Chicago Metropolitan Agency for Planning

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Summary of Local Technical Assistance Program Applications
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CMAP has established the Local Technical Assistance (LTA) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040. In conjunction with the RTA's Community Planning program, CMAP held a call for LTA projects in spring and summer 2013. Applications were due on June 26, 2013.

The remainder of this document provides basic statistics about the applications received, describes the project selection process, and includes short summaries of each project submitted. CMAP's understanding of some of these projects may change through discussions with the applicants, so the descriptions and figures in this document should be considered preliminary.

Basic application statistics

In total, 66 applications were submitted by 57 different applicants to the LTA program. An additional 18 applications were submitted to the RTA for consideration through their Community Planning program. Details of the projects being reviewed by the RTA are available on their website.

Applications were received from across the entire region. The chart below shows applications received by geography, using County and Council of Mayors boundaries. Please note that projects are placed in only one geography in the below table, based on where the bulk of their population is (for example, the Village of Park Forest is in both south Cook and Will, but is classified as south Cook below).

Geography	Number of applications	Number of applicants
Chicago	7	7
North / Northwest Cook	4	4
West Cook	9	8
Southwest Cook	1	1
South Cook	7	5
Cook countywide	1	1
DuPage	7	6
Kane	5	5
Kendall	4	3
Lake	10	8
McHenry	7	5
Will	4	4

Applications were submitted by a variety of groups. Most were submitted by local governments (municipalities and counties) but some were submitted by other units of government or by nongovernmental groups. Many projects – at least 15 – contained multijurisdictional components.

A variety of project types were submitted. The most common type of project was a transportation plan (14), and many of these focused on bicycle and pedestrian elements. Other common project types included subarea or corridor plans (13) and comprehensive plans (12). Other project types are shown in the table below.

Project type or topic	Number of applications
Transportation plan	14
Subarea or corridor plan	13
Comprehensive plan	12
Zoning or other regulation	7
Sustainability or other environmental focus	6
Housing	2
Other	12

Comparisons to previous year

This is the third year that CMAP has offered the LTA program, so comparisons to the first two years of the program may be useful. During the first year, CMAP was overwhelmed with the number of responses to its initial call for projects, nearly 230 project ideas received from 140 applicants. In the second year, 109 project ideas were submitted by 88 applicants. This year, 66 project ideas were received from 57 applicants.

There may be several reasons for the lower numbers this year. First, CMAP has selected 115 projects in the past two years, so its work during this time has had a significant impact in accomplishing high-priority local projects. Second, the relevance of the projects submitted to CMAP has improved each year; applicants have a better understanding of the purpose of the program now (compared to the first year), so there is better up-front screening by applicants, which reduces unsuccessful applications. Finally, CMAP did less promotion of the LTA program this year as compared to past years. Last year's Ideas Exchange event generated many good project ideas, and CMAP did not hold a similar event this year. Regardless of the reasons, 66 applications is still a good number, and will lead to a competitive selection process.

Many applicants have had past experience with the LTA program. Of the 57 applicants, 24 have already submitted at least one successful application in past years; some of them have submitted follow-up projects, and others have submitted entirely new ideas. Among the remainder, 13 applicants are resubmitting projects that had previously been unsuccessful, and 20 are entirely new to the LTA program.

Geographic comparisons are shown below. This year, more applications were received from Lake County than any other geography (10). Many of the Lake applications were from a cluster of communities in the northeastern part of the County. A few areas – west Cook, Kendall, McHenry, and Will – submitted more applications this year than they did in 2012. Several other areas – north / northwest Cook, southwest Cook, and Kane – submitted less than half as many as they did in 2012.

Geography	Number, 2013	Percent, 2013	Number, 2012	Percent, 2012	Number, 2011	Percent, 2011
Chicago	7	11%	10	11%	16	12%
North / Northwest Cook	4	6%	10	11%	19	14%
West Cook	9	14%	8	9%	15	11%
Southwest Cook	1	2%	3	3%	8	6%
South Cook	7	11%	9	10%	15	11%
DuPage	7	11%	9	10%	20	14%
Kane	5	8%	11	13%	9	7%
Kendall	4	6%	2	2%	2	1%
Lake	10	15%	11	13%	16	12%
McHenry	7	11%	6	7%	10	7%
Will	4	6%	3	3%	8	6%
Regional	1*	2%*	6	7%	2	1%

* The "regional" project in 2013 is a county-wide project in Cook County.

Project types this year did show some variation from past years. Transportation-related projects, many of them bicycle and pedestrian plans, were more common. Environmentally-focused planning projects, on the other hand, dropped significantly – in large part driven by CMAP's limited ability to take on water-related projects unless new external funding sources are found. The number of housing-related projects was also lower than in past years, largely because many projects in the Homes for a Changing Region program were selected for the LTA program last year. A higher percentage of projects this year fell into the "other" category, and many of these related to economic development or local fiscal issues.

Project type or topic	Number, 2013	Percent, 2013	Number, 2012	Percent, 2012	Number, 2011	Percent, 2011
Transportation	14	21%	16	15%	40	17%
Subarea plan	13	20%	20	18%	36	16%
Comprehensive plan	12	18%	22	20%	48	21%
Zoning or other regulation	7	11%	12	11%	23	10%
Sustainability or other environmental focus	6	9%	19	17%	45	19%
Housing	2	3%	6	6%	11	5%
Other	12	18%	14	13%	26	11%

Selection criteria

Criteria for the LTA program include alignment of the project with the recommendations of GO TO 2040; local need for assistance; feasibility and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups; input from relevant Counties and Councils of Government (COGs); and geographic balance. Of these, the most quantitative criteria is local need for assistance, which is calculated by combining median income, Equalized Assessed Value (EAV), and community size; communities that have lower median incomes, lower property values, and smaller sizes are categorized as higher-need.

Review process and timeline

Applications for the LTA program were due on June 26, and will be presented to the CMAP Board and MPO Policy Committee for approval in October. In July, August, and early September, a summary of applications received will be shared with CMAP's working committees for discussion and comments. The same will occur with other stakeholder groups, including technical assistance providers, transit agencies, Counties, the City of Chicago, COGs, and others.

Recommendations will be discussed with CMAP's Transportation committee on September 20. Recommendations will be brought to the CMAP Board and MPO Policy Committee at their meetings in October. The Local Coordinating Committee will discuss the recommendations immediately prior to the Board meeting on October 9, and also may have a special meeting to review the applications in more detail in late September (scheduling TBD).

Following the Board and MPO meetings, CMAP will work closely with the sponsors of selected projects to handle any needed administrative work, develop full project scopes and schedules, and get projects started. It is expected that newly selected projects will be initiated on a rolling basis beginning in winter and spring 2014.

Project descriptions

Projects are organized by geography. Please note that not all projects below are entirely consistent with the purpose of CMAP's local programs, and more information is needed to fully understand many of them; project proposals are described regardless of eligibility and completeness. Full applications are available at: www.cmap.illinois.gov/lta/call-for-projects.

City of Chicago

Bronzeville Urban Development

- Develop a **land use plan focused on the redevelopment of a large brownfield site** in a residential area. The plan should reflect the community's goals and align with recent and ongoing local development projects.

Chicago Department of Housing and Economic Development

- Develop a **neighborhood plan for West Pullman,** building on significant investments that have been made or are planned for the area – notably the section of West Pullman as a Micro Market Recovery Program and the planned CTA Red Line Extension South through the Roseland neighborhood. The plan will be developed with the cooperation of the City of Chicago, the Local Initiatives Support Corporation (LISC), Windy City Habitat for Humanity, Chicago Neighborhood Initiatives / Pullman Park Commercial Center, and the Far South Side CDC.

Chicago Department of Transportation / Chicago Department of Housing and Economic Development

- Assistance conducting a **downtown parking policy study** which would include data collection and technical analysis effort that will include a past and existing inventory of all public and private parking spaces in the downtown area.

Chicago State University

- **Presidential library support proposal.** Develop proposal to President Obama and the Archivist of the United States to support Chicago State University's campus as the future site of the Barack Obama Presidential Library, Archives, and Museum.

Developing Communities Project (DCP)

- Assistance developing a **transit-oriented development (TOD) plan** for four proposed CTA Red Line Extension transit stops in the Greater Roseland community area (103rd Street, 111th Street, 116th Street, and 130th Street). This project builds on a recent project (developed with CMAP assistance) to demonstrate the livability benefits of the southern extension of the Red Line.

Southside Broadband Expansion Collaborative

- Seeking assistance for a **community mapping project** to better understand existing network and data assets in nine South Side Chicago neighborhoods, as a pre-cursor to creation of a Gigabit-speed, fiber-optic and wi-fi network planned for the area. The project will involve mapping existing assets, such as anchor institutions and current network infrastructure, as well as identifying preferred locations for future assets.

Urban Innovation Center

- Create a **transit-oriented development (TOD) plan and a cargo-oriented development (COD) plan** for the planned 22nd Street and Michigan Avenue Station and the Norfolk Southern Terminal's new expansion area in the Bronzeville community. This project was submitted in with support from the Center for Neighborhood Technology.

Cook County

Cook County Bureau of Economic Development

- Develop a **Comprehensive Economic Development Strategy (CEDS)**, required every 5 years for federal funding assistance from the Economic Development Administration. Cook County's last CEDS was created in 2010.

North / Northwest Cook

Arlington Heights

- Develop a **Village-wide bicycle and pedestrian plan** to integrate ongoing efforts, which have included the adoption of complete streets and bicycle parking ordinances. The plan should reflect the community's desire to provide safe, active transportation options, and should coordinate with the bicycle and pedestrian plans of adjacent municipalities.

Glenview

- Assist with **sustainability and natural resources planning** through several activities. Review, update, and expand *A Plan for Nature in Glenview,* adopted in 2008, in order to highlight green infrastructure engineering practices. Assistance is also sought in implementing targeted Village code and ordinance revisions that elevate engineered green infrastructure practices from novelty to standard practice. An improved public education and outreach program will also be sought alongside of the aforementioned assistance.

Northbrook

- Evaluate and update Northbrook's **bicycle and pedestrian plan.** Adopted in 2003, the existing plan lacks a community-wide focus; the update would focus on connection of modes and destinations such as commercial areas, schools, and municipal facilities.

Northbrook Park District

- The Northbrook Park District seeks to **create route signage and wayfinding information** for the Village of Northbrook's existing preferred bikeway routes map.

West Cook

Berwyn

- Develop a **capital improvement plan** (CIP) for the city in order to provide a transparent and accessible document describing the depreciation, maintenance, and replacement plan of public assets. A 'skeleton' CIP is being prepared for October 2013, however, CMAP's assistance is sought to build upon this framework so as to create a more robust document.

Brookfield

- Update the Village's **comprehensive plan and zoning ordinance.** Brookfield's 2020 Master Plan (2004) primarily focuses on business corridors, leaving many critical planning components out. The last comprehensive plan and zoning ordinance was adopted in 1996.

Franklin Park

- Creation of a new **comprehensive plan** for the Village, to integrate recent planning and economic changes in the Village. Moreover, large infrastructure projects, such as the Elgin O'Hare West Access and O'Hare modernization projects are not adequately addressed in the Village's existing comprehensive plan (2002).

LaGrange Park

- Assistance conducting a **tax increment financing (TIF) study** to determine the eligibility and opportunities a TIF may have for the Village Market area, an older, open-air shopping center.

Oak Park

- Oak Park is in the process of adopting a new comprehensive plan (late 2013/early 2014). Building off this new plan, the Village is requesting a **zoning ordinance update** (adopted 2002) to align with the new plan and incorporate best practices for sustainable development and smart growth.
- Update to the **Oak Park Bicycle Plan** (adopted 2008) incorporating its 2012 Complete Streets policy and creation of bike boulevards and a "bike friendly business district."

West Central Municipal Conference (WCMC)

- WCMC requests assistance to conduct a **bicycle and pedestrian corridor study** for the 25th Avenue corridor, which runs the entire length of the WCMC (from Rosemont to McCook). This corridor received the highest priority for implementation in the recent 2010 update of the *WCMC Bicycle Plan*, and would provide connections to several planned and existing regional trails, such as the Prairie Path, Salt Creek Greenway, and Centennial Trail.

West Suburban Chamber of Commerce and Industry

- Develop a **multijurisdictional transit-oriented development (TOD) and cargo-oriented development (COD) implementation plan,** which integrates existing TOD, COD, and bicycle/pedestrian plans for Countryside, Hodgkins, Indian Head Park, LaGrange, LaGrange Park, McCook, Western Springs, and Willow Springs; with a goal of identifying key infrastructure improvements with the capacity to overcome transportation barriers, thereby catalyzing economic development across the eight municipalities.

Westchester

- Update the Village's **zoning ordinance** (last updated in 1964). Westchester will soon be adopting a new comprehensive plan (developed with CMAP assistance), which recommends the Village update its outdated zoning ordinance to better reflect the new comprehensive plan.

South Cook

Park Forest

- Creation of an **active transportation plan**, as called for in the Village's recently-adopted Sustainability Plan. The proposed plan would seek to increase bicycling, walking, and transit use, improve safety and accessibility, enhance local businesses, and foster a healthier, more environmentally friendly community. The plan will complement the Village's recent update of its zoning and subdivision ordinances intended to promote compact design and infill development.
- Park Forest is requesting assistance for a **retail and housing market analysis** as a follow up to a recently completed RTA transit-oriented development developer discussion panel. The analysis would help to identify and attract potential retailers and determine the appropriate mix of affordable and market rate housing for apartments in the area.
- *An additional project involving pedestrian access to the 211th Street Metra station is being evaluated by the RTA.*

Prairie State College

- In partnership with the City of Chicago Heights, **develop an environmental management plan to restore and maintain a 32-acre nature preserve** on the College's campus; including a recreational trail, community garden, outdoor classroom, wildlife habitat and open space for area residents, strategies to control invasive species, improve stormwater management, and develop educational uses for the Preserve. In addition to Chicago Heights, Prairie State College would like to engage with the Millennium Reserve, Chicago Wilderness' Green Infrastructure Vision, the Calumet Stewardship Initiative, and the Cook County Forest Preserve.

Riverdale

- Develop a **comprehensive land use and economic development strategy** for the redevelopment of the Riverdale Logistics Site, which has good access to rail lines, I-94, I-57, and in close proximity to amenities like the Riverdale River, Cal-Sag Bike Path, marina, and a golf course.
- *An additional project involving a transit-oriented development (TOD) plan update is being evaluated by the RTA.*

South Suburban Mayors and Managers Association (SSMMA)

- In partnership with OAI and several other partners, SSMMA is requesting **support for the Calumet Green Manufacturing Partnership (CGMP)**, which links low-skilled workers with training opportunities to meet employer demands in the manufacturing field throughout the South Side of Chicago and south suburbs. This project will assist with strategic planning to coordinate regional workforce development resources in an effort to meet industrial needs, broadening the involvement of CGMP members, and other activities that will advance CGMP's mission to enhance the manufacturing industry in the Calumet region by bridging the labor/skills mismatch.
- Update and expansion of the *2008 SSMMA Bicycle Plan* into **a Complete Streets and Trails Plan** for SSMMA's service area and member communities. The plan will identify priority corridors for the development of complete streets and trail networks to better integrate transportation modes, analyze the existing pedestrian network for potential improvements, and provide policy recommendations addressing implementation.
- *An additional project involving high-speed rail stations is being evaluated by the RTA.*

Thornton

- Create a new **comprehensive plan** for the Village that incorporates resident and local stakeholder input. Among many long-term planning objectives the plan should also address transit-oriented development near Metra's proposed SouthEast Service Line station for downtown Thornton.

Southwest Cook

Worth Township Highway District

- Develop a **comprehensive roadway plan** for reconstruction and funding of roadways in the unincorporated areas of Worth Township to improve safety and mobility.

DuPage County

Carol Stream

- Update to the Village's **comprehensive plan** (last updated in 1982). The Village would like to target topics including economic development, community character, residential teardowns, redevelopment of underutilized properties, sustainability, parking, and transportation, among others.

DuPage County

- Create a **corridor plan for unincorporated land near Illinois Route 64**. Originally adopted 1990, the existing plan for unincorporated DuPage County properties is out-of-date. The County is currently working with CMAP to update this plan in the Roosevelt Road and Lake County corridors; this project focuses on the North Avenue corridor. The project will work with impacted municipalities, DuPage Mayors and Managers Conference, and Pace.
- Develop a **county-wide sustainability plan**. This application is supported by Elmhurst, Lisle, Carol Stream, Choose DuPage, and the Conservation Foundation, and complements DuPage County's participation in the Cool Counties Initiative, the county's environmental policies, and a recent environmental progress report.

DuPage County Housing Planning Group (Hanover Park, Glendale Heights, West Chicago)

- Conduct a **Homes for a Changing Region study** for the northwest portion of DuPage County, including Hanover Park, Glendale Heights, and West Chicago. The analysis conducted in this plan would help in the local implementation of past plans including a Village center plan, TOD plan, and corridor studies.

Glen Ellyn

- Develop a **Village-wide pedestrian and bicycle facilities plan**, consistent with the recommendations of the Village Comprehensive Plan and Downtown Strategic Plan. Project elements include bikeway connections to regional trails and the facilities of neighboring communities, and safe pedestrian accommodation throughout the Village, with attention to areas near schools.

Wayne

- To implement its comprehensive plan (2005), the Village is requesting assistance to develop an updated **comprehensive zoning ordinance** to making the existing ordinance more user-friendly, clear, and internally consistent.

Woodridge

- Prepare an **assessment of community needs** for youth services, including analysis of whether there are missing or overlapping areas of service and whether transportation access to those services is sufficient.

Kane County

Campton Hills

- Revise the **Village's zoning ordinance**, per the recommendations in the 2012 comprehensive plan update (conducted with assistance from CMAP). The update should address concerns surrounding agricultural uses, the expansion of the Town Center into a historic district, land conservation, and green infrastructure.

Gilberts

- Update to **comprehensive plan** (adopted 2003) to address the Village's growth and changes in the physical form and boundaries. The current lull in development activity is an opportunity to strategically plan for future land use including commercial development, parks, and other needs.

Kane County Development & Community Services Department

- Conduct a **Health Impact Assessment (HIA).** Kane County seeks to train CMAP staff on HIAs in an effort to launch a joint pilot project that will help expand the use of HIAs in the region. Kane County is proposing that CMAP conduct outreach activities and produce a report based on the HIA.

Pingree Grove

- Prepare a **comprehensive plan update.** The Village's existing comprehensive plan was adopted 2003. Since that time, the Village has grown from 100 residents to nearly 5,000. The new plan would address significant undeveloped portions of the Village, water/sewer capacity, large-scale mixed use development at the new I-90 interchange, and transit service.

South Elgin

- Continued implementation of 2030 Comprehensive Plan (adopted 2012) by creating a **form-based Unified Development Ordinance (UDO)**. South Elgin's previous subdivision ordinance update was in 1969, and last zoning update was adopted in 1996. The new ordinance would call for walkability, interconnectivity, parks and open space, along with water and energy conservation.

Kendall County

Kendall County

- Assistance in the development of a "**Countywide Pay as We Grow Plan**" that analyzes the annual rate of residential growth that can be absorbed and served effectively by each taxing unit within Kendall County.

Montgomery

- Update the **subdivision control ordinance** to guide population growth and residential development. The Village is concerned about a lack of street and bike connectivity and the conservation of green space. The Village is currently updating its Comprehensive Plan.
- **Transit-oriented (TOD) zoning ordinance** for the downtown Mill District TOD. The current zoning ordinance is inhibiting the implementation of Montgomery's 2009 TOD plan for the downtown area. The community is interested in utilizing a form based code and hopes that the plan will address parking requirements as well.

Oswego, Montgomery, Yorkville

- Conduct a **sub-regional coordination and shared services study** to identify ways to increase financial and operational efficiencies through collaboration across municipalities. Focused specifically on opportunities involving joint purchasing, bidding, and service sharing.

Lake County

Lake County Community Foundation

- Assistance to develop a multi-jurisdictional **Homes for a Changing Region study** for the Villages of Hainesville, Round Lake, Round Lake Beach, Round Lake Park, and Round Lake Heights, in partnership with the Lake County Community Foundation.

Lake County Stormwater Management Commission

- **Wetland restoration and preservation plan** for the Lake Michigan Watershed, a 54 square mile area along the eastern edge of Lake County on the shore of Lake Michigan. The plan would include strategies to restore wetlands, and would develop an interactive tool that would identify high priority areas for wetland restoration/preservation for public road agencies, municipalities, and private conservation agencies.

North Chicago

- **Comprehensive plan and zoning update** (last updated in 1996). North Chicago is facing disinvestment, high unemployment (around 19%) and a high tax burden. An update to the comprehensive plan would seek to attract new development, encourage homeownership, support sustainability, leverage resources, encourage collaboration with adjacent municipalities, and increase connectivity.

Old Mill Creek

- **Creation of a sewer line plan** that facilitates Old Mill Creek's connection to a regional sewer line. The Village's 200 residents seek a financially feasible way to connect to the line, and views future economic viability as dependent on quality planning regarding access to potable water, sanitary waste water management, and development of supporting infrastructure.

Round Lake Beach

- **Create a comprehensive sidewalk and trail plan** that would synthesize the Village's previous plans for sidewalks and trails. The plan would include priority areas for implementation, an estimated overall budget, and unit or segment price estimates for sidewalk and trail segments.

Waukegan

- Waukegan seeks a **reevaluation of the 2003 Master Plan for its downtown and lakefront areas**, which outlined a vision for connecting the two areas, including an intermodal transportation center, decked parking, and public open space. Since then, many of the related environmental issues have been resolved, and land has been cleared

and assembled for redevelopment, but the disconnection between the downtown and lakefront has not been resolved and the Master Plan's vision comes with a price tag that may not be viable. The City seeks guidance from CMAP to reevaluate the Master Plan's recommendations within present-day realities and identify potential phasing options.

- Creation of a **coordinated context lakefront development plan** that catalogs and coordinates lakefront planning initiatives among five communities along Lake Michigan (Winthrop Harbor, Zion, Beach Park, Waukegan, and North Chicago). This plan will be used to advance respective planning goals for each individual community, while also pursuing regional goals for the shared lakefront.
- Creation of an interjurisdictional **bike and pedestrian connectivity plan** that will identify existing and planned paths within six north suburban communities (Winthrop Harbor, Zion, Beach Park, Waukegan, North Chicago, and Evanston), as well as connections that will link these communities together.

Winthrop Harbor

- **Comprehensive plan** update (last updated in 1995) that incorporates an RTA transit-oriented development study (2005) and the Village's economic development strategy (2010).

Zion

- Update of the City's **comprehensive plan**, created in 1992. Zion has accomplished several goals proposed in the previous plan, including annexing unincorporated property, establishing an industrial park, and identifying the Sheridan Road corridor as the central business district. However, the loss of major employers and an increase in federally-subsidized housing has forced the community to shift focus. An updated Comprehensive Plan will help the City to address these changes.

McHenry County

Algonquin

- Generate a **redevelopment plan for parcels in close proximity to the downtown**. The study will focus on economic growth that will improve the market for businesses in the community's downtown as the Route 31/Algonquin Road Western Bypass project nears completion in 2014. The "North IL Route 31" study area includes 10 acres of wooded land and open space recently donated to the village, remnant parcels associated with the Western Bypass project, and sand and gravel quarries that will be ceasing operations in the next 5-10 years.
- Work with the Villages of Algonquin and Lake in the Hills to prepare a **subarea plan for unincorporated land** surrounded by the Villages. The plan should include an evaluation of land use, zoning, and any physical constraints of the area, and also a market study to consider redevelopment potential.
- Conduct a **river access and corridor study** to enhance the recreational use of the Fox River waterfront along sites in the Villages of Algonquin and Carpentersville. This study will include the McHenry County Conservation District and the Forest Preserve District

of Kane County, both of which support working with Algonquin and Carpentersville to improve access to the regional Prairie Trail/Fox River Trail path and to open the river to more recreational opportunities.

Barrington Hills

- Consistent with the implementation of the Barrington Hills Comprehensive Plan, the Village requests assistance planning a **multi-jurisdictional, regional bikeway**, beginning in South Barrington (where existing facilities connect to Busse Woods in Schaumburg) and extending to the Fox River Trail in the Village of East Dundee in Kane County. In addition to existing trails, the proposed bikeway would connect schools, natural areas and a library.

Crystal Lake

- Create a **master transportation plan** prioritizing bicycle and pedestrian facilities integrated with surrounding land use. The City has a comprehensive land use plan, road use standards, and the beginnings of a bicycle-pedestrian master plan, but they are presently uncoordinated.

Harvard

- Create a new **comprehensive plan**; the current plan was adopted 1994 upon the arrival of an electronics manufacturer. The site has been vacant 10 years, and a new plan should reflect current economic conditions and property values.

McHenry County

- Develop a **countywide comprehensive economic development strategy (CEDS)** in collaboration with the McHenry County Economic Development Corporation, McHenry County College, and the McHenry Workforce Network Board.

Will County

Braidwood

- Update **comprehensive plan**, adopted 2004, to enhance transportation, community facilities and economic development. The plan should provide an understanding of future growth, facilitate land use decisions, and acknowledge major potential transportation projects in the area, such as the closure of the Illinois 129 interchange, the Illiana Expressway, high speed rail, and the South Suburban Airport.

Crete

- Update the **comprehensive plan,** adopted in 1997, to comprehensively address transportation issues, land use planning, housing policies, economic development, and environmental issues. Recent and upcoming commercial and logistics developments are driving the need for an updated comprehensive plan.

Governor's State University

- Seeks to work in concert with neighboring governmental and environmental organizations to create a **sub-regional comprehensive green infrastructure plan**. With the Villages of Monee, Park Forest, and University Park, the Thorn Creek Woods Management Commission, and with the assistance of the Forest Preserve District of Will County, GSU hopes to address regional issues such as responsible and sustainable land and water use.

Joliet

- Create a **Chicago Street corridor plan**. Chicago Street is the main core for revitalization of downtown Joliet because of its significant governmental, educational and entertainment destinations as well as its connections to local open space and tourist destinations. Transportation along Chicago Street is currently cut off by a parking lot at Lincoln Highway, hindering redevelopment. As Joliet begins to reconnect Chicago Street, it seeks to implement a plan that would create a pedestrian-focused corridor that will be supportive of downtown redevelopment and provide opportunities for transit-oriented development. The plan would also address access to the multi-modal Joliet Gateway Transportation Center, adjacent one-way streets, streetscaping, and wayfinding signage for the regional bike trail system that converges downtown.