffle, shall not exceed fifty thousand dollars (\$50,000.00).
 - (2) The maximum retail value of each prize awarded by a licensee in a single raffle, shall not exceed fifty thousand dollars (\$50,000.00).
 - (3) The maximum price which may be charged for each raffle chance issued or sold, shall not exceed one hundred dollars (\$100.00).
 - (4) The maximum number of days during which chances may be issued or sold, shall not exceed one hundred eighty (180).
 - (5) The license shall not be valid for more than one hundred eighty (180) days.
- (c) *Raffle manager and bond.*
- (1) All operation and conduct of raffles shall be under the supervision of a single raffle manager as designated on the license application.
 - (2) A manager shall give a fidelity bond in the sum of the aggregate retail value of the prizes as set out on the application. The bond shall be in favor of the organization conditioned upon the raffle manager's honesty in the performance of his/her duties. Said bond shall provide that notice shall be given in writing to the licensing authority not less than thirty (30) days prior to its cancellation period. If the retail value of the prizes exceed fifteen thousand dollars (\$15,000.00), such bond shall be a corporate surety.
- (d) *Records.*
- (1) Gross receipts from the operation of raffle programs shall be segregated from other revenues of the licensee; (including bingo gross receipts, if bingo games are also conducted by the same licensee pursuant to license issued by the department of revenue of the state), and placed in a separate account. For each organization shall have separate records of its raffles. The person who accounts for gross receipts and expenses from the operation of raffles shall not be the same person who accounts for other revenues of the organization.
 - (2) Each licensee shall keep records of gross receipts, expenses, and net proceeds for each single raffle at which winning chances are determined. All reasonable operating expenses conducted from gross receipts for each single raffle shall be documented with receipts or other records indicating the amount, a description of the purchased item or service or other reason for the deduction, and the recipient. The distribution of net proceeds shall be itemized as to payee, purpose, amount, and date of payment.

- (3) Each licensee, within thirty (30) days of the raffle, shall report to its membership and to the raffle licensing agent each of the following:
- a. Gross receipts generated by the conducting of the raffle;
 - b. An itemized list of all reasonable operating expenses which have been deducted from the gross receipts;
 - c. Net proceeds from the conducting of the raffle;
 - d. An itemized list of the distribution of the net proceeds; and
 - e. A list of prize winners.
- (4) Records required by this section shall be presented for three (3) years, and the organization shall make available for public inspection their records relating to the operation of a raffle at reasonable times and places.

(e) *State law.* Nothing in this chapter shall be construed to authorize the conducting or operating of any gambling scheme, enterprise, activity, or device other than raffles as provided by state law.

(Ord. 9899 G 16, § 1)

3-31-5. Fees.

<i>Aggregate Price Value</i>	<i>Fee</i>
Less than \$500.00	None
\$501.00 to \$5,000.00	\$5.00
\$5,001.00 and over	\$25.00

(Ord. 9899 G 16, § 1)

3-31-6. Administration.

- (a) The raffle licensing agent shall be charged with the administration of this chapter.
- (b) The authority and jurisdiction of the village to issue a license to a prospective licensee shall extend only to corporate limits of the village.
- (c) The raffle licensing agent shall act upon a license application within ten (10) days from the date of the application.
- (d) The village president upon the advice and consent of the board of trustees may enter into a written contract with one or more municipalities which have adopted a raffle ordinance consistent with the chapter to jointly establish a system for the licensing of organizations to operate raffles within the corporate limits of any municipality that is a party of such contract. Such contract shall be consistent with the limitations of this chapter except that a license issued by one government unit shall be valid throughout the jurisdiction of all parties to the contract.

(Ord. 9899 G 16, § 1)

3-31-7. Enforcement.

(a) *Penalties.* Failure to comply with any of the requirements of this chapter shall constitute a violation. Whoever violates any of the provisions of this chapter is subject to a fine of seven hundred fifty dollars (\$750.00). Each day the violation continues shall be considered a separate offense.

(b) *Appropriate action.* The imposition of the penalties herein prescribed shall not preclude the state's attorney or village attorney from instituting appropriate action to prevent unlawful raffles or to restrain, correct, or abate a violation of this chapter or of the conditions of a raffle license issued pursuant hereto.

(Ord. 9899 G 16, § 1)

3-31-8. Severability clause.

If any provision of this chapter or the application thereof is held to be unconstitutional or otherwise invalid by a court of competent jurisdiction, such ruling shall not affect any other provisions of this chapter not specifically included in such ruling or which can be given effect without the unconstitutional or invalid provision or application; and to this end, the provisions of this chapter are declared severable.

(Ord. 9899 G 16, § 1)