



# Chicago Metropolitan Agency for Planning

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## Summary of Local Technical Assistance and Community Planning Applications October 29, 2019

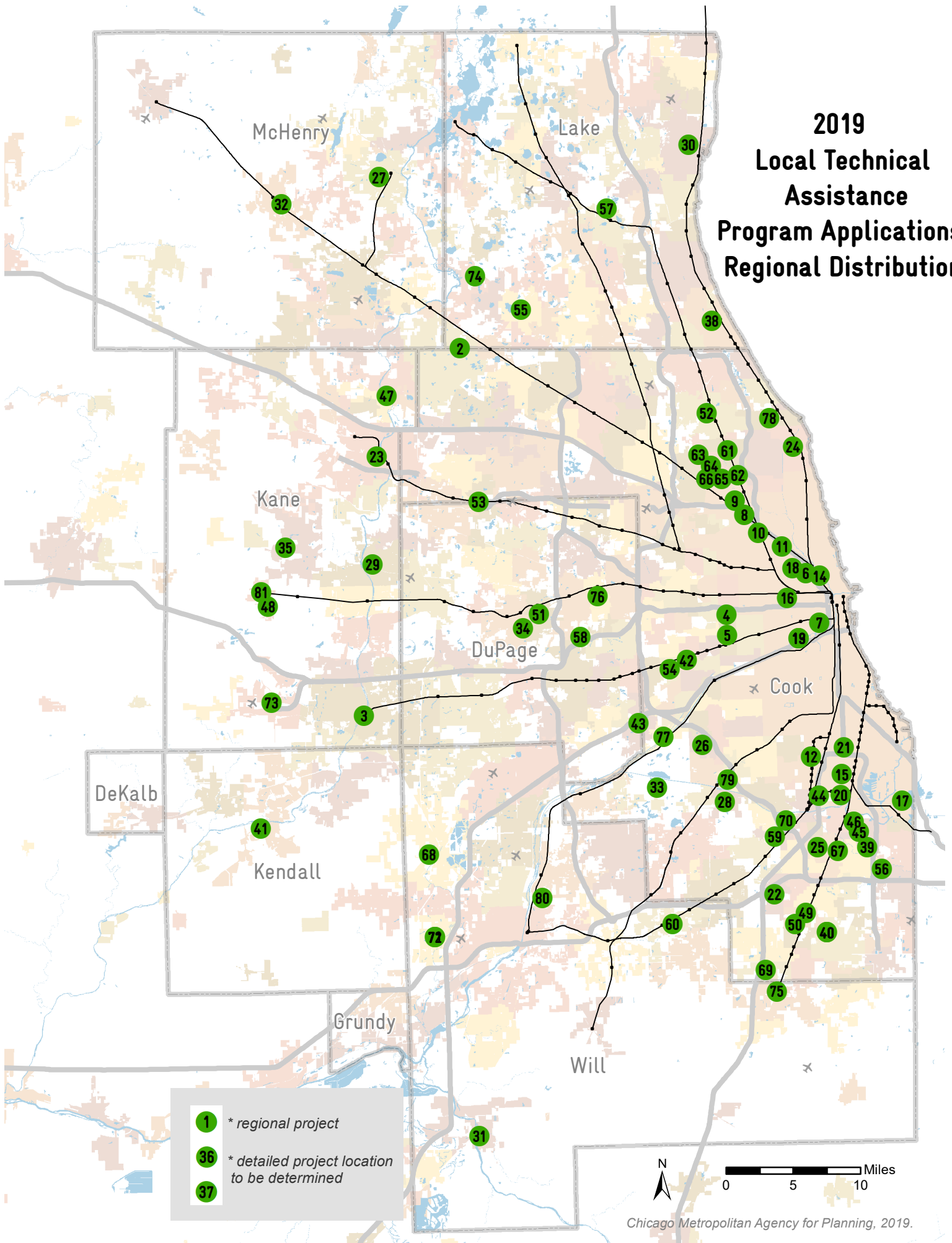
CMAP established the [Local Technical Assistance](#) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040 and now [ON TO 2050](#). In conjunction with the RTA's Community Planning program, the agencies opened a call for projects on September 17, 2019. This year, applicants were able to apply to both programs through a single online application. This agency coordination allows both agencies to offer planning and plan implementation assistance to an expanded base of eligible applicants, and align all efforts with CMAP's [ON TO 2050](#) priorities, and/or [Invest in Transit](#), the 2018-2023 Regional Transit Strategic Plan, and provide technical assistance in a coordinated manner to the entire region. Applications were due on October 18, 2019.

### Application Breakdown by County and Project Type

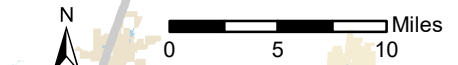
81 applications were received from 70 different applicants. Below is a breakdown of applications by County. Some project application study areas fall in multiple counties, therefore the list below counts some applications multiple times. Please see the map below for approximate locations of all applications received.

County	Number of 2019
Suburban Cook	35
Chicago	16
DuPage	7
Kane	7
Kendall	1
Lake	6
McHenry	3
Will	7
Regional	3

# 2019 Local Technical Assistance Program Applications Regional Distribution



- 1** \* regional project
- 36** \* detailed project location to be determined
- 37** \* detailed project location to be determined



Below is a breakdown of applications by general project type. Project/Plan type is based on the initial review of the application – the type of project or plan may change throughout the course of the evaluation process. Please note that those applications with a major transit component are also being evaluated by the RTA, but CMAP may consider any of the 81 applications based on RTA’s initial evaluation.

<b>Project/Plan Type</b>	<b>Number of 2019</b>
Comprehensive Planning	13
Corridor Planning	8
Implementation Assistance	2
Subarea Planning	5
TOD Planning	5
Zoning (Comprehensive)	4
Zoning (Limited)	1
Transit Improvement Planning	1
Multimodal Transportation Planning	9
Parking	1
Sustainability, Climate Action, or Climate	9
Developer Guidance	2
Economic Development Planning	2
Coordination and Engagement Assistance	2
Housing and Livability	3
Open Space Access Planning	1
Freight and Transportation	3
GIS/Data Assistance	1
Other	9

## **Project evaluation and selection criteria**

The CMAP and RTA planning assistance programs encourage applicants to undertake a balanced, coordinated, and integrated approach to land use and transportation planning benefiting local communities. Applicants were encouraged to study the [ON TO 2050](#) priorities as well as the RTA’s [Invest in Transit](#) goals when drafting their application to ensure that the proposed project addresses our region’s planning priorities.

Both agencies have common priorities, including projects which:

- Support development of compact, walkable communities
- Match regional and local housing supply with the diversity of housing that serves the needs of the community
- Advocate for and develop policies that strengthen communities

- Incorporate market and fiscal feasibility into planning and development processes
- Encourage multijurisdictional partnerships and study areas
- Strengthen and make transit more competitive
- Target disinvested and economically disconnected areas
- Leverage the transportation network to promote inclusive growth

## Review process and timeline

September 17, 2019	Call for Projects opened
September 19, 2019	Application information webinar
October 18, 2019	Call for Projects closed
October 2019	CMAP creates study area maps for each application
October – December 2019	CMAP staff internally evaluates all applications and may contact applicants for additional information
October – December 2019	Feedback is accepted from all external partners and committees
Spring 2020	CMAP Board is presented with the selected program of projects for consideration
July 2020 – June 2023	Anticipated project timeframe for approved projects

## Applications Received

All applications received are attached.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 1

**Project Title:** Regional Sidewalk Connection Plan

**Applicant:** Active Transportation Alliance



### **Project Description:**

The lack of interconnected sidewalk networks in the Chicago region is a clear barrier to inclusive growth. When people can't safely and conveniently walk to local destinations, they're much more likely to take those short trips in a car. This car dependency for short trips is crippling the region and damaging the safety, health, sustainability and equity of our communities. And many of the area's most vulnerable residents, including older adults and people with disabilities, are suffering the most.

The Chicago Metropolitan Agency for Planning's (CMAP) new Sidewalk Inventory and the region's ON TO 2050 goals are big steps forward. For too long the safety of people walking and the infrastructure needed to support it have been overlooked by local, state, and federal leaders. Thanks to the new data, the region's sidewalk problems are harder to ignore, but the data alone won't lead to progress. The issue is layered and funding is limited so, despite broad public support for pedestrian safety, the inaction is likely to persist without additional steps.

More work is needed to leverage this new data into action. Why is the region's sidewalk network so disconnected? Why are the networks in some communities thriving while others suffer? How is this problem affecting the most vulnerable residents? What can be done to fix it and who should pay? How do we begin to tackle and prioritize improvements in a region with 30,000 miles of roads, 40% of which have no sidewalks? These are the types of questions our project seeks to answer.

The Active Transportation Alliance, in partnership with other non-profit advocacy groups, is seeking technical support from CMAP and/or a consultant to develop a report that identifies the policy barriers to building safe and accessible sidewalk networks and recommends policy solutions. The report will educate elected officials at the local, state, and federal levels about the issue and suggest a path forward as a region. It will help residents understand why their neighborhood lacks sidewalks and what they can do to fix it.

The report will include best practices from local municipalities and cities across the U.S. that have safe, connected networks. It will feature a strong racial and social justice lens and highlight policies that prioritize the needs of people with the greatest needs. The recommendations will be specific and actionable so elected officials can understand the steps that need to be taken, and advocates can hold them accountable.

Our project will use data and policy analysis to make the case for stronger regional collaboration on pedestrian safety and walkability. These issues have broad public support, but leaders lack the context and urgency needed to act. The project will help advance implementation of the dozens of active transportation plans in towns across the region. It will support the mobility goals of ON TO 2050, particularly in the areas of safety, sustainability, and inclusive growth.

**Project Location:** CMAP region of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 2

**Project Title:** BACOG Stormwater Plan

**Applicant:** Barrington Area Council of Governments



### Project Description:

Regional Stormwater Plan with Groundwater Recharge Focus

A great deal of environmental work has been completed by BACOG including groundwater studies, mapping, programs and education. The area's watershed partnerships have developed watershed plans and related programs that cover most of the BACOG area. To date there has been limited integration of these components, although surface water and groundwater are a single resource.

The project would provide a detailed look at stormwater flow throughout the BACOG area, incorporate groundwater considerations and opportunities, and include projected precipitation/climate trend data. Desired outcomes are: 1) a new regional approach to managing stormwater and improving water quality; 2) focused utilization of groundwater recharge capabilities to replenish the regional aquifer and reduce flooding; and 3) enhanced collaboration among governments for better overall, regional environmental management.

The project would first map a high level of detail of stormwater flows within each community (incorporating any existing mapping) and show flows into and out of each community and the region as a whole under existing climate conditions. Then stormwater flows would be modeled under a second climate scenario to show projected precipitation conditions and resultant stormwater flows.

The two scenarios (existing and projected conditions) would be analyzed to determine the capacity of existing gray and green infrastructure in each community to address and control existing and increased stormwater flows, flooding and water quality. Problem areas under current infrastructure conditions would be identified through the detailed mapping, engineering and village/township input, and site investigation. An estimate of problems and the extent of areas affected would be estimated under projected conditions.

Opportunities for better stormwater management would then be identified. The detailed flow mapping would be integrated with the BACOG groundwater recharge area map and other groundwater and natural area information and would identify areas suitable (e.g., large enough, close enough, with appropriate soils) to accept additional stormwater. The analysis would generate new possibilities to divert, retain, detain and/or redirect stormwater to sensitive groundwater recharge areas to replenish the aquifers and reduce flooding. The project would identify projects and practices to resolve problems and improve water quality. It might address creation of downstream capacity through mitigation or credits between governments. It might also note areas suitable for developing raingardens and bioswales on private property, to educate and engage property owners to assist in their own local flood mediation, resulting in less demand on stormwater facilities.

Ultimately the project would conclude with recommendations for shared regional management of stormwater and groundwater projects, activities, responsibilities, and innovation. Activities that could occur across jurisdictional boundaries would be identified, within the limitations of state and federal laws and stormwater ordinances.

Each government would implement agreed recommended projects within their own community, possibly through new intergovernmental agreements and possible cost sharing arrangements among members.

Funding and/or resource assistance is needed for consultant(s) to perform the mapping, analysis, modeling and recommendations components of the project. Recommendations would be jointly developed by BACOG government members and the consultants. If needed, the project can be broken up by components (mapping, modeling, analysis & recommendations) for funding requests.

**Project Location:** The BACOG area is located about 40 miles northwest of Chicago in parts of 4 counties. The area encompasses approximately 80 square miles in 4 sub-watersheds of the Upper Fox Watershed and 1 sub-watershed of the Des Plaines Watershed. See map on our website at [www.bacog.org](http://www.bacog.org)

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 3

**Project Title:** Aurora FoxWalk River Plan

**Applicant:** City of Aurora



### **Project Description:**

The City of Aurora and CMAP have recently worked together to create the Downtown Plan that was adopted by our Council in 2017. Building upon the success of that plan, the City is in need of an updated FoxWalk Master Plan (2007) to help improve and protect the Fox River. The City's FoxWalk/Riverwalk was initially conceived as a continuous, two-level pedestrian walkway system. Since the plan's adoption many sections have been constructed. However, many sections did not come to fruition as planned for a number of reasons such as funding, ownership, and regulations.

Aurora is experiencing an amazing revitalization with expanding commercial development, riverfront and downtown redevelopment and an eclectic cultural scene. In 2019 almost 200 new residential units will be finished, companies are filling office spaces, and many new restaurants will open. Many long vacant historic buildings, some that have been vacant for decades, have been purchased by private developers who are constructing new residential units and retail/office spaces.

In addition, Downtown is continuing to become a regional arts and entertainment destination. The Paramount Theatre sees nearly 400,000 visitors each year. A new 200 seat concert space called The Venue opened in June along the Water Street Mall, and RiverEdge Park continues to draw thousands of concert goers each year to the banks of the Fox River. Downtown has proximity to the Metra Station, a new pedestrian bridge, the Fox River Trail, and the Green Mile, each of these supporting walkability and bikability in our community and region.

It is evident that more and more pedestrians, bicyclists, and canoeists/kayakers are drawn to the Downtown and many long time Aurorians are quick to point how pleased they are to see activity on the streets and the river. Now is the time to work with our partners including the Fox Valley Park District and Kane County to take another look at the 2007 FoxWalk Master Plan to focus on those missing sections that will create a truly connected pedestrian environment along the river. A new plan will allow for the addition of new building techniques, sustainable and environmental technologies, and fresh eyes to help prioritize. The plan will not only include recommendations on how to construct new improvements but it will also contain strategies that help protect wildlife, improve fish habitat, and clean the water quality.

**Project Location:** The project will be centered along the Fox River as it runs through Downtown Aurora, on both sides extending outwards approximately 100', and including all of Stolp Island.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 4

**Project Title:** Berwyn Implementation Plan

**Applicant:** City of Berwyn



### **Project Description:**

The City has taken steps in planning for infrastructure improvements through the development of several city-wide infrastructure improvement planning documents ranging from transportation to stormwater. The City is seeking technical assistance in an implementation plan for near future projects, projects underway and partially funded projects. This plan will ensure that projects move forward as scheduled; identify funding sources and when to apply; assist in coordination with outside agencies and neighboring communities; provide insight to staff, residents and elected officials on project management; with the ultimate goal of implementing the objectives in these adopted plans.

**Project Location:** Within city limits; Roosevelt Road south to Pershing Road, Harlem Avenue east to Lombard Avenue.



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 5

**Project Title:** Berwyn Water Management Plan

**Applicant:** City of Berwyn



### **Project Description:**

The City has taken steps in planning for infrastructure improvements through the development of a Comprehensive Plan and Capital Improvement Plan, but is digging in deeper for a robust management and assessment plan focused on water infrastructure and quality. An in depth approach towards the planning for a water system management plan will not only be educational for staff, officials and residents but will also assist the City in the implementation of the goals, and expand upon, the objectives in these previously adopted plans.

CIP

<https://www.berwyn-il.gov/sites/all/files/pdfs/Engineering/201721CIP.pdf>.

Comp Plan

[https://chambermaster.blob.core.windows.net/userfiles/UserFiles/chambers/2628/CMS/City\\_Planning\\_Docs/BerwynCompPlan.pdf](https://chambermaster.blob.core.windows.net/userfiles/UserFiles/chambers/2628/CMS/City_Planning_Docs/BerwynCompPlan.pdf)

**Project Location:** Within city limits; Roosevelt Road south to Pershing Road, Harlem Avenue east to Lombard Avenue.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 6

**Project Title:** City of Chicago 1st Ward TOD Impact Study

**Applicant:** City of Chicago - 1st Ward - Alderman Daniel La Spata



### **Project Description:**

This proposal is to conduct an impact study of Transit Oriented Development along the Blue Line L in 1st Ward, Chicago. The L stops of Division, Damen, and Western have each been subject to Transit Oriented Development (TOD) provisions that aim to increase density, reduce parking requirements, and encourage various modes of transportation. Residents of the 1st Ward have expressed concerns about TOD impacts on property taxes, parking congestion, traffic congestion, L congestion, "up-zoning" practices, and other quality of life concerns. Additional concerns include demographic change and accessibility, in order to determine whether TOD produces equitable mobility; to bolster an empirical study of TOD, a qualitative aspect of the study ought to include a racial equity lens to assess the impact of TOD on all residents living adjacent to these L stops. This proposal is to study the impact of greater density within a transit node, from 2013 to present. This effort is consistent with City of Chicago goals to study TOD in order to "publish an Equitable Transit Oriented Development Policy Plan....The intent of this document shall be to measure the success of Chicago's policies to encourage development near transit served locations and explore opportunities to further support transit" (see SO2018-9304, Section 4). This impact study will also be important to form planning efforts regarding bus TOD as passed by the same Ordinance (see 17-10-0102-B.1.a). By conducting this study, which can include empirical analyses (demographic, land use, property value, etc.), substantive engagement with residents, and plan-making exercises (such as a Ward-based TOD policy for zoning map amendment cases), it will be possible to understand the extent to which TOD benefits residents and whether those benefits are distributed in an equitable manner.

**Project Location:** 1st Ward of Chicago contains three Chicago Transit Authority "Blue Line" L stops at Division, Damen, and Western, respectively. These L stops are proposed to be the geographical points of observation, and the geographical centers for any radius for an impact study of Transit Oriented Development.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 7

**Project Title:** City of Chicago 25th Ward Parking and Traffic Study

**Applicant:** City of Chicago - 25th Ward - Alderman Byron Sigcho Lopez



### **Project Description:**

A parking and traffic study has not been done in this area. We would appreciate parking and traffic suggestions to address the issues that residents continue to bring up.

### **Project Location:** 25th Ward, Chicago

Rapid development and inadequate planning has created issues of traffic and congestion in the 25th ward. We identified two areas where these issues have started to affect the quality of life of residents while more development was rushed under the last administration. We have concerns about the impact of projects like the 78 in areas in the South Loop and Pilsen. We were very impressed with the work CMAP did in Chinatown and we would like to bring your expertise to provide parking and traffic suggestions to two areas in the 25th ward.

#### Locations:

South Loop: Wells between Harrison and Roosevelt

Pilsen: Ashland to Morgan between 16th street and Cermak

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 8

**Project Title:** City of Chicago 45th Ward Milwaukee Ave Corridor Plan

**Applicant:** City of Chicago - 45th Ward - Alderman James M Gardiner



### **Project Description:**

This stretch of Milwaukee Avenue has several empty storefronts and we are hoping to receive assistance with a long term vision for the area and are hoping you can provide the framework to help revitalize the area. If retail isn't the answer anymore maybe we can receive some guidance to help identify the most appropriate land use.

**Project Location:** North Milwaukee Avenue from West Montrose Avenue to West Ardmore Avenue

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 9

**Project Title:** City of Chicago 45th Ward Northwest Highway Corridor Plan

**Applicant:** City of Chicago - 45th Ward - Alderman James M Gardiner



### **Project Description:**

This stretch of Northwest Highway has several empty storefronts and really needs some revitalization and we were hoping to get some assistance in planning and developing a long term vision for the area. If we can get guidance in helping to identify the type of land use that is most appropriate.

**Project Location:** The project area is North Milwaukee Avenue from West Northwest Highway on the south to West Devon Avenue on the north.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 10

**Project Title:** City of Chicago 45th Ward Subarea Plan

**Applicant:** City of Chicago - 45th Ward- Alderman James M Gardiner



### **Project Description:**

There are several empty parcels within that project area and they are all needing to be developed. The Peoples Gas location at 3955 N Kilpatrick, the large area of land between Milwaukee and Irving Park Road commonly know as 4747 W. Irving Park Road, and the old Sears building 4730 W Irving Park Road along with the parcel to the north of Sears. Since there are so many parcels that need to be developed in this area we were hoping to have some help with the planning and with the transportation aspect since more than likely there will be a greater number of people in the area and we are trying to find a way to ease the congestion in the area. We are hoping to have some help to identify the type of land use that would be the most appropriate for this business district.

**Project Location:** The project is from North Cicero Avenue on the west, the Metra tracks on the east (approx 4600 West), West Belle Plaine Avenue to the north and West Byron Street to the south.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 11

**Project Title:** City of Chicago Avondale Neighborhood Plan

**Applicant:** City of Chicago - Avondale Neighborhood Association



### **Project Description:**

This proposal is requesting for technical assistance and resources to develop a neighborhood scale plan for the Avondale community area in Chicago.

The Avondale community area is rapidly transitioning in affordability and in the neighborhood make-up of both residents and businesses while not having a clear vision and plan for maintaining affordability, diversity, and quality of life. The community is attracting development but does not have a comprehensive vision for where and what development is desired and what infrastructure should be invested in such as parks, bike paths, pedestrian safety, and public transit. Avondale is divided across five different wards and aldermen which makes a shared vision and coordinated planning more challenging. The community is physically divided by the Kennedy Expressway, has very low amount of open space, and can struggle with a cohesive identity.

Nevertheless, Avondale has many assets to build upon. The Avondale Neighborhood Association (ANA), a 501c3 volunteer run organization, was formed with a mission of unifying the Avondale community by preserving history, embracing diversity, and connecting neighbors. ANA coordinates with the community on educational events, neighborhood clean-ups, neighborhood socials, creating community murals, attending zoning meetings, planning positive loitering events & running a local art walk (A Day in Avondale). ANA has take the lead to highlight the many public resources, local businesses, art spaces, and social services already active and thriving in Avondale.

ANA through its Zoning Committee has also worked to give thoughtful community input to the five different aldermen as new developments are proposed. The Zoning Committee is now reactively responding to developers' projects as they are proposed rather than working from a shared vision and plan the community developed and supports.

ANA and its partners are asking for support from CMAP and the RTA to develop a plan that:

1. Articulates a shared vision for the community for where and what developments is desired;
2. Promotes the retention and development of affordable housing, maintains a wide diversity of businesses;
3. Promotes safe and sustainable transportation options including pedestrian, bicycling, and mass transit;
4. Addresses issues of stormwater and open space.

**Project Location:** Avondale community area in Chicago, IL

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 12

**Project Title:** City of Chicago Beverly/Morgan Park Neighborhood Plan

**Applicant:** City of Chicago - Beverly Area Planning Association



### Project Description:

#### Key Issue

The community's perspective is the Beverly / Morgan Park commercial corridors on 95th Street and Western Ave. along with the multiple Metra train depot commercial districts don't fully reflect the overall quality and character of the broader historic district, unique housing stock, and community vitality.

#### Objective:

The Beverly / Morgan Park community would like assistance developing a longer term vision for the commercial districts through the assistance of a comprehensive community wide corridor study and master plan

#### Key Areas of Study:

A vision for attracting new businesses and new development in particular assistance on

- what types of businesses to recruit to our community,
- what are ideal or specific locations for these respective businesses to target in our community to spur economic growth,
- what are ideal or specific locations to target in our community for recruiting new development options,
- what are strategies to enhance economic activity in and around the community's core transportation hubs in particular in and around the multiple vacant Metra stations,
- the majority of the community's commercial corridors and Metra train station districts are dry or do not allow liquor/beer sales how might changes in alcohol rules impact attracting new businesses or new development in a positive or negative way. How can communities like Beverly / Morgan Park best proceed in implementing new strategies around a strategic approach to liquor licenses and alcohol sales?

#### Transportation

- Assess traffic flows on major corridors within the study area boundaries in particular the traffic flows impacted by cul de sacs and traffic diverters originally installed during 1995 along 95th street and between 95th & western and 91st & western. Since then, major commercial developments have occurred along both 95th and Western, and new traffic patterns and habits have evolved. These issues also exacerbate safety for young students who walk to and from two local neighborhood elementary schools.
- improve walkability of main corridors on 95th Street and Western Ave.[also part of enhancing public spaces along corridors]
- improve bike-ability through strategies and plans to connect main Commercial Corridors, residential areas, and Metra / CTA stops with bike access

#### Enhancing Public Spaces along Commercial Corridors and Metra train depot areas

- Assistance with selecting locations and developing a strategy for utilizing open spaces or vacant space for temporary or permanent community spaces including pop-up performances, parklets, pop-up art, pop-up gathering spaces etc.

#### Beautification of Commercial Corridors and Metra train depot areas

- Developing and implementing strategies for limiting the negative impacts on corridors from vacant buildings or vacant lots, large billboards, inconsistent business signage or facades etc.

**Project Location:** Beverly Hills/Morgan Park Neighborhood - Bound on the north by 87th street, on the south by 119th street, on the east by Vincennes Ave, and on the west by California and Western.



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 13

**Project Title:** CDOT Livable Streets Implementation Plan

**Applicant:** City of Chicago - Chicago Department of Transportation



### **Project Description:**

Streets play a vital role in the livability, vitality, and character of Chicago's neighborhoods and commercial areas. Through its Livable Streets Section, the Chicago Department of Transportation (CDOT) seeks to create streets that support community identity, promote walkability, sustainability, safety, and connectivity for all users, while fostering vibrant neighborhoods and economically prosperous commercial corridors. CDOT is seeking to analyze existing Livable Streets assets, identify resources that can help support their development, and assess gaps potentially hindering the implementation of livable streets. CDOT will evaluate the economic impacts of already implemented Livable Streets projects in the City's commercial corridors. By having a clear understanding of the economic impacts of livable streets, CDOT will be able to make recommendations for future equitable investments that can help stimulate the economy of the City's neighborhood commercial corridors.

The proposed planning study will result in a Livable Streets Master Plan (in digital and printed formats) that will serve as a tool to identify existing Livable Streets projects, highlight opportunities and challenges for future improvements, analyze the case for Livable Streets as an economic stimulus, and provide recommendations for future investments. CDOT will utilize GIS data to overlay existing and programmed Livable Streets projects, potential projects, Vision Zero high crash corridors, planned bikeways, funding resources, and community assets (such as Special Service Areas), in order to assess challenges and opportunities for future efforts. The study will also evaluate the catalytic economic development impacts that livable streets have in the City's commercial corridors. CDOT will examine pre- and post-construction data along recently revitalized commercial corridors (10 years or less) to quantify economic benefits gained as a result of investments. The data analysis will include, but is not limited to, changes in property values, sales data, and retail space vacancy rates.

CDOT is requesting a combination of CMAP staff and consultant-led assistance for this effort. CDOT has commenced gathering GIS information to get an understanding of existing assets and available resources, but needs assistance from CMAP staff to analyze and assess the findings. CMAP staff could also assist in gathering initial market data to be compiled into a consultant-led market analysis report.

The study will support the development of livable streets as a strategy for reinvesting in the City's neighborhoods. The analysis and assessment of existing Chicago Livable Streets assets and available resources can serve as a regional model on tools available and parameters that are key to supporting livable streets. Highlighting the benefits of transportation investments for all users, and their effect on local economies, will also further support implementation of Complete Streets policies in the region. The study findings will help public officials get a better understanding on the economic impacts of livable streets, provide stakeholders with key information to advocate for the implementation of these projects in their communities, leverage additional transportation funding for these efforts, and prioritize areas of necessary investment to promote future growth.

**Project Location:** City of Chicago

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 14

**Project Title:** CTA Transit Improvement Plan

**Applicant:** City of Chicago - Chicago Transit Authority (CTA)



### Project Description:

The 2017 North Branch Framework Plan was adopted to help guide the review of future development proposals and land use transitions for the North Branch area (see map). One primary goal of the plan is to provide better transportation access, especially in the context of significant projected increases in travel demand.

In coordination with CTA, CDOT is already studying the potential to create a transitway and trail connecting the North Branch area to downtown (see map). However, the future travel demands of this will not be solved solely with a single new transit option. There is important potential for existing bus routes that run through or near the area, in many cases connecting to rail connections, to help provide additional capacity, but this will require making these bus routes faster, more convenient, and more reliable. CTA and CDOT believe that it will be vital to create an enhanced bus service network that will help encourage and accommodate increased transit mode share to the North Branch area.

To accomplish this, CTA is seeking funding for consultants to create a North Branch Area Bus Network Enhancements Plan, which would develop a framework for bus enhancements that identifies key routes for improvements and concepts to make bus service a more attractive travel option. This would be developed in coordination with the other transportation analyses in the corridor, including a study of the new transitway. The combined analyses will provide guidance for the City and developers and facilitate implementation for a program of transportation improvements that can accommodate the expected growth in the area.

The scope of work would include:

- Assessment of existing conditions in the study area, including current mode-share by type and corridor;
- Identification of critical existing bus routes based on expected implementation scenarios for real estate development and the alignment of the transitway;
- Identification of potential locations and configurations for improvements for those critical bus routes, such as but not limited to dedicated bus lanes, bypass lanes, queue jumps, Transit Signal Priority (TSP), and enhanced boarding areas;
- Estimation of potential ridership growth and mode share that could result from improvements;
- Development of cost estimates for improvements;
- Identification of improvements that could be implemented by developers or incorporated into developer plans.

The scope would not provide detailed analysis of roadway configuration or engineering, nor would it include public outreach; but it would provide concepts that could be advanced to these next steps.

This project is a necessary next step in implementing the City's North Branch Framework Plan and realizing the vision of a corridor with modernized transportation assets sufficient to support the expected development. It aligns with the goals of ON TO 2050 and Invest in Transit, as it would help build out a modern multimodal system that adapts to changing travel demand, could lead to transformative investment, and builds on the strengths of our region's existing transit investments. It would also constitute an important step towards implementing the ON TO 2050 fiscally unconstrained project, City of Chicago BRT group.

**Project Location:** The project location includes the North Branch Industrial Corridor (NBIC), which includes 760 acres along the Chicago River from Kinzie Avenue in the South, Fullerton Avenue in the North, I-90 to the west and Kingsbury and Clybourn to the east. The study area also includes the following bus routes and related corridors which serve the NBIC and areas beyond are as follows: #74 Fullerton, #73 Armitage, #72 North, #70 Division, #66 Chicago, #9 Ashland, and #8 Halsted.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 15

**Project Title:** City of Chicago Roseland Subarea Plan

**Applicant:** City of Chicago - Far South Community Development Corporation



### **Project Description:**

Far South Community Development Corporation (Far South CDC) in partnership with the Roseland Community Medical District (RCMD) Commission, is applying for the Local Technical Assistance (LTA) to develop a Health and Wellness District Plan. The plan will be building upon the recommendations outlined in the Existing Conditions Report (ECR) that was completed by CMAP LTA in 2019. The plan will be based on five value principles for health systems, as listed on page 40 of the ECR, including but not limited to: creating balance, promoting active living, providing accessibility, strengthening vitality, and remaining resilient. At the heart of the district is Roseland Community Hospital, a 160-bed safety-net hospital that now serves the entire 135,000 residents on the far south side of Chicago with the closing of Metro South Community Hospital. The hospital is the district's largest employer with nearly 400 employees. The district will attempt to model the Illinois Medical District on the Chicago's west side/loop, which now generates \$3.4 billion in commerce activity.

Another key element of the district plan is accessibility of existing transit and future transit development, which will include the Red Line Extension from 95th Street to 130th Street along the Union Pacific Railroad on Stewart Avenue, and the PACE Pulse along Halsted Street from the Village of Harvey to 79th Street. Lastly, the plan will incorporate surrounding development that will have an enormous impact on the district such as: 12-acre mixed-use commercial development on 115th and Halsted; the Blue Cross Blue Shield renovation of the 130,000 square foot Target Store in Morgan Park/ West Pullman neighborhood that will bring 500 jobs; 67,000 square foot industrial development in West Pullman to bring 200 additional jobs to MiFab; nearly 1 million square feet industrial development in Pullman neighborhood that will bring 1,000 jobs; and 80 new single family home construction in West Pullman.

Much of the information included in the ECR is applicable to the Health and Wellness District planning efforts and should expedite the planning process. The focus of the plan will be to create strategies for the 100-acre site for healthcare delivery, health education, recreational activities, mobility, economic development, safety, and affordable housing.

**Project Location:** Roseland Community Medical District (RCMD) was established August 5, 2011.

Approximately 100 acres in size, RCMD's boundaries: north 110th Street to south 112th Street and east Michigan Avenue to west Stewart Avenue/Eggleston.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 16

**Project Title:** City of Chicago Garfield Park Housing Implementation Plan

**Applicant:** City of Chicago - Garfield Park Community Council



### **Project Description:**

The Garfield Park Community Council (GPCC) is requesting support for the Preserving Affordability in East Garfield Coalition, which will build a coalition of East Garfield Park residents, churches, and partnering institutions in a community-driven planning project. The project will further the goals of an ongoing planning process initiated by the Metropolitan Planning Council (MPC) and the DePaul Institute of Housing Studies (IHS).

In recent months MPC along with its partners (IHS) and the Garfield Park Community Council have piloted a community-driven planning process to work with residents to answer the question: How can the community have new development and investment, while also preserving affordability and ensuring that current residents do not get displaced?

The residents of Garfield Park have answered the call to action. Our most recent meeting had over 80 attendees, 39% of which had lived in the neighborhood for over 20 years, 56% of which identified as black, and 40% of which were homeowners. Through this process, community leaders have coalesced around a shared vision and mission for development without displacement in East Garfield Park. Community members have also developed a set of goals and identified priorities for preserving affordability and stability - such as the development of limited equity housing cooperatives or helping legacy homeowners stay in their homes.

Support from the CMAP's LTA program will build on this community vision and help refine and implement priority strategies. The coalition will continue and expand the community engagement through ongoing education on community priorities, such as developing local businesses and improving access to capital, improving access to homeownership, preventing displacement, and preserving affordability for existing residents.

The coalition is delighted to see that Inclusive Growth is the first principle of the OnTo2050 plan. East Garfield Park is a perfect example of the neighborhoods that the OnTo2050 Plan describes when it says: Having recently lost population particularly among low and moderate income residents as well as black residents we must take intentional, proactive steps to open doors in communities...

Previous community engagement efforts have heard a resounding consensus when it comes to the issue of keeping the long time, legacy black residents in East Garfield Park. Garfield Park is one of several neighborhoods in Chicago that experienced significant population loss from 2000-2017. During this time, Chicago's black population, the city's largest demographic in 2000, dropped by 24 percent through 2017, going from more than one million in 2000 to just under 800,000 in 2017. This coalition would explore ways that residents can reverse that trend and achieve housing stability for all East Garfield Park residents, especially legacy community members.

The Coalition's intention is for this project to be led and facilitated by community groups. The Coalition needs technical assistance in accessing data, creating plans, presenting information to residents, and developing a fuller action plan for affordability in East Garfield Park. Potential outcomes could include: an affordability and stability plan, a limited equity housing cooperative development and policy plan, a naturally occurring affordable housing preservation plan.

**Project Location:** Hamlin to Western, I-290 to Franklin Boulevard

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 17

**Project Title:** City of Chicago Hegewisch Neighborhood Plan

**Applicant:** City of Chicago - Hegewisch Business Association



### Project Description:

Changes are proposed to develop a comprehensive area for business and community areas of Hegewisch:

**An entertainment district:** An entertainment district is proposed to make this area a destination, and encourage residents and visitors to stay in Hegewisch, rather than travel to nearby Indiana. The corner at 13301 South Baltimore would be highlighted. A permanent structure should be built for multi-purpose use, to include a stage, for different programs in the summer, spring, and fall. Funds would be used to acquire seven (7) lots. Technical assistance would be needed.

**Development on other Hegewisch property:** The area at the Cal Sag Harbor, to the Indiana border, to 137th Street, would be featured. This area is estimated at between two (2) and three (3) square miles.

**A tourism area:** Wolf Lake would be developed, using some funds from a state grant. A lodge could be placed on the north end, featuring a great view. The venue would be attractive for weddings, anniversaries, fundraisers, and other events. A campground, featuring small houses for hunters during the season, could be planned.

**A design district, similar to the Niles Design District:** The district would focus on businesses, such as contractors and rehabbers, who provide wallpaper, tile, fireplaces, furniture, and more.

**Special business areas:** A block for a laundromat, coffee, and bakery areas is proposed, since those businesses are missing in the area. Another block, such as the site of an old Bank building, at 13358 Brandon Avenue, would feature a sit-down restaurant and a bicycle shop. The former East Side Bank Building, which later became the Standard Bank building, at 13336 Baltimore, could be turned into a brewery. Food trucks, which are now popular, would be drawn to town, with the establishment of a permanent parking area, complete with pads and a commissary. The former Catholic school buildings, associated with Saint Columba Church, and Saint Florian Church, would be turned into job training centers, which would help with unemployment.

**A medical area:** The area serves an aging population. A block for an urgent care facility, a pharmacy, and a physician would be well-received. As of this writing, the 13101 Baltimore would work best for this industry segment.

**Streetscape:** A streetscape program would be launched for beautification, with the purpose of promoting businesses. A Hegewisch welcome sign would be upgraded. Planters would be featured in the spring, summer, and fall. Christmas decorations would be featured for the holidays.

**Electronic billboard:** New signage, in the form of an electronic billboard, could be installed. The signage would promote local events.

**Rehabilitation area:** The area contains many aging properties, which should be brought up to code. The properties can then be rented out or sold.

**Tourism:** Development for a youth hostel is planned. The former rooming houses of the steel mills, located at the site of the Triangle Inn Building, at 13351 South Baltimore, will be used. People will be able to jump on the South Shore Line, and travel to downtown. Multiple properties on Brainard Avenue feature single room occupancy.

**A veterans area:** The community has many residents who are veterans. During World War II, workers built tanks, across from Brainard. The veterans' area is at 13501 Baltimore. Across from Brainard, The tank is located at 13500 Baltimore. A twelve-unit building burned down, so a now vacant parcel of land is there. Ford Motors built troop carriers there, because Henry Ford objected to the war. The veterans have requested equipment and a park for the location.

**CEDA office:** The area has been operating without a CEDA program for many years. CEDA will be more prone to work in an area, if the facilities are good.

The baseball and softball fields would be improved by adding proper drainage. The youth ball programs are popular, and would be used more, if improvements were made. Mann Park, at 3035 East 130th Street, would be improved for youth baseball. Hegewisch Babe Ruth Park, at 12600 South Carondelet Avenue, would be improved for softball.

**Add businesses for which residents travel to Indiana:** A gasoline station should be added, to discourage residents traveling out-of-state for gasoline. A college internship program is in process.

The Hegewisch Business Association is working with the Saint Xavier University Graham School of Management to hire an intern. The plan is to have a paid intern for his or her junior and senior years, working approximately ten (10) hours per week. The focus would be on marketing, social media, communications, and business recruitment. Training services for new businesses would be developed.

**Project Location:** The project focuses on Hegewisch. The Baltimore Commercial District, featuring businesses, is critical. Areas that need to be further developed for business, tourism, entertainment, or community usage are featured. Several specific locations are listed in the descriptions of proposed work, so please note the addresses in the plan, below.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 18

**Project Title:** City of Chicago Kids First Chicago Transportation Plan

**Applicant:** City of Chicago - Kids First Chicago



### Project Description:

Kids First Chicago's work includes reducing barriers for families to high-quality schools. We have studied school choice patterns for elementary students in the West Side region in our Annual Regional Analysis (ARA). Last school year, there were roughly 25,000 Kindergarten-8th grade students who live in the region. 79% of those students attend a school in the region and 40% attend a school in the region that is not their neighborhood school. These data have been consistent in the last four years. There is significant school choice within the region and many students are choosing to attend a higher-rated school. On average, elementary students in the West Side region who do not attend their neighborhood school travel 2.6 miles and commute 24 minutes. The ARA also found that there are 12,000 unfilled seats at highly rated elementary schools in the West Side region.

Research is needed to determine whether transportation is a barrier to high-quality school access and choice. Our questions include:

- How are students getting to school in the West Side region, either their neighborhood school or another school?
- Is this a pain point for families?
- Do transportation challenges impact what schools families consider?
- Is racial equity a factor in transportation access? 23% of West Side students are Hispanic and 75% are African-American.
- What solutions can we propose to CPS and other stakeholders to address this potential problem?

Chicago Public Schools only provides transportation to a small number of gifted and magnet elementary schools for students who live within 1.5-6 miles from school and some students with disabilities. Nearly all of the West Side families who are choosing another school in their region are not attending schools where yellow school bus transportation is provided.

We surveyed 225 elementary parents across the South and West Sides and confirmed that convenience is equally important to academics and safety in school choice decisions. We learned that of the various modes of transportation to school, car was mentioned 43% of the time, walking 25%, bus/subway 15%, and school bus 15%.

We would like to drill deeper on the West Side with a larger sample to understand if families are making similar transportation choices and why. Possible deliverables include data collection and landscape analysis of current conditions. With that analysis, we would like to leverage the expertise of CMAP transit planners to identify emerging transportation solutions for pilot. Kids First Chicago works closely with parents and community members to improve education. Our long term goal, in partnership with community champions, is the implementation of potential pilot programs and/or advocacy for broader transportation policy recommendations to reduce barriers to accessing high-quality schools.

**Project Location:** West Side region: generally bounded by West Addison Street to the north, West Grand Avenue to the south, the Metra Union Pacific Northwest railroad line to the east, and the Metra Milwaukee District/North line to the west.

Downloadable report with map here: <https://kidsfirstchicago.org/west-side-region>

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 19

**Project Title:** City of Chicago DPD Civic Coordination Partnership

**Applicant:** City of Chicago - Planning Division of the Department of Planning and Development, City of Chicago



### **Project Description:**

Request for CMAP assistance, working with DPD and other agencies, to provide support with up to three types of assistance: pre-planning coordination and engagement, planning and resource coordination and engagement, and/or project implementation coordination and engagement. The goal of this city-led initiative is to provide transformative changes by focusing resources and priorities along neglected commercial corridors and their communities. This article provides some context:

<https://www.dailyherald.com/news/20190801/lightfoot-promises-transformative-changes>. More information on this initiative will be available in the near term.

**Project Location:** Locations for the LTA grant planning assistance will be within select south and west community areas, to be determined by the City of Chicago, and in consultation with partner agencies and local community organizations.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 20

**Project Title:** City of Chicago Roseland IMD Corridor Plan

**Applicant:** City of Chicago - Roseland - Great Lakes Development Consulting & Construction Management, Inc.



### **Project Description:**

Great Lakes has engaged with the above referenced organizations that represent the full spectrum of socioeconomic diversity within the Roseland community. Our intention is to implement an inclusive growth strategy as opposed to an extractive economic model. We will incorporate Dolton and Riverdale to combine resources in line with the GO 2050 Plan. We will provide business development resources in each of the communities by developing Retail and Small Business Incubator environments for economic engine generation and resilience. Incorporation of the proposed expansion of the Roseland IMD corridor, and associated medical career training and living opportunities, will also be part of the long term projection for programmatic progress. Brownfield redevelopment serving both business, retail, and resident markets will be integrated to provide a cleaner, safer, green walking community rich with diverse cultural, and social offerings. This portion of our plan speaks to economic and environmental resilience. Our immediate resources include Qualified Construction Technical Advisor for NOF, Chicago Rebuild Pilot Developer, CTA Red/Purple Line TA Chicago Rebuild Pilot Development Partner, Certified NCCER Trainers, HUD 4520 Certified Managers.

**Project Location:** 103rd-147th/Sibley between Halsted and ML King Drive, Village of Dolton, Village of Riverdale



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 21

**Project Title:** City of Chicago Roseland Heights TOD Plan

**Applicant:** City of Chicago - Roseland Heights Community Association



### **Project Description:**

Vision: 95th Street Corridors Streetscape for University Village 95 Design Concepts, Development strategies to help improve the function and character of the 95th Street business district, with streetscape appeal. The Redevelopment Plan addresses land use, urban form and design, infrastructure, access and circulation with streetscaping and creating a premier transit-oriented destination, building upon unique local character, promoting community interaction, and expanding local opportunities around Chicago State University for Art, music and dance establishing a sustainable future. Improvements to Abbott Park is included in the plan to provide open space and hike/bike trail opportunities that all communities needs. With a series of plans from three complementary districts, businesses on west 95th Street, Washington Heights and West Chesterfield & Roseland Heights the University Village 95 plan will be connected by a supportive mobility network that will reinforce the location's advantages by concentrating employment, retail, entertainment, and a diversity of residential uses on the south side of Chicago.

**Project Location:** The project area includes the half-mile radius located around the Red Line Chicago Transit Authority Rail commuter station located on the South Side of Chicago. University Village 95 is currently focused on developing East 95th Street from State Street to King Drive with hopes to span from Cottage Grove Avenue (800 East) to Halsted Street (800 West).

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 22

**Project Title:** Country Club Hills Comprehensive Plan Update

**Applicant:** City of Country Club Hills



### **Project Description:**

The City of Country Club is interested in updating their Comprehensive Land-Use Plan that was adopted by the City in September of 2007 and is therefore out of date. The City's goal is to have a new land-use plan to guide future actions of the community. The plan will be designed to include increasing resiliency, attracting and retaining residents, improving recreational opportunities, expanding job opportunities, economic growth and increasing sustainability.

The City is looking to CMAP for financial support and guidance in order to develop a new Comprehensive Plan starting from a thorough review of the existing Comprehensive Plan. The new master plan should build on the City's past success and include updated visions with long-range goals and objectives for all activities that affect the community.

The City's September 2007 Comprehensive Land-Use plan has been emailed to [applications@cmapp.illinois.gov](mailto:applications@cmapp.illinois.gov)

**Project Location:** Citywide comprehensive plan

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 23

**Project Title:** Elgin Economic Development Plan

**Applicant:** City of Elgin - Elgin Development Group



### **Project Description:**

The Elgin Development Group (EDG), a division of the Elgin Area Chamber of Commerce (EAC), would like to write and execute a long-term Economic Development Strategic Plan for the City of Elgin. The EDG has a multi-year contract to do economic development on behalf of the City of Elgin and based its work on the former City of Elgin's Strategic Plan 2013-2017, Road Map for the Future. The City's "2018-2022 Strategic Principals & Priorities Plan" does not incorporate individual priorities like the previous plan. To that end, the EDG has incorporated into its 2020-2023 contract with the City of Elgin the need to complete a detailed Economic Development Strategic Plan for the City of Elgin. We need technical and financial assistance to accomplish this goal.

The over-arching goals of the EAC, in conjunction with its role as a member of the Elgin Development Group (EDG) public-private strategic partnership, are to: Provide a solid tax base to support quality municipal and educational goals; Improve the quality of life and standard of living for Elgin residents; Create a diverse and vibrant local economy; and Generate desirable employment opportunities. To achieve these goals, EAC as a member of the EDG partnership, employs proven economic development initiatives and strategies to meet Elgin's challenges, current economic realities, and which are consistent with the previous City of Elgin's Strategic Plan 2013-2017, Road Map for the Future. The EAC's and EDG's five, key economic development initiatives include: Business Retention and Expansion; Business Recruitment; Workforce Development; Transportation and Development; and Enhancing Elgin (marketing).

Specific action items relevant to the Strategic Plan are noted under Core Services and Deliverables of the agreement with the City of Elgin. BUSINESS RETENTION AND EXPANSION: Retaining existing businesses through proactive outreach, providing assistance and resources and maintaining a business-friendly environment, with a special emphasis on small business; BUSINESS RECRUITMENT: showcasing Elgin as a preferred business location, recognizing the importance that foreign direct investment plays in Elgin's economy; WORKFORCE DEVELOPMENT: Engaging with businesses and community partners to help build a diverse and skilled workforce. EAC shall continue promoting initiatives created to produce a workforce ready labor supply to new and expanding businesses; TRANSPORTATION AND DEVELOPMENT: Focusing on critical land use and transportation issues critical to the development of Elgin and the surrounding area; ENHANCING ELGIN: Promoting Elgin's positive aspects and quality of life.

The EDG would like CMAP to consider support for our effort for organized, sustainable, and planned growth for the City of Elgin through the development and execution of an Economic Development Strategic Plan. Various community stakeholders will be involved during the process of developing a plan that will map out achievable steps that will take Elgin's economic development effort to the next level. CMAP's support and involvement of this local effort is critical to our effort to achieve common goals.

**Project Location:** City of Elgin, Illinois

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 24

**Project Title:** Evanston Community Engagement Plan

**Applicant:** City of Evanston



### **Project Description:**

The City of Evanston is interested in embarking on an extensive and inclusive-outreach approach to gather input about long-range planning issues involving the built environment. Through a month-long three-meeting discussion series (September-October, 2019), facilitated by CMAP with a number of key City staff and community stakeholders, feedback was received about the need for broader outreach and engagement that can produce more civil dialogue from a more representative group of City residents.

The City has a number of long-range planning needs, including ultimately updating the 2000 Comprehensive Plan to reflect current conditions and inclusive growth values. However, recent public input has been disproportionately provided by a select number of vocal residents that have expressed a distrust of the City processes. In order to achieve broader more inclusive perspectives, the City needs to increase credibility in the public engagement process and establish a greater number of deeper relationships. Additionally, the three-meeting series identified the need to build collaborative partnerships with non-governmental entities that can assist in establishing new groups of people to participate in processes and manage a process to reclaim trust.

The City seeks technical assistance from CMAP to employ state of the art practices in community engagement, through both digital applications and extensive face-to-face outreach, to develop consensus around community values. It is intended that the approaches used and social capital established through this process will lead to a culture of ongoing engagement and kickstart more concrete planning products in the near future, including the development of a new Comprehensive Plan document.

**Project Location:** The City of Evanston corporate boundaries.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 25

**Project Title:** Harvey TOD Plan Update

**Applicant:** City of Harvey



### **Project Description:**

The City seeks assistance from RTA and/or CMAP on a TOD Plan Update. We intend to build upon the 2005 TOD Plan to account for changing local context - in particular to develop new strategies to address (a) population loss, (b) complementary activities to leverage improvements underway at the Harvey Transportation Center, (c) evolution in urban planning best practices.

Regarding (c), the City hopes to obtain from urban planning experts at RTA/CMAP new insights on infill development strategies and activities that would foster high-quality, high-density, transit-supportive development. This might reflect recent TOD successes/case studies at other communities in the greater Chicago area.

The Transportation Center and the adjacent Metra Electric Station serve as a focal point for future redevelopment creating a linkage between transit and development. Moreover, the TOD Update would incorporate improvements PACE is planning for the Harvey Transportation Center. According to PACE, the 20-year-old Harvey Transportation Center will be rehabbed and upgraded over the next several years. Facility improvements include rehabbing/upgrading pavement, lighting, platforms, shelters, operator restrooms, structures and systems. These improvements are needed to support the implementation of Rapid Transit service on the Pulse Halsted and 159th Street Lines in addition to the Tri-State Express Bus service.

The TOD Update would also review improving mobility within the study area such as pedestrian access including sidewalks, pedestrian street crosswalks, pedestrian signals and lighting. In addition, the study will recognize and incorporate findings from the currently planned Rideshare Pilot Program within the Harvey area. The program provides for a 12-month, late night subsidized on-demand transportation with supplementary mobility options to riders during evening hours when it is difficult to ride public transportation.

An optional element for the application request is to complement the TOD Plan Update with a TOD Developer Panel. If this is were added to the scope of work, the City would work with RTA/CMAP on a TOD Developer Panel immediately after the TOD Plan Update is completed. This additional step would contribute to the long-term success of the TOD Plan Update's implementation.

**Project Location:** The area under consideration is a Transit Oriented Development (TOD) area. It is approximately the same TOD area as defined in a November 2005 TOD Plan prepared for the RTA (see: <http://www.rtams.org/rtams/planningStudy.jsp?id=78>). It covers the Harvey Transportation Center (PACE), the City's primary Metra station, and adjacent City Hall campus and it extends west to connect to residential areas and importantly the UChicago Medicine Ingalls Memorial Hospital.

The UChicago Medicine Ingalls Memorial Hospital serves as an anchor for the community in terms of high-quality jobs and future investment, with an opportunity to strengthen "last mile" connectivity to the PACE and Metra station.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 26

**Project Title:** City of Hickory Hills Comprehensive Plan

**Applicant:** City of Hickory Hills



### **Project Description:**

The City of Hickory Hills is submitting an application to CMAP and RTA to complete a Comprehensive Plan. The goal of the Comprehensive Plan is to gather feedback from stakeholders and set priorities for development, infrastructure, land use, access to public transportation, open spaces and other issues that will enhance the livability within the City of Hickory Hills.

The City of Hickory Hills is located 15 miles southwest from the Chicago loop and is bordered by Justice on the north, Palos Hills on the south, Oak Lawn on the east, and the Cook County Forest Preserve on the west.

The City was incorporated in 1951 with much of the initial development occurring by the early 1970s. A considerable amount of the early improvements occurred as smaller subdivisions and individual parcels prior to citywide planning and stormwater management. The City performs recurring planning for capital improvements but does not have an adopted Comprehensive Plan.

The City's commercial district runs along two primary arterials, 95th Street and Roberts Road. 95th Street is under IDOT jurisdiction and Roberts Road is under Cook County jurisdiction. There is full access to the I-294 tollway near the intersection of 95th Street and 76th Avenue.

Three banquet halls along 95th Street have closed in the last 5 years and are in different stages of redevelopment. Other areas for possible redevelopment include the Hickory Hills Golf Course, consolidating smaller properties in the commercial districts, and subdividing larger residential lots,

The City has invested nearly four million dollars (\$4,000,000) in the last five years to alleviate numerous stormwater flooding issues. However, there are additional locations that will require coordination and assistance from neighboring communities and the forest preserve district to resolve.

The Cook County Forest Preserve District property, west of the City, provides recreational uses for pedestrians and bicyclists. There are no access points east of the City for pedestrians and bicyclist because of I-294 and Harlem Avenue corridor.

The City will use the Comprehensive Plan as a means to manage needed improvements, future development, while improving service to its residential and business community.

**Project Location:** City of Hickory Hills, Citywide

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 27

**Project Title:** City of McHenry Comprehensive Plan Update

**Applicant:** City of McHenry



### **Project Description:**

We are seeking to update our Comprehensive Plan and Development Policies document which was last updated in 2008. In 2018 we updated our Existing Land Use Map and our Future Land Use Map which had not been updated since 2005. We also created a Citywide bikepath and pedestrian plan simultaneously.

The economy has changed significantly since 2008 and we are in the midst of trying to update all of our sub-area plans and development-related ordinances but believe our comprehensive plan should be the initial document which should guide these. Additionally, we are updating our capital development fees and experiencing a resurgence in downtown redevelopment, as well as single-family development. Several major transportation projects loom in the near future so we believe now is the ideal time to update our comprehensive plan.

**Project Location:** City of McHenry, McHenry, County, IL

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 28

**Project Title:** City of Palos Heights GIS Assistance

**Applicant:** City of Palos Heights



### **Project Description:**

The City of Palos Heights is looking to implement GIS based asset management for its Transportation and Utility Divisions. The City is has a complete GIS roadway network, sanitary network, nearly complete water network, and an incomplete sidewalk network along with the storm sewer network. Currently, the City utilizes paper maps for locates, analysis, and work order management. In addition, the City does not own or utilize any asset management software and is looking to implement a new software in the year 2020.

After evaluating several approaches to its asset management dilemma, the City noted that an accurate GIS database is required to fully take advantage of any asset management software capabilities. With the limited staff and resources, the City of Palos Heights is seeking assistance to complete the GIS Sidewalk and Storm Sewer map within the 3.9 square mile city limits and assistance with the acquisition and implementation of the asset management software like CityWorks, Beehive, or Lucity. Utilizing the right asset management software and an accurate GIS database, the City can provide better tracking of repairs, manage preventative maintenance, control costs, and prioritize replacements.

A current and updated GIS database will allow the City to better analyze problem areas without the added expense and time of field surveys. In addition, City staff and engineers will have more analytical data to address new developments, enhancements, and capital improvement programs regarding transportation and drainage. By obtaining an accurate GIS storm sewers and detention facilities, the City can accomplish the following:

1. Development of a storm water management and urban flooding plan.
2. Progress the monitoring and inspection program of VCBMP facilities and green infrastructure projects under revised MWRD WMO ordinance.
3. Construct an active storm sewer model incorporating Navajo Creek and current infrastructure.
4. Compliance with NPDES requirements electronic database of storm sewer maps.

**Project Location:** City limits of Palos Heights



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 29

**Project Title:** City of St. Charles Bike/Ped Plan

**Applicant:** City of St. Charles



### Project Description:

The City of St. Charles is applying for funding to create a bicycle and pedestrian plan for the community, which will include a complete streets policy.

The City of St. Charles was originally established in 1834, is centered around the Fox River, and has access to hundreds of miles of regional bicycle trails. While the City has beautiful amenities and local events, which combine to draw over 200,000 visitors annually, our community has never created a detailed and inclusive plan for our non-motorized residents and visitors.

The City created a bike plan in 2003, which covered the basic bicyclists needs within the City, such as the designation of bike routes and the identification of a few areas that are disconnected from others. In 2020, the City is looking to create a bicycle and pedestrian plan that includes design considerations to utilize moving forward in our capital improvement plan, determines locations where bike routes may be changed to bike lanes, considers thoughtful planning in relation to where the City shall provide pedestrian crosswalks and the plan will further identify, in detail, gaps in our pedestrian and bicycle network. All of the plan considerations will be prioritized, which will assist the City on how best to invest our resources, utilizing the plan to make data-driven decisions whenever possible.

Other goals that will be included with the plan include the adoption of complete streets policy and improving bicycle and pedestrian safety as a whole, but with a focus on our downtown and our highly traveled corridors, such as S. 3rd Street, Prairie Street and Dean Street. Consideration will also be provided for plan integration with Kane County's bike share program, which is currently under development.

Furthermore, the updated plan will look to meet the following goals and objectives from the City's Comprehensive Plan (This is a small sampling of MANY goals and objectives this plan update will provide):

Goal 2: Provide a coordinated transportation network for pedestrians and bicyclists in order to connect them to employment, shopping and recreational areas.

#### Objectives

1. Build on the analysis and continue to implement the recommendations developed as part of the 2003 St. Charles Bicycle and Pedestrian Facilities Plan effort to expand the bike path system and create a complete trail system that connects to the regional bike network.
2. Where appropriate, encourage new development/ redevelopment to include connections and amenities for pedestrians, bicyclists and commuters.
3. Improve pedestrian and bicycle circulation and safety throughout the City with an emphasis on safer and more convenient routes for non-motorized traffic.
4. Expand the City's network of trails and sidewalks to provide better connections between residential neighborhoods, parks, schools, Downtown, and other commercial areas.

City staff will be looking for financial assistance, as well as technical plan development assistance, whether that may be provided as direct plan development or as management of the plan development, such as assistance with proposal development and oversight of plan creation by a consultant. Further assistance with public outreach would be beneficial as well.

**Project Location:** The project location will include the entire corporate limits of the City of St. Charles.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 30

**Project Title:** City of Waukegan Unified Development Ordinance

**Applicant:** City of Waukegan



### Project Description:

The City of Waukegan is requesting CMAP's assistance with the drafting of a new Unified Development Ordinance. While numerous amendments have been made to the existing Zoning and Subdivision Ordinances, the original ordinances were approved in 1987, at the same time as our last Comprehensive Plan. We wish to replace those with a comprehensive Unified Development Ordinance.

At the time our current ordinances were drafted, Waukegan's lakefront was home to thriving manufacturing companies, which have since departed. Today, our lakefront stands as a redevelopment opportunity, alongside important recreational amenities and Waukegan's downtown, surrounding a convenient transportation hub with access to Metra and Pace. Much of Waukegan's growth in recent years has been on its western edge, with commercial growth primarily in the southwest corner of the City. Central and eastern Waukegan has seen disinvestment and a lack of economic opportunity (as highlighted in ON TO 2050), but were once vibrant areas of our community. These areas have many strengths, including infrastructure, public transit connections, and walkability, and they afford tremendous redevelopment opportunities, which should employ principles of transit-oriented development, walkability, and smart growth initiatives. Redevelopment opportunities open the door to housing types that are currently non-existent in the Waukegan area. Waukegan has suffered disinvestment, and growth has been limited, particularly in the areas now ripe for redevelopment.

Waukegan has three Opportunity Zone Census tracts, four Tax Increment Financing districts and an Enterprise Zone to incentivize high-quality new investment. Waukegan has also joined the Lake County Land Bank. These tools, coupled with a Unified Development Ordinance, can help us grow effectively while maintaining the qualities that make Waukegan a unique and special place that has attracted generations of people from across the world. We want to maintain our heritage and history, while growing and creating new opportunities for our community and its residents to thrive.

In 2018, the City of Waukegan, through an RFP process, selected a team led by RATIO Architects to develop a new Comprehensive Land Use Plan for the City. RATIO's work has been underway for the past year, and will go through approvals over the coming months. The progress of the Comprehensive Plan can be followed at [www.PlanMyWauk.com](http://www.PlanMyWauk.com). This plan, like the CMAP ON TO 2050 Plan, will look to resilience, inclusive growth, and prioritization of investments as key components for Waukegan's long-term sustainability and growth. We are excited that our comprehensive planning process follows CMAP's, and can look to the CMAP plan for direction and guidance.

The City believes a new Unified Development Ordinance should quickly follow the Comprehensive Land Use Plan. This collection of guiding documents will help direct Waukegan's future growth and build its economic strength. We want to create the proper framework to enable Waukegan to redevelop and grow under modern regulations reflecting the current and best practices in planning and development. CMAP's support with a Unified Development Ordinance will help ensure the implementation of that vision.

This Unified Development Ordinance would be a replacement for Waukegan's existing Zoning Ordinance and Subdivision Ordinance, which can be found here:

Zoning Ordinance: <http://www.waukeganil.gov/DocumentCenter/View/570>

Subdivision Ordinance: <http://www.waukeganil.gov/DocumentCenter/View/559>

**Project Location:** This project, the drafting of a Unified Development Ordinance for the City of Waukegan, will be undertaken within the city limits of the City of Waukegan, in Lake County.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 31

**Project Title:** Wilmington Sidewalk Improvement Plan

**Applicant:** City of Wilmington



### **Project Description:**

Currently the city of Wilmington receives no services from the RTA however the RTA recieved \$750,000 in sales tax revenue from the city. For our residents the closest services are in Elwood which is an 8.5 mile walk. The RTA sales tax revenues from the city leave our city with little funds to take care of our sidewalks. We could greatly benefit from improvements to existing sidewalks as well as add new sidewalks and create bike paths to make our city easier to navigate for our residents.

**Project Location:** City of Wilmington, IL

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 32

**Project Title:** Woodstock Livable Communities Plan

**Applicant:** City of Woodstock



### **Project Description:**

Woodstock has been named an Age-Friendly Livable Community through AARP/ WHO, similar to Arlington Heights, a much larger community whose CMAP application was approved last year.

The program's rationale: Every day for the next 10 years, 10,000 people in the US turn age 65. The On To 2050 summary shows area Seniors age 85+ more than double by 2050! Ensuring safety, security and quality of life for this exploding demographic is the goal of Metropolitan Mayors Caucus (MMC) Age-Friendly Communities Collaborative, with Woodstock participating. Resources and ideas are shared to raise community awareness and garner funding support for essential changes to Elderly-focused municipal programming, services and infrastructure.

The Age-Friendly program allows 2 years for Senior community assessment in 8 livability domains. MMC's Collaborative narrowed these to 5: Housing, Transportation, Human Services & Health, Community Engagement & Programming, and Safety. A study of Woodstock's Senior needs, with insights into these areas, would help develop the required Action Plan; communities then have 3 years to implement resulting ideas and claim the Age-Friendly Community title ongoing.

This project addresses On To 2050's goals:

1) Inclusive Growth: equity needs of a diverse city like Chicago are obvious, as reflected in CMAP/RTA materials and Symposium discussions. Small rural communities like Woodstock have less intense ethnicity equity concerns, although Woodstock does reflect a Hispanic community of almost 30% and a free/reduced lunch student population of 50%. However, our equity concerns are most definitely being felt by the Senior population, as much of the community was designed for the ex-urban family dynamic so prevalent decades ago. With its charming downtown Square and renowned entertainment options, this lively, walkable, METRA-serviced, CMAP-identified- Disinvested community could easily become a regional retirement destination.

2) Resilience: this relates to the compromised health services felt by this community. Services at our local hospital, supported over 100 years, were decimated by failed Centegra management and taken over by Northwestern Medicine. Only ER services remain with no in-patient or surgical beds. Dramatic negative impact on our residents results, and on Woodstock Fire/Rescue's staffing and equipment, as days are spent traversing 2-lane roads a half hour both ways to McHenry or Huntley. The need for Health Services assistance is clear; Housing and Transportation improvements would further aid the community's resilience to serve our aging population.

3) Prioritized Investment: given the above strong healthcare need, a focus should be supporting health service innovation. A public/private partnership proposal between the City and a start-up mobile health EMT group is being discussed that could offer in-home diagnostics and treatment using newly available teledoc services. Assistance with market feasibility for this concept could result in development of a best practices model of great benefit to our residents with potential to share widely with other communities.

Woodstock would benefit greatly from CMAP's assistance with Senior demographic analysis and funding resources. The Age-Friendly program brings together government, social services, funders and residents in proactive, collaborative, non-partisan ways for the betterment of families of every type. Public service doesn't get much better.

**Project Location:** the entire community of Woodstock, 25,528 population, McHenry County Seat, with emphasis on the downtown Square adjacent to the METRA station

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 33

**Project Title:** Cook County Comprehensive Plan Update

**Applicant:** Cook County Department of Building and Zoning, and Zoning Board of Appeals (Bureau of Economic Dev.)



### Project Description:

#### BACKGROUND

On behalf of Cook County, this proposal seeks technical assistance from CMAP to provide a detailed assessment of the Cook County Comprehensive Land Use and Policies Plan (the, Plan), make recommendations on updating sections of each chapter of the Plan, and provide updated information for specific components of the Plan. Through the LTA Program we would like to request CMAP's assistance for the following components of the Plan.

- (1) Complete a detailed assessment of the Plan and make recommendations on what sections in each chapter need updating
- (2) Update the demographic data in the Plan
- (3) Provide updated maps of environmental sensitive areas in the Plan (Flood Plain)
- (4) Provide updated maps of unincorporated areas in the Plan

The Cook County Comprehensive Land Use and Policies Plan (the, Plan) was adopted in April, 1999 and amended in September 1999. It has been over seventeen years since it was last updated or revised. During that time span Cook County and its unincorporated areas have experienced significant changes both physically and demographically. When the Plan was completed in 1999 Cook County had 230 square miles of unincorporated land. Today it has been reduced to approximately 125 square miles. One of the County's goals has been to encourage voluntary annexation which is already happening. Assessing the Plan will examine what has been done and make adjustments where needed.

Suburban Cook County has changed demographically since 1999. Its population has declined by over 100,000 people, and continues to decrease. While many areas of the County have been stagnant, or experienced little growth, the south suburbs have experienced significant decline both economically and demographically. New strategies and incentives are needed to help existing businesses and industries survive and expand. Demand for new and flexible land uses will be needed in many distressed areas as new strategies are developed to create and implement multiple large scale, transformative initiatives in targeted sub-regions of the County. Assessing the Plan will examine each of the sub-regions and make recommendations about the need for revisions or updates.

As flooding issues become more prevalent in the Chicago Region, how and where development occurs has become more important. The suburbs of Cook County have experienced some of the worst flooding in the Region over the past decade. Sprawl and development in areas prone to flooding are partly to blame for the problem along with other factors. Assessing and updating the Plan's environmentally sensitive area maps is needed and will help County Departments plan and make decisions on relevant matters.

Planning and land use concerns that affect Cook County as a whole such as, housing and economic development, transportation, infrastructure, urban sprawl, business and industrial expansion, and environmentally sensitive areas need to be updated and adjusted. The current Plan addressed many pressing issues that are still relevant today, but it needs to be assessed to determine if more recent issues that affect the County have been left out. Assessing the Plan will determine if this is needed and make the recommendations. We believe CMAP has done most of this work already through its GO TO 2040 Plan and its ongoing updates as well as the ON TO 2050 Plan.

**Project Location:** This project is located sections of unincorporated Cook County within twenty-three (23) Townships. The area includes approximately 125,000 residents. Maps and tables are attached.

# 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 34

**Project Title:** DuPage County DOT Mobility Plan

**Applicant:** DuPage County Division of Transportation



## Project Description:

In DuPage, evolving demographics are conflicting with the ability to provide mobility. Public transit service reductions, elimination of government-sponsored programs, and the rise of mobility-as-a-service companies make it increasingly difficult for disadvantaged demographic groups to find affordable transportation across boundaries.

Employers wish to attract quality labor at all levels, but find themselves at a disadvantage to Chicago companies and often do not know what employee assistance options are available. Local government agencies understand the change in socioeconomic conditions, and oftentimes they understand their constituents' needs but lack a coordinated long-term vision for augmenting and supporting a more mobile population; or, they lack the resources to sustain the transportation needs of the community.

In recognition of the need for regional coordination, DuPage County is seeking to develop its first county-wide Mobility Plan. The Plan will identify ways to overcome the barriers presented to disadvantaged demographics in DuPage, particularly older adults, people with disabilities, transit-dependent workers, and people undergoing economic hardship. As a replacement for the DuPage Area Transit Plan (DATP), the County will coordinate with transit providers, mobility management agencies, communities, and bike/ped advocates to create a unified, intermodal mobility vision for DuPage.

### Mobility Plan Goals and Objectives

Goal 1: Framework for the future

Vision for DuPage

Change Mobility in DuPage

- o Develop Focus Areas, Actionable Pilots

Forge partnerships

Goal 2: Partnerships

Roles and Responsibilities

Mobility Advisory Committee

- o Information network for flexible advocacy

- o Develop strategic approach

- Use model agreements

Encourage public and private partnerships

Annual Developer, Corporate, HR Director Forum

Integrate ChooseDuPage, workNet and ED agencies

Develop partnerships with ANL and State agencies for PILOT programs

Investment

- o Grants

- o Incentives and Benefits

- o Cost trends

- o Subsidies and subsidy standards

Land use and transit coordination

- o Mobility-friendly corridor design

- o Transit-oriented development

- o Smart Growth

## 2019/2020 Local Technical Assistance and Community Planning Programs

- o Municipal partnerships
- o Annual Agency Coordination Forum
- Goal 3: Mobility for All
  - Inclusivity
  - Connected Multi-modal network
  - o Service Gap analysis - where are services falling short? Where can they be augmented?
    - o First/Last Mile: Examine logical FMLM options for key areas and corridors of the County
    - o Flexible Microtransit: agency or privately supported?
    - o On Demand services: are these right for DuPage commuters?
    - o RideDuPage: analysis of service locations and support
    - o Paratransit: where are there needs and are we addressing the needs?
    - o Non-Motorized network
  - Safety: coordinate with State, County and municipal ADA
  - o Reduce or eliminate bike/ped KAB crashes
  - Digital Mobility
  - o OMF: digital mobility platform development
  - o Equity: digital mobility across the economic spectrum
  - Trails: County, Forest preserve and community vision for mobility and use in FMLM
  - o Coordinate plans with subarea plans like EOWA Bike/Ped Plan and DC Trails Policy Plan
  - Multi-modalism and highways
  - o Policy recommendations supporting mixed mode on regional arterials and expressways
  - o Support for fair and equitable pricing and multi-modal use of managed lanes and use of managed lane receipts

DuPage County believes partnership with RTA and CMAP is essential but recommends use of a consultant for executing the plan.

**Project Location:** DuPage County - county-wide, specific subareas and corridors to be determined

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 35

**Project Title:** Making Kane County Fit for Kids Active Mobility Plan Update

**Applicant:** Making Kane County Fit for Kids



### **Project Description:**

Making Kane County Fit for Kids (Fit for Kids<sup>®</sup>) is a 501(c)3 organization as of 2017. Prior to that, the organization was convened by the Kane County Health Department, with ongoing support from Kane County Division of Transportation and a funders' consortium made up of local organizations. Our mission is to Reduce childhood obesity in Kane County through healthy eating and active living initiatives, innovative strategies, and community wellness partnerships. The Fit Kids 2020 Plan ([https://www.makingkanefitforkids.org/wordpress/wp-content/uploads/2011/08/FFK\\_2020\\_Plan.pdf](https://www.makingkanefitforkids.org/wordpress/wp-content/uploads/2011/08/FFK_2020_Plan.pdf)) was adopted by the Kane County Board in 2010 and has been the guiding document for our work since then. We are interested in updating our Plan as it has been ten years since it was completed by a team of experts in the field of healthy eating and active living. The Plan was produced with grant funding from Robert Wood Johnson Foundation and provides the framework for the County's focus on reversing the epidemic of childhood obesity. Some of the action items are outdated and are ready for a fresh look at new ideas.

We would like to utilize CMAP's expertise in the area of organizing and engaging stakeholders, plan development, and research to update our Fit Kids 2020 Plan. Our idea is to create a smaller plan, perhaps focusing on four sectors instead of nine, and renewing ideas for implementation based on best practices in the field of healthy eating and active living. Fit for Kids has one contract employee, part time, who works on grant applications and we no longer have the staff time to create a plan and look at innovative implementation action items as we did years ago. An update to the Plan, using CMAP's help, would help us decide what would be best for our organization under our current staff configuration and what would be feasible for us to accomplish in the next 5-10 years. CMAP has access to data that could help us, plus knowledge of similar work happening throughout the region that is replicable in our area. In addition, CMAP's assistance with our plan could produce something that is utilized by other organizations looking to do similar work.

Since launching the Plan, Fit for Kids has distributed over \$800,000 to Kane County organizations for projects that follow the Strategic Action Principles outlined in the Plan. This includes sponsoring International Walk to School Day and the Top Healthy Chef event, specific projects like providing stationary bikes for schools and indoor tower gardens, and funding specific initiatives through a request for proposals call. Funded projects have included scooter racks for schools, playground equipment, community garden supplies, equipment for community demonstration kitchens, and more. The board is working on its first strategic plan and hopes to have that completed by early next year. This will help us with the plan update because we will have reviewed what is important to us as a board and decided what our goals are for the future. To learn more, our website is available here: [www.makingkanefitforkids.org](http://www.makingkanefitforkids.org)

**Project Location:** all of Kane County



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 36

**Project Title:** Metropolitan Mayors Caucus Metra Station Parking Plan

**Applicant:** Metropolitan Mayors Caucus



### Project Description:

We seek technical assistance to analyze Metra communities and to prioritize commuter parking lots for future investment in public EV infrastructure. We have a secondary interest in solar parking canopies that could both provide covered parking and generate clean energy. Our idea aligns with the CMAP's ON TO 2050 recommendations to plan for charging stations and promote EV infrastructure. It also aligns with Invest in Transit's objective to adapt to the future by piloting new technology and mobility solutions.

The project will help establish priorities and areas of focus for potential future funding requests from sources such as CMAQ, Rebuild Illinois and the VW Beneficiary Mitigation Plan (BMP). We think it is essential to plan now to guide where and how future funds should be invested to best support municipalities and regional electrification.

While planning for public charging infrastructure (EVSE or EV Supply Equipment) across public and private properties is needed, focusing on Metra is a good place to start. Metra and the Caucus jointly pose the below questions and seek assistance to help answer them.

1. What factors make for a good location for EVSE?
2. Which Metra stations would be good locations for public EVSE?
3. What infrastructure and resources are needed to provide EVSE?
4. How do Metra lot owners manage competing needs for parking spaces?
5. Would investment in EVSE help Metra adapt to the future and stay competitive?
6. Should current EV ownership be a consideration in locating EVSE?
7. Would adding EVSE both add amenities for riders and enhance downtown business districts?
8. For communities with TOD, are Metra lots a viable way to support multi-family charging?
9. What models of parking lot ownership and management are needed to support EVSE?
10. How can EVSE be distributed in a way that meets the goals of regional equity and environmental justice?

Solar parking/charging canopies are more expensive and complex though planning and policy questions are similar. Planning now would ready communities for future investment when additional solar funds become available (through CEJA). The Caucus has experience with solar projects, and consulting expertise is available.

Currently 127 Caucus member communities support the consensus sustainability goals of the Greenest Region Compact. Accomplishing the GRC clean energy and mobility goals to expand EV adoption will require collaboration. Metra is a natural partner who can help strategically address these goals in communities where transit stations are key features. Metra lots are often publicly owned and usually operated by municipalities, but regional planning and system-wide prioritization is needed. This project will leverage benefits for multiple communities as well as the transit system.

The desired outcome would be key considerations for installing public EV charging infrastructure in Metra lots. These would include strategic regional connectivity for EV deployment, economic development, transit enhancement, and technical, operational and financial considerations. A prioritized list or map of Metra parking lots is needed. This planning work is needed quickly to guide investment in electrification that is anticipated in the coming year or two.

**Project Location:** Our project location is Metra commuter parking lots in the Chicago region. The location of Metra train lines reach as far north as the Illinois/Wisconsin border, as far west as Harvard in the northwest and Elburn in the west, and as far south as Manhattan and University Park, Illinois.

<https://www.metrarail.com/maps-schedules/system-map> . We wish to equitably serve communities throughout the region jointly served by CMAP and the Caucus.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 37

**Project Title:** MWRD Stormwater Master Plan Partnership

**Applicant:** Metropolitan Water Reclamation District of Greater Chicago



### **Project Description:**

The Metropolitan Water Reclamation District of Greater Chicago (MWRD) seeks assistance to develop a stormwater master plan for a specific geographic area (a municipality or multi-jurisdictional area to be determined) within Cook County as part of MWRD's Stormwater Master Planning Program. The Program assists communities throughout the county with urban (non-riverine) flooding by providing planning assistance based on flood risk and planning needs at the local level. MWRD requests comprehensive planning assistance to accompany and complement MWRD's development of a stormwater master plan. The resulting plan would follow the outline and minimum requirements developed by the MWRD in an effort to standardize master plans throughout the service area (Cook County).

MWRD envisions a partnership with CMAP where MWRD will analyze and plan for stormwater management in the chosen area by identifying flood problem locations and potential solutions. CMAP's planning assistance will provide an assessment of existing conditions for land use, transportation, socio-economic conditions and other community planning topics. CMAP will also help MWRD and the community identify economic opportunities that can result from flood reduction, such as relieving economic hardship within economically disconnected areas and community development opportunities.

The plan will develop specific goals, problem statements, target outcomes and incorporate core concepts for each problem area identified. The planning team will develop recommendations for solutions, prioritize recommended alternatives and provide policy and programmatic recommendations. The evaluation of alternatives will include performance metrics in terms of flood reduction and other community benefits, such as economic development, planning-level cost estimates, barriers to implementation, and strategies to overcome these barriers. An action plan will identify priority projects on a community level and provide strategies for implementation, scheduling and funding. An implementation plan will establish the leadership structure, timeline and success criteria for implementation as well as the protocol for future updates.

**Project Location:** To be determined

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 38

**Project Title:** Highland Park Park Access Plan

**Applicant:** Park District of Highland Park



### **Project Description:**

Highland Park is a car-dependent community with over 700+ acres of open space. Trust for Public Land's Park Serve analysis reports that 92% of Highland Park's residents live within a 10-minute walk of a park. While this number is higher than the average, driving continues to serve as popular mode of transportation to the parks.

Highland Park's value for non-motorized transportation is represented in local plans (i.e. City of Highland Park's Bike Walk 2030 Plan and ongoing MoveHP plan update, the Park District of Highland Park's Green Print 2024 Master Plan) and initiatives (i.e. City of Highland Park's Family Friendly Bikeways program). However, existing physical barriers, design and location of parks can be a challenge for residents to walk to their local open space. The City, the Park District and local and regional partners have pledged their support for improving non-motorized connections to parks.

The proposed project goals are to reach 100% of residents within 10-minute walk of a park and to address physical and perceived barriers to encourage the many residents that already live near open space to bike and/or walk to their neighborhood parks.

The District is requesting assistance from the Chicago Metropolitan Agency for Planning to conduct a spatial analysis with two objectives to reach our goals. The first objective is to identify the barriers to walking and/or biking to the Park District of Highland Park's 700+ acres of open space. The second objective is to highlight preferred routes to parks to inform and encourage our community to take advantage of the existing proximity to open space by utilizing bike infrastructure, trails, and sidewalks. The desired product would be a user-friendly, illustrative map that highlights the preferred routes and distances to parks.

The barriers identified through the spatial analysis will inform future initiatives to improve connectivity and open space availability through Highland Park.

The proposed project seeks to equally benefit all residents in Highland Park. Identifying preferred routes and addressing perceived and physical barriers benefits everyone including families with young children, Highland Park's growing aging community, and residents with disabilities.

If accepted, the proposed project will serve as a model for other car-dependent communities to develop tools to encourage residents to leave the car at home and choose an alternative mode of transportation to their local parks.

**Project Location:** The proposed project focuses on the City of Highland Park. Located in Southeast Lake County.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 39

**Project Title:** River Oaks Community Education and Development Corporation Athletic Facility Feasibility Plan

**Applicant:** River Oaks Community Education and Development Corporation



### Project Description:

River Oaks Community Education and Development Corporation is a nonprofit CDC established in August 2010. Its focus has centered on providing educational support as an out-of-school time (OST) service provider. ROC ED is looking to expand its level of service beyond our current model. Our current location sits at the border of the villages of Dolton & South Holland, IL. The facility has the requisite space to run OST programming, but lacks the athletic facilities needed to promote healthy lifestyles through physical fitness.

Riverview Park, a uniquely situated plot of land owned by the Dolton Park District, has a large field with baseball diamond, a small playground, and unused basketball/tennis courts. It sits adjacent to Upper Little Calumet River, an area that is recognized as a flood plain. The park is accessible by foot only. It is also surrounded by ranch styled single family homes.

ROC ED seeks to revitalize an underutilized community asset by building a multipurpose indoor/outdoor athletic facility and educational nature trail sight. ROC ED will (1) undertake a study to determine its viability, (2) create a private/public partnership with the Dolton Park District, (3) develop capital stack that includes private & grant support; and (4) review zoning laws that may restrict development. ROC ED requests the support of CMAP to provide technical guidance & fiscal assistance to ensure the feasibility of the project.

**Project Location:** Census Tract 17031826303

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 40

**Project Title:** SSMMA Truck Counts

**Applicant:** South Suburban Mayors and Managers Association



### **Project Description:**

We will conduct truck counts on in all 35 SSMMA municipalities. These counts will occur on locally owned Federal Aid Routes. Our communities will use this data for our local STP funding and to utilize the CMAP STP-shared fund. Low income communities, applying for Phase 1 Engineering, do not have the funds to conduct truck counts. Without these counts, they cannot receive the freight movement points. Once completed, the data will be entered into our GIS Transportation Hub for communities to access at any time. We will update out STP-Local methodology to include these numbers.

**Project Location:** The SSMMA Transportation Communities. The Cal-Sag Channel to the north, the IL/IN border to the east, about Goodnow Rd to the south, and approximately Ridgeland to the west.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 41

**Project Title:** Yorkville Industrial Development Feasibility Study

**Applicant:** United City of Yorkville



### **Project Description:**

The City of Yorkville would like to embark on an industrial development feasibility study, similar to a retail gap analysis study. Yorkville sits in a unique position within the County. Yorkville is approximately 20.5 square miles, many of that acreage is undeveloped. One of the City Council's goals, year-after-year, is to recruit appropriate industrial and manufacturing businesses to the City. With recent funding allocations in transit extending to Kendall County, it is imperative to begin this planning effort now. We are also in the process of working with BNSF to become a BNSF Certified Site community on a national level. Some of our prime vacant properties lie along the railroad lines within the city. Because of this, it is a unique opportunity to begin moving forward with this effort. This study will meet the prosperity implementation plan within CMAP's ON To 2050 priorities. It mimics the key strategy within the plan to support development of the City of Yorkville to help implement a regional economic growth strategy. As stated in the On To 2050 Plan, Yorkville is trying to achieve the action, to develop a shared vision for the regional economy that articulates our strongest economic assets and competitive advantages in support of regional marketing and branding. The City foresees this program helping with the analysis and strategy development.

This study will help assess supply and demand for industrial lands, evaluate site options and possibly develop operational plans for selected sites. It could also help to outline development of future industrial parks and provide a set of recommendations with implementation strategies. The study may include a market analysis, a review of possible land sites, an analysis of the economic impacts of future development, review and outline of the industry expectations and discussion of the overall feasibility of such sites. This will culminate with the recommendations and implementation strategies of the sites within the city. This will allow the City to capitalize on the competitive advantages that are coming to the region and will allow for the city to better position itself to meet the growing demands of future industrial users. The City is willing to be a fiscal partner for this plan, as shown with the execution of the previous LTA assistance we have been given.

**Project Location:** The United City of Yorkville is approximately 55 miles southwest of Chicago in Kendall County, IL.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 42

**Project Title:** Brookfield Ogden Ave Corridor Plan

**Applicant:** Village of Brookfield



### **Project Description:**

The Village of Brookfield is located 13 miles west of downtown Chicago in Cook County, Illinois. It is an established inner ring suburb of Chicago that has an area of approximately 3.1 square miles. The Village of Brookfield is well positioned with convenient access to the City of Chicago and connection to the Chicago region.

The Village of Brookfield adopted the Comprehensive Plan in January 2018. This plan serves as the Village's official land use and development guide. It is a planning framework for the next 10 to 20 years. The Comprehensive Plan is the Village's roadmap, which details a long-term vision and a policy agenda for critical issues including: land use, redevelopment, housing, economic development, infrastructure, transportation, parks and recreation, natural resources, and more. Ultimately, the Plan attempts to answer the question, What should Brookfield look like in 10-20 years and how do we get there? To help answer this question the Comprehensive Plan calls out subareas within the community and provides general recommendations regarding land use, transportation, and urban design. The Ogden Avenue corridor was identified as one of these subareas.

The Ogden Avenue corridor represents the primary auto-oriented commercial/mixed-use corridor within the Village. This area contains a diverse range of land-uses and is among the most heavily developed portions of the community. It is also highly visible to passing motorists and is a primary determinant in how Brookfield is perceived by residents and visitors. Although Ogden Avenue contains a variety of commercial and mixed-use activity, there are opportunities for redevelopment. Sites that should be targeted for redevelopment are generally characterized by functional obsolescence, incompatible uses, vacant buildings, deterioration of structures, deferred maintenance, and under-utilization.

We propose to utilize the Local Technical Assistance and Community Planning Program to build upon the Comprehensive Plan subarea general recommendations and develop a specific Comprehensive Land Use Plan for the Ogden Avenue Corridor in Brookfield. This plan will assist in testing and exploring the development opportunities within the Ogden Avenue Corridor that were outlined within the Comprehensive Plan. These development opportunity plans will provide a better understanding of the development potential of various sites, appropriate uses, necessary roadway and infrastructure improvements and character issues.

The Ogden Avenue Land Use Plan will provide a compelling vision for the future of the sites in terms of the highest and best use for each site, including development potential, land use, streetscape and urban design potential. The Ogden Avenue Land Use Plan should provide flexibility to allow the Village to react and adapt to the changing market place and potential opportunities. The Ogden Avenue Land Use Plan should also outline implementation strategies that are both comprehensive and creative.

Brookfield Comprehensive Plan: [https://brookfieldil.gov/wp-content/uploads/2018/03/FINAL\\_ADOPTION-2018-02-12-Brookfield-Comprehensive-Plan-Update-HQ.pdf](https://brookfieldil.gov/wp-content/uploads/2018/03/FINAL_ADOPTION-2018-02-12-Brookfield-Comprehensive-Plan-Update-HQ.pdf)

**Project Location:** The Ogden Avenue corridor extends from Custer Avenue to East Avenue and incorporates all parcels fronting Ogden Avenue.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 43

**Project Title:** Burr Ridge Water Supply Resilience Plan

**Applicant:** Village of Burr Ridge



### **Project Description:**

Like most communities in northeastern Illinois, the water infrastructure in Burr Ridge's tanks, pumps and pipes that deliver drinking water continuously and dependably to our residents and businesses's is coming to the end of its useful life. Growth is increasing demand for water while climate change is increasing the likelihood of drought and demand. Deteriorating infrastructure and leaks inhibit water conservation and wastes our region's potable water and money because this precious resource never reaches consumers. All of the aforementioned distresses, combined with concerns for acts of terrorism, strains our water system and could result in catastrophes such as water main breaks, collapsing infrastructure, and drinking water contamination. Like Burr Ridge, the local governments overseeing water distribution will need capital investment plans and financing streams in order to maintain this critical investment.

Burr Ridge is seeking LTAP assistance with policy development in partnership with its neighboring communities of Willowbrook and Hinsdale, as well as its current water suppliers West Suburban Water Commission and the Village of Bedford Park, that will support the security and resiliency of each agency. By interconnecting these neighboring water distribution systems, the resilience of each other's source water, pipes and constructed conveyances, storage and distribution facilities, and the automated systems in which each one operates, will be fortified.

A calibrated water hydraulic model developed in conjunction with an inclusive water system needs assessment will provide information to efficiently and responsibly plan and invest limited capital. The model will show pinch-points and deficiencies under a variable or increased water demand on its pressurized system. However, the needs assessment focuses on critical areas which, in the short and long term, must be maintained, repaired, or replaced. The model results overlaid with the system assessment will result in a needs-based and goal-oriented plan for improvements that best align with the demands of the water system stakeholders.

Advancing the security and preparedness of critical water system infrastructure is required by America's Water Infrastructure Act (AWIA), such that Burr Ridge, like every community water system, must assess risks and develop emergency response plans. This will include facilitating the expansion of mutual aid and assistance, and incorporate emerging guidelines from the American Water Works Association (AWWA) included in AWWA G430 Security Practices for Operations and Management, AWWA G440 Emergency Preparedness, and AWWA J100 Risk and Resilience Management of Water Systems. Meeting regulatory requirements of AWIA will make the Village's water supply resilient, but with policies to be developed with LTAP assistance in partnership with our neighboring communities, a greater population can be protected.

The Village of Burr Ridge is committed to this scope and has budgeted funds without LTAP assistance to begin the hydraulic modeling. With LTAP assistance, the Village would expand its scope as described above, and contribute more than 50% of the total cost estimated at \$110,000 to develop comprehensive plans and policies.

The plans and policies developed through this LTAP assistance in Burr Ridge will be transferrable to other communities as our region shares water sources.

**Project Location:** Corporate limits of the Village of Burr Ridge in Cook & DuPage Counties, Illinois



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 44

**Project Title:** Calumet Park Developer Discussion Panel (TOD area)

**Applicant:** Village of Calumet Park



### **Project Description:**

The Village of Calumet Park requests that a Developer Panel be convened to assist its efforts to attract Transit Oriented Development (TOD) at a vacant ~6 acre site located directly adjacent the Metra Electric Ashland Avenue stop. This Village-owned site is believed to be a great candidate for TOD, but the Village would benefit from expert input on how to attract and consider develop proposals that optimize the neighboring transit asset and align with local and regional goals.

Getting direct feedback on the site and current information on TOD investment feasibility will help ensure that the Village makes informed choices regarding development of this asset. The Village considers this site a transformative opportunity that can result in many local benefits, but would like to better understand its options and ensure the full potential of this development is realized.

**Project Location:** 12357 South Ashland Avenue, Calumet Park, IL, 60827

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 45

**Project Title:** Dolton Comprehensive Plan and Zoning Update

**Applicant:** Village of Dolton



### **Project Description:**

We envision updating our dated comprehensive plan and creating a new zoning plan and providing a more current vision with a focus on Sibley Boulevard and the Downtown Dolton corridor and residential areas. We have experienced limited reinvestment within existing residential areas. Technical assistance with a staff planner in the Village to assist with focusing on shaping a comprehensive plan that establish a long-term vision for a community and provide a policy framework intended to help the community achieve that vision and community goals is needed. The Village would like to Identify opportunities to improve the downtown streetscape (lighting, complete streets, multiuse paths, green infrastructure) to provide an inviting and welcoming pedestrian experience with greater curb appeal provide safer access to transit and local business. We need to review ways in which land uses surrounding the downtown core could encourage greater residential density without impacting the character of these neighborhoods. Luminate street signs that is visually attractive and clear which incorporates a recognizable theme which can easily be implemented within the downtown and surrounding area. Also provide an economic development plan including workforce development strategies for employment, policies, and best practices that foster sustainable growth. Inventory and assessment of the community's existing conditions including population, housing, economic development, transportation, land use, and natural resources. Stormwater management challenges, health for seniors, historic preservation, are also high priority to the Village. This updated comprehensive plan and new zoning plan will serve as a blueprint to guide community efforts, enhance the quality-of-life, strengthen the vitality of local businesses, and manage growth and development for the future of Dolton. This plan would include the principles outlines in the ON TO 2050 Goals to included inclusive Growth, Resilience, and Prioritized Investment.

**Project Location:** The proposed project location is entire limits in the Village of Dolton. The project will provide a updated comprehensive plan for the community. It will focus on a Sibley Boulevard and the Downtown Dolton corridor. Playing special attention to the residential, commercial, and industrial areas. The downtown core is surrounded by single-family neighborhoods with parks, local businesses, schools, and transit. The Village has seen limited reinvestment but we encourage private reinvestment. Project will focus on future land use and infrastructure improvements that would help to strengthen the inner core of the community and spur economic investment and growth.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 46

**Project Title:** Dolton Subarea Plan

**Applicant:** Village of Dolton



### **Project Description:**

The Village of Dolton will conduct a Subarea Plan surrounding Lincoln/Park Ave. The Village of Dolton is a one of the few communities in the United States with an intersection of four Class I railroads. This is known as the "Dolton Junction". Dolton's old Municipal Center is located adjacent to this junction. Visitors from all over the world are found enjoying the sites of these trains. Many visitors are climbing dirt piles to get a better view of the trains. This intersection is also home to the Village's waterfall, police station, fire department, library and the Cal-Sag Trail. The Plan will include options for Railfan viewing, safe crossings, possibilities to the municipal building, and to create a destination in our community. The WA-11, commonly known as Dolton Junction, CREATE project was recently funded to increase train speeds. WA-11 will require additional land from surrounding parks, the Municipal Center, and nearby lots. This gives the Village an opportunity to plan for and leverage the upcoming construction.

**Project Location:** The Village of Dolton is proposing the study be around the Lincoln/Park Avenue and CSX/IHB railroad crossing. Adjacent to our old Village Hall.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 47

**Project Title:** East Dundee Corridor Plan

**Applicant:** Village of East Dundee



### **Project Description:**

The Village is requesting monetary and technical assistance to aid in the completion of a Fox River Corridor Sub-Area Plan. The proposed plan seeks to accomplish three objectives for redeveloping the East Dundee riverfront. The first and primary objective is to increase walkability within the Village. Second, is to create sustainable infrastructure that encourages a higher utilization and preservation of the Fox River. The last objective will lead to greater connectivity to assets such as the Fox River Bike Trail and the riverfront downtowns of East Dundee, West Dundee, and Carpentersville. The proposed project would become, in conjunction with a proposed redevelopment plan for the southern portion of the project area, the stimulus for the successful redevelopment of the waterfront and completion of the key objectives.

The primary objective of the proposed project is to increase the walkability of the Village. Currently, a small portion of the project area contains a temporary gravel pathway that ends abruptly without appropriate pedestrian safeguards. In addition, the gravel pathway allows only for foot traffic and is unsuitable for bikes, strollers, and is inaccessible to those with disabilities. This aligns with CMAP's principles in On to 2050 by demonstrating the need for inclusive growth. Currently, the riverfront is disconnected from the Village's downtown, Route 72 corridor, and the neighboring communities. By clearly identifying all needed improvements, it has the potential to integrate and encourage a higher level of health and vitality within East Dundee and the surrounding municipalities.

The second objective of the proposed project seeks to create sustainable infrastructure that promotes the utilization and preservation of the riverfront. The stabilization of the entire riverbank needs to be considered as part of the overall river corridor plan. The most environmentally friendly ways to do so are considered priority. Ideally, the final river corridor plan should also identify clear actionable items for public engagement along the riverfront creating greater awareness of sustainable such as pollution and waste reduction, green landscaping, and water conservation.

The third objective is to increase connectivity both within the Village of East Dundee and to its neighbors. The northwest Fox River Valley is renowned for its bike paths, natural open space, and improved waterway. As the Village has transitioned from a community with an industrial core to a largely residential, connections to these resources have been left undeveloped. Development of the intersection of Water Street and Route 72 may act as a possible stimulus for this river corridor. Connecting the riverfront to recent pathway development in Carpentersville, Algonquin, and West Dundee allows the riverfront to not only act as a regional trail way, but also as a natural, sustainable catalyst of economic activity between communities.

A study of East Dundee's section of the Fox River is needed to activate the resources at hand. With the support of the LTA program, a completed corridor plan may be the needed push for the redevelopment of the riverfront that promotes healthy sustainable living, walkability, connectivity, and full utilization of the waterfront.

**Project Location:** The proposed project is located along the eastern bank of the Fox River in East Dundee, IL north of Route 72 on Water street and includes over a half mile of riverfront parcels. These properties are currently under a mix of private and public ownership and have long been identified as an asset to the community and the surrounding areas in the Village's past Comprehensive Plans, 2007 and 2014 Downtown Redevelopment Plans, and within the recently completed Strategic Plan. The riverfront boasts pedestrian and highway bridges, nearby access to the Fox River Bike Trail, and direct access to the downtowns of neighboring communities.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 48

**Project Title:** Elburn Zoning Update

**Applicant:** Village of Elburn



### **Project Description:**

The current Village of Elburn Zoning Ordinance was created in 1993 and contains numerous references to obsolete or archaic uses. The Village is growing and needs a more modern, up-to-date, zoning code that reflects inclusive growth, is flexible and resilient to future changes, and maximizes available resources for the greatest effect. The Subdivision Control Ordinance (SCO) was updated in 2015. Combining the Zoning ordinance and SCO into a single, readable, usable document will help Staff and developers streamline the review and development process.

**Project Location:** Village Municipal Limits

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 49

**Project Title:** Flossmoor Local Road Safety Plan

**Applicant:** Village of Flossmoor



### **Project Description:**

Central Business District Roadway, Pedestrian and Streetscape Improvements

The Phase 1 Engineering is currently underway for this project and is partially being funded by an Invest in Cook Grant from the Cook County Department of Transportation and Highways.

The outcome of this project will be a sub-area plan that will help guide the overall project plan and layout for potential intersection geometry improvement of the traffic circle, pedestrian & bicycle facilities, pedestrian gathering areas, the surrounding landscape, open space and gateway features. While the impetus of this project was originally traditional streetscape improvements, a more serious need arose after two instances when pedestrians were endangered by traffic in a less than ideal traffic pattern around the traffic circle. Temporary pedestrian/traffic improvements were made to immediately improve safety features but with a longer term goal to create permanent traffic and pedestrian safety enhancements that are also aesthetically pleasing. The traffic circle is a focal point of the central business district. It is intersected by a crosswalk which is used by commuters, visitors to the downtown and school children walking to and from Parker Junior High School, Western Avenue School and the Flossmoor Public Library. When the Village made the temporary improvements, feedback was mixed with some relieved that the improvements were made and others upset by the aesthetic changes to the downtown. For all of these reasons, there will be significant interest and public comment on the project which will be impactful on the project's success.

Another goal of this project is to create more public gathering space in the downtown area to support events and retain the commuter and customer population in the downtown area. To meet this objective, improving roadway and pedestrian safety becomes more critical.

Additional green space and green infrastructure to combat urban flooding is another objective of this project. The Village is studying and pursuing additional stormwater management in this area but exploring green streets may be another feature to combat flooding and increase the effects of climate resiliency for our local economy. The impact of urban flooding in this area has had significant impact on small business owners over the years, some of whom are minority and women owned businesses.

The Village hopes that this project will result in a more welcoming and user-friendly downtown area, attract new transit Metra riders, prioritize and attract new pedestrian and bicycle patrons, and promote opportunities for new and sustainable businesses in our Central Business District.

Within this plan, the Village hopes to address traffic configuration, pedestrian access and infrastructure needs. The project supports the Go to 2050 principle of inclusive growth and the RTA's Invest in Transit.

**Project Location:** This project is located in Flossmoor's Central Business District, which is centered on the intersection of Park Drive/Sterling Avenue/Central Drive. This area is home to the Flossmoor Metra Station, Flossmoor Public Library, US Post Office, and local small businesses and restaurants in historically significant buildings.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 50

**Project Title:** Flossmoor Subarea Plan

**Applicant:** Village of Flossmoor



### **Project Description:**

The Village's Comprehensive Plan was last updated in 1993. The community's growth has followed the plan. Generally, the Village of Flossmoor has three commercial areas:

Downtown Flossmoor, a central business district anchored by a Metra Station and small businesses

Southwest Flossmoor, a commercial area anchored by a Meijer store and slated for future additional commercial development, and

Governors Triangle, subject of this application

The outcome of this project will be a sub-area plan for the Governors Triangle area (approximately 57.9 acres). The Governors Triangle area is anchored by the Flossmoor Commons shopping center along Vollmer Road, which has a mix of retail and office tenants. To the north of Flossmoor Commons is an underdeveloped commercial area with a mix of older office buildings, vacant properties and a newer office building.

The Village is proposing this project for several reasons:

- 1) The Flossmoor Commons shopping center is a critical business center for the Village. In the past few years, several businesses have closed and the landlord has not made investments to the property. The remaining retailers are concerned about losing more tenants and feel isolated from other areas. Situated along a major thoroughfare, near a major regional hospital and across from retail in Olympia Fields, the shopping center has the potential to draw customers from across the region.
- 2) Some of the vacant properties are not zoned to the desired use, which is commercial. These vacant properties are currently zoned R-1 Single Family Residential. The Village has reviewed proposals from developers for the vacant properties and the Plan Commission and Village Board rejected a plan for apartments in 2018. This plan ensures there will be a strategy to guide future decisions of the Plan Commission and the Board of Trustees.
- 3) The Village will become a landowner in the area in the next year through the Cook County No Cash Bid program. The Village will acquire 4.8 acres of property. A plan will help guide the Village's decisions for marketing the acquired properties for redevelopment.
- 4) This area sits between a residential development and approximately 250 acres of unincorporated residential properties. Should the Village annex those residential properties in the future, this plan can help ensure the necessary infrastructure is in place to serve those properties.

Within this plan, the Village hopes to address future land use, traffic configuration, pedestrian access and infrastructure needs. The project supports the Go to 2050 principle of inclusive growth. South suburban Cook County is economically disadvantaged and this region is home to a number of small businesses owned by African-Americans. Developing a thoughtful plan is one way the Village of Flossmoor can support the business community and trigger future economic growth.

**Project Location:** The area is known as the Governors Triangle. The project area is bound to the south by Vollmer Road, to the west by Governors Highway, to the east by Kedzie Avenue. The project area also includes the west side of Governors Highway from Vollmer Road north to 196th Street.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 51

**Project Title:** Glen Ellyn Zoning Update

**Applicant:** Village of Glen Ellyn



### **Project Description:**

The Village of Glen Ellyn is known for its high quality of life and charm, which has generated significant development interest and created a quickly changing economic landscape. The Village recently approved two significant, but controversial, transit-oriented development projects within its historic downtown, and has seen reinvestment in its residential and commercial areas throughout the Village. Additionally, the Village is actively pursuing upgrades to its Metra station to improve transit service. The Glen Ellyn Metra station is the ninth-busiest of the 233 Metra stations outside downtown Chicago. Unfortunately, the codified review process itself and the outdated zoning requirements have failed to keep up with the demand for sustainable, affordable, and transit oriented development. For affordable housing in particular, the Village's zoning code encourages lot consolidation and tear down rebuilds on larger lots, removing, existing stock on smaller, more affordable lots, and adds procedural burdens to building diverse housing types.

Although the Village has recently supported two large TOD projects, which will add more than 150 multi-family units to the downtown, these projects suffered through significant procedural challenges, a large number of deviations from the code, and a time-consuming process for both the developer and staff. The code also limits development outside of downtown, particularly along the busy Roosevelt Road/IL-38 corridor, where the lack of proper zoning has led to complicated planned unit developments even for smaller, less complex sites. Residential areas struggle from confusing development standards, few zoning considerations for sustainability, and a lack of housing options. A previously affordable area, Glen Ellyn is quickly becoming an unattainable community in which to rent or buy property, as long term residents are pushed out due to excessive tax burdens and new residents struggle to find housing they can afford. The predominately large single family housing supply means that the Village lacks housing for seniors, diverse families, and middle-class residents, despite a proven market demand for housing other than single-family homes.

The Village has been laying the groundwork for an update to the zoning code for several years. In 2016 and 2017, the Village previously applied for CMAP's Local Technical Assistance Program for an update to the Village's 2001 Comprehensive Plan, but was not awarded assistance. The Village then hired a consultant to complete the update, which is nearing its final stages before adoption. The update thus far reiterates the need for significant zoning changes.

Staff routinely brings smaller zoning text amendments forward when it is feasible, and is working on amendments for parking requirement reductions and "missing middle" housing support, but is struggling to make the overall necessary improvements due to the complexity of the task and lack of time to pursue such a huge endeavor in addition to the day-to-day functions of municipal planning. Assistance from CMAP's Local Technical Assistance Program to update the Zoning Code would help the Village to address these local and regional issues while achieving the goals of ON TO 2050 and serving as a template for planning success in the region.

**Project Location:** Village of Glen Ellyn boundary



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 52

**Project Title:** Glenview Bike/Ped Plan

**Applicant:** Village of Glenview



### **Project Description:**

It is the intent of the Village of Glenview to contract with a reputable Consultant for the preparation of the Glenview Bicycle and Sidewalk Master Plan updating. The Consultant (or team of Consultants) will assist the Village of Glenview Board of Trustees and staff in reviewing the 2007 Bicycle and Sidewalk Master Plan (the Plan) and the 2017 Comprehensive Plan, reviewing the projects completed and infrastructure added since the 2007 Bicycle and Sidewalk Master Plan, and updating the plan as needed. An additional component of the Bicycle and Sidewalk Master Plan will be the inclusion of an ADA Transition Plan. The Bicycle and Sidewalk Master Plan Update along with the ADA Transition Plan will inform the Village of the current conditions of the Village in order to plan for projects which will enhance the safety of the community, ensure the Village of fully ADA compliant, increase pedestrian and bicyclist access to multi-use paths and sidewalks, and provide better network connections to neighboring communities. The collection and analysis of sidewalks and ramps will be of major assistance to the Village of Glenview's Public Works department by providing data on which areas require improvements to make the sidewalks, paths, or ramps more ADA compliant and safe for public use. The Consultant will complete two phases. Phase I will consist of updating of the 2007 Bicycle and Sidewalk Master Plan and Phase II will consists of the development of the ADA Transition Plan including survey of the ADA compliance in the Village. The Consultant will gather data on projects beginning from 2007 to current in order to update the Bicycle and Sidewalk Master Plan. Additionally, the Consultant will survey the Village for ADA compliance, and develop the Transition Plan which will be an addition to the Bicycle and Sidewalk Master Plan. The Bicycle and Sidewalk Master Plan along with the ADA Transition Plan will be utilized to prioritize areas of improvements on future network conditions or existing assets.

Please follow this link to the 2007 Bicycle and Sidewalk Master Plan:

<https://www.glenview.il.us/Documents/Bike%20and%20Sidewalk%20Master%20Plan.pdf>

**Project Location:** The project will encompass the Village of Glenview's boundaries.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 53

**Project Title:** Hanover Park TOD Zoning Update

**Applicant:** Village of Hanover Park



### **Project Description:**

Hanover Park holds an unprecedented opportunity to build a modern, high density downtown due to the amount of vacant land available in close proximity to our Metra Train Station. The Village has a strong track record of responding to market changes by updating our guiding documents and implementing their recommendations. The Village is at a juncture where a substantive change is needed to our Zoning Code in order to accomplish the vision set in these plans as well as the Go To 2050 goals, since current code requirements do not support TOD-based development principles.

Hanover Park's 2010 Comprehensive Plan identified the "Village Center-TOD" area as a well-planned, transit-oriented, mixed-use, compact development in the "heart" of Hanover Park, within a reasonable walk to the train station.

In 2012, the Village Center TOD sub-area within the Comprehensive Plan was updated. With the IL-390 extension, increased densities and buildout of commercial sites, full implementation of this plan forecasted increased annual sales tax revenue by approximately \$1.5 million and property values by over \$1 billion. However, with the economy in recession, no significant development occurred in the area.

A half-day Developer Discussion Panel was held in 2014 with RTA and ULI, to obtain feedback on challenges and how best to encourage development. Several recommendations pertaining to filling vacancies, marketing specific sites, the IL-390 extension design, and acquisition of key properties have been implemented.

The 2012 TOD Plan was further updated in 2017. Recommendations to acquire key parcels and burial of overhead utilities have been implemented. Streetscape improvements have begun in order to attract private sector investment. Additionally, the Village Center TIF District has been amended to include the south commuter lots for redevelopment, and the life of the TIF has been extended by 12 years. Consistent with the goals of the GoTo 2050 Plan, the new 'downtown' will provide civic spaces with a unique mix of land-uses and create inter-modal transit connections and green space in an environmentally sensitive area.

However, the Village's Zoning Code is not conducive to enabling this vision without major changes.

The Village's current zoning code requires 3 to 4 parking spaces/unit, only 12 units/acre density and segregated land uses, which is not in keeping with best TOD practices. A variance and/or a PUD process would be required to enable any development in the Village Center, which would not only be burdensome, time consuming and expensive for developers, but also a deterrent in the decision-making process.

The Village Center is an area where the requirements for density and parking would be justifiably different compared to the remainder of the Village.

Given a very small department, staff is limited in its capacity to undertake the task of creating a new Zoning District for the Village Center. A new Village Center Zoning District is imperative to realize our vision, enabling an increase in transit ridership, and giving a significant boost to our local and regional economy.

**Project Location:** The study area is about ½ to ¾ miles (walking distance) of the existing Metra train station. It includes the Village Center TIF district, as well as almost 100-acres of vacant land, ready to be developed.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 54

**Project Title:** La Grange Comprehensive Plan Update

**Applicant:** Village of La Grange



### Project Description:

In 2005, the Village of La Grange adopted a Comprehensive Plan (<https://www.villageoflagrange.com/DocumentCenter/Home/View/91>) at a critical point in its evolution as a relatively built-out, mature suburb facing significant market pressures for new development. Now, 15 years later, the Village seeks to build on the momentum generated by the 2005 plan and create a new comprehensive plan that addresses new market realities impacting the Village's transit-oriented development (TOD) areas, traditional retail districts, and residential neighborhoods, among other topics.

**TOD:** Approximately 10% of the Village's total land area and 78% of the Village's commercially zoned property is located within the transit-oriented BNSF Railroad Corridor Subarea, as identified in the 2005 Comprehensive Plan. Since 2005, approximately 170,500 square feet of new construction and 423 dwelling units have been created in the BNSF Subarea. By updating the plan, the Village seeks to evaluate the current subarea boundaries, address current market dynamics, and poise the community to take advantage of future redevelopment opportunities on the West End, which has seen no new development since 2005.

More than 30% of the Village is located within walking distance of existing Pace routes 302, 330, and a future Pace Pulse service. These potential TOD areas were not specifically addressed by the 2005 plan, but the Village seeks to address them in a new plan.

**Changing Retail Trends:** In 2017 the Village commissioned a retail market assessment to evaluate the performance of La Grange's downtown (<https://www.villageoflagrange.com/DocumentCenter/View/1930>). Although La Grange currently fares well, the assessment noted changing trends in the retail industry that will affect all suburban communities with traditional downtowns. As part of the new comprehensive plan, La Grange seeks to develop a model for how downtowns can best plan for these trends, including the impacts of online retail sales, greater growth of food service in retail districts, and an increasing need for retailers to offer experiences that may not be aligned with traditional retail zoning requirements.

**Residential Infill Development:** Village has seen a 20% increase in infill residential development in the last five years. These reinvestments in residential neighborhoods have amplified community conversations related to bulk standards, local flooding issues, how to meet market demands while preserving older housing stock, how to accommodate more diverse housing types, and how to prepare for the conversion of institutional lands to residential use. To facilitate this conversation, the Village wishes to employ planimetric data built on LiDAR data recently collected by Cook County and partners. This data will allow the Village to evaluate various development scenarios' impacts on community aesthetics, diversity of housing types, and resilient stormwater planning.

A new comprehensive plan will provide an opportunity for all stakeholders to engage in discussions about current conditions and reevaluate goals for the future, and to prepare a plan that aligns with the ON TO 2050 principles and the goals of RTA's Invest in Transit strategic plan. The Village is seeking assistance with all aspects of plan development, including public outreach and data collection and has budgeted to provide the necessary local match.

A vibrant village with a warm, inviting ambiance, La Grange feels unexpected. Just 13 miles west of Chicago, La Grange appeals to those seeking a village with a distinct character, yet close to the city.

The Village is a walkable community that occupies a land area of approximately two and a half square miles and has a population density of 24.51 persons per acre. Although relatively small (the 2016 American Community Survey estimated population is 15,688), La Grange's businesses serve many nearby communities that lack a traditional retail district, making downtown La Grange a destination in the western suburbs. This economic activity is vital to the Village's tax base, since La Grange does not have significant areas of industrial or office properties, or large suburban style shopping centers.

The Village benefits from excellent transportation options, with La Grange Road (US Hwy 45) and Ogden Avenue (US Hwy 34) intersecting at the northern edge of downtown La Grange. The Village is served by two Metra commuter stations and two Pace Routes within its boundaries. The La Grange Road Metra station, located in the heart of downtown, is among the top 10% most heavily utilized suburban Metra stations (ranked 23rd of 233 by Metra in 2018). La Grange's charming West End (a second commercial area a half mile west of La Grange Rd.) is located adjacent to the Stone Avenue Metra station, which also ranks above average for passenger activity.

La Grange is also known for its historic residential neighborhoods and is home to a national register historic district. However, La Grange features a variety of architectural styles and housing types and continues to see new development in all neighborhoods. A map of the Village of La Grange is located on the village website (<http://www.villageoflagrange.com/DocumentCenter/View/1628>).

As a mature community, La Grange was largely developed before modern stormwater management best practices and is served by a combined sewer system. The Village has taken steps to improve stormwater management through local regulations and storm sewer construction but surface ponding, basement flooding, and sewer backups on residential properties remain a persistent issue. CMAP ranks La Grange's Urban Flood Susceptibility Index as a nine.

**Project Location:** Village of La Grange

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 55

**Project Title:** Lake Zurich Zoning Update

**Applicant:** Village of Lake Zurich



### **Project Description:**

As part of its Strategic Planning Process, the village embarked on a process to update its 2003 Comprehensive Plan earlier this year. With an updated comprehensive plan, the village will now comprehensively update its zoning and land development codes to implement the polices and guidance provided in the Comprehensive Plan and CMAP's ON TO 2050 Plan which was released last year. The Lake Zurich zoning and land development codes were last comprehensively update in 2004 immediately following the adoption of the village's 2003 Comprehensive Plan. With only two staff members and limited resources, the village undertook the comprehensive plan update in-house and released the plan in the spring of 2019. With CMAP's technical assistance, the village would like to update the outdated zoning and land development codes in conjunction with the release of the new comprehensive plan and the new ON TO 2050 Plan. With a target start date next calendar year, the village and CMAP will be able to study ON TO 2050 along with the new Comprehensive Plan and incorporate the key elements of each plan into the zoning and land development code update.

The village sees an urgent need to update its zoning and land development codes for the following reasons:

1. The zoning code is over 15 years old and is outdated.
2. The village is experiencing an increase in certain types of inclusive growth developments and mixed use developments that are not currently well defined and warrant a more flexible approach to zoning.
3. Changes in zoning techniques, resilience strategies, and climate change measures are not well defined in the current code, thereby needing to be updated.
4. The village implements a large number of amendments to the zoning code on an annual basis which need to be accommodated in the updated zoning code.
5. An old, outdated zoning and land development code could potentially make the village susceptible to legal challenges and lawsuits.

The village will look to incorporate the following elements from the new comprehensive plan and CMAP's ON TO 2050 Plan.

1. Continue to expand the practice of municipal transparency to engage both the public and the private sector.
2. Continue to integrate stormwater management into land use.
3. Look into expanding residential density requirements near downtown and employment-rich areas.
4. Examine parking requirements/maximums in residential and business districts. Look to minimize parking requirements, specifically in PUDs.
5. Review sections of the code and identify ways to promote bicycle and pedestrian infrastructure within the village.

A successful update to the zoning and land development codes will allow the village to be set up for future inclusive growth opportunities and capital funding programs that the current codes do not accommodate for.

Since the implementation of the zoning and land development codes in 2004, a number of minor amendments to the code have been implemented on an as-needed basis. These amendments, although necessary, have resulted in piece-meal revisions to the code that do not address the long-term need for a uniform and fully-updated code.

**Project Location:** The entirety of the project will be located with the Lake Zurich Village Boundary.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 56

**Project Title:** Lansing Multimodal Transportation Plan

**Applicant:** Village of Lansing



### Project Description:

Our Calumet Corridor Communities are seeking a discreet set of multi-year improvements to guide coordinated planning efforts that enhance roadway capacity to provide better access to this important Chicago metropolitan region.

The overall goal of the Calumet Corridor Communities is dual faceted: 1) reduce traffic congestion, provide for non-motorized transportation and improve public transportation along the corridor through Feasible Infrastructure Improvements and 2) support transit oriented development and leverage public & private investment in a manner that strengthens the local economy through obtaining Corridor Planning Standards.

#### 1) Feasible Infrastructure Improvements

Historically, the design of SRAs like US6 and IL83 have focused on maximizing roadway capacity, improving safety, and minimizing congestion primarily for automobiles. However, the needs of other users (bicyclists, pedestrians and transit users) are just as critical. Nationwide, communities along major arterials are promoting a balanced approach that considers all potential users. We seek infrastructure improvements that follow the national, state and county complete streets concepts.

#### 2) Corridor Planning Standards

Our Calumet Corridor will continue to redevelop. Now is the time to identify and reduce conflict with current, local community development plans from past planning processes. We want to strengthen the visual character and design integrity associated with the existing building stock, while also enhancing or expanding the existing character of the Corridor streetscapes. Ultimately, we seek to develop unified cross-community principles and practices that can improve opportunities in community development throughout this Calumet Corridor.

Calumet City is in the planning phase of developing a casino on the current River Oaks Mall property located at the pivot point of our Calumet Corridor; the intersection of US6 and IL83. We are confident that developments such as this will lead to further redevelopment of the corridor, which only reinforces the critical nature of having plans for infrastructure improvements and planning standards in place now.

Rather than highways acting as barriers separating communities, South Holland, Calumet City and Lansing seek ways in which the existing infrastructure can be improved to better serve the needs of all transportation system users, and thereby improve the quality of life in this Calumet Triangle.

**Project Location:** The Village of Lansing with its neighbors, Calumet City and South Holland, seek planning assistance for what we are calling the Calumet Corridor. The Calumet Corridor is the area defined by the Northeast quadrant formed by the intersection of Interstates 80 and 94. The region is served by 2 Strategic Regional Arterials centered on the River Oaks Mall property at the intersection of IL Route 83/Torrence Avenue and US Route 6/159th Street. The project area would span from the I-94 interchange with US6/159th St and extend east to the intersection of US6 and IL83, where it will extend south to the interchange of I-80 and IL83/Torrence Ave. That triangle comprises the primary commercial districts of South Holland, Calumet City and Lansing.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 57

**Project Title:** Libertyville Developer Discussion Panel

**Applicant:** Village of Libertyville



### **Project Description:**

The Village is requesting assistance to conduct a developer panel discussion to obtain information on what type of development would be best suited for the site and to develop a concept plan that may be shared with potential developers.

The site has several potential challenges that we believe has led to the longstanding vacancy. It is currently held in a land trust with multiple members. In the past, the expectations of the property owners for the value of the land have been higher than what the market would support. The site is also located in close proximity to a residential development. While the site is located at a major intersection, there is limited frontage on Peterson Road and Milwaukee Avenue, which affects visibility. The lot depth and current configuration limits the commercial potential of the site but may allow for other non-commercial (residential potentially) uses in the back portion of the site with commercial on the east half. Due to the proximity to residential, access between the commercial frontage and site need to be coordinated without creating a neighborhood nuisance. Historically, developers have been hesitant to take on the full site redevelopment as a mixed use project. Interest has focused more on the frontage or rear of the site.

The site is currently being evaluated as part of the Village's Comprehensive Plan process. The Comprehensive Plan Commission has struggled to identify a residential density which fits within the described constraints, being respectful to surrounding uses, while offering sufficient density to allow the developer and property owner to make the sale and development financially feasible. This situation is similar to the "Missing Middle" dilemma experienced by other communities where something more scaled fitting within the context is preferred to the bulky trendier Texas-wrap style developments proven more profitable to developers. Finding a fitting and realistic density continues to be an issue for which we struggle on this and other properties in the community and the requested feedback and guidance would assist the Village in a number of avenues.

In November 2010, the Village adopted an Economic Development Strategy which identified key land redevelopment opportunities and priorities. The Economic Development Commission reviews the strategy annually. Updates to the plan have occurred in September 2015, May 2017 and September 2018. The plan identifies Milwaukee Avenue from 176 to Rockland Road as a priority redevelopment opportunity.

**Project Location:** The project is located at the southwest corner of Milwaukee and Peterson Avenues on a 15.39-acre piece of land that is currently held in a trust which includes open land. The trust has multiple owners. There is an adjoining property abutting Adler Drive under separate ownership that contains a small strip retail center that is occupied. The entire site is currently zoned commercial. There is also a single-family residential development to the south and west of the property. The property is located less than a mile from I-94 and approximately 5 miles east of the Great Lakes Naval Station. Due to Naval Station proximity the intersection benefits from significant visitor traffic from families of graduating recruits. The intersection also has access to two major thoroughfares with high traffic volumes.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 58

**Project Title:** Lombard Butterfield Road Corridor Plan

**Applicant:** Village of Lombard



### **Project Description:**

The Village of Lombard proposes to develop a Butterfield Road Corridor Strategic Master Plan. The Butterfield Road Corridor is located on the southern end of Lombard, encompassing Yorktown Center regional mall and a sizeable amount of office and multi-family development. For over 50 years, the Butterfield Road Corridor has been a major retail destination and economic driver for Lombard and DuPage County.

Market shifts in the last 15 years have brought significant change to the Corridor. The ongoing realignment of the retail sector has led to vacancies at Yorktown Center, including at an anchor tenant space and a high-visibility peripheral building. Tenants at the mall have shifted from a retail-heavy mix toward more personal services and experience-driven businesses. The softening market for office space has led to a reduction in the number of workers patronizing area businesses. The result has been decreased retail sales tax generated by Yorktown Center, which in turn has impacted the financial outlook of the Village and individual property owners.

In recent years, property owners in the Corridor have sought alternatives to retail and office development. Yorktown Center undertook a zoning entitlement process in 2015 in order to make 14 acres of property on the periphery of the Center available for a pedestrian-friendly mixed-use neighborhood development, guided by a form-based code. To date, 470 new apartment units have been built and an additional 340 units entitled on property that it was once slated for commercial development. Another 26-acre parcel along Butterfield Road that previously housed a college campus may attract residential development in the near future.

These developments represent a transformation of the Corridor into a truly mixed-use suburban neighborhood. The Village has adopted two business districts and a TIF to secure funding sources for aspects of this transformation. However, the Village has not engaged in a comprehensive planning effort for the Corridor, and therefore has no policy document to guide future land use and financial decisions.

Village staff have identified several broad planning concerns for the Corridor that bear more study, including:

- Assessment of transportation opportunities in light of increasing residential population. Seven Pace bus routes serve the study area, with a major bus stop located in the Yorktown Center mall parking lot.
- Consideration of pedestrian improvements, with particular emphasis on pedestrian connectivity between residential development and Yorktown Center.
- Open space assessment. There is currently limited recreational and passive park space in this area.
- Consideration of mobility needs of an aging population. Lombard's population of residents aged 65 years and over has increased over the last 10 years, and the Village anticipates the study area will attract more senior residents in the future.

The Butterfield Road Corridor is a local and regional economic center in the midst of a seismic shift. A strategic master plan for the Corridor will help ensure that the area continues to flourish in the face of changing market forces.

**Project Location:** Area surrounding Yorktown Center, and along the Butterfield Road corridor, the 22nd Street corridor, and Highland Avenue; roughly bounded by Butterfield Road, Highland Avenue, 22nd Street and Meyers Road.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 59

**Project Title:** Midlothian Stormwater Management Fee Feasibility Study

**Applicant:** Village of Midlothian



### Project Description:

To advance the flood mitigation/stormwater management projects outlined in the Village of Midlothian's (VOM) Rain Ready Plan, adopted in 2016:

[https://www.cnt.org/sites/default/files/publications/CNT\\_RainReady%20Midlothian%20Plan.pdf](https://www.cnt.org/sites/default/files/publications/CNT_RainReady%20Midlothian%20Plan.pdf)

and the Village's Stormwater Management Capital Plan (SMCP), adopted in April, 2019:

<https://www.cmap.illinois.gov/documents/10180/931039/MidlothianStmwtrMgmtCapPlan.Report.041019.pdf/74eafa91-b6b7-3a57-3a08-3c6c6cccb940>

<https://www.cmap.illinois.gov/documents/10180/931039/MidlothianStmwtrMgmtCapPlan.Appendix.041019.pdf/1e2df540-f949-b3c9-239a-4cd080ae4454>

<https://www.cmap.illinois.gov/documents/10180/931039/Midlothian+SMCP+Executive+Summary.pdf/1db62047-1150-40e9-816e-3489898c20b7>

the VOM will need a dedicated source of internal revenue, in the form of a stormwater management fee (SMF)/rain fund, which will collect funds from property owners across the Village that contribute some amount of stormwater runoff. Because SMF's can be structured in a variety of ways, the VOM needs to undertake a financial feasibility study to properly set a structure that works for the community.

SMF's can be set as a flat or variable rate. A flat rate is structured such that all property owners in a property-type class (residential, commercial, industrial, etc.) pay the same amount. A variable rate is structured based on the level of impervious surface of the property. A commercial property owner with a large parking lot contributes more runoff and would, therefore, pay more than a commercial property with a smaller parking lot or a residential property with a smaller footprint. That scenario could be viewed as more equitable and would allow the VOM to establish an incentive program providing credits when a property owner reduces their impervious area through via green infrastructure installations. Again, a feasibility study is critical in determining which approach is best for the VOM.

Another key component of the feasibility study includes the preparation of an outreach and education program communicating the need for and benefits of the SMF, in advance of enactment, to ensure buy-in from both residents and commercial property owners. Regardless of the utility's structure, property owners will be faced with an additional fee. All property owners will need to be educated as to the measurable benefits that will result from stormwater infrastructure investments

The VOM has taken steps to begin addressing projects in the SMCP. The Village applied for and has been awarded a Cook County Community Development Block Grant for \$545,356.48 for Phase II engineering for Jolly Homes. The VOM funded the Phase I engineering in the amount of \$21,500, realizing the Phase I study was essential in order to apply for Phase II funding. This project is identified in the SMCP.

In August of 2019, the Village also approved funding for Phase I engineering for both Belly Button Hill and Bremen Heights, each in the amount of \$24,876. Both projects are outlined in the SMCP and the Phase I engineering is currently underway.

The development of a SMF supports the goals of CMAP's ON TO 2050 Plan as outlined in maintaining and investing in gray and green infrastructure with an action by local governments to develop stormwater fees to cover the full costs of stormwater management and improve flood control infrastructure.

**Project Location:** Village of Midlothian - All Property Owners



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 60

**Project Title:** Mokena Comprehensive Plan Update

**Applicant:** Village of Mokena



### **Project Description:**

The Village of Mokena is seeking to update sections of the 2002 Comprehensive Plan and the 2008 Downtown Station Area Plan. Areas to be included in the update/revision include the Western Basin, the downtown area, and the 191st Street Corridor. Assistance is needed to develop and write the updated plans, as well as to hold public meetings relative to these plans.

**Project Location:** The location for this project is incorporated Mokena, Illinois, and anticipates updating certain parts of the Village's existing 2002 Comprehensive Plan, including the Western Basin, the downtown area, and the 191st Street Corridor. Additionally, the 2008 Downtown Station Area Plan needs to be reviewed and modified to reflect the needs of local businesses and commuters. See [www.mokena.org](http://www.mokena.org).

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 61

**Project Title:** Morton Grove Comprehensive Plan Update

**Applicant:** Village of Morton Grove



### **Project Description:**

The Village of Morton Grove is requesting assistance from the Chicago Metropolitan Agency for Planning (CMAP) in preparation of an update to the Morton Grove Comprehensive Plan, which was last updated in October of 1999 ([http://www.mortongroveil.org/assets/1/6/Pages\\_from\\_Village\\_of\\_Morton\\_Grove\\_Comprehensive\\_Plan\\_Update\\_P1.pdf](http://www.mortongroveil.org/assets/1/6/Pages_from_Village_of_Morton_Grove_Comprehensive_Plan_Update_P1.pdf)). Over the past two decades, major shifts have occurred in demographics, the environment, and the economy. An updated Plan will help Morton Grove respond to those shifts and address emerging issues head-on.

Morton Grove is a mature inner-ring suburb with immediate access to interstate, commuter rail, and recreational trail networks. Residents enjoy the comforts of suburban living, access to 400 acres of Cook County Forest Preserves, a mix of small businesses and national retailers, a short commute to Chicago's Loop, and a community rich in diversity. Today, over 40% of residents were born outside of the United States, an increase of over 7% since 2000.

Morton Grove also faces challenges common to many inner-ring suburbs: an indistinct downtown, vehicle-oriented development patterns, a shifting retail base, poor multimodal connectivity, a homogeneous housing market, aging infrastructure, and limited public dollars. The Village is actively seeking the redevelopment of multiple opportunity sites, many of which are within walking distance from the Morton Grove Metra station. With assistance from the Regional Transit Authority (RTA), the Village recently adopted a zoning ordinance to encourage transit-oriented development and promote greater density in an effort to build up a traditional downtown.

The Comprehensive Plan will help the Village prioritize reinvestment in a manner that leverages existing public transit networks, encourages active transportation, promotes inclusive growth, provides a diversity in housing choice, preserves open space and natural resources, and improves overall quality of life. The Plan should provide guidance to expand Village partnerships with neighboring communities to leverage resources and maximize the benefits of investment. Action-oriented recommendations should build upon and align with local, multi-jurisdictional, and regional plans and projects, including: ON TO 2050, Invest in Transit Regional Transit Strategic Plan, Connecting Cook County Long Range Transportation Plan, Our Great Rivers Plan, Morton Grove Strategic Plan (2015), Morton Grove Industrial Areas Plan (2014), and the Oakton Street/Caldwell Avenue Sidewalk Connectivity Project currently underway.

An award of technical assistance to update the Morton Grove Comprehensive Plan will not only strengthen the local community, but help attract and maintain the diverse population and workforce that allows the Chicagoland region to compete and thrive. The creation of this Plan will help ensure the resilience of our community and our region as we prepare for the future.

**Project Location:** The proposed Morton Grove Comprehensive Plan will address the area within the Village's municipal boundary. However, the Comprehensive Plan should also incorporate and build on the plans, projects, and initiatives of surrounding communities and the region.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 62

**Project Title:** Niles LeHigh Ave Corridor Plan

**Applicant:** Village of Niles



### Project Description:

The Village of Niles is seeking CMAP's assistance with the development of a Lehigh Avenue Corridor Plan. This proposed Corridor Plan would be the next step in a progression of planning initiatives stemming from 2011's Niles 2030 Comprehensive Plan, from which the Village's lack of a "true downtown area" emerged as a key concern. That concern led to the creation of the Touhy Triangle Master Plan, which proposed to turn a small commercial-industrial area bound by Lehigh Avenue, Gross Point Road, and Touhy Avenue into a mixed-use town center, and introduced a concept for residential development based on the possibility of a new Metra Station. In 2018, the Village enlisted a team of consultants to conduct a feasibility study for a potential Metra Station on the MD-N tracks east of the Touhy Triangle. The study found that a Niles station would not only be feasible, but would have all of the criteria needed to be highly successful as both an important regional transit connection and catalyst for future economic development.

The Niles Metra Station Feasibility Study proposed locating the new station on Lehigh Avenue, about halfway between Howard St and Touhy Ave. The station area today is dominated by larger-scaled, automobile-oriented industrial and commercial land uses, with little to no regard for alternative modes of transportation. With a large number of employers in the surrounding area, the proposed station has great potential to be a reverse-commute destination; however concerns exist about last-mile connections for employees. Lehigh Avenue would be one of the most heavily used roadways by future Metra riders, yet today there is a total lack of sidewalks between Touhy and Oakton. The corridor is controlled and maintained by IDOT, and would need to be improved considerably in the future to accommodate pedestrians and bicyclists.

With CMAP's assistance, we hope to conduct an extensive study of the existing conditions of the corridor and the greater half mile station area, examining sidewalks connections, parking and water infrastructure. Components of the Lehigh Avenue Corridor Plan will include bicycle and pedestrian accommodation and linkages, station area parking management and pricing, strategies for IDOT/jurisdictional coordination, local road safety, strategies for last-mile challenges, and best practices in corridor design to support future transit-oriented development. While the possibility of a Metra Station is the catalyst for this planning effort, we hope the Plan will provide improvements that will be implementable in regardless of development outcomes.

Links to relevant plans:

**Comp Plan:** <https://www.vniles.com/DocumentCenter/View/2464/2030-Comprehensive-Plan?bidId=>

**Touhy Triangle:** [https://www.vniles.com/DocumentCenter/View/5499/Touhy-Triangle-Master-Plan-Report\\_11-9-2016?bidId=](https://www.vniles.com/DocumentCenter/View/5499/Touhy-Triangle-Master-Plan-Report_11-9-2016?bidId=)

Niles Metra Station Feasibility Study hasn't been publicly released yet.

**Project Location:** This project will be focused on Lehigh Avenue in Niles, from Howard Street to Touhy Avenue. It will also consider the half mile radius surrounding a proposed Metra Station at Jarvis Street and Lehigh Avenue.

**2019/2020 Local Technical Assistance and Community Planning Programs**

**Application Number:** 63

**Project Title:** Niles Green Fleet Management Plan

**Applicant:** Village of Niles



**Project Description:**

The Village of Niles is interested in implementing a Green Fleet Initiative reducing the carbon footprint of our operation. The key components that we need to address are: rightsizing vehicles and overall fleet size; reduce petroleum usage; purchase and retrofit alternative fuel vehicles; develop a "green driver" culture; set benchmarks to track impact.

**Project Location:** Village of Niles Fleet Maintenance: 6849 W Touhy Niles, IL 60714

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 64

**Project Title:** Niles Oakton Street Corridor Plan

**Applicant:** Village of Niles



### Project Description:

The Oakton Street Neighborhood Greenway is a plan to develop the Niles area into a more vibrant place to live, work and play by developing the Oakton Street corridor into a neighborhood greenway. Oakton Street has a mixture of residential, commercial, educational, civic (library, senior center and fitness center), governmental, recreational and natural resources all located within an area from Caldwell Avenue on the east, to Cumberland Avenue on the west (2.1 miles). As a neighborhood greenway, the area will be redesigned to maintain safe vehicle speeds, reduce non-local vehicle traffic and prioritize people to take advantage of the opportunities available within the corridor.

The section of Oakton Street referenced above is an IDOT highway incorporating three municipalities (Village of Niles, Village of Morton Grove and the City of Park Ridge), as well as the Niles Library District, Forest Preserves of Cook County and PACE transit service. The Oakton Street Neighborhood Greenway is a collaborative effort to take advantage of the area's many available resources and create connections between communities, advancing local and regional livability, environmental sustainability and economic revitalization.

**Connectivity:** The Neighborhood Greenway will increase connectivity and access to trails, bike paths and routes, parks, schools, promote non-vehicular improvements and increase pedestrian and cyclist connections to area resources and related corridors.

**Restoration:** The Neighborhood Greenway will be designed to encourage revitalization of existing urban centers along the corridor and increase greenspace. The corridor will be transformed via a boulevard effect including landscape medians, enhanced vehicular and pedestrian lighting, signage and street art, all meant to encourage pedestrian traffic.

Traffic calming structures, pavement markings and signage will be used to improve safety for all modes of transportation. The greenspace enhancements will naturally encourage motorists to reduce speeds, further enhancing other means of transportation.

**Authenticity:** The Neighborhood Greenway will establish a clear sense of "place" and identity reflecting the traditional spirit of the area and take advantage of the numerous recreational and civic activities currently available. As neighborhood greenway improvements occur this will lead to increased cross traffic from the various neighborhood centers, reducing destination only motor vehicle traffic.

**Partnerships:** The focus of the Neighborhood Greenway will revolve around cooperation and reciprocal compromise. Relationships and partnerships must be formed and strengthened to achieve coordination and integration of efforts throughout the neighborhood greenway. Stakeholders from the various governmental and volunteer organizations will work together to develop a cohesive strategy.

**Community Based:** The neighborhood greenway planning will reflect the preferences and plans of the local communities, while also respecting their individual stated goals.

Overall, once built, the Oakton Street Neighborhood Greenway improvement aims to:

- Connect residents to popular natural and civic destinations within the area
- Create safe pathways for students to walk or ride to and from school
- Connect and strengthen neighborhoods
- Promote non-vehicular means of travel

This Oakton Street Neighborhood Greenway highlights the importance of increasing access to connections between the region, and shares the optimism there are many hidden gems to explore within each community if exploration is promoted.

**Project Location:** Oakton Street from Caldwell Avenue to Cumberland Avenue (2.1 miles)

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 65

**Project Title:** Niles Stormwater Credit Program

**Applicant:** Village of Niles



### **Project Description:**

Niles participated in the Storm Store test case study to look at the potential for the stormwater trading on the regional level in Cook County. The MWRD continues to study the regional case but we believe there may be an opportunity at the local level. Our LTAP proposal is to formalize a stormwater credit program at the local level. The Village of Niles stormwater ordinance requires stormwater detention for developments over 10,000 SF. The stormwater ordinance is typical for the region in that it applies the requirements across the board without consideration of the local conditions. However flooding in Niles is localized and not consistent across the community. A more effective approach to fighting urban flooding would be to target investment where the flooding occurs. Potential approaches to this targeted approach would be recapture, fee-in-lieu, or stormwater credit trading. Private dollars that would otherwise be spent on stormwater facilities that are oversized and unnecessary can be directed to where they will provide the most good.

The end deliverable would be a framework plan for allocating private dollars to stormwater problems in the Village. The plan would utilize revisions to the stormwater ordinance and local police powers. The plan would determine target areas eligible for stormwater trading and identify synergies with existing Village programs. Key considerations would be valuing credits, assigning maintenance responsibilities, ensuring long term operations, mitigating development impacts, and capital planning based on projected revenues. The GI Plan advances the following principals of Go To 2050: Infill Infrastructure, spending public dollars wisely, creating vibrant communities, building on an existing data driven approach, implementing new revenue sources, adapting infrastructure for resilience, and addressing highly susceptible urban flood areas.

Niles makes an excellent candidate for this type of study as we have prepared extensive stormwater master planning and already identified areas of flooding as well as capital needs:

Niles Stormwater Management Plan

<https://www.vniles.com/DocumentCenter/View/7113/Niles-Stormwater-Management-Plan-Update-2018-01-26>

While an exact duplicate of the stormstore program is not desired it does lay a framework to build off of.

[https://pcb.illinois.gov/DocumentFiles/BBLs/27-StormStore\\_IPCB\\_09-07-2017\\_for\\_distrib.pdf](https://pcb.illinois.gov/DocumentFiles/BBLs/27-StormStore_IPCB_09-07-2017_for_distrib.pdf)

[https://www.ideals.illinois.edu/bitstream/handle/2142/98497/StormStore%20Feasibility%20Study%20Report\\_LandHydro.pdf?sequence=3&isAllowed=y](https://www.ideals.illinois.edu/bitstream/handle/2142/98497/StormStore%20Feasibility%20Study%20Report_LandHydro.pdf?sequence=3&isAllowed=y)

**Project Location:** Village of Niles

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 66

**Project Title:** Niles Green Infrastructure Master Plan

**Applicant:** Village of Niles



### **Project Description:**

The Village of Niles completed two rounds of stormwater planning in the Village, both times the Village focused on larger scale conveyance and storage project. Green Infrastructure (GI) was tabled during the last stormwater plan development due to time constraints. Our LTAP proposal is to formalize a green infrastructure master plan which will holistically consider green infrastructure applications in the Village and make a plan of where to implement it. Possible strategies and study features would include: 1) Supporting lot level GI 2) Incorporating GI into Village owned property 3) Incorporating GI into normal capital improvement projects.

The Green Infrastructure master plan would build on the 2018 Stormwater master plan which stated the following:

The Village has historically supported green infrastructure with projects such as the Community Rain Garden, Neva Avenue Bioswale, Oak Park Bioswale, Oak Park permeable pavement, and Community Garden (Farm on Franks). Upcoming projects include naturalized plantings at the Franks Avenue Stormwater basin and the Milwaukee Avenue Permeable paver parking lot.

Green Infrastructure generally comes at a premium price as compared to traditional construction methods. Therefore, the Village must be wise in how green infrastructure is implemented including 1) Pursuing grant funding when available, and 2) Implementing green infrastructure in locations that provide the most benefit. A future task for the stormwater commission will be to develop a Green Infrastructure master plan that will help the Village to implement the most effective types of green infrastructure that also maximize the return on investment. Proactively identifying the best opportunities for green infrastructure enhances the village's ability to attract future grant funding for these types of projects.

The end deliverable would be a green infrastructure master plan which would detail where it makes sense to implement green infrastructure within the Village. The plan would determine target areas for GI and identify synergies with existing Village programs. The GI Plan advances the following principals of Go To 2050: Infill Infrastructure, environmental sustainability, spending public dollars wisely, creating vibrant communities, building on existing data driven approach, strengthening green infrastructure, transforming transportation, addressing highly susceptible urban flood areas, and building natural resources.

**Project Location:** Village of Niles

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 67

**Project Title:** Phoenix Vincennes Ave Corridor Plan

**Applicant:** Village of Phoenix



### **Project Description:**

Our Vincennes Avenue corridor is a mix of residential, commercial and public use, and includes buildings constructed in the early 1900s, that we deem as historical buildings. There are a number of commercial properties along the corridor that are underdeveloped, vacant or in disrepair. Additionally, there are properties that could be zoned to better balance the commercial uses on either side of the corridor or to provide in-fill and make way for a town center or development for a downtown Phoenix retail shopping center. We will (The Village of Phoenix) need help developing market studies and procuring planning documents like renderings, Village Prospectus and Parks & Rec plans that relate to land use within the Village of Phoenix and Vincennes corridor planning. We are hoping to receive assistance with these plans and the creation of policies that will need to be fully developed and summarized fully in a Preliminary Corridor Evaluation Report. We will need assistance breaking up our corridor plan into distinct elements to facilitate project planning and the pursuit of funding opportunities. Each element will be independent of the others. We will need help with approaching our partners who have been identified for each element of the corridor plan. These Partners are other projects or entities (both public and private) that may provide the necessary leverage to make our corridor plan a success.

**Project Location:** Vincennes Avenue Corridor, Phoenix, IL 60426



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 68

**Project Title:** Plainfield Subarea Plan

**Applicant:** Village of Plainfield



### Project Description:

Between 2000 and 2010, Plainfield experienced major growth and created multiple planning documents that covered a wide range of topics including the Downtown TENG Plan, a Riverfront Area Master Plan, the Comprehensive Plan, a Village Transportation Plan, a Complete Streets Policy, and a Village Business Plan.

The Village believes it is the appropriate time to unify the vision of Plainfield's multiple plans as it relates to this sub-area and create a sustainable master plan that will guide the future growth of this area in a responsible and effective manner. This sub-area plan will focus on the following:

Further analyze the needs for the 143rd Street extension, the reroute of IL-126, and the mobility opportunities this will create once complete and other road improvements that will mitigate congestion and enhance accessibility in the study area.

Determine complete streets opportunities for the local/collector streets and intersections in the study area to prioritize multimodal transportation. Specifically, as it relates to the new PACE commuter station and any connectivity or accessibility deficiencies that may exist.

Identify and explore options for multi-purpose path disconnects including the regional DuPage River Trail System and the potential need to reconvene the regional committee previously established pre-recession.

Pursue expansion of the Village's transit opportunities through increasing route options, frequency and extending service hours.

Update the Riverfront Master Plan in the study area to integrate climate impacts and vulnerability that will provide flood mitigation strategies through the development of the Riverfront as a naturalized recreation area.

Analyze Plainfield's overall existing housing stock that includes different types of residential housing.

Seek recommendations for sustainable diversity of housing in the study area that will provide scalable housing for all walks and stages of life in the Village.

Explore the potential of workforce, mixed-income housing near the Pace Bus station that provides both transit options and a commercial corridor both with pedestrian accessibility.

Seek expansion of senior housing in the downtown area near commercial amenities.

Analyze the feasibility of commercial and industrial new development in the study area as it relates to both quantity and users.

Create a compact neighborhood through the infill of open lots in the historic downtown area with mixed-use developments to introduce more job opportunities and housing options for the region.

Explore opportunities and/or the need for future business districts and incentive programs in the study area.

Analyze downtown trends and explore opportunities on how to capitalize on its growing success.

Attract higher education/college campus in the study area.

Research and plan a regional recreation opportunity through the utilization of a Vulcan strip mine which is at 99% reclamation.

Provide recommendations for development guidelines that are specific to this area.

Implement strategies of stormwater best management practices in the DuPage Watershed area.

Explore the character of each neighborhood area that is both unique and cohesive.

**Project Location:** The Central Area Plan project area is bounded by 143rd Street (to the north), Indian Oaks Estates and Liberty Grove (to the west), Renwick Road (to the south), US Route 30, Lake Renwick, and Lake Plainfield (to the east). It encompasses the entire historic downtown as well as the proposed downtown expansion along Lockport Street west of DuPage River to create a vibrant downtown featuring New Urbanist characteristics while preserving Village's rich historic fabric. To promote a more cohesive built environment, the Plan also includes the adjacent IL Route 59 business corridor, 143rd Street industrial corridor, DuPage River regional trail and Vulcan Quarry site.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 69

**Project Title:** Richton Park Sustainability Master Plan

**Applicant:** Village of Richton Park



### **Project Description:**

The Village of Richton Park, Illinois, requests Local Technical Assistance from the Chicago Metropolitan Agency for Planning (CMAP) to develop a Sustainability Master Plan that is consistent with the principles and recommendations in the Environment chapter of ON TO 2050.

Richton Park completed its present Comprehensive Plan in 2014, with assistance from CMAP's LTA Program. A key feature of the Plan was the development of the area surrounding the Richton Park Metra station as the Village's Town Center, in part to emphasize transit use in the community. Also, the Plan identified floodplain and floodway challenges throughout the community, presenting flooding hazards for residents and limiting future development opportunities. A Sustainability Master Plan would be a key implementation component of the Comprehensive Plan.

Since the approval of the Plan, Richton Park has taken a leadership role on residential solar panel installation in the south suburbs. The Village has revised its Zoning Ordinance to accommodate solar panels and provided information to all residents to reduce energy consumption and increase energy cost savings. This effort would bring attention to the types of residential energy audits necessary for reducing carbon emissions, and provide a blueprint for residential upgrades.

In addition to implementing the transit, environmental and energy elements of the Plan, the Village would also like to build on its efforts to expand its pedestrian and biking network, connecting it to adjacent communities and assets. Recent efforts to do so include sidewalk studies and trail improvements undertaken by the Village's departments of Parks and Recreation and Public Works. Furthermore, a new capital improvements plan, with the goal of achieving sustainability at its core, could have the benefits of reducing the Village's annual costs for infrastructure and energy, demonstrating to other public entities the viability of incorporating sustainability standards into capital improvements planning, and enhancing the Village's relationship with the natural environment.

Richton Park has witnessed the success that the adjacent community of Park Forest has had since the implementation of its Sustainability Master Plan, and wishes to emulate it. Sustainability has become a key component in Park Forest's revitalization, and has built momentum.

In order for the Village to further the implementation of its Comprehensive Plan, it is important to move forward with a Sustainability Master Plan. This Plan will overlay all of the elements of the Comprehensive Plan that are currently in place. It will incorporate the demonstration projects that have already been implemented. It will create the tools that enable Richton Park residents and businesses to make choices that increase the efficiency of their energy use. It will reduce their dependence on the automobile for everyday tasks. It will bring their lives into closer harmony with the natural environment.

We want to thank CMAP for the opportunity to request Local Technical Assistance to develop this important element of our Comprehensive Plan.

**Project Location:** Village of Richton Park

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 70

**Project Title:** Robbins Stormwater Management Plan

**Applicant:** Village of Robbins



### **Project Description:**

We would like to work with CMAP to develop a Village wide stormwater management plan. Like many communities in our region, Robbins is challenged with urban and overbank flooding. While a partnership with MWRD to build a stormwater park will greatly alleviate flooding from Midlothian Creek that has long challenged the southeastern part of Robbins, Village wide urban flooding will continue to harm current residents and thwart redevelopment unless we take substantial action. Getting a fuller understanding of our urban flooding, developing a plan to address it, and then implementing that plan will benefit existing Robbins residents and will also make redevelopment both in the TOD and Village wide more possible.

Requested work includes preliminary technical studies to more completely understand urban flooding in the Village. Studies about topography, soils, and drainage, as well as an assessment of the state of the current gray infrastructure are requested. Investigation of how abandoned, forested land in the Village currently manages stormwater is also critical. The completed plan would ideally include a strategy with target areas, timeline, potential funding sources, and ongoing maintenance plan for completing/ updating the current storm sewer system and for augmenting that system with green infrastructure, including urban agriculture.

This LTA project compliments the existing CMAP LTA TOD plan for redevelopment. It would set a course for updating out-of-date storm sewers near the Metra station that will continue to impede redevelopment even after overbank flooding is managed in that area. It will also address areas west of Kedzie that are included in the TOD plan that have no storm sewers and have had disinvestment associated with chronic urban flooding.

This LTA project would also compliment Kinship funded work the Village is just starting in which we are exploring the feasibility of an urban agriculture and horticulture district that would leverage the presence of the stormwater park and would provide multiple community benefits including managing stormwater. This kind of land use is signaled in the current CMAP LTA TOD planning. Better understanding where large scale green infrastructure is the best land use and will make more traditional redevelopment of adjacent land more feasible will be critical information for identifying the boundaries of the agriculture and horticulture district.

In addition to the above articulated benefits, this LTA project would also make subsequent comprehensive planning in the Village more possible. This is sorely needed as our last plan is more than ten years old and more than half of all parcels in Robbins are Village owned. However, until we have a solid understanding of stormwater and a plan to manage it, we cannot realistically plan for land use and redevelopment.

**Project Location:** The requested project is Village wide.

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 71

**Project Title:** Shorewood Impact Fee Assessment

**Applicant:** Village of Shorewood



### **Project Description:**

#### Impact Fee Analysis

The Village of Shorewood is a home-rule community operating under the council-manager form of government. We span 7 square miles of land area with the majority dedicated to residential land uses. The Board desires to continue growing the Village in a way that provides sustainability by making development pay for development through impact fees. The impact of development continues to shift as does the economy. It is time to reassess the impact of development and the fees that should be collected to offset that impact.

The direction from the Board is to drive investment. In order to do so effectively, we need to understand the barriers to investing in the community. While there are many factors affecting a decision to invest, the cost of doing so is often the biggest hurdle. We are looking to reduce barriers for investment to drive growth and remain relevant.

In order to be a competitive community to invest in while being responsible stewards of public money, we need to periodically re-evaluate the impact of new development. The purpose of this project is to determine: A) if the current fees reflect the impact of new development on the provision of services; B) if the fees are competitive with neighboring communities; C) if the policy to make development pay for development is still appropriate or if there are other approaches that should be considered; and D) if the fees should be adjusted, recommend new fees.

It is anticipated that this project would include conducting literature review on the cost of development and the types of costs that should be recoverable; compiling data from taxing districts within the Village as well as from neighboring communities; possibly creating and administering surveys to developers; analyzing data from existing sources as well as from the survey; and possibly creating a database.

The expected major deliverable is a report that includes a description of the methodology, identification and explanation of existing policies relating to impact fees, identification of the current impact fees with a description of the purpose of the fee, role of the taxing bodies in determining impact of development, analysis of impact fees including comparison to neighboring communities, analysis of current policy approach, recommendation for adjustment of policy approach and/or fees. There is an expectation that this project would be presented to representatives of the Village and taxing bodies.

**Project Location:** Village of Shorewood planning jurisdiction

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 72

**Project Title:** Shorewood Comprehensive Plan Update

**Applicant:** Village of Shorewood



### **Project Description:**

Village of Shorewood Comprehensive Plan

Shorewood is a bedroom community that has been dubbed "Joliet's move-up market." There was a great deal of growth in the 1990s and early 2000s, primarily large lot single family residential and retail/food service, which perpetuated that characterization of the community and resulted in lack of diversity in population, housing and employment. The last Comprehensive Plan was adopted in 2007, which continued a predominately residential growth mindset and focused on design quality and character identity.

Within the last year, the Village Board has established a TIF District ([http://vil.shorewood.il.us/departments/community-development/52and59\\_tifdistrict.aspx](http://vil.shorewood.il.us/departments/community-development/52and59_tifdistrict.aspx)), revised the plan for a Towne Center ([http://vil.shorewood.il.us/departments/community-development/econ-dev/TowneCenter\\_TIF\\_CoreAreaMasterPlansBoardApproved\\_Jan19.pdf](http://vil.shorewood.il.us/departments/community-development/econ-dev/TowneCenter_TIF_CoreAreaMasterPlansBoardApproved_Jan19.pdf)) to include multi-family and mixed use commercial and began a Strategic Planning process. As part of the Strategic Plan, the Village has engaged National Research Center to conduct a resident survey (National Community Survey) and staff is conducting focus group meetings to discuss the residential, commercial and industrial markets. We hope to continue these discussions with not only residents but also the business community and other stakeholders as part of the Comprehensive Plan. As such, the Village is looking for extensive public outreach in order to learn about community needs but also as a way to educate about market realities and creating a more sustainable community. We are looking at unique ways to present information to the community such as visual preference surveys, interactive planning sessions and using various forms of media that are graphically based.

In order to determine the best direction for future development, the Village recognizes the need to discuss "hot" topics that include: providing a diverse housing stock (such as denser, more affordable housing); attracting younger residents due to an older and aging population; balancing land uses and revenue sources to minimize impacts from shifts in the economy; providing a variety of employment opportunities, including manufacturing, distribution and logistics, where appropriate; and addressing transportation issues throughout town.

The Village is looking to complete the Comprehensive Planning process within the next 18 months in order to not only ensure that the momentum from current outreach efforts continues but to also address capital bill funding for transportation projects that could significantly affect the community. Additionally, the impending recession requires more urgent action in order to capitalize on opportunities to diversify the economy and minimize potential impact. As such, we would request that this project, if selected, be completed by a consultant in the event that CMAP staff is not available for an immediate start.

**Project Location:** Village of Shorewood planning jurisdiction, including areas within boundary agreements

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 73

**Project Title:** Sugar Grove Comprehensive Plan Update

**Applicant:** Village of Sugar Grove



### **Project Description:**

The Village of Sugar Grove wants/needs a new Comprehensive Plan. The current plan was prepared in 2005 with a fair amount of community input. Many of the assumptions used in the preparation of the plan are no longer valid. When the Plan was developed, growth was desirable and inevitable. Development and demographic trends are much different today than they were in 2005. For example, the Plan forecasted an ultimate population in excess of 65,000 person. CMAP's own 2040 population projection for the Village is 29,470 persons. Additionally, the Plan's land use recommendations were greatly influenced by the demised Prairie Parkway transportation investment, including unrealistic recommendations for commercial land uses.

Once adopted, the Village proceeded to prepare transportation and utility plans and make other policy and regulatory changes to implement the Comprehensive Plan recommendations. Since adoption of the Plan, the Village has made land use decisions consistent with the Plan's recommendations.

It could be argued that continued implementation of the current Comprehensive Plan places the fiscal stability of the community in jeopardy. Since the adoption of the Plan, Village leaders have come to discover the prevailing low-density residential land use recommended in the Plan is not fiscally sustainable.

Outmoded development expectations and a weak tax base challenge the community. Sugar Grove has no public transit or any prospects for public transit in the foreseeable future. Its location at the edge of the urbanized area discourages public and private investment. The housing monoculture in the community brings into sharp focus the need for diversity in housing choices given demographic trends.

Can a community that was spawned during the age of suburban sprawl become environmentally and fiscally sustainable? Can a community on the edge of the urbanized area embrace and benefit from the principles of On To 2050?

Community expectations and aspirations in the 2005 Comprehensive Plan are not groundless. The community has assets: a general aviation airport (Aurora Municipal), highways, rail, and a community college, much open space in the form of forest preserves and golf courses are present in the community. Sugar Grove has maintained a high quality and well maintained physical environment.

Formulating goals, objectives and policies is a small part of the plan development process. The Village desires a robust public participation process as part of preparation of the Comprehensive Plan. Identifying trends and opportunities, as well as the consequences of available options needs to be explored with the community. The community is engaged in land use decisions, for better or for worse, and the comprehensive planning process will be greatly scrutinized.

The Village looks to CMAP to help it develop and adapt to a new sustainable vision for the future.

**Project Location:** The corporate limits and the extraterritorial jurisdiction of the Village of Sugar Grove, Sugar Grove Township, Kane County

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 74

**Project Title:** Tower Lakes Infrastructure Plan

**Applicant:** Village of Tower Lakes



### **Project Description:**

We would like CMAP's help in creating an overall infrastructure plan for our Village. We are currently starting the update to our Comprehensive Plan and have recently been made aware of areas where we are at risk in the community. Although the stormwater assistance we have received from the Lake County Storm Water Management Committee is helpful, the new types of storms we are experiencing have created more flooding than previously anticipated.

We have also learned that some of our utility easements are in high-risk areas of the community and could cause long-term outages and possibly damage to properties with specific types of storms. We are also in a cellular desert - previous administration had voted against allowing any cellular company to place towers or antennas on village property. With younger people moving in who do not use landlines, only cellular, it is becoming a safety issue. We would like to have a plan that we can budget for that would not just fix areas of concern but help us plan appropriately for the future and can be communicated to our residents.

**Project Location:** Village of Tower Lakes

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 75

**Project Title:** University Park TOD Plan

**Applicant:** Village of University Park



### **Project Description:**

The 1,100 stall University Park Metra Station is centrally located within University Park, with ample opportunity for Transit-Oriented (TOD) development in the area. The University Park Metra Station is the southernmost station on the Metra Electric line and an important collector for commuters from south suburban communities in Cook County and Will County, as well as students who commute to Governors State University. However, the full range of the station's community development benefits have gone unrealized due to untapped development potential and station access limitations. To address these challenges, the Village is seeking assistance through the CMAP Local Technical Assistance and RTA Community Planning programs to develop a multifaceted TOD Plan for the University Park Metra Station Area. This project would leverage an awarded \$2.5 million federal investment in station and parking upgrades by exploring related development and access opportunities.

The Village is requesting the technical assistance funding to develop an implementable TOD Plan for the project area, which includes three elements:

- 1) TOD Land Use Plan and Zoning Ordinance Update;
- 2) Local Road Safety Plan; and
- 3) Last Mile Mobility Strategy.

First, the Village aims to update and refine the high-level land use plan for the area that was developed through the Village's 2014 Comprehensive Plan (Plan), which calls for the level of subarea analysis proposed herein. The Plan loosely calls for a range of mixed-use, commercial, recreation, townhomes, single family, and conservation and open space land use. The Village would like to refine this land use plan and develop a range of products that will support new development within the TOD area that aligns with CMAP's ON TO 2050 plan, Invest in Transit, and the Village's forthcoming Planning Priorities Report. Outputs would include: a data- and market analysis-driven land use plan with renderings that can be used to attract developer interest. The Village is also interested in implementing a ULI Developer Panel to support this effort.

Second, the Village will develop a local road safety strategy that will, complementing nearby crossing safety improvements currently underway. The intersection of Governors Highway and University Parkway (known locally as Stuenkel Road) is a known high-crash corridor. The Village is currently coordinating with IDOT, ICC, CN, and Metra to implement short-term and long-term safety enhancements at this crossing. We would like to integrate these projects into a local road safety plan that not only addresses current safety concerns, but also considers future development and access requirements (e.g., increased motorist traffic, increased pedestrian traffic, introduction of micromobility vehicles).

Third, the Village would like to develop last mile mobility strategies that will improve access between the Metra station and other points of interest within the community. Strategies should be developed for the pedestrian, transit, motorist, and shared-mobility modes of travel and connect transit riders to employment centers (e.g., I-57 Industrial Area; Governors State University; Town Center); schools, residential areas, and parks.

This TOD Plan will put the Village on a path towards sustainable, resilient, and equitable development within the TOD area.

**Project Location:** The project location is the area surrounding the University Park Metra Station. Multimodal connections to other points of interest within University Park, including Governors State University, industrial development to the west, as well as surrounding communities will also be considered as part of this effort. A 0.5-mile radius will be used as a baseline geography for the study area.



## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 76

**Project Title:** Villa Park Comprehensive Plan Update

**Applicant:** Village of Villa Park



### **Project Description:**

Our Comprehensive Plan was last updated in 2009, and has reached the end of its useful life. Our current plan even recommends a complete update of the entire Comprehensive Plan every 5 to 9 years. Additionally, there have been many changes to the Village during this time. Not the least of which was the zoning ordinance update which last had seen a comprehensive update in 1970.

An update to the Comprehensive Plan would allow the Village to mesh the recently updated Zoning Ordinance to the Comprehensive Plan in a fashion that furthers successful implementation. The update to the Zoning Ordinance was significant and to have a comprehensive plan that links the two documents would be supremely beneficial.

The Village has implemented many of the goals contained in the existing comprehensive plan, but it is time to re-evaluate the focus and add goals based on current conditions, the CMAP "On to 2050" Plan, and the 2018-2023 RTA Strategic Plan. We believe there to be opportunities for partnerships, particularly around our Metra train station. Also, the Village wishes to continue the momentum generated by the recognition by Money Magazine as one to the best places to live, and the significant amount of redevelopment that has occurred along North Avenue and the South Villa Business District.

Significant investment has also been made to our bikeways and trails in the Village and would like to create additional linkages to this system. An updated Comprehensive Plan can also identify opportunities to enhance mobility throughout the Village and provide better connectivity within the region.

The Village seeks the assistance from CMAP and the RTA in updating our Comprehensive Plan to continue moving forward in a positive fashion, maintain our existing relationships with our regional partners and promote development that furthers local, as well as regional goals. We very much appreciate the support we have received in the past and hope that CMAP and the RTA see the value in assisting the Village in this update.

**Project Location:** The Comprehensive Plan will effect the entire Village of Villa Park

**2019/2020 Local Technical Assistance and Community Planning Programs**

**Application Number:** 77

**Project Title:** Willow Springs Comprehensive Plan Update

**Applicant:** Village of Willow Springs



**Project Description:**

Updating our Comprehensive Plan

**Project Location:** Village of Willow Springs

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 78

**Project Title:** Wilmette Comprehensive Plan Update

**Applicant:** Village of Wilmette



### **Project Description:**

The Village of Wilmette is seeking to rewrite its Comprehensive Plan. The current Comprehensive Plan was originally written in 1986, with an update in 2000 and the addition of a Village Center Master Plan amendment in 2010.

After 19 and 33 years, most aspects of the plan are in need of updating, many substantially. There are new technologies and new policy challenges that need to be addressed. The current plan clearly does not provide an adequate roadmap to plan for the future including the sociological and technological changes it will bring.

Our priorities for the proposed Comprehensive Plan include sustainability, which is not currently addressed. A separate sustainability plan is currently being developed by the Environmental and Energy Commission and we intend to incorporate their work into the new plan.

Also of importance is a review of policies and goals pertaining to housing. While housing in the village is primarily single-family homes, we will use the Comprehensive Plan process to discuss how and where alternative housing types are appropriate and how the village can prepare for future housing needs.

The Village is currently undertaking planning for an extensive storm water alleviation project. This will have land use as well as financial impacts that need to be considered in the broader context of all community needs and goals.

Finally, a review of the village's commercial districts outside of the Village Center is very much needed. The commercial landscape has changed drastically even since 2010. We need to review all aspects of these other commercial districts to help ensure they serve future consumers and markets.

In addition to these priorities, we look forward to having policy discussions about historic preservation, transportation, infrastructure, and other aspects of importance to the community.

**Project Location:** Village of Wilmette

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 79

**Project Title:** Worth Bike/Ped Plan

**Applicant:** Village of Worth



### **Project Description:**

The Village of Worth is submitting an application to CMAP and RTA to complete a Bicycle and Pedestrian Plan. The goal of the Bicycle and Pedestrian Plan is to look at alternative modes of transportation within the Village.

The Village's commercial district runs along two primary arterials, 111h Street and Harlem Avenue, both routes are under IDOT jurisdiction. Metra Rail and I-294 both bisect through the Village restricting mobility throughout the town. The Village's southern border is the Cal-Sag Channel with bridge crossings at Ridgeland Avenue and Harlem Avenue.

The Ridgeland Avenue Corridor Plan was completed by Cook County and the RTA in 2014. The Village would like to expand on this study to link their path system to Ridgeland Avenue and Harlem Avenue, thus linking them to the Cal Sag Path and the Palos Heights Metra Station.

The Village recently completed a Transit-Oriented Development study and would like to expand on this work to review mobility throughout the Village, specifically to the elementary and middle schools.

**Project Location:** Village Wide

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 80

**Project Title:** Will County Implementation Assistance

**Applicant:** Will County



### **Project Description:**

The Fairmont Neighborhood Plan, completed in 2012 with the assistance of an LTA grant is currently being implemented and Will County is seeking assistance to revisit the plan. The purpose of revisiting the plan is to reengage the community, coordinate multi-stakeholder efforts and prioritize future projects. During the development of the Plan, the top issues for attendees included poor infrastructure and residents clearly identified the need to improve all aspects of infrastructure as their highest priority. Will County has been working on infrastructure improvements since adoption of the Plan. A Sidewalks to School Grant funded the construction of a sidewalk near the Fairmont elementary school and CDBG funding has been used for a multi-phase stormwater drainage improvement plan for south and central Fairmont. During drainage improvement work, it was discovered that the water system was in disrepair and we successfully worked out a plan with the City of Joliet to take over the water and sewer system. This will also be a multi-year CDBG funded project and will make redevelopment possible in Fairmont. Other progress on the Plan includes a referendum for a garbage service contract that now serves all of Fairmont, owner occupied rehab, neighborhood clean-ups and installation of a community garden. We are now working on options for vacating underutilized right-of-ways and redeveloping vacant lots. In addition to the work Will County has done, other entities have also added value to the quality of life in Fairmont. The Lockport Township Park District has increased programming at the Fairmont Community Center and has rehabilitated the Center. The Lewis University Office of Engaged Learning is assisting with bringing technology to the Center and the Food Pantry operations. Habitat for Humanity has rehabilitated properties in Fairmont and has resumed new construction in the community. Revisiting the Plan would allow us to reconvene the Fairmont residents and stakeholders to highlight progress on the Plan, capitalize on the synergies and prioritize projects for going forward. In addition to reconvening the existing stakeholders, we also have some new stakeholders that we would like to engage based on their expressed interest in the community. There is an increasing Hispanic population and revisiting the plan could be an opportunity to identify and/or bridge cultural differences. Additionally, a local lending institution is interested in partnering with the County on a revitalization strategy, the Housing Authority of Joliet is demolishing a housing project just south of Fairmont and is concurrently developing senior housing near Fairmont and has a vested interest in the area as does an investor that has recently begun to buy up vacant lots in Fairmont. Critical obstacles for redevelopment have or are being addressed and while all the activity in Fairmont is encouraging we feel it is important to touch back on the Plan with community residents to help guide and prioritize next steps. Assistance is requested with outreach, convening relevant partners and conducting priority setting workshops.

**Project Location:** Fairmont CDP

Lockport Township, Will County

## 2019/2020 Local Technical Assistance and Community Planning Programs

**Application Number:** 81

**Project Title:** Elburn TOD Plan

**Applicant:** Village of Elburn



### Project Description:

The Village of Elburn seeks to unify the downtown business district with the proposed TOD development around the Elburn Metra Station and an existing residential neighborhood. The Metra station is within a half mile of downtown but is only directly accessible via pedestrian/bike path through the residential neighborhood. The Village of Elburn completely revised Comprehensive Land Plan is 2013 with the assistance of a CMAP LTA. Currently, the plan is in the process of being updated, with an expected completion date of February 2020. ([www.elburn.il.us/wp-content/uploads/2018/06/Village-of-Elburn-Comprehensive-Plan-2013.pdf](http://www.elburn.il.us/wp-content/uploads/2018/06/Village-of-Elburn-Comprehensive-Plan-2013.pdf)) .

The Downtown Business Development Plan (2003) is out of date ([www.elburn.il.us/wp-content/uploads/2019/10/Old-Town-Elburn-Bus-Dev-Plan-2002.pdf](http://www.elburn.il.us/wp-content/uploads/2019/10/Old-Town-Elburn-Bus-Dev-Plan-2002.pdf)) and should incorporate latest design criteria, economic realities, and desires of the community.

The Village of Elburn's 2018 Strategic Plan includes an action point to "Improving the connectivity and walkability of the community" ([www.elburn.il.us/wp-content/uploads/2019/10/2018-0228-Elburn-strategic-Plan.pdf](http://www.elburn.il.us/wp-content/uploads/2019/10/2018-0228-Elburn-strategic-Plan.pdf)) .

The proposed TOD is directly adjacent to and south of the Metra Station. The primary goal is to unify the proposed TOD and the existing downtown business district (IL Rt. 47) into a connected and vibrant business district that serves the entire town, is an area shopping and dining destination, and incorporates the Metra Station as a focal point. The existing downtown business core is stable, but has potential to attract new, more vibrant businesses. Currently, downtown is near full occupancy with primarily restaurant/bars, service oriented, and office uses. Some properties include residential units on a second story but overall there is a limited number of dwelling units within the core area. The downtown is relatively stable this area but only one new building was built in the last 15 years and limited reinvestment within existing spaces. The input received to date during the Comprehensive land Plan review is to expand the downtown business district further east and west, beyond the IL Rt. 47 corridor and incorporate more areas along the B-2 district, north and south of downtown into the more "traditional" downtown. The TOD area around the Metra Station is proposed as three mixed use buildings with retail and service businesses on the first floor and three story apartment/condominiums above. The other uses within the TOD are a mix of residential uses including apartments, townhouse, and single family buildings.

The plan should focus on the following development topics:

- The plan should provide a distinctive application of exurban planning design for the downtown business district and provide specific descriptions, illustrations and character images of the community's vision. Conceptual plans for building massing, parking layouts and site designs should be incorporated to illustrate how the downtown could be developed in a comprehensive and coordinated manner.
- Downtown Business District – The plan should provide directives that embrace the Village's existing charm and help to market the existing downtown business district. The plan should provide guidance for compelling reasons for visitors to make downtown Elburn a destination.
- Metra Station – The Village of Elburn has partnered with Shodeen Homes and Metra to construct a new transit oriented design mixed use development immediately adjacent to the train station. The proposed design includes new parking, improved access to parking and the station, a public gathering area, retail spaces, and a variety of residential units. The plan should include recommendations on how to incorporate the development with the Metra station, adjacent residential neighborhood and the commercial corridor along Rt. 47.
- Streetscape – Identify opportunities to improve the pedestrian and vehicle corridors while minimizing the impact to the existing neighborhood. Plan should include ways to increase pedestrian routes between the TOD, Metra Station, and downtown.

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- Wayfinding Signage – Develop a visually attractive and clear wayfinding system to direct motorists, visitors, pedestrians and bicyclists into and around the downtown, Metra Station, and TOD.

**Project Location:** The project area includes downtown Elburn, the Metra Station, proposed TOD development immediately adjacent to and generally south of the Metra Station, and the existing residential neighborhood between the TOD and the Rt 47 business corridor.