



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: Local Coordinating Committee

From: Bob Dean, Deputy Executive Director for Local Planning

Date: October 2, 2013

Re: Local Technical Assistance (LTA) Project Selection

Attached to this memo is a document that describes staff recommendations for selection of Local Technical Assistance (LTA) projects. This document describes the rationale for the staff recommendations, lists the recommended projects, and provides basic information about project distribution across communities.

The LTA applications have been discussed with a variety of groups, including working committees, transit agencies, county representatives, COGs and COMs, and nongovernmental partners, as well as with the Local Coordinating Committee itself. The staff recommendations reflect staff's evaluation of the merits of each project as well as comments received from these groups.

The Local Coordinating Committee is asked to recommend that the CMAP Board approve the recommended list of LTA projects at its meeting on October 9.

ACTION REQUESTED: Recommend approval by CMAP Board.



**Local Technical Assistance (LTA) Program:
Recommendations for Project Selection
September 13, 2013**

Following the adoption of GO TO 2040, CMAP established the Local Technical Assistance (LTA) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040. During the most recent call for projects, which ended on June 26, CMAP received 67 applications for assistance. A list of all applications received is available in this [August 7 memo](#) to the CMAP Local Coordinating Committee.

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 9. Prior to the Board and MPO Policy Committee meeting, the Local Coordinating Committee will be asked to recommend approval by these groups. The Transportation Committee will also be asked to recommend approval at their meeting on September 20.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into three sections:

- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Evaluation process.
- Full lists of projects that are recommended and not recommended.

LTA recommendations

In total, 32 new projects are recommended to be pursued through the LTA program. These projects were selected by applying CMAP's selection criteria: 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.

Additionally, as CMAP has completed LTA projects, the implementation of completed projects has become an increasing priority. Several of the applications received helped to implement projects that had previously been undertaken through the LTA program, and many of these projects are recommended for selection.

This year, a few projects were recommended "conditionally" – while they are good projects and of interest to CMAP, the agency does not have existing funding sources that would allow us to

work on them. They are recommended for selection, but starting work on them depends on CMAP receiving additional funding that is suitable to support this type of work.

For organizational purposes, recommended projects are presented below in groups. First, projects that involve multijurisdictional collaboration, a priority for CMAP, are described. Second, projects that involve follow-ups to previous LTA projects are described. Finally, the remaining recommended projects are covered, grouped by project type.

Multijurisdictional projects

CMAP was clear in the application process that multijurisdictional projects would be prioritized during the selection process, and applicants responded by submitting many good proposals that crossed municipal boundaries. Two multijurisdictional groups submitted applications for “Homes for a Changing Region” housing studies, and both of these are recommended to be pursued. These include one in DuPage County, covering *Glendale Heights, Hanover Park, and West Chicago*, and one in Lake County, submitted in partnership with the Lake County Community Foundation, which covers *Hainesville, Round Lake, Round Lake Beach, Round Lake Heights, and Round Lake Park*.

Several recommended projects were submitted by existing multijurisdictional groups. Two projects were submitted by the *South Suburban Mayors and Managers Association* – one involving green manufacturing and workforce development, and one involving bicycle and pedestrian planning – and both are recommended. Another project submitted by the *West Suburban Chamber of Commerce and Industry* involving transit oriented development, cargo oriented development, and bicycle and pedestrian planning is recommended.

Several applicants also formed multijurisdictional coalitions around specific projects, and the following projects of this type are recommended to be selected. In Kendall County, *Montgomery, Oswego, and Yorkville* requested assistance with sub-regional coordination and shared services. In Cook and Will Counties, *Governors State University* led a coalition of groups in a sub-regional green infrastructure plan that also involved *Monee, Park Forest, University Park, and the Forest Preserve District of Will County*. And in Kane and McHenry Counties, a study of the Fox River corridor was submitted by *Algonquin, Carpentersville, the Forest Preserve District of Kane County, and the McHenry County Conservation District*.

A few multijurisdictional projects were not recommended. In these cases, projects are typically good concepts but may not be fully ready to begin – either additional time may be needed to gather consensus from participating jurisdictions, or other ongoing work in the affected communities should be completed before new projects are begun.

Projects implementing past LTA plans

As CMAP has begun completing significant numbers of LTA projects, implementing them has become an increasing priority. Many LTA plans resulted in recommendations for further work, such as zoning revisions to translate a comprehensive plan into development regulations, or specific follow-up studies. The following recommended projects help to advance completed or ongoing plans.

Two applications from *Campton Hills* and *Westchester* requested CMAP to update zoning ordinances to implement recently adopted comprehensive plans. In *Joliet*, a corridor plan for Chicago Street in the community's downtown will help to facilitate bicycle and pedestrian connections, which supports a previous plan for the redevelopment of the prison and U.S. Steel site. A bicycle and pedestrian plan in *Park Forest* helps to advance the sustainability plan for this community. And in *Berwyn*, a capital improvement plan will help to align infrastructure investments with the community's comprehensive plan.

Other projects, grouped by type

Eight comprehensive plans are recommended to be part of this year's LTA program, in the communities of *Carol Stream*, *Crete*, *Franklin Park*, *Harvard*, *North Chicago*, *Pingree Grove*, *Winthrop Harbor*, and *Zion*. These communities were selected based on a combination of need, age of their existing comprehensive plans, and geographic balance.

In addition to the two zoning projects noted above, a zoning update in *South Elgin* is also recommended. This application was notable for the community's interest in form-based codes, which supports a toolkit on this subject recently released by CMAP.

Several projects that focus on transportation improvements are also recommended. Two projects in *Park Forest* and *SSMMA* have already been mentioned; in addition, projects focused on bicycle and pedestrian improvements are recommended in *Arlington Heights*, *Barrington Hills*, and *Crystal Lake*. A study submitted by the *Chicago Department of Transportation* focusing on parking is also recommended.

Several projects that involve comprehensive planning for an area smaller than an entire municipality are also recommended. A neighborhood plan for the West Pullman community area submitted by the *Chicago Department of Housing and Economic Development* is recommended. Nearby, *Riverdale* requested assistance with a corridor plan; CMAP learned through the scoping process that the community had recently received an Ike grant from the Department of Commerce and Economic Opportunity (DCEO) for a similar project and will be helping *Riverdale* to successfully use their Ike grant rather than conducting a separate project.

Finally, many good applications were received for projects that do not fit neatly into the above categories; some have already been mentioned, and the projects noted below are also recommended. *Cook County* requested assistance to prepare one document that functions as both a Comprehensive Economic Development Strategy (CEDS), which is a requirement of the federal Economic Development Administration (EDA), and link this with an ongoing project to update their Consolidated Plan, which is required by the Department of Housing and Urban Development (HUD); this project is recommended due to its ability to meet multiple federal requirements in a single document. *Kane County* submitted a request to work jointly with CMAP to conduct a Health Impact Assessment (HIA), an emerging planning tool that links public health and physical planning. Finally, *Glenview* requested assistance with several linked projects related to sustainability and green infrastructure.

Conditional selection

A few projects noted above cover topics that are outside the funding resources that CMAP currently has available; these generally include projects that do not have strong links to transportation or land use planning. CMAP proposes to recommend selection of these projects on the condition that external funding be found to support them. In other words, CMAP would contact these applicants to inform them that their projects have been identified as priorities but work cannot begin until additional resources are secured; if these resources have not been secured within a year, the projects will be dropped from the program.

Projects that are within this category include the Glenview and Governors State University projects, which are heavily focused on natural resources with little relevance to transportation, as well as the SSMMA project involving green manufacturing and workforce development.

Projects that are not recommended

Projects were considered lower priority for LTA assistance for a number of reasons, described further below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. Lower-need communities generally had to present an innovative project or one that aligned well with a specific CMAP priority in order to be recommended.
- Some applicants are currently undertaking planning projects which should be completed before next steps are taken. Montgomery and Oak Park, both of which are currently creating new comprehensive plans, requested projects that may be good follow-ups but should be resubmitted once the comprehensive plans are complete.
- Some projects were good concepts but would benefit from further development by the project sponsor. In particular, unsuccessful applicants within Chicago are encouraged to work more closely with City staff on project development. In other cases, additional multijurisdictional partners would give a project a greater chance of success.
- In general, applicants that submitted multiple projects had only one project recommended to be pursued. The additional projects will be suggested to be reconsidered as later phases. (In one exception to this, two projects sponsored by SSMMA have been recommended.)
- Some projects were simply not a good fit for the local technical assistance program, as they were focused on unconstrained major capital projects, did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.
- Finally, a number of projects beyond the list of 32 recommended in this memo are positive and viable projects, but were beyond available resources this year. CMAP will encourage communities who submitted projects that were just outside resource constraints to resubmit in future years, in some cases with modifications that will improve their chances of selection.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

Statistics of recommended projects

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

Geographic distribution

In the design of the local technical assistance program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of higher priority projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table.

	Chicago	Cook total*	N and NW Cook	W Cook	SW Cook	S Cook	Collar total	DuPage	Kane	Kendall	Lake	McHenry	Will	Total
Selected applicants	2	15	4	4	0	6	20	4	7	1	4	4	4	32
Total applicants	7	27	6	10	1	9	40	7	10	4	10	7	6	67

* The Cook County total includes the CEDS, which is county-wide rather than directly affecting any of the County's sub-areas.

Recommended projects included in multiple geographies are:

- Algonquin river corridor (Kane and McHenry)
- Barrington Hills bicycle plan (NW Cook, Kane, and McHenry)
- Crete (S Cook and Will)
- Hanover Park, as part of Homes for a Changing Region (NW Cook and DuPage)
- Governors State University (S Cook and Will)
- Montgomery (Kane and Kendall)
- Oswego, Montgomery, and Yorkville (Kane and Kendall)
- Park Forest (S Cook and Will)

As the above table shows, projects were relatively well-distributed throughout the region, with a few exceptions. Southwest Cook County submitted only one project, and it was not a good fit for the LTA program, so no projects are being recommended in that geography. Kendall County has only one project recommended; the other projects from Kendall County are good concepts, and with some small modifications or further development can be good applications in a future year.

The most significant geographic imbalance involves the low number of projects in the City of Chicago. Both projects submitted by City departments are recommended, but the other five applications, all submitted by nongovernmental organizations, were not sufficiently developed or did not have the full support of City staff. Over the coming year, CMAP intends to work closely with the City to encourage more good projects to be submitted during the next application cycle.

Community need

An important factor in the review process was the need of the community for assistance. The program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP's assistance. This is also consistent

with the stated goal of HUD’s grant to focus on providing assistance to disadvantaged groups, including lower-income residents, residents of public housing, and minorities, among others.

Communities were divided into five categories based on these factors, ranging from “very high” to “low” need. Many communities in the “low” and “moderate” need category submitted excellent projects and could still certainly benefit from assistance, but priority was given to communities with lower median incomes and tax bases, as well as to smaller municipalities. The following table and chart summarize the distribution of recommended projects by community need.

	Very high need	High need	Moderately high need	Moderate need	Low need	Total
Selected applicants	5	6	7	7	7	32
Total applicants	7	14	14	16	16	67

Regionwide, approximately 22% of the region’s communities are classified as “very high” or “high” need communities; these communities are recommended to receive 34% of the projects in this year’s LTA program. This indicates that the LTA program is directing resources to higher-need communities, but also provides opportunities for lower-need communities to participate if they submit innovative or multijurisdictional applications.

Evaluation process

To evaluate each project, staff reviewed the applications and other background materials and also scheduled phone calls with each applicant to discuss their ideas. Questions for the applicants focused on consistency with GO TO 2040, internal and external support, and the project’s overall feasibility.

Applications were also reviewed with a variety of groups between mid-July and late August. Each working committee discussed the LTA applications on each least one occasion, and several working committee members provided follow-up comments; the Local Coordinating Committee and the Citizens Advisory Committee also reviewed and discussed the applications. Special meetings were also held with transit agencies, county planning directors, staff from the City of Chicago, and technical assistance providers. Councils of Government (COGs) and Councils of Mayors (COMs) were encouraged to submit comments via email, and several of them did. Comments and expressions of support from these groups were used in part to determine the recommendations for selection.

Project listing

Recommended:

Sponsor	Project
Algonquin (with Carpentersville)	river corridor study
Arlington Heights	bicycle-pedestrian plan
Barrington Hills	bicycle-pedestrian plan
Berwyn	capital improvement plan
Campton Hills	zoning
Carol Stream	comprehensive plan
Chicago Department of Transportation (CDOT)	downtown parking policy
Chicago Department of Housing and Economic Development (DHED)	West Pullman neighborhood plan
Cook County	Comprehensive Economic Development Strategy (CEDS)
Crete	comprehensive plan
Crystal Lake	transportation plan
DuPage County	sustainability plan
DuPage multijurisdictional housing group	Homes for a Changing Region
Franklin Park	comprehensive plan
Glenview**	natural resources plan
Governors State University**	green infrastructure plan
Harvard	comprehensive plan
Joliet	Chicago Street corridor plan
Kane County	Health Impact Assessment
Lake multijurisdictional housing group	Homes for a Changing Region
North Chicago	comprehensive plan
Oswego (with Montgomery and Yorkville)	shared services study
Park Forest	bicycle-pedestrian plan
Pingree Grove	comprehensive plan
Riverdale	land use plan
South Elgin	zoning
South Suburban Mayors and Managers Association (SSMMA)**	workforce study
South Suburban Mayors and Managers Association (SSMMA)	bicycle-pedestrian plan
Westchester	zoning
Winthrop Harbor	comprehensive plan
West Suburban Chamber of Commerce and Industry (WSCCI)	transit oriented development (TOD) and cargo oriented development (COD) plan
Zion	comprehensive plan

** Selection is conditional on finding suitable external funding to pursue these projects.

Not recommended:

Sponsor	Project
Algonquin	downtown redevelopment
Algonquin	unincorporated area plan
Braidwood	comprehensive plan
Broadview	corridor plan
Bronzeville Urban Development	brownfield site redevelopment
Brookfield	comprehensive plan
Chicago State University	presidential library
Developing Communities Project (DCP)	transit oriented development (TOD) plan
DuPage County	North Avenue corridor plan
Gilberts	comprehensive plan
Glen Ellyn	bicycle-pedestrian plan
Kendall County	financial assessment
LaGrange Park	Tax Increment Financing (TIF) analysis
Lake County Stormwater Management Commission	wetland restoration plan
McHenry County	Comprehensive Economic Development Strategy (CEDS)
Montgomery	subdivision ordinance
Montgomery	transit oriented development (TOD) zoning
Northbrook	bicycle-pedestrian plan
Northbrook Park District	wayfinding signage
Oak Park	bicycle-pedestrian plan
Oak Park	zoning
Old Mill Creek	sewer plan
Park Forest	market analysis
Prairie State College	environmental management plan
Round Lake Beach	bicycle-pedestrian plan
Southside Broadband Expansion Collaborative	community mapping
Thornton	comprehensive plan
Urban Innovation Center	transit oriented development (TOD) and cargo oriented development (COD) plan
Waukegan	bicycle-pedestrian connectivity
Waukegan	downtown and lakefront plan
Waukegan	lakefront connectivity
Wayne	zoning
West Central Municipal Conference (WCMC)	bicycle-pedestrian plan
Woodridge	youth community needs
Worth Township	roadway plan