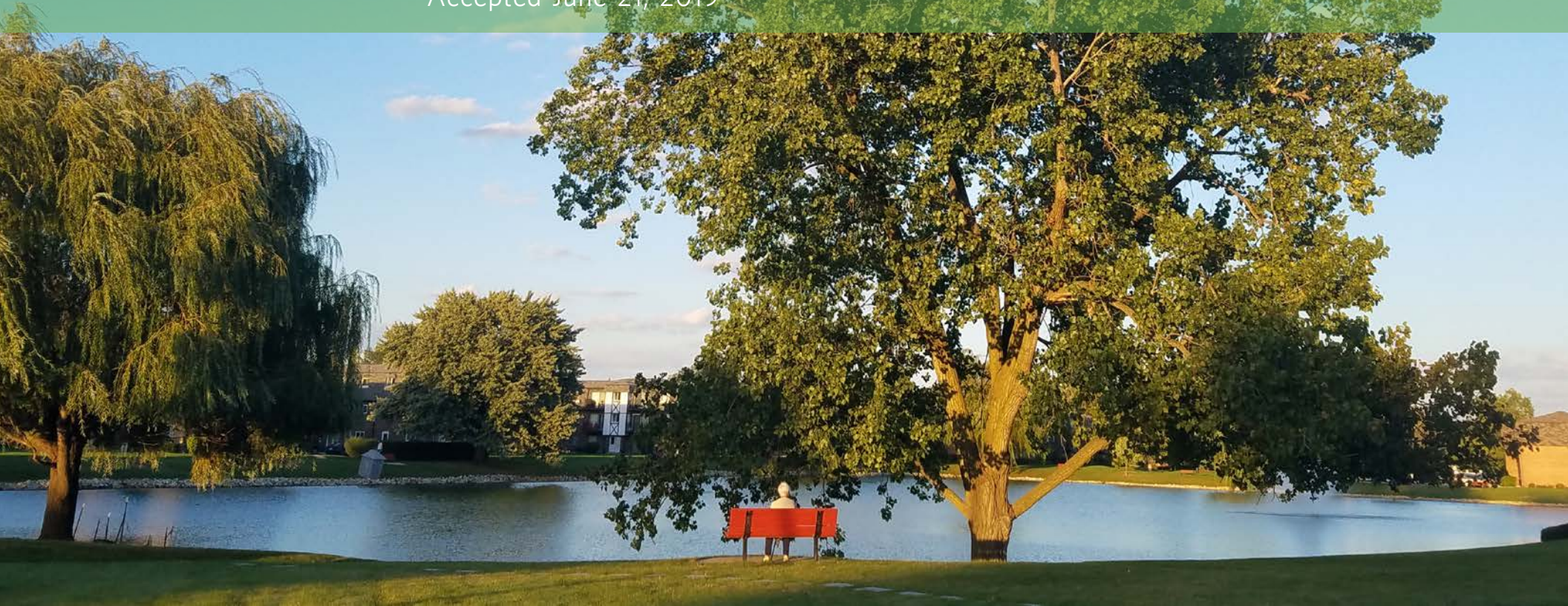




# Maine-Northfield Unincorporated Area Plan

Accepted June 21, 2019



# Acknowledgements

## Project Steering Committee

Susan Campbell, Cook County  
James Wilson, Cook County  
Carol Teschky, Maine Township  
Doriene Prorak, Maine Township  
Jill Brickman, Northfield Township  
Mike McMahon, City of Des Plaines  
Jeff Brady, Village of Glenview  
Nancy Radzevich, Village of Morton Grove  
Bruce Sylvester, Village of Nilus  
Jon Branham, City of Park Ridge  
Terri Graham, Cook County Commissioner Gregg Goslin's Office  
Diane Viverito, Cook County Commissioner Peter N. Silvestri's Office  
Christopher Provenzano, Cook County Commissioner Sean M. Morrison's Office  
Sharon McLaughlin North Maine Fire Protection District  
Dagmar Rutzen, North Maine Fire Protection District  
Walter Kazmierczak, Maine Township Highway Department  
Bob Brzezinski, Maine Township Highway Department  
Wally Kehr, Northfield Township Road Department  
Tim Rueckert, Northfield Township Road Department  
King Harris, Metropolitan Planning Council  
Nancy Firfer, Metropolitan Planning Council  
Holly Sauter, Metropolitan Water Reclamation District

## Consultants

Ranadip Bose, SB Friedman Development Advisors  
Caitlin Amos, SB Friedman Development Advisors  
Ryan Schmitt, SB Friedman Development Advisors  
Jeff Wickencamp, Hey and Associates, Inc.  
Anna Culcasi, Hey and Associates, Inc.  
Wendy Vachet, Michael Baker International  
William C. Grieve, Gewalt Hamilton Associates, Inc.  
David Marquardt, Gewalt Hamilton Associates, Inc.  
Jeffrey Opitz, Gewalt Hamilton Associates, Inc.  
David S. Silverman - Ancel, Glink, Diamond, Bush, DiCianni & Krafthefer, P.C.

## Funding Acknowledgement

This project was supported through the Chicago Metropolitan Agency for Planning's (CMAP) Local Technical Assistance (LTA) program, which is funded by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Department of Housing and Urban Development (HUD), Illinois Department of Transportation (IDOT), and the Chicago Community Trust. The Metropolitan Mayors Caucus (MMC) and CMAP would like to thank these funders for their support for this project.



## Table of Contents

Chapter 1: Introduction	4
Chapter 2: Land Use and Development	12
Chapter 3: Stormwater Management	28
Chapter 4: Transportation	56
Chapter 5: Housing	74
Chapter 6: Coordination and Capacity	86

Appendix	100
A.1 Supplementary Reports	101
A.2 Definitions	102
A.3 Funding Source Glossary	104

# Chapter 1

## Introduction

**MAINE TOWNSHIP**  
**1700 BALLARD ROAD**

Cook County's Department of Planning and Development, part of the Bureau of Economic Development, has partnered with the Chicago Metropolitan Agency for Planning (CMAP) to lead the process to develop the Maine-Northfield Unincorporated Area Plan. The plan is part of CMAP's Local Technical Assistance (LTA) program, which utilizes CMAP staff and resources to create local and neighborhood plans. The plan will allow elected officials, County staff, residents, business owners, potential investors, and other stakeholders to make informed decisions on land use, transportation, infrastructure, and capital improvements throughout the study area.

### What is included in the Unincorporated Area Plan?

Similar to a comprehensive plan, the Maine-Northfield Unincorporated Area Plan outlines the vision of a community's desired physical environment and the process that will allow it to realize that vision. In addition to establishing community development and investment goals, the plan considers market trends in development across the region and the unique factors of the study area, such as its access to transportation or environmental constraints, that make it well-suited for some development and less appropriate for other types. The plan also dives into infrastructure issues through discussions of stormwater management, transportation, housing, and coordination and capacity.

Unincorporated areas require a different set of partners to implement community objectives than incorporated areas so this plan considers this framework within its recommendations, implementation approaches, and funding sources. As part of its process, this plan includes a preliminary study of the long-term viability of annexation or incorporation, as discussed in the Fiscal Impact of Annexation Report (see Appendix A.1 Supplementary Reports).

This plan is written to provide guidance to the community as it works towards its vision over the next 10 years, with some recommendations expected to require at least 10 years to be implemented. Although the plan has a long-term focus, it should be regularly consulted by project stakeholders to guide policy decisions. The plan should also be considered flexible so that it can adapt with change. At any time, the County or approved partners can update this plan to match local needs, interests, or opportunities. It is recommended that the plan be updated every five years to accurately reflect community desires and market conditions.

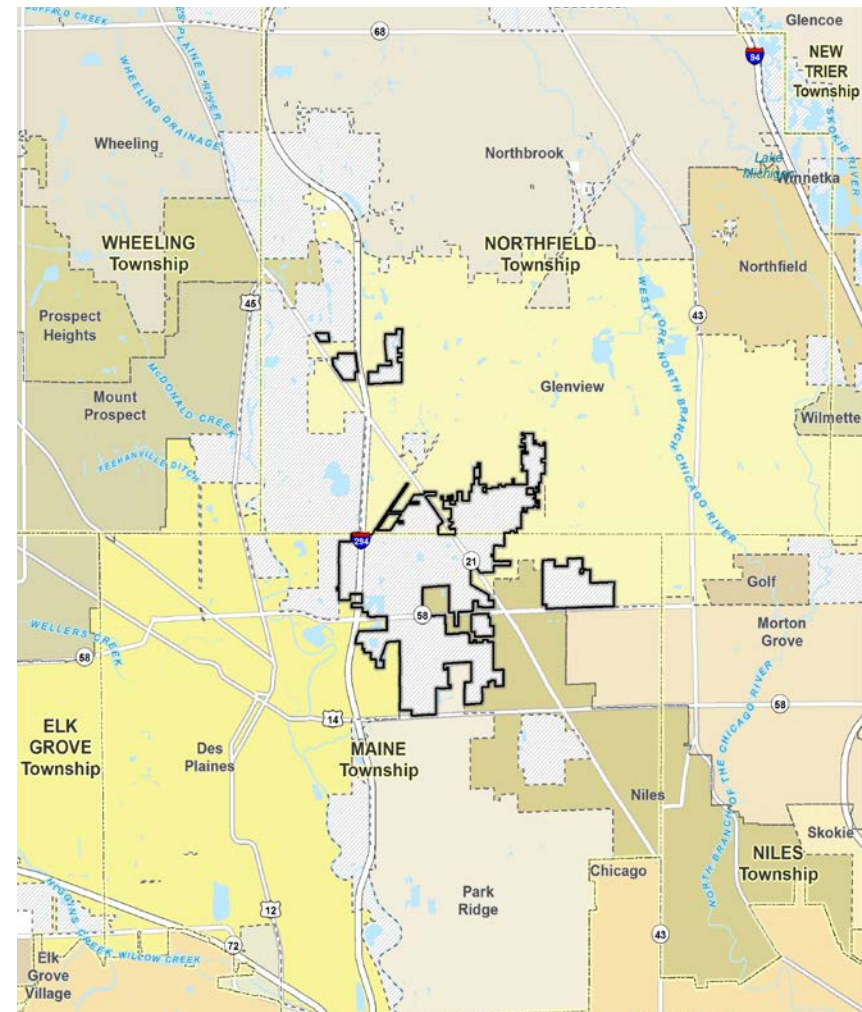
The Maine-Northfield Unincorporated Area consists of developed and populated areas of unincorporated land in both Maine and Northfield Townships, omitting some cemeteries and open space managed by the Forest Preserve of Cook County (FPCC). The study area spans approximately three square miles and has an estimated population of 36,646. Though there are also developed unincorporated areas in Northfield Township that are farther to the north, the project team focused on a mostly contiguous area to ensure that the project remained cohesive. The study area includes the most densely populated portion of unincorporated Cook County, making it a significant priority for the County.

# Where is the Study Area?

The Maine-Northfield Unincorporated Area consists of developed and populated areas of unincorporated land in both Maine and Northfield Townships, omitting some cemeteries and open space managed by the Forest Preserve of Cook County (FPCC). The study areas spans approximately three square miles and has an estimated population of 36,646. Though there are also developed unincorporated areas in Northfield Township that are farther to the north, the project team focused on a mostly contiguous area to ensure that the project remained cohesive. The study area includes the most densely populated portion of unincorporated Cook County, making it a significant priority for the County. For the purposes of this project, this community is called Maine-Northfield to reflect the names and identities of both Maine and Northfield Townships. Located 17 miles northwest of downtown Chicago, Maine-Northfield is bordered by Des Plaines, Glenview, Morton Grove, Niles, and Park Ridge. In general, the study area is made up of three clusters of land:

- A large, mostly contiguous area stretching from Dempster Street on the south to past Lake Avenue on the north
- A separate area north of Golf Road roughly between Harrison Street, Crescent Drive, and Stacy Court that is bisected by Washington Street
- Three separate residential areas in close proximity near Milwaukee Avenue, Sanders Road, Lake Avenue, and Landwehr Road.

Figure 1.1 Regional Context



# Why does Maine-Northfield need an Unincorporated Area Plan?

Several areas exist throughout Cook County that are developed but have never been annexed into an existing municipality or incorporated as their own independent municipality. In 2016, the Civic Federation and the Cook County Unincorporated Task Force studied these areas. However, the Maine-Northfield Unincorporated Area stands out for being densely populated and developed, warranting further study into ways to improve quality of life for its diverse group of residents.

In addition, unincorporated areas may have additional challenges in bringing external resources such as grants and private investment to their communities, whereas municipalities are often better equipped. This plan and the Existing Conditions Report should serve as tools to facilitate the recruitment of resources for grant proposals.

## Subareas

The Maine-Northfield study area is diverse not only in the demographics of its people but also in the character of its neighborhoods. For ease of use, the study area is divided into five subareas (Figure 1.2). The subareas are separated by major roads or other logical barriers, and are referred to throughout the plan as Subarea 1, 2, 3, 4, or 5. These subareas frame the analysis in the Fiscal Impact of Annexation Report (see Appendix A.1 Supplementary Reports).

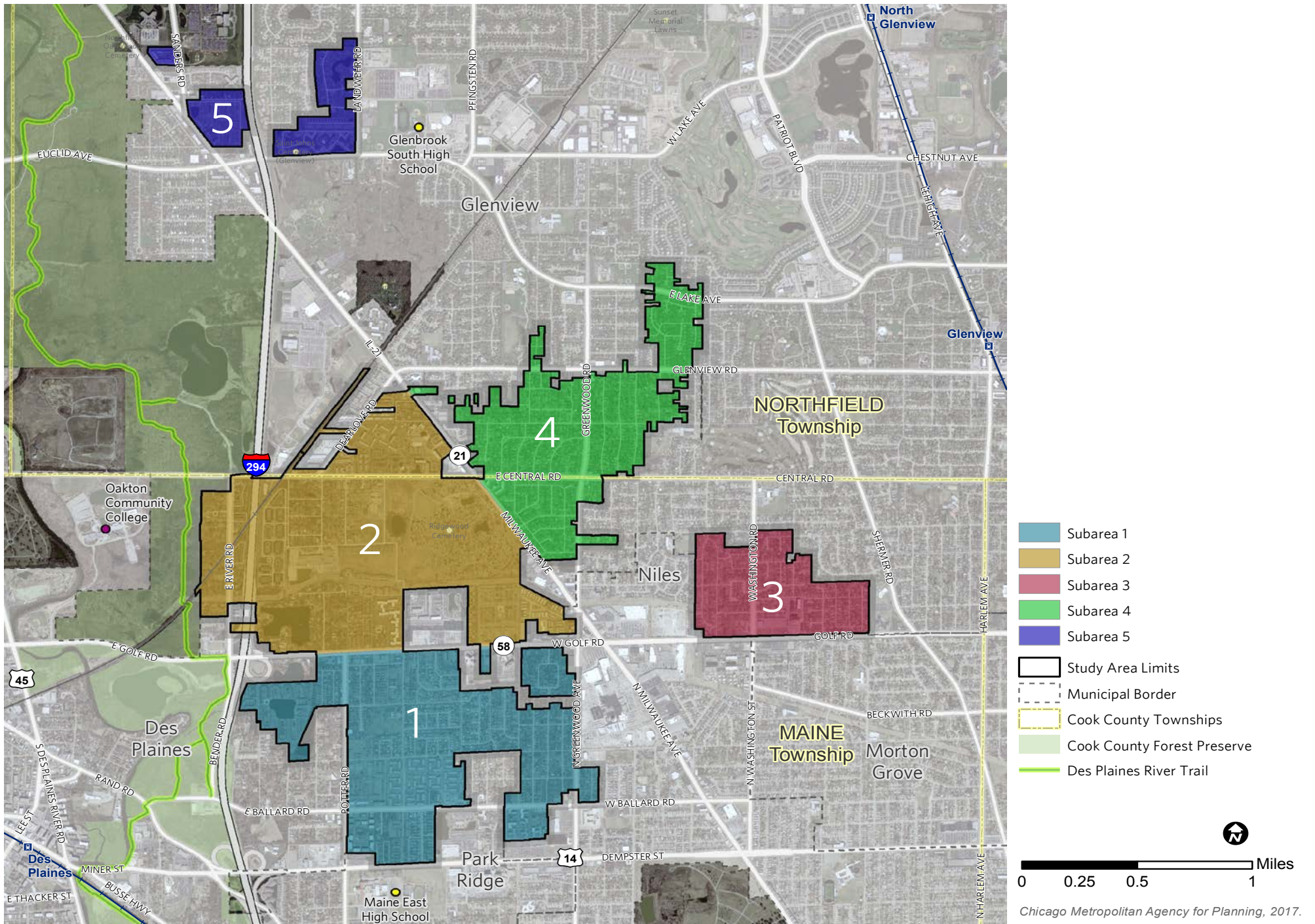
## Fiscal Impact of Annexation Report

The Fiscal Impact of Annexation Report describes the many factors affecting neighboring municipalities' decisions about annexation. The report presents a snapshot of fiscal impact findings, which vary based both on the subarea and municipality studied. Ten net fiscal impact calculations are presented. A positive net fiscal impact indicates that, based on estimates of new tax revenue versus infrastructure and service costs inherited, a municipality would benefit from annexation. Conversely, a negative net fiscal impact means that the costs exceed the benefits. In all 10 calculations, the net fiscal calculation is negative, however there is variability in the degree to which the calculation is negative. In addition, there are qualitative considerations such as external funding eligibility and future development opportunities that factor in to annexation decision-making. The report discusses these factors by subarea and municipality.

The study area, which is predominantly residential in character, has remained unincorporated while nearly all of the surrounding commercial and industrial areas have been annexed by nearby municipalities. In general, commercial and industrial land brings in greater revenue and requires fewer services, which makes it more attractive for municipal annexation.

Regardless of annexation, the report reveals important information for Maine-Northfield residents and stakeholders. Over time, annexation has created a structural deficit that is faced by Cook County today where the land located within Maine-Northfield does not have a taxable value equal to the cost of providing services to the area. Where costs for infrastructure and services exceed revenue, a neighborhood is essentially running a structural deficit, which potentially threatens long-term service and infrastructure quality. Based on research by the Civic Federation, it can be estimated that Cook County annually spends approximately \$5 to 7 million more on services in the Maine-Northfield study area than it collects in revenues. A deliberate approach to long-range planning and service management can lead to sustainable levels of service and infrastructure maintenance.

Figure 1.2 Study Area Subareas



# Plan Organization

The Maine-Northfield Unincorporated Area Plan is organized into the following chapters and appendices:

- 1. Introduction and Plan Summary** describes the purpose of the plan and the process used to create it. This chapter outlines the goals and objectives that will guide the recommendations.
  - 2. Land Use & Development** identifies future land use and desired character for all parts of the Maine-Northfield Unincorporated Area. This chapter provides the physical foundation upon which all other plan recommendations are based.
  - 3. Stormwater Management** identifies ways to minimize flood damage in established neighborhoods, while supporting responsible future development and necessary capital projects.
  - 4. Transportation** details roadway, public transit, and nonmotorized transportation strategies to increase safety, connectivity and ease of access. This chapter also provides details on diverse mobility options which can support economic growth and improve community image.
  - 5. Housing** identifies recommendations to encourage preservation and reinvestment in established neighborhoods and support new residential development in strategic locations.
  - 6. Coordination and Capacity** makes recommendations to attempt to unify and build capacity and community among residents and stakeholders.
- Appendix A.1: Supplementary Reports** presents links to the Fiscal Impact of Annexation Report, Right-of-Way Design Standards Assessment, and Existing Conditions Report.

**Appendix A.2: Definitions** which defines relevant terms.

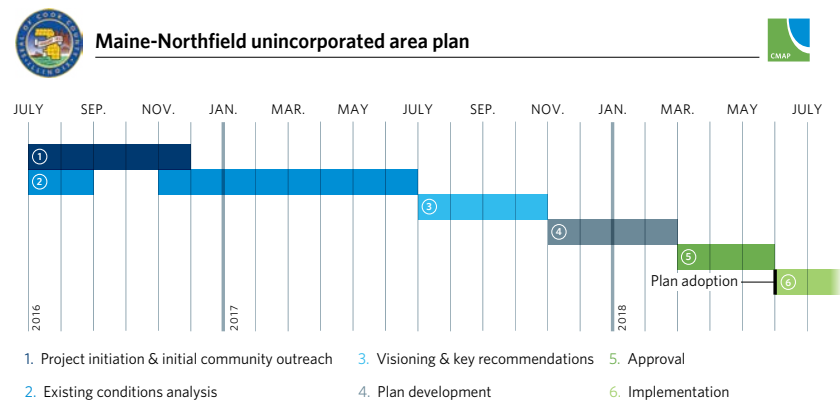
**Appendix A.3: Funding Source Glossary** that details the purpose and intent of the various funding sources identified throughout this document.

## Planning Process

The Maine-Northfield Unincorporated Area Plan is the product of a three-phase planning process. In July 2016, CMAP and Cook County staff kicked off the project and established a steering committee to assist in developing plan recommendations. In June 2017, an Existing Conditions Report was released, which identified issues and opportunities using public input and information gathered in collaboration with Cook County.

The nearly two-year planning process has included multiple opportunities for public review, including public visioning workshops, public meetings, key stakeholder interviews, residential focus groups, and online engagement. In particular, data from the MetroQuest community survey guided project priorities. This online survey was open between November 2016 and February 2017 and had more than 260 participants. Survey response data is often cited at the beginning of plan chapters in the Existing Conditions Summary sections.

Figure 1.3 Project Timeline and Phases



# Plan Themes and Linchpin Actions

The plan is organized around overall themes and important “linchpin” actions that will likely determine the success of the recommendations. In other words, these are the plan’s highlights. They support the community’s visions for land use and development, stormwater management, transportation, housing, and community coordination.

## Themes

### Improve infrastructure network

Maine-Northfield’s infrastructure includes not only its manmade assets, such as roads and sewers (“gray infrastructure”), but also natural elements, such as green space and vegetation (“green infrastructure”). Across multiple topic areas, recommendations call for a gray and green network that works together to manage stormwater, support multimodal mobility, and attract and retain residents and economic investment.

### Connect residents and institutions

This theme responds to public and stakeholder input that community members feel disjointed and disconnected from one another. This plan highlights how the organizations in and around Maine-Northfield can better engage with residents and constituents—and vice versa, how residents and constituents can lead efforts that support institutions such as park, school, and library districts.

### Build shared capacity

Finding funding and energy for public initiatives in Maine-Northfield can be challenging. The study area does not possess a single unified local government to lead efforts on its behalf and Cook County’s resources are spread across a county of 5.2 million people. Therefore, this plan points to options for directing and deploying resources locally within Maine-Northfield, even as the community remains unincorporated for the foreseeable future.

## Linchpin Actions

Linchpin actions are the foundation to implementing the overall goals of this plan. Cook County and other local partners should begin pursuing these actions upon project completion.

### Enhance multifamily complexes

*(Chapter 3: Stormwater Management and Chapter 5: Housing)*

Maine-Northfield’s multifamily housing complexes bring together two plan themes: improve infrastructure and connect residents and institutions. Encouraging the renovation or partial redevelopment of selected multifamily apartments and condominiums will achieve several desired outcomes including better living conditions for residents, improved adjacent property values, reduced resident isolation, and better on-site drainage to decrease flood risk in adjacent neighborhoods. Potential stormwater engineering investment is introduced in Chapter 3, and the multistep, multipartner process for housing reinvestment is described in Chapter 5.

### Invest in accommodating active transportation

*(Chapter 4: Transportation)*

While driving is likely to remain the most common way of getting around, enabling and encouraging people to choose modes such as walking, biking, and taking public transit will make the area more desirable while having little to no negative impact on the ability to drive. Many gaps in the sidewalk network exist, even near key destinations and along popular Pace bus routes. Bus stops are seldom more than a sign and a pole. Bike routes are completely absent. Buildings are set back far from the street to allow room for car parking but lack complementary pedestrian infrastructure or bus access considerations. While every street within the study area cannot be retrofitted to accommodate multiple modes of transportation, the plan does recommend priority improvements along designated corridors, which are mapped and described in Chapter 4.

### Create a nonprofit community council (Chapter 6: Coordination and Capacity)

The nonprofit community council will be an organization that once launched and operational can deploy funds in the neighborhood for small, incremental improvements. The community council will be a major new initiative for Cook County and Maine and Northfield Townships as a means of effectuating change for local residents. It also establishes designated individuals to push outside partners, both public agencies and private entities, to invest in implementation. Without this council, plan recommendations may still be achievable, but placing responsibility with the council is more likely to inspire action.

### Recommendations

Below is a list of plan recommendations by topic for quick reference. Supporting strategies for the following plan recommendations can be found in the corresponding chapters:

#### Chapter 2: Land Use and Development

- Establish municipal boundary agreements and clear planning jurisdictions
- Enhance and expand commercial or light industrial development
- Pursue development at the Ridgewood Cemetery site that supports community needs
- Revise development regulations to mitigate negative impacts of new construction
- Use development standards and land use planning to support stormwater management
- Conduct further planning in the Prairie Creek Focus Area
- Monitor opportunities for more parks and open space

#### Chapter 3: Stormwater Management

- Support implementation of the Central Road and Farmers Prairie Creek capital improvement projects
- Explore buyouts through the Prairie Creek Focus Area planning process
- Improve stormwater management on private and institutional property
- Invest in green and gray solutions in public rights-of-way
- Prioritize maintenance and water quality

#### Chapter 4: Transportation

- Improve Golf Mill Shopping Center's pedestrian, bike, and transit accessibility
- Foster coordination between agencies
- Invest in multimodal improvements in Priority Corridors

#### Chapter 5: Housing

- Establish a multifamily complex initiative to enhance, renovate, or redevelop properties
- Enforce ordinances while providing guidance or assistance on compliance
- Encourage maintenance, rehabilitation, and retrofitting of single-family attached and detached homes

#### Chapter 6: Coordination and Capacity

- Create a nonprofit community council to push forward plan implementation
- Continue community-led public safety efforts
- Establish a public mapping platform with infrastructure data
- Create informational resources for new residents
- Increase access to park and library programming
- Celebrate diversity and encourage immigrant integration

# Chapter 2

## Land Use and Development



Policymakers and stakeholders in Maine-Northfield will work together to foster a healthy mix of residential, commercial, open space, and other development that contributes to prosperity and resiliency. Zoning and stormwater regulations will be amended over time to bring this vision to reality. In addition, partners will work to generate resources and capacity for attracting and retaining complementary development and businesses.

### Existing Conditions Summary

- **Residential property is the vast majority of the land use and tax base.** Residential land amounts to more than 90 percent of Maine-Northfield's equalized assessed value (EAV) and 70 percent of its total land area. In addition, institutional uses, which are tax-exempt, are 14 percent. The two largest institutional sites in the study area are the Ridgewood Memorial Cemetery and the State of Illinois Suburban North Facility at 9511 Harrison Street, both of which are located in Subarea 2.
- **Commercial office and retail together are only two percent of parcel area, and there is almost no industrial land (less than 0.1 percent).** The largest and most visible pocket of leasable retail space is Talisman Center, around Golf Road and Washington, with 133,000 square feet of leasable space. The study area includes 125,000 square feet of office space, much of it for medical purposes, which is located on the south side of Golf Road (Subarea 1) and the south side of Central Road, near I-294 (Subarea 2).
- **Maine-Northfield is mostly built-out with limited opportunities for new development.** The only available undeveloped, or "greenfield," site of significant size is the roughly 28-acre parcel within Ridgewood Memorial Cemetery, near Dee Road and Central Road. This property is a key component in the Metropolitan Water Reclamation District's (MWRD) vision for flooding relief in the Central Road area.
- **Development activity has been increasing, but it is mostly confined to single-family homes in Subarea 4.** The number of development permits has been climbing since 2012 and it is above the 10-year peak in 2010. In fact, permits increased by 60 percent between 2015 and 2016. Permit revenue, which may be useful in achieving plan recommendations, also increased.
- **Survey results indicate respondents have mixed feelings about County development standards and how well they are enforced.** Thirty-five percent of respondents felt standards are adequate, but not well-enforced, while another 19 percent felt that they were both not strict enough nor enforced thoroughly enough.
- **Public park and playground access is limited for some residents.** Maine-Northfield has approximately 4.5 acres of parkland per 1,000 residents, which is less than the 10 acres recommended by CMAP's regional plan ON TO 2050. In the southeast portion of Subarea 1, many residents are more than a 5-minute walk from a park or playground, despite living in dense neighborhoods with small yards. Residents rely on other options for open space, such as the Dee Park, open space in neighboring municipalities, the Cook County Forest Preserve, and private open space within multifamily residential developments.

# Future Land Use Plan

Given that Maine-Northfield is largely built-out, the future land use plan recommends that the community generally stay within the existing land use framework and target specific redevelopment locations to help realize its vision over the next 10. Figure 2.1 identifies the appropriate location, distribution, and characteristics of future land uses for Maine-Northfield to ensure development that is compatible and efficient. The Land Use Plan identifies the following primary lands uses:

**Single-family residential:** Consists of single-family detached and attached homes (townhomes). While these areas may vary in density and lot size the essential character will remain focused toward single-family housing. A more detailed breakdown within single-family residential types is illustrated in Figure 5.2 in Chapter 5.

**Multifamily residential:** Condominiums and apartments, or a large cluster of medium density multifamily without a major single-family presence. To the fullest extent possible, this land use should be fully integrated, and directly adjacent to, other land uses instead of isolated from them. When located next to high-traffic roadways, special attention should be given to pedestrian safety. See Chapter 4: Transportation for more specific discussion of suggested improvements to accomplish this.

**Commercial:** Retail, office, and service-oriented commercial uses that primarily serve the day-to-day needs of local residents. This designation encompasses commercial nodes along Ballard Road, Central Road, Golf Road, Greenwood Road, and Potter Road. It also includes office or light industrial that may be an appropriate long-term use.

**Industrial:** Small-scale and larger scale production, warehousing, assembly, and distribution. Trucking, noise, and other functions of property users may create some neighbor impact in these locations.

**Institutional:** Includes land for religious organizations, schools, and public facilities, including affiliated open space.

**Open space:** This land includes the existing public park and recreation areas owned by the Golf-Maine, Glenview, or Des Plaines Park Districts. It also includes the private open space areas included as part of private multifamily residential developments, such as green space, swimming pools, and tennis courts.

**Water:** Encompasses lakes, ponds, rivers, and their undevelopable wetlands, as well permanent stormwater detention facilities (“wet detention”).

**Transportation/Utilities/Communication/Other:** Restricted to areas directly in rights-of-way, including freight rail, commuter rail, and highways. This designation also includes stormwater infrastructure within rights-of-way, such as sewers, ditches, and swales.

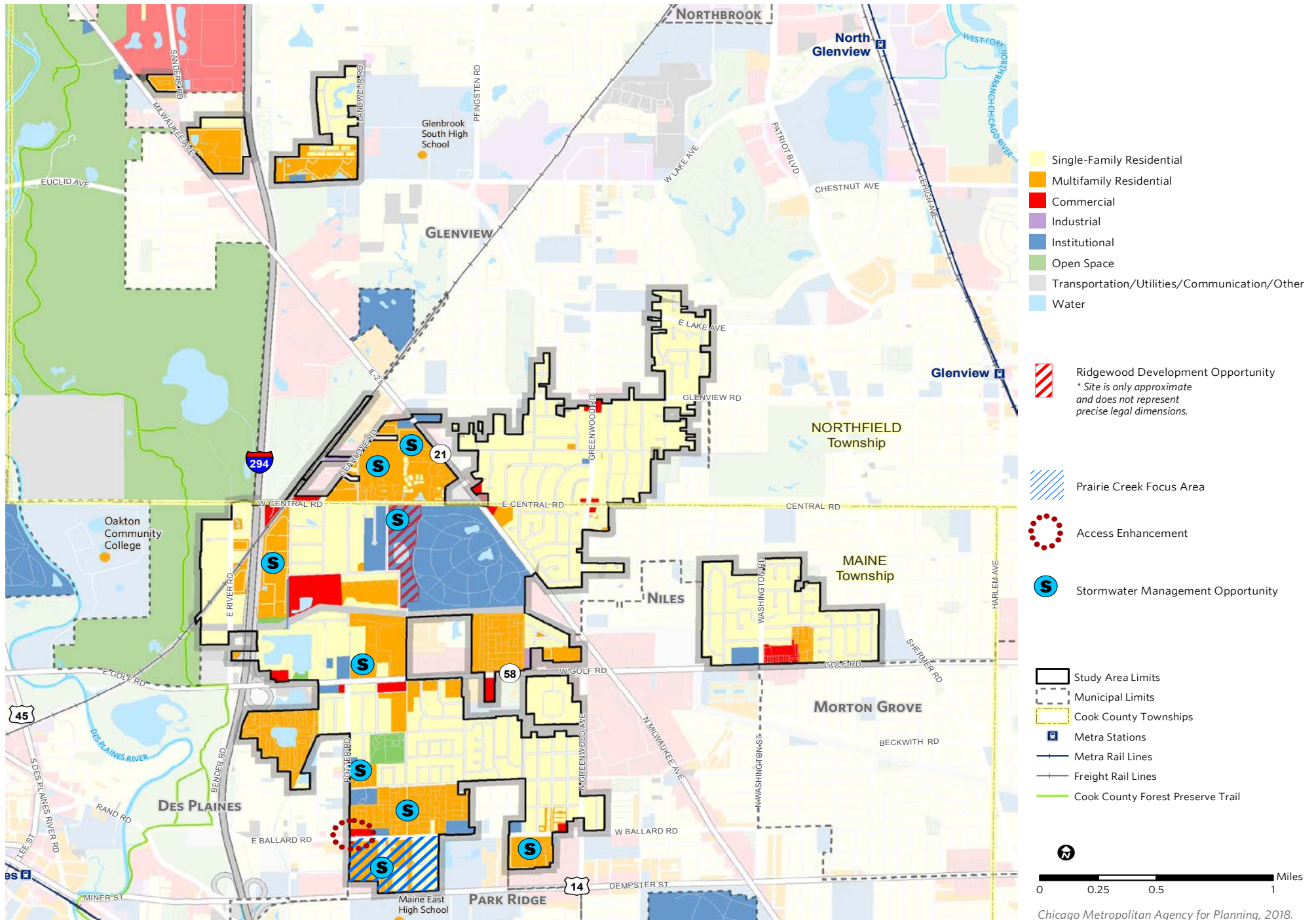
**Ridgewood development opportunity:** The for-sale portion of Ridgewood Memorial Cemetery, which presents the greatest opportunity for new development in the study area. Figure 2.4 illustrates a proposed concept of this development.

**Prairie Creek Focus Area:** A neighborhood that has been historically susceptible to riverine flooding. These areas warrant a specific neighborhood-level planning effort to assess flooding issues.

**Access enhancement:** The area along Ballard Road between Potter Road and Lincoln Drive should be a major priority for improved access. The County should prioritize this area for installation of a new sidewalk and crosswalk enhancement in accordance with the recommendations of Chapter 4: Transportation. See Figure 2.2 Potter and Ballad Commercial Area for a proposed concept for this site.

**Stormwater Management Opportunity:** Locations where enhanced stormwater management facilities should be developed to mitigate flooding issues.

Figure 2.1. Future Land Use



# Establish municipal boundary agreements and clear planning jurisdictions

In Illinois, municipalities have extraterritorial jurisdiction over adjoining unincorporated areas. If a municipality has a comprehensive plan, this extraterritorial power is granted up to one and a half miles from the corporate boundary through Sec. 11-12-5 of the Illinois Municipal Code, 65 ILCS 5/11-12-5. Extraterritorial powers in the Illinois Municipal Code affect land use and development in unincorporated areas. These powers are somewhat constrained in Maine-Northfield because Cook County has its own zoning code, so the County will retain authority over zoning. However, through boundary agreements, municipalities can obtain subdivision authority, which often affects large projects. In a built-out area such as Maine-Northfield, large projects would likely entail redevelopment, except for the 28-acre Ridgewood Cemetery site in Subarea 2.

It is common for the one-and-a-half-mile buffers from municipal boundaries to overlap, and these overlaps are prevalent in Maine-Northfield. Therefore, there is a possibility for conflicting extraterritorial authority among municipalities seeking to exercise their annexation powers. To address this, Sec. 11-12-9 of the Illinois Municipal Code, 65 ILCS 5/11-12-9, gives municipalities the power to enter into jurisdictional boundary agreements that divide extraterritorial authority within one and a half miles of municipal boundaries. The agreed-upon areas are known as planning jurisdictions. The subdivision regulations of a municipality are more likely to mirror their existing zoning regulations and also more likely to contain modern development best practices in topics such as stormwater management and walkability. Establishing boundary agreements to state where each municipality has planning jurisdiction may enable Maine-Northfield to look and feel more like its municipal neighbors in the long term. In addition, these agreements would allow municipalities to promote quality development in areas with aging housing stock. This initiative would ensure that future development does not negatively impact the adjoining municipality.

## Municipalities should create logical boundary agreements

The current Comprehensive Plans for Des Plaines and Niles already recommend boundary agreements as a means of managing development in nearby unincorporated areas. Although Glenview, Park Ridge, and Morton Grove do not have similar recommendations, they have comprehensive plans, so they meet the statutory requirement for boundary agreements. All five communities should be encouraged to discuss how they will be involved in boundary agreements that cover the five subareas of Maine-Northfield. They may choose to embark upon a five-, four-, or three-way agreement. They may also choose to keep all agreements bilateral.

When drafting boundary agreements, municipalities often consider potential for future annexation, so the boundary agreement may state that planning jurisdiction equates to a first right to annex. However, this is not uniform. Some agreements allow municipalities to annex into another community's jurisdiction if the community with jurisdiction gives written consent or if a property owner seeks out an annexation agreement with a different community. In addition, municipalities can enter into annexation agreements with property owners whose property is not yet contiguous with the municipal boundaries, subject to certain limitations. (Sec. 11-15.1-1 of the Illinois Municipal Code, 65 ILCS 5/11-15.1-1).

The strategy for developing these boundary agreements should start with geographic proximity. For example, Subarea 5 is completely surrounded by Glenview, so it would be logical for Glenview's planning jurisdiction to include this land, and a boundary agreement with another community would not be necessary. However, it is less clear in other circumstances. Boundary agreements in Maine-Northfield may include the following long-term and short-term strategies:

- The presence of active but unexecuted annexation agreements between property owners and municipalities;
- The location of water and sewer infrastructure and which municipality, if any, is already providing service;
- The distance from existing police, fire, and ambulance facilities, and which agencies are currently providing service;
- The mix of land uses and presence of development opportunities; and
- The estimated housing values and rents of unincorporated units compared with the thresholds of regional affordability set by the Illinois Housing Development Authority (IHDA). These data relate to municipalities' presence on IHDA's non-exempt list as part of the Illinois Affordable Housing Planning and Appeal Act (AHPAA).

The Fiscal Impact of Annexation Report (see Appendix A.1 Supplementary Reports) may be useful for municipalities to reference as they collaborate on boundary agreements, which have a term up to 20 years and can be renewed.



# Introduction to Boundary Agreements

Establishing boundary agreements will require Maine-Northfield's surrounding municipalities to coordinate joint discussions. Before meeting, the municipalities should ensure they meet legal and procedural requirements. To enter into a jurisdictional boundary agreement, a municipality must:

- Adopt, or have in effect, an official comprehensive plan;
- Provide two forms of notice of the proposed agreement not less than 30 days and not more than 120 days prior to the adoption of the boundary agreement.
- Municipalities need to take the following steps:
  1. Post a public notice for not less than 15 consecutive days in the same location in the same place where the municipality's board or city council meetings are posted;
  2. Publish notice at least once in a newspaper of general circulation within the area that is subject to the proposed boundary line agreement; and
  3. File a certified copy of the municipally approved and adopted agreement in the county recorder's office.

Jurisdictional boundary agreements have a term of up to 20 years and can be renewed. They can be invalidated when a municipality enters into another agreement that conflicts with the original agreement.

Therefore, it is very important for all municipalities to carefully consider their long-term development policy interests when negotiating an agreement.

At a minimum, a jurisdictional boundary agreement should include the following:

- Recitals that explain the legal authority for the agreement and development policies that will be achieved by the agreement;
- Precise descriptions of the property with maps describing and depicting the boundary line;
- A scope of jurisdictional authority for each municipality on its side of the boundary line;
- Prohibitions on jurisdictional powers, including annexations and disconnections;
- Jurisdiction over annexed rights-of-way and water and sewer services;
- Special provisions related to specifically identified territory;
- A waiver of challenges for activities covered by the agreement within another municipality's jurisdictional authority; and
- Statutory terms, term renewal, enforcement, and other general provisions, including notification requirements.

Source: Ancel, Glink, Diamond, Bush, DiCianni & Krafthefer, P.C.



# Enhance and expand commercial or light industrial development

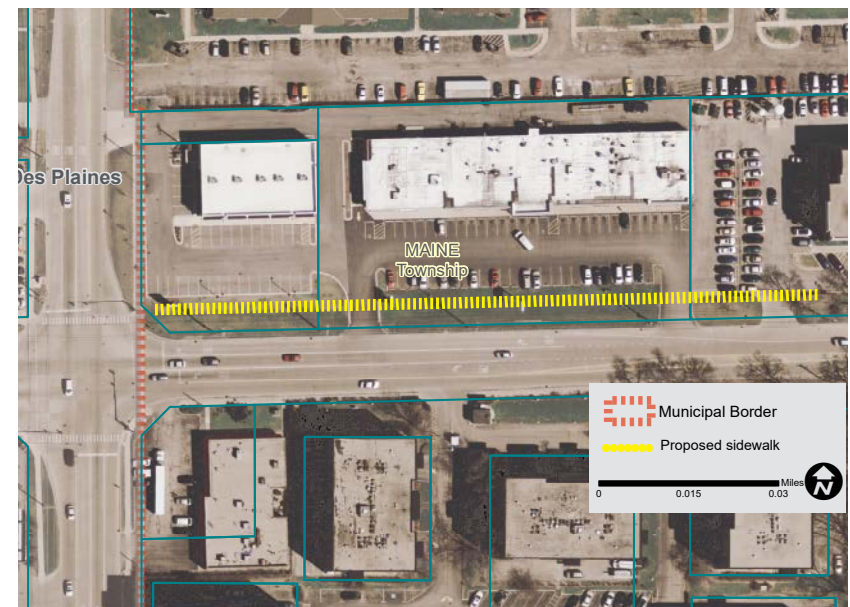
While there are many commercial destinations in Maine-Northfield’s surrounding municipalities, the unincorporated area has few existing commercial areas. Those that do exist—namely the Ballard and Potter area, the Talisman Center, and the Greenwood Road-Glenview Road area—are generally “local commercial” centers designed to serve the residents in their immediate vicinity. Local commercial businesses benefit when access is convenient enough that residents can walk, bike, or take a short drive.

## Enhance access and aesthetics in existing commercial areas

The area along Ballard Road between Potter Road and Lincoln Drive should be the top priority for improved access. It includes four commercial developments with a mix of retail, convenience grocery, restaurant, office, and healthcare uses. Currently, it is easy for motorists to access these businesses, but it is difficult for pedestrians due to the lack of a sidewalk on Ballard Road, which would connect the commercial development to nearby multifamily housing. The County should prioritize this area for installation of a new sidewalk and crosswalk in accordance with the recommendations of Chapter 4: Transportation.

All of Maine-Northfield’s commercial centers will benefit from small incentives to keep their properties attractive. This may include replacing signs, awnings, landscaping, and parking areas as they require maintenance. Many incorporated communities operate façade improvement programs in which businesses agree to pay for projects on their properties while the local government offers a partial match toward the project cost. Maine-Northfield could benefit from such a program, which could be funded by the community council detailed in Chapter 6. Small loans to local businesses would be one of the key functions of this body. As the council builds relationships with local businesses, it may suggest that businesses invest in enhancements such as outdoor seating at restaurants. Through the council and townships, the County and governing bodies should provide clear guidance on the permitting process for these types of additions.

**Figure 2.2. Potter and Ballard Commercial Area**

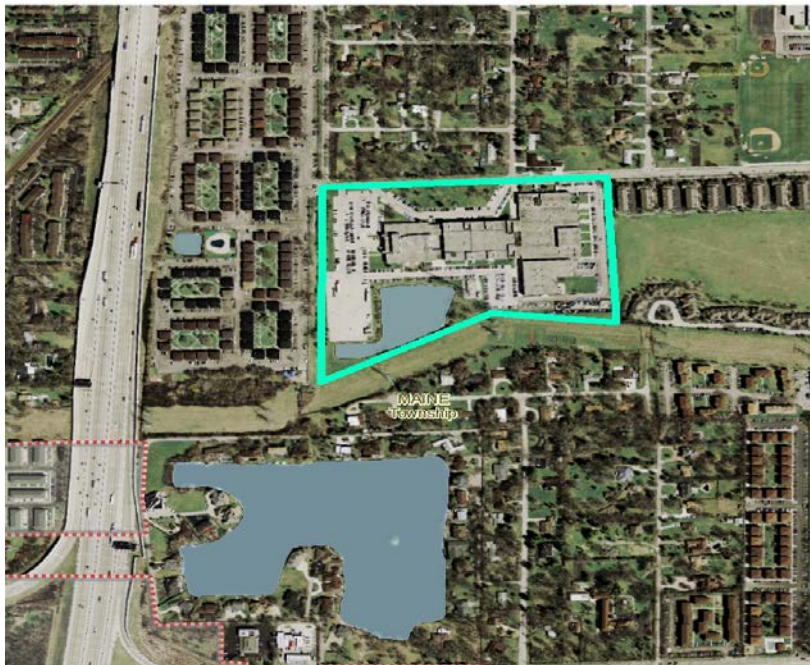


# Consider rezoning Suburban North Facility

The County may consider rezoning the 22 acres home to the State’s Suburban North Facility in Subarea 2. It is currently zoned PL-1 Public Land and could change to C-7 Office/Research Park. The state property is tax-exempt, but if non-exempt uses were to move to this site it could serve to increase the neighborhood’s tax base. The C-7 district has a wide range of allowed uses, including some light industrial uses, such as research and development. These types of uses can be compatible with residential redevelopment if appropriate buffering and screening is provided. The State property is already a significant traffic generator so office, research, and light industrial uses are unlikely to generate significant additional traffic, unless substantial trucking were required.

If the State were looking for a nearby alternative, vacant office space exists at a comparable site: 3100 Sanders Road, which was part of the Allstate corporate campus but is now underutilized. A stakeholder interview with the State’s Department of Central Management Services indicated that the State does not intend to sell the property at this time because it houses offices for several state agencies. However, if the property were rezoned, it would not make the current use nonconforming since public office is permitted. The zoning change could generate interest from the private sector to redevelop the site. The County should maintain an ongoing dialogue with the State Department of Central Management Services to understand the State’s vision for this site and its interest in a zoning change.

**Figure 2.3. Site of State Suburban North Facility**



## Monitor and track development opportunities

With input from the Townships, the County should regularly monitor Maine-Northfield for non-residential, non-institutional development opportunities, which may arise when property is sold, is in tax delinquency, or is demolished. If any of these situation occur, the County should consider revising the future land map (Figure 2.1) and the zoning map to allow residential or public land districts to be rezoned for commercial or industrial use. However, rezoning a residential district to a different classification should be a response to market interest in non-residential land uses. The County and neighboring municipalities should make an effort to replace any housing units that are lost to non-residential development.

# Pursue development at Ridgewood Cemetery that supports community needs

Ridgewood Memorial Cemetery's owner, a large operator of cemeteries across the country, is marketing 28 acres of open space at the western end of the cemetery for sale. This site should have a somewhat flexible vision among a coalition of private and public investors. The overall concept is to combine residential townhomes or low-rise multifamily buildings with open space, stormwater detention, and possibly a small amount of commercial.

-  **Potential development site:** The entire site is zoned R-4, Single-Family, so the proposed concept would require zoning changes to allow smaller lots, attached dwellings, and multiple uses.
-  **Townhomes or multifamily:** This applies to approximately six acres at the corner of Central and Dee Roads. Based on interviews with representation for the property owner, buyer interest has come from those who want to build a residential concept. Specifically, a senior-oriented community may be a good fit, given the growing senior population in the region and in Maine-Northfield (more discussion in Chapter 5: Housing).
-  **Commercial:** A small amount of complementary, neighborhood-scale commercial space that fronts the roadway may be appropriate to serve new and existing households.
-  **Stormwater retention:** The site plan should include engineering and a set-aside of land to create stormwater retention that stores runoff from the Central Road corridor, in addition to the storage required for the new development. This effort would implement a key piece of a proposed MWRD capital project described in Chapter 3: Stormwater Management.
-  **Potential open space:** The Glenview Park District could be a partner to integrate public open space onto the site. Glenview Park District's border is immediately to the north of Central Road, and the district already has an agreement to maintain facilities at nearby Apollo Elementary School. The open space would add park land to the underserved area, store stormwater, and add to the marketability of units in the new development.
-  **Transportation:** New development should include sidewalks and an enhanced bus shelter in the public right-of-way as well as private walkways throughout the development. Apollo Elementary should also be considered when estimating the collective traffic impact of development on the neighborhood.

Figure 2.4 Ridgewood Cemetery Development Opportunity



Chicago Metropolitan Agency for Planning, 2018.

# Revise development regulations to mitigate negative impacts of new construction

Over the past 10 years, most of the development activity in Maine-Northfield has come in the form of new single-family detached homes. The new homes are sometimes called “teardowns” because they involve the demolition of an older home and replacing it with a home that tends to be larger and taller. The teardown trend has been most prevalent in Subarea 4, but it has led to a feeling among residents throughout Maine-Northfield that new buildings are out of character with the neighborhood. Residents have pointed out that new homes may exacerbate existing urban flooding because they are built to the maximum allowable lot coverage. These large new homes have more impervious surface than smaller, older homes, so there is more hard surface that does not allow water to pass through into the ground. In addition, residents have emphasized the importance of County staff to enforce the standards of existing ordinances and site inspections after projects are completed.

## Address building height, impervious coverage, and floor area ratio

In January 2017, County staff embarked on a series of amendments to the Zoning Ordinance that will help address the mismatch between the appearance of existing neighborhoods and new development in the residential zoning districts. The draft amendments recommend creating a maximum building height of 2.5 stories and 35 feet for detached single-family homes in single-family residential zoning districts. In addition, the draft amendments recommend creating a maximum impervious surface coverage, which is the proportion of the gross area of a lot to the area of the lot occupied by surfaces that do not allow stormwater infiltration. The draft amendments propose a maximum impervious surface coverage of 35 percent in the R-4 District and 50 percent in the R-5 District, which are the two dominant single-family zoning districts in Maine-Northfield. Impervious surface coverage restrictions are an important step to reduce stormwater runoff from single-family home lots.

The proposed amendments were drafted based on an analysis of the existing maximum building heights and impervious coverage of homes in unincorporated areas of the County. It is yet to be seen whether the County will continue to use maximum floor area ratio as part of its bulk requirements for the County’s single-family zoning districts. Floor area ratio tends to be a more effective bulk control for tall, multi-story buildings in downtown environments, rather than in single-family residential areas. After the draft zoning amendments are finalized, the regulations must be approved by the Cook County Board of Commissioners to be formally adopted. Cook County staff expects these amendments to be approved in 2018.



## Use development standards and land use planning to support stormwater management

Stormwater management ordinances limit the amount of runoff coming from new development or redevelopment sites, which helps achieve both water quality and flood reduction goals. All new development in Cook County is subject to the 2014 Watershed Management Ordinance (WMO), provided that the development size triggers these requirements, which vary by land use (more discussion in Chapter 3: Stormwater Management). Maine-Northfield is predominantly residential, and most redevelopment in recent years has been on single-family home lots which are not large enough to trigger the new requirements. Nonetheless, each redevelopment site is an opportunity to reduce the impact of flooding and make water quality improvements. While smaller sites may have difficulty fulfilling detention requirements, these site may be able to incorporate green infrastructure, such as bioswales, rain gardens, and permeable paving.



The County should evaluate zoning, subdivision, and landscaping standards for unincorporated areas to reduce barriers and encourage green infrastructure practices for sites that may not trigger the WMO requirements. For example, the County could revise landscaping ordinances to encourage or require the use of native plants and protect existing trees. In addition, driveway design standards and paving material requirements could minimize the amount of impervious surface on the site. Many resources exist to guide ordinance updates, including the Center for Watershed Protection's recently updated Better Site Design Guidelines.

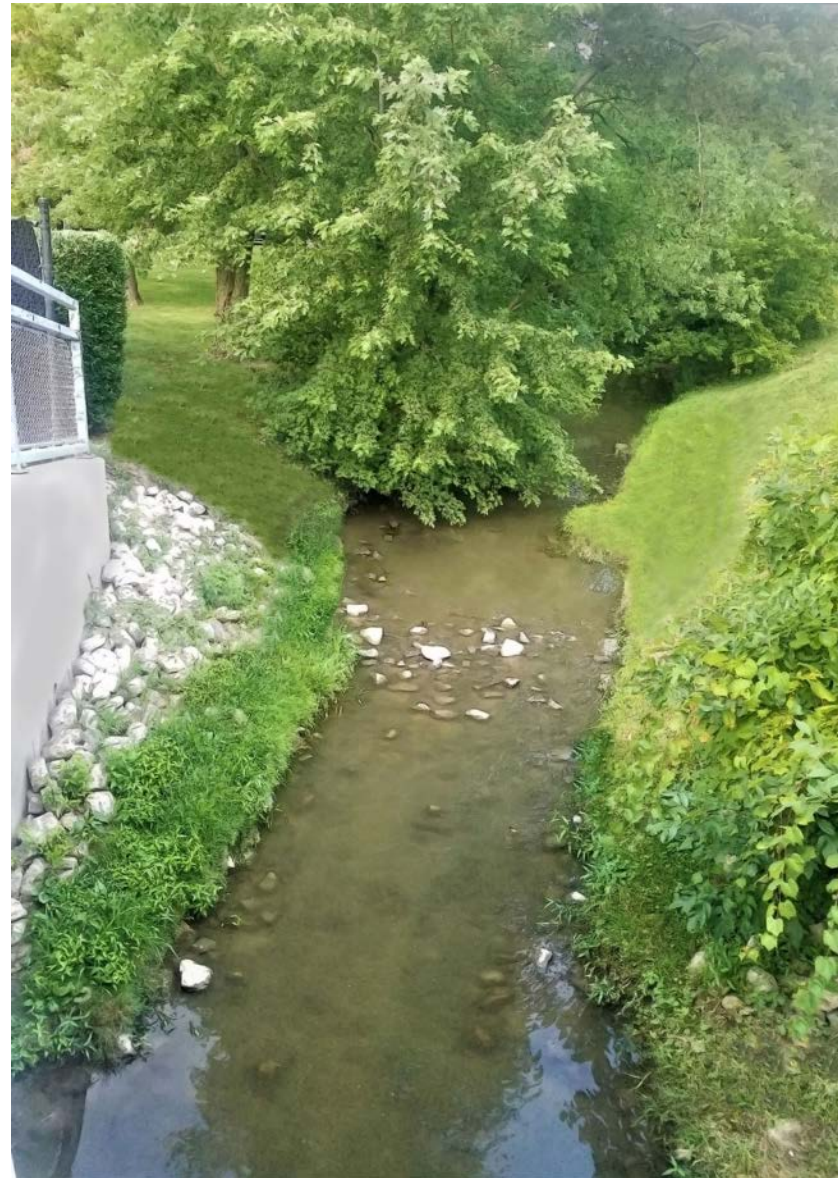
Maine and Northfield Townships should support and participate in future improvements of the WMO that help to address urban flooding issues across the County. Properties outside of the floodplain often experience flooding due to their location within low-lying areas. Development in these areas could benefit from similar techniques currently used for structures in floodplains, such as prohibiting development in known problem areas and adapt structure design to handle stormwater flows. In addition, the County could update freeboard requirements, which are the required minimum elevation of a building's lowest level relative to the base flood elevation. If these requirements go to a higher standard, they would account for the level of uncertainty associated with increasing precipitation and changing floodplain boundaries.



## Conduct further planning in the Prairie Creek Focus Area

Efforts to reduce flood damage in a dense residential neighborhood require deliberate decision-making and a high degree of community involvement. Educating property owners, gathering their thoughts and opinions, coordinating efforts to institute neighborhood-level stormwater best management practices, and making land use decisions should be outcomes of further planning. The first location in Maine-Northfield to receive this level of investment should be the Prairie Creek Focus Area, shown in Figures 2.1 and 2.5. The area includes the neighborhood roughly bordered by Potter Road, Ballard Road, Dempster Street, and the alley behind the Colonial Ridge townhomes on Robin Drive. Because of the historical susceptibility to riverine flooding and the number of properties that have filed repeated flood insurance claims, these areas warrant a specific neighborhood-level planning effort with a focus on outreach and engagement.

The geography of the focus area is designed to encompass properties in the FEMA Flood Insurance Rate Map (FIRM), the MWRD 100-year inundation layer, study of repetitive-loss flood claims, data from the April 2013 floods, and local flood reports through community events and surveys. The Prairie Creek Focus Area also includes nearby properties that are currently not mapped in the high-risk areas but are adjacent. Though this area stands to benefit from the MWRD Farmers Prairie Creek project (expected completion in 2019), flood risk will likely remain if the number of flood-inducing storm events continues to increase. One goal of the process should be to determine property owners' and other stakeholders' (such the County's and Townships') appetite for various solutions, which could include site-scale stormwater management, development restrictions, or long-term property buyouts. This neighborhood-level planning, outreach, and engagement may be replicated in other neighborhoods if the County, Townships, and property owners determine need. Further discussion and details are in Chapter 3: Stormwater Management.



## Monitor opportunities for more parks and open space

Though the repurposing of vacant land is a common strategy to create new parks, existing vacant land is not abundant nor is it evenly dispersed across Maine-Northfield. Therefore, the Potential Open Space Focus Area as shown on Figure 2.5 serves as a guide for achieving this recommendation. As new properties become underutilized or vacant, or if they experience repetitive-loss flood damage, they may be acquired or set aside for parks and open space purposes. Focus areas were identified based on at least one of these three criteria:

- The distance from a property to the nearest open space area. A location greater than one-quarter mile, or a five-minute walk, was considered “limited access;”
- The typical lot size within the neighborhoods since households with small or no yards are more likely to use a playground than those with large yards;
- The presence of a stormwater management opportunity since stormwater projects can often serve a provide space for recreational opportunities as well.

### Focus on creating small-scale pocket parks

The County, Townships, and park districts should monitor the focus areas for the occasional availability of small lots, which could be converted from their existing use to open space and pocket parks. Pocket parks are public open space areas that are developed on a small lot, which may include green space, sitting areas, and a playground.

For example, Golf Maine Park District could explore ways to create pocket parks that are integrated into residential areas. The vacant parcels in Subarea 1, east of Hamlin Avenue, are grouped within a focus area. These parcels are among the few opportunities to create a pocket park based on existing vacancy.

### Consider creating large-scale open space as opportunities arise

At a larger scale, where land adds up to more than an acre and possibly several acres, the County, Townships, and park districts could explore ways to create open space that also achieves local stormwater management objectives. A walking or jogging trail around a water body is a desired amenity for which there was strong community support during the visioning phase of public outreach. This type of open space area may be created as part of the available 28 acres at Ridgewood Memorial Cemetery, which contains potential open space in its concept (Figure 2.2).



# Implementation

Short Term (1-4 years)			
Strategy	Partners	First Steps	Resource and Funding Options
Municipalities should create logical boundary agreements.	<i>Lead:</i> Des Plaines, Glenview, Morton Grove Niles, and Park Ridge staff <i>Support:</i> Cook County Zoning Board of Appeals and the Department of Building and Zoning staff	Meet to discuss geographic, infrastructure, and affordable housing considerations for boundary agreements.	Bureau of Economic Development; municipalities (Des Plaines, Glenview, Morton Grove, Niles, and Park Ridge); land use attorneys with experience in this topic area
Enhance access to Potter-Ballard commercial areas.	<i>Lead:</i> CCDOTH <i>Support:</i> Commercial plaza ownership	Identify funding options for sidewalk extension in Potter-Ballard commercial area.	Invest in Cook or other transportation grants (see Funding Source Glossary in Chapter 4); County revenue
Monitor and track development opportunities.	<i>Lead:</i> Cook County Planning and Development <i>Support:</i> Municipalities, Maine Township, realtors and brokers	Establish a dialogue between County and various real estate professionals	County staff time
Pursue development at the Ridgewood Cemetery site that supports community needs.	<i>Lead:</i> MWRD, broker for seller <i>Support:</i> County, IDOT, Glenview Park District	Establish memorandum of understanding with current and/ or future property owner regarding shared concept and tentative financial commitment between MWRD and cemetery	MWRD; IDOT; private development
Address building height, impervious coverage, and floor area ratio.	County Zoning Board of Appeals and the Department of Building and Zoning staff	County Zoning Board of Appeals and County Building and Zoning staff finalize revisions to Zoning Ordinance with feedback from local residents	County staff time
Use development standards and land use planning to support stormwater	<i>Lead:</i> County Planning and Development and Zoning Board of Appeals, MWRD <i>Support:</i> Maine and Northfield Townships	Identify County staff to become more familiar with WMO and participate in next ordinance revision process. Revise County zoning to reflect best management practices.	County staff time
Conduct further planning in the Prairie Creek Focus Area.	<i>Lead:</i> MWRD, environmental or stormwater nonprofit, consultant <i>Support:</i> County and Townships	Define a neighborhood-level planning process (more discussion in Chapter 3)	County staff time; MWRD
Mid-to-Long Term (5-10 years)			
Strategy	Partners	First Steps	Resource and Funding Options
Enhance aesthetics of commercial areas.	Community council, once formed	Launch a community council and build capacity (see Chapter 6.)	Community council
Consider rezoning Suburban North Facility.	County, State Department of Central Management Services	Meet to discuss options with property. Discuss impact of rezoning before there is any interest.	County staff time; Zoning Board of Appeals
Focus on creating small-scale "pocket parks"	<i>Lead:</i> Ridgewood Memorial Cemetery buyers; Golf Maine Park District <i>Support:</i> MWRD	Determine site location and possible open space amenities.	Golf Maine Park District; MWRD
Focus on creating larger-scale open space as opportunities become available	<i>Lead:</i> Private property owners; Golf Maine Park District <i>Support:</i> MWRD	Determine site location and possible open space amenities; begin identifying possible funding for flood-prone buyouts near Dempster Street (long term)	Golf Maine Park District; MWRD; FEMA; Cook County Land Bank Authority (CCLBA); Advocate Lutheran General Hospital

# Endnotes

- 
1. Center for Watershed Protection. Better Site Design: A Handbook for Changing Development Rules in Your Community, [www.chesapeakestormwater.net/wp-content/uploads/downloads/2012/03/Better-Site-Design-Handbook.pdf](http://www.chesapeakestormwater.net/wp-content/uploads/downloads/2012/03/Better-Site-Design-Handbook.pdf)

# Chapter 3

## Stormwater Management



Public agencies and private property owners will invest in a range of solutions to reduce flood damage and more effectively manage stormwater. Strategies will focus on keeping residents safe, protecting the integrity of buildings and infrastructure, and reducing flooding on roadways. Solutions will likely include a mix of low-cost, small-scale green infrastructure, higher cost gray infrastructure such as sewers, and land management and acquisition. Furthermore, Maine-Northfield residents and stakeholders will continue to educate themselves about options in stormwater management and embrace a neighborhood- and block-level approach to respecting natural assets such as waterways and vegetation.

### Existing Conditions Summary

- **Stakeholder input and other data reveal that many of the community’s recent experiences with flooding have been severe.** More than three quarters of community survey respondents said that flooding affects Maine-Northfield either “a lot” or “moderately” and nearly 80 percent indicated they have made some type of investment to mitigate flooding. According to the survey, addressing flooding is considered the number one goal of the unincorporated area plan.
- **Flooding within Maine Northfield’s 100-year floodplain occurs more frequently than it has in the past, according to the Illinois State Water Survey.** The south end of Maine-Northfield’s Subarea 1 experiences riverine flooding when waters overflow the banks of Prairie Creek. The creek flows approximately east-west between Ballard Road and

Dempster Street and is part of the Des Plaines River watershed. Hundreds of homes and surface parking lots have been built in the floodway, which is a portion of the floodplain where water flows during a flooding event and, therefore, is considered most vulnerable.

- **Several additional parts of the community also experience urban flooding,** which occurs when rainfall overwhelms the capacity of the drainage systems, such as storm sewers or drainage ditches. Much of Maine-Northfield was built and designed before the adoption of modern stormwater management standards. Therefore, many properties were developed within low-lying areas or on historically wet, saturated (hydric) soils. In the Existing Conditions Report (see Appendix A.1), the stormwater analysis indicates that development style, soil type, and elevation have likely contributed to the pooling of rainwater in backyards and basements. While flooding can be found throughout the study area, several key clusters (Figure 3.1) were found to be more susceptible and these areas have been prioritized for location-specific recommendations.
- **The style of the stormwater drainage within rights-of-way varies,** which leads to different approaches to improvement. In Subarea 3, for example, the streets all have curbs, gutters, and a fully piped system of below-ground sewers and catch basins. In the other four subareas, the system is mixed, containing both the below-ground system, above-ground open drainage ditches, and a hybrid, where there are some underground structures that receive water flowing from above-ground ditches.
- **Capital projects as well as regional plans show that efforts are already underway to reduce flood damage and improve water quality.** A number of studies, plans, and capital projects have been completed to identify flooding issues and implement corresponding solutions. These include projects undertaken by the Metropolitan Water Reclamation District of Greater Chicago (MWRD), the Illinois Department of Transportation (IDOT), the U.S. Army Corps of Engineers, neighboring municipalities, and Cook County.

## Support implementation of capital improvement projects

Regional and watershed-wide capital improvement projects are planned or underway that have the potential to provide flood relief to Maine-Northfield. Major capital improvements are typically expensive public endeavors, but they also can be effective at reducing flood damage. As these projects are in various stages of engineering or construction, supporting agencies such as the County, Townships, and municipalities should cooperate with the lead agencies such as MWRD and IDOT to promote completion of these projects as soon as possible.

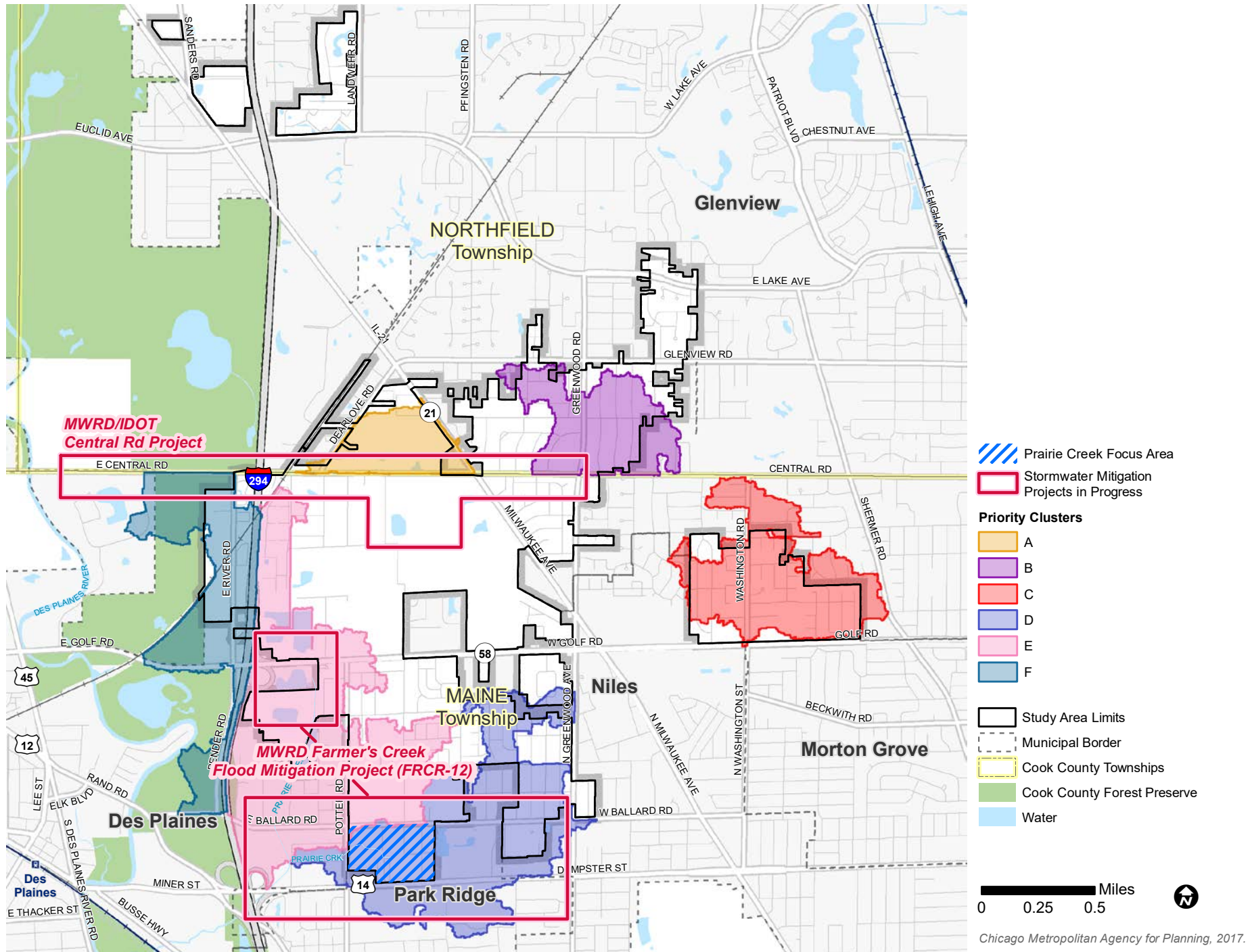
### Continue to pursue funding and implementation of the Central Road project

Neighborhoods along Central and Greenwood Roads as well as the streets themselves are affected by flooding during storm events, that can result in property damage and negative impacts to transportation access. In coordination with IDOT, MWRD has evaluated different solutions and conducted preliminary engineering. Expansion of the sewers along Central and Dearlove Road and the construction of a detention basin on 18 acres of the Ridgewood Memorial Cemetery property are two engineering solutions that could alleviate basement and first-floor flooding in the neighborhoods along the Central Road corridor and improve transportation access during storm events. Given that adding additional roadway capacity is not part of the project, funding constraints have presented implementation challenges. IDOT's priorities limit its ability to undertake a project focused on flood control. Following the floods in April 2013, Cook County's Community Development Block Grant Disaster Recovery Action Plan<sup>1</sup> identified Central Road corridor improvements as a potential infrastructure project to receive Community Development Block Grant Disaster Recovery (CDBG-DR) funding. The County should continue to encourage MWRD and IDOT to come into agreement on a feasible project.

### Maintain coordination

Implementation of the Central Road corridor flood relief project is a near-term priority. Once funding has been identified and the project work has begun, construction will likely take one to two years. In the interim, Maine Township Highway Department and Northfield Township Road District should continue to work with Cook County Department of Transportation and Highways (CCDOH) and IDOT to ensure circulation during storm events. Efforts to reduce stormwater runoff throughout Maine-Northfield, particularly those locations draining to Central Road, can help mitigate the extent of flooding when it does occur.

Figure 3.1. Priority Clusters and Local Waterways



## Support the construction phases of the Farmers Prairie Creek project (MWRD Project FRCR-12)

Overbank flooding along Farmers and Prairie Creeks results in property damage and closure of primary transportation routes. In 2011, MWRD completed the Lower Des Plaines River Watershed Plan, which identified recommendations to address flooding along the creeks to mitigate flood risk. Of the potential options, MWRD opted for a plan that would reduce flooding risk for 128 structures that are currently in the MWRD 100-year inundation area and reduce street flooding for Dempster Street and Dee Road. Construction is underway and will ultimately include upgrades to or additions of the Lake Mary Ann pump outlet and the expansion of Dude Ranch storage, Lutheran General Hospital West Pond, and the Dempster Street diversion, as well as a series of conveyance improvements on Lower and Upper Prairie Creek. Currently, several elements of the project have been finished, and the full project is estimated to be complete in 2019. Once the improvements are complete, the County and Maine Township Highway Department should continue to monitor conveyance in the lower and upper Prairie Creek, and work with MWRD and the small-stream maintenance programs to maintain the investments.

## Encourage continued participation in the National Flood Insurance Program

Although the Farmers Prairie Creek project is expected to bring flood relief, existing development located within this area will continue to be at risk during consecutive or larger storm events, especially if the improvements are not maintained over time. Similarly, properties that are already or will be outside of MWRD's 100-year inundation area may still be at risk to flooding events of this magnitude. Therefore, all property owners within the Prairie Creek Focus Area should consider maintaining flood insurance through the National Flood Insurance Program (NFIP). While MWRD's floodplain regulations will be focused on their 100-year inundation area and may be revised, FEMA will likely continue to use the existing FIRM map to indicate where insurance is required.



Source: IDNR, Office of Water Resources, 2009

# Explore buyouts through the Prairie Creek Focus Area planning process

In addition to supporting the implementation of major capital improvement projects, the County and Townships should begin exploring strategies for buyouts in the event that they and property owners decide to pursue this option in portions of Maine-Northfield built in the floodway. Strategies should be identified through a planning process that is led by a group, such as the Center for Neighborhood Technology's RainReady team. CNT's RainReady team has experience in stormwater-related outreach in culturally and ethnically diverse neighborhoods, such as the Prairie Creek Focus Area. The process should make residents aware of the Farmers Prairie Creek project benefits and limitations. The County and Maine Township can help identify properties that could benefit from a buyout as well as promote other flood-risk reduction activities among existing residents through education at community events and through other appropriate outreach strategies.

## Introduce property acquisition as a long-term strategy

By working with willing property owners, buyouts move people and property out of harm's way, eliminate repetitive losses, restore natural floodplain functions, and can be less costly than large-scale flood control infrastructure. Pursuing buyouts also removes development from the floodplain, which enhances natural functions to hold and infiltrate floodwaters and reduce pollutants. FEMA's Hazard Mitigation Grant Program (HMGP) is the primary funding source for buyouts and other flood mitigation projects, though locally budgeted funds are also often spent as part of the effort.

Administered by the Illinois Emergency Management Agency, the HMGP assists communities with an adopted hazard mitigation plan to pursue buyouts after a presidentially declared disaster. Eligible properties must be within FEMA's Special Flood Hazard Area (SFHA) and/or meet a certain cost-benefit ratio.

Typically, a property with a structure in the floodplain valued at or below \$280,000 is eligible for funding through HMGP and does not require performing a cost-benefit analysis. Buyouts are strictly voluntary for property owners; however, those who decide not to participate may need to take risk reduction measures, such as elevating their homes.

## Evaluate community interest

The Prairie Creek Focus Area outreach process should determine how open property owners are to buyouts in the long term. Should the outreach and engagement process yield sufficient interest in such a program, the County and Maine Township may decide to begin budgeting for acquisition and long-term maintenance of repetitive-loss, considerably damaged, or foreclosed properties. One avenue is through MWRD's Acquisition of Flood-Prone Properties Program<sup>2</sup>. MWRD facilitates acquisition through IEMA by providing the local share of the project cost. Alternatively, MWRD is also able to provide direct funding assistance for those projects that do not receive IEMA support.

In a property acquisition project, the local government buys the property from a willing seller, acquires title to it, and then clears it. By law, that property is now public property and must forever remain open space land, such as a public park, natural open space, and wetlands. If that strategy is pursued, the County and Township should identify a long-term maintenance partner to ensure these cleared lands continue to provide flood-control benefits into the future. Aligning buyouts with the strategy introduced in Chapter 2: Land Use and Development to set aside land as it becomes available for open space would likely lead to a park or school district as the logical long-term owner and maintainer of the land.

# Improve stormwater management on private and institutional property

Large developed properties that have a significant amount of impervious surface including parking lots and rooftops are among the biggest contributors to localized flooding because runoff flows from these properties into public sewers and drainage areas. Maine-Northfield contains many large-footprint multifamily complexes as well as institutional properties, such as schools, churches, and state offices. Targeting these properties for better on-site stormwater management is likely to reduce flood damage throughout the area.

## Pursue stormwater retrofits in multifamily complexes

As the County, Townships, and public and nonprofit housing entities identify multifamily complexes that are in need of both repair and reinvestment (a process explained in detail in Chapter 5: Housing), they should also consider opportunities to design on-site stormwater engineering projects. Many of the multifamily housing complexes in Maine-Northfield have common open space areas and/or parking lots that could be redesigned to include stormwater management best practices, such as rain gardens, bioswales, or other vegetated practices as well as permeable pavement, catch basins, or underground detention. These practices help capture and slow down the flow of stormwater, and benefit the complex residents, buildings, and neighboring properties.

The stormwater projects could occur in one of two ways as part of overall complex enhancement: through larger-scale redevelopment or as separate projects that coincide with other enhancement initiatives happening in the complex at the same time (for example, renovating units with affordable housing partners and resources).

## Consider Larger-scale Redevelopment

If the former option is pursued, the MWRD-Cook County Watershed Management Ordinance (WMO) will apply. Reinvestment into multifamily complexes that would disturb or redevelop at least half an acre (approximately 22,000 square feet) will trigger WMO requirements, including runoff control and volume control practices. For sites that comprise three or more acres, storage requirements will also be triggered. Many of the multifamily complexes in Maine-Northfield, especially those identified in priority areas (Figure 3.1), are more than three acres in size.

## Consider Small-scale Projects

Through the latter option, in which the WMO is not triggered, the County and MWRD should encourage and perhaps provide a financial incentive through the Unincorporated Cook Infrastructure Improvement Fund (UCIIF) to property owners to elect to install a stormwater retrofit. Multifamily complex owners or associations are likely to view a new parking lot or improved landscaping as something that would increase the desirability of their complex and, thus, their bottom line.

## Watershed Management Ordinance (WMO) Basics

The WMO includes several site development and stormwater management standards to minimize the potential for negative impacts on adjacent and downstream properties. These include runoff control, volume control, and storage requirements:

- **Runoff control** requirements contain design standards and other restrictions on where runoff is allowed to flow.
- **Volume control** requirements compel developments to capture the first inch of runoff from an impervious surface area. The first inch of runoff contains the most pollutants (e.g. oils, dust, particulates, fertilizer, and organic matter).
- **Storage** requirements determine how fast the water can be discharged from a development site, called the allowable release rate. Storage facilities, such as a detention pond, control the rate at which water is released from the site under developed conditions. The more impervious surface on the site, the more detention is required to meet the prescribed release rates.

Source: "Watershed Management Ordinance: Short Summary" (2018). MWRD: [https://www.mwrdd.org/irj/go/km/docs/documents/MWRD/internet/protecting\\_the\\_environment/Stormwater\\_Management/htm/WMO/WMO\\_Summary.htm](https://www.mwrdd.org/irj/go/km/docs/documents/MWRD/internet/protecting_the_environment/Stormwater_Management/htm/WMO/WMO_Summary.htm)

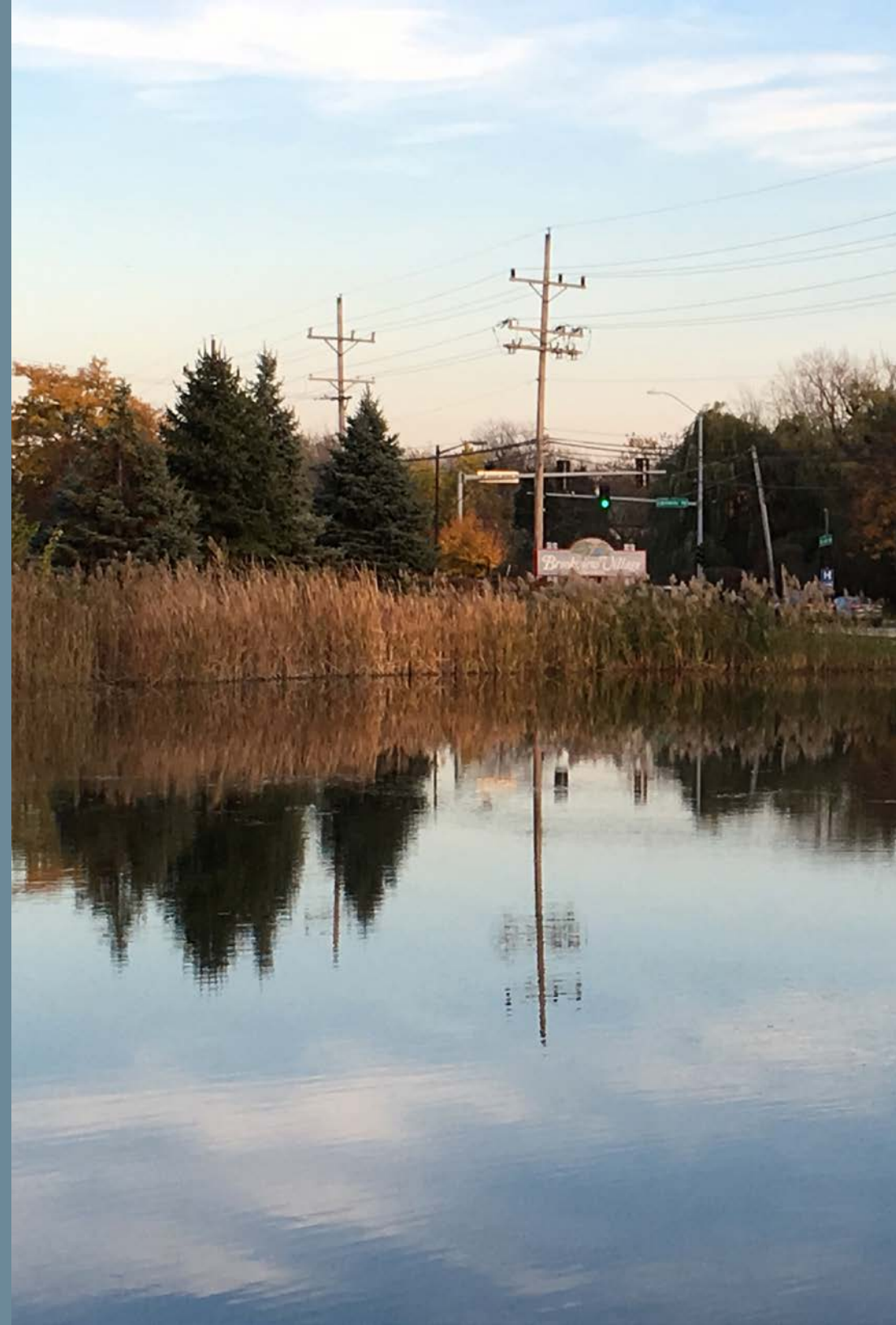
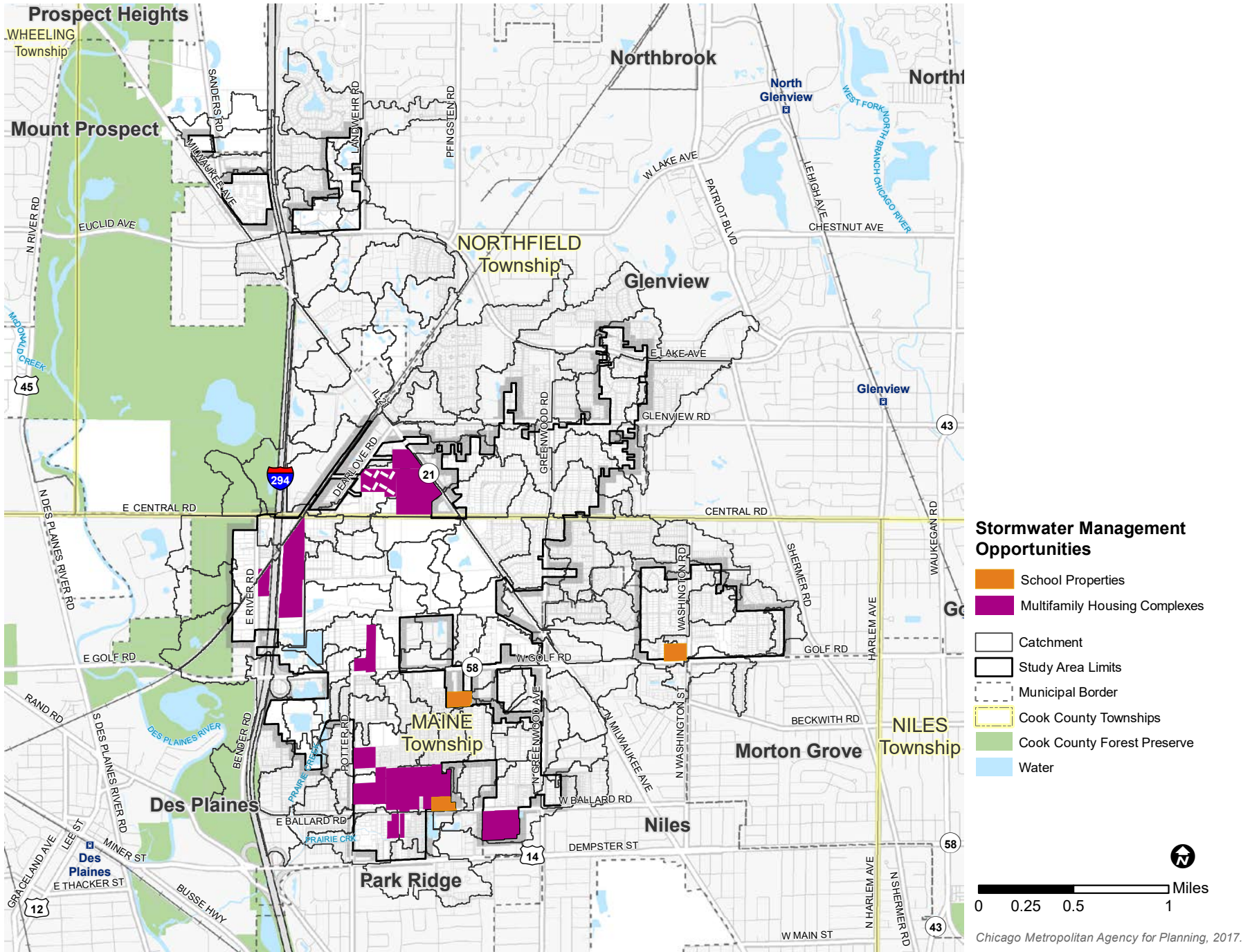


Figure 3.2. Multifamily Complexes and Schools Studied for Potential Retrofits



### Multifamily Retrofit Opportunities

Site conditions of 11 multifamily complexes (built before the adoption of the WMO) were analyzed to get a better sense of the volume control and storage requirements and costs that could be triggered by a multifamily complex retrofit project. These complexes are not an exhaustive list of potential projects, nor would they all have to be retrofitted for the community to realize a benefit. However, they do all present opportunities. They were chosen for study based on these criteria:

- They are located in a priority cluster in the Stormwater Analysis (Figure 3.1);
- They represent the range of physical size and style of multifamily developments in Maine-Northfield; and
- They are dispersed across the priority clusters as much as possible.

Since the complexes were built before the adoption of the WMO, they may not have up-to-date stormwater infrastructure or management. Table 3.1 identifies the parcel size and impervious coverage of the 11 complexes and then translates that information into estimates of how much detention and storage volume would be required, if a half an acre or more were retrofitted. The estimates assume a constant building footprint because the characteristics of the potential retrofits and how they would impact the site are unknown at this time. For example, sites could see small or more substantial changes to the building and parking lot footprints. Nevertheless, improvements could be accommodated relatively easily within the existing site layout, or they could require more substantial changes to the building and parking lot footprints.

**Table 3.1. Projected Stormwater Capacity of Potential Multifamily Retrofit Projects**

Multifamily Complex Name	Range of Cost Estimates (Low to High) for Detention and Volume Control		
	Impervious Cover (Acres)	Low (Surface Detention and Naturalized Green Infrastructure)	High (Underground Detention and Permeable Pavement)
Oak Trails	3.57	\$370,000	\$1,110,000
8997 Kennedy	4.79	\$500,000	\$1,500,000
9204 Bumblebee	4.35	\$560,000	\$1,670,000
Michael Todd Terrace Apartments	6.33	\$640,000	\$1,950,000
Honeybee Oaks	8.52	\$850,000	\$2,570,000
Park Colony	11.21	\$1,170,000	\$3,550,000
Regency Condominiums	11.26	\$1,190,000	\$3,580,000
Ballard Point	14.92	\$1,470,000	\$4,450,000
Triumvera Homeowners Association	23.07	\$2,330,000	\$7,100,000
Crestwood Condominiums	25.06	\$2,600,000	\$7,880,000
Park Ridge Commons	31.24	\$3,300,000	\$10,100,000

*Notes: Cost estimates have been rounded to the nearest hundred thousandth dollar. Surface detention cost estimates are based on \$5 per cubic foot. Naturalized detention cost estimates are based on \$12 per cubic foot. Underground detention is based on \$14 per cubic foot. Permeable pavement cost estimates are based on \$40 per cubic foot.*

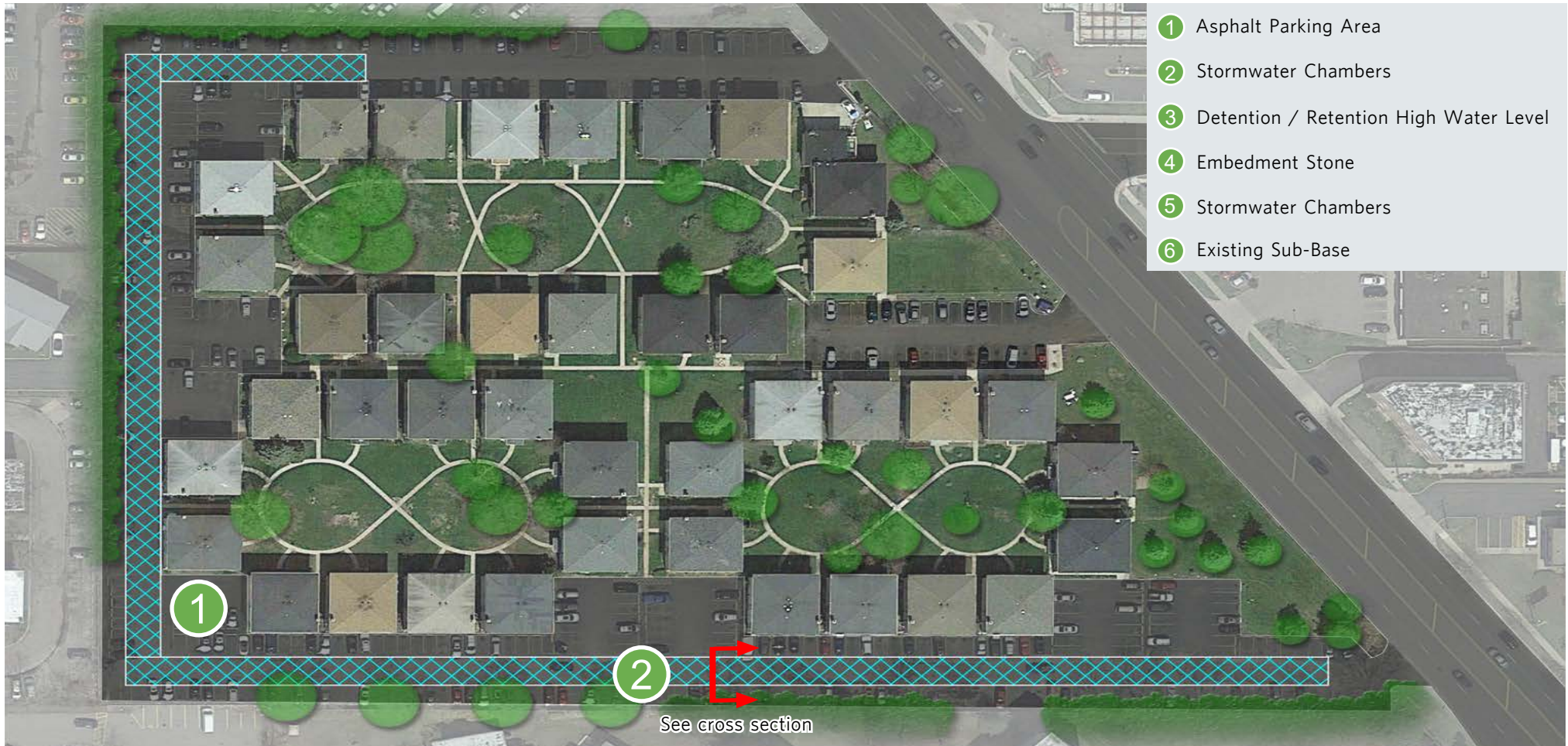
Table 3.2 provides the estimated costs for meeting the detention and volume control requirements identified in Table 3.1 under two different scenarios. The lower cost estimates would entail surface detention (such as a detention pond) and naturalized green infrastructure for volume control. The higher cost estimates would entail underground storage and the application of permeable pavement for volume control.

Figure 3.3 on the following page provides an example of how volume control and storage requirements could be integrated into an existing footprint of a multifamily complex. This example is not specific to any complex, but embodies a fairly typical design and layout for apartments and condominium complexes in Maine-Northfield. The illustration demonstrates the applicability of various improvements to developers, property owners, or engineers who may consider designing a project on a similar complex.

**Table 3.2. Cost Estimates for Multifamily Retrofit Projects**

Multifamily Complex Name	Priority Cluster	Site Size (Acres)	Impervious Cover (Acres)	Estimated Detention Required (Acre-Feet)	Estimated New Storage Volume Required (Acre-Feet)
Oak Trails	F	4.70	3.57	0.98	0.30
8997 Kennedy	E	6.29	4.79	1.31	0.40
9204 Bumblebee	E	8.03	4.35	1.70	0.36
Michael Todd Terrace	A	8.14	6.33	1.69	0.53
Honeybee Oaks	E	10.57	8.52	2.19	0.71
Park Colony	E	15.15	11.21	3.16	0.93
Regency Condominium	A	15.37	11.26	3.21	0.93
Ballard Point Condos	D	18.19	14.92	3.76	1.24
Triumvera	A	29.48	23.07	6.12	1.91
Crestwood Condos	E	33.50	25.06	6.98	2.08
Park Ridge Commons	D-E	43.48	31.24	9.08	2.59

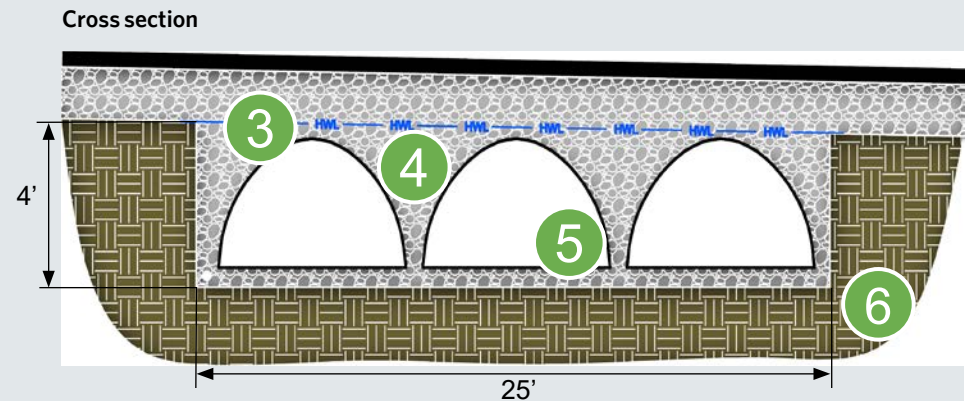
Figure 3.3 Multifamily Concept Plan



**Multi-Family Unit Concept: Underground Storage Chambers**

Structural flood control measures for this concept include underground stormwater chambers. This system will detain and retain stormwater onsite as would be required by the Metropolitan Water Reclamation District's Watershed Management Ordinance for this location before releasing the water to the existing stormsewer system.

Concept courtesy of Hey and Associates



## Partner with school districts to integrate stormwater management into school properties

Like multifamily complexes, schools present an opportunity to provide additional stormwater detention and storage for the surrounding area. They typically have athletic or play fields and large impervious areas, such as parking lots, that contribute to runoff. However, these surfaces can be redesigned with green infrastructure and stormwater improvements so the land captures rain where it falls and slows down the rate at which it flows into nearby drains. Improvements can be in the form of native rain gardens, rain barrels, permeable pavement, or reconstructed athletic fields (through shallow excavation) that provide underground storage. The installation and maintenance of these green infrastructure projects on school grounds can also provide community and educational benefits.

Using the same selection process as in the multifamily analysis, three schools were chosen to estimate the amount of detention and storage volume that each school could support. The three selected were Stevenson, Twain, and Washington Schools, all of which are in Elementary District 63. Each school is within or immediately adjacent to a priority cluster, and each has substantial open space and/or paved surface relative to the building footprint. Table 3.3 identifies the size of each school grounds (building and schoolyard), its impervious coverage, and the priority cluster within which it is located. This information is then translated into detention and storage volume estimates that would be needed if the schools were built today under WMO standards relative to the size of each school site. The estimates assume the same building footprint because the characteristics of the potential retrofits and how they would impact the site are unknown.

**Table 3.3. Potential Stormwater Management Capacity of Select Maine-Northfield Schools**

School Name	Priority Cluster	Site Size (Acres)	Impervious Cover (Acres)	Estimated Detention Required (Acre-Feet)	Estimated New Storage Volume Required (Acre-Feet)
Stevenson School	D	4.98	2.83	0.00	0.23
Twain School (Kathy Western Park)	D	6.50	3.06	1.39	0.25
Washington School	C	6.30	3.06	1.34	0.25

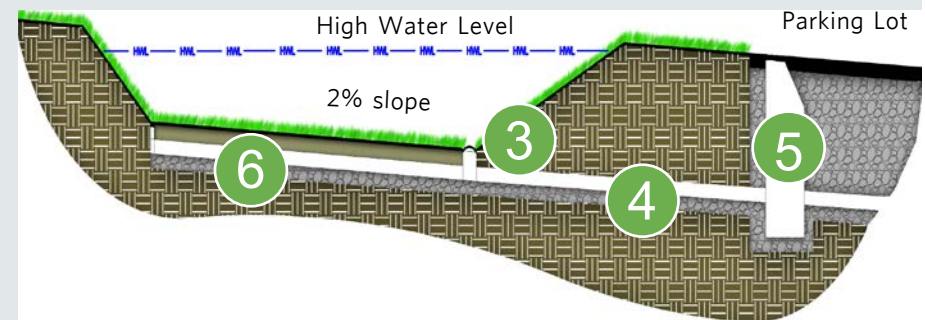
Figure 3.4. School Concept Plan



**School Concept: Detention Basin**

Structural flood control measures for this concept include a detention basin or stormwater storage area. The basin will connect to the sewer system and provide storage during large storm events. The basin is shown with an underdrain system. The basin will normally be dry and available for outdoor recreation. When the fields are constructed with underdrains the fields are often drier and more usable than a typical grass field.

**Cross section**



Not to Scale

Concept courtesy of Hey and Associates

Table 3.4 provides the estimated costs for detention and volume control identified in Table 3.3 under two different scenarios. The lower cost estimates would entail surface detention (such as a detention pond) and naturalized green infrastructure for volume control. The higher cost estimates would entail underground storage and the application of permeable pavement for volume control. Figure 3.4 provides an example of how volume control and storage requirements could be integrated into an existing schoolyard using underground detention.

Though District 63 schools were chosen to illustrate the concept, other neighborhood elementary districts (34, 62, and 63), the Oakton Community College District, as well as Maine Township High School (207) and Glenbrook High School Districts could consider how their campuses could be improved with green infrastructure or a field retrofit. They may choose to state the drainage benefits if applying for grants to redesign their green space, playgrounds, or athletic fields. Conversely, school districts could apply for stormwater funds, such as MWRD’s Green Infrastructure Fund, and note the additional benefit of having new green or athletic space for students.

With the County facilitating a connection, a district may also look to Openlands to emulate Chicago Public Schools’ Space to Grow program. Leveraging funds from MWRD and the Chicago Department of Water Management, the program transforms underutilized schoolyards into functional playgrounds that also feature special design elements to help reduce neighborhood flooding.

**Table 3.4. Detention and Volume Control Cost Estimates for Select Maine-Northfield Schools**

School Name	Range of Cost Estimates (Low to High) for Detention and Volume Control		
	Impervious Cover (Acres)	Low (Surface Detention and Naturalized Green Infrastructure)	High (Underground Detention and Permeable Pavement)
Stevenson School	2.83	\$352,000	\$1,052,000
Twain School (Kathy Western Park)	3.06	\$435,000	\$1,288,000
Washington School	3.06	\$425,000	\$1,261,000

*Notes: Cost estimates have been rounded to the nearest thousandth dollar. Surface detention cost estimates are based on \$5 per cubic foot of storage. Naturalized detention cost estimates are based on \$12 per cubic foot of storage. Underground detention is based on \$14 per cubic foot of storage. Permeable pavement cost estimates are based on \$40 per cubic foot of storage.*



A blacktop playground was converted to a multipurpose green space and track at Morrill Math & Science School in Chicago. Drainage benefits were a part of the project.

Photo source: Space to Grow

## CASE STUDY: Space to Grow and Chicago Public Schools

In addition to stormwater management benefits, green infrastructure investments also provide an educational opportunity for students and the surrounding community. Space to Grow is a Chicago-based initiative aimed at transforming existing schoolyards that meet both recreational and stormwater management goals. Schoolyards have also functioned as meeting spaces for educating students and residents about green infrastructure solutions that can be integrated on private property.

The program is a partnership between Chicago Public Schools, MWRD, Healthy Schools Campaign, Chicago Department of Water Management (CDWM), and Openlands. It is considered unique in that two thirds of the funding needed for a schoolyard renovation is provided by MWRD and CDWM. While MWRD and CDWM have been crucial in providing financial and technical assistance, Healthy Schools Campaign and Openlands have been imperative in engaging with school and neighborhood stakeholders through the entire lifecycle of a project. School districts of Maine-Northfield should be open to participating in a similar program with similar partners and funding sources, including the Healthy Schools Campaign, Openlands, Townships, and MWRD. MWRD's annual Green Infrastructure grant program can also help with the site analysis and engineering.

## Promote stormwater improvements on private property

Though strengthened development regulations such as the WMO and County zoning ordinance can reduce flood damage, they must be part of a suite of strategies and investment. This is particularly true for built-out, mature parts of the region such as Maine-Northfield. For example, the Village of Downers Grove analyzed an existing residential neighborhood to determine how much stormwater detention would have been required if built today under current ordinances. For a 1,000-acre neighborhood that has 42 percent impervious surface, 350 acre-feet of detention would be needed across the neighborhood to meet contemporary standards but only 15 acre-feet is currently provided. Similar to Maine-Northfield, this Downers Grove neighborhood is unlikely to see the level of redevelopment that would provide the necessary stormwater capacity. This comparison illustrates the need to incorporate stormwater management strategies into other types of investments.



Source: CNT, Rain Ready Home - Chicago Suburbs, 2014

## Educate property owners

Maine and Northfield Townships already provide incentives to encourage private property owners to make improvements, though they may consider providing educational opportunities and making adjustments or expansions to their existing programs. For example, Northfield Township's Reforestation Program—that provides a subsidy for planting trees in the public parkways—should encourage residents to purchase native trees that are effective at absorbing stormwater. They should consider using the Delta Institute's green infrastructure toolkit<sup>3</sup>, which identifies a variety of trees and other native plantings that are appropriate to use in the public right-of-way. Northfield Township might also consider promoting MWRD's Restore the Canopy Program<sup>4</sup> to homeowners.



Source: Delta Institute, 2015

### Consider expansion of cost-share programs

Voluntary cost-share programs that provide technical and financial assistance, as well as help pay for private improvements, are important to improve drainage and mitigate flooding for homeowners and businesses. Municipalities across suburban Cook County have these types of programs, and Northfield Township has an overhead sewer cost-share reimbursement program<sup>s</sup> aimed at minimizing sanitary sewer backups among residential homeowners. The program provides homeowners with financial assistance to replace their gravity plumbing systems, which are more prone to backups, with an overhead system. Despite being separated from storm sewers, sanitary systems are susceptible to stormwater or groundwater seeping through cracked or defective pipes, joints, and manholes that can lead to basement backups.

Northfield Township should consider expanding this program to cover other improvements that can manage stormwater. Rain gardens, backwater valves, and foundation crack repair are common improvements covered by more inclusive cost-share programs. The program could then target participation among residential properties in priority clusters that still have gravity sewers. To obtain a sustainable funding stream that can support the program, Northfield Township should consider allocating funds in annual budgets or integrating the program into a larger wastewater improvement project to receive assistance through the State Revolving Fund. Maine Township should also consider launching a similar program and could benefit from guidance from Northfield Township.

### Coordinate with surrounding sanitary districts

Northfield Township should also consider coordinating these efforts with other sanitary districts in the area. Northfield Township's program only covers homeowners within their sanitary district, yet, there are seven sanitary districts that provide service in Maine-Northfield: Oak Meadows Sanitary District, Aqua Illinois, Westfield Homeowners Association, Illinois American Water Company Citizens Utility, Glenview/Countryside Northfield Township, Northfield Township, and Northfield Woods Sanitary District. All of these service providers could engage in similar educational practices as well as financial or technical assistance measures, such as an overhead sanitary sewer conversion cost-share program. Maine Township should explore following suit to help homeowners with stormwater improvements on private property.

## Invest in green and gray infrastructure solutions in public rights-of-way

Maine-Northfield's road network varies in character, from streets with curbs, gutters, and sidewalks in some areas (urban cross-section) to roads with no sidewalks and drainage ditches fronting single-family detached homes elsewhere (rural cross-section). The style of roadway affects how the stormwater system is designed, but effective drainage can and should be engineered in both styles. Roadway agencies such as IDOT, CCDOTH, and the Township Road District/Highway Department can play a critical role in ensuring that right-of-way investments contribute to improved stormwater management. These governmental entities should work to align stormwater infrastructure into existing and planned projects. The construction or repair of streets, alleys, sidewalks, curbs, and storm sewers are prime opportunities to integrate green infrastructure solutions such as permeable pavements or add bioretention basins in a parkway. These measures often include drainage improvements that increase detention capacity or promote infiltration, as well as a series of protective measures to reduce exposure to flood waters.

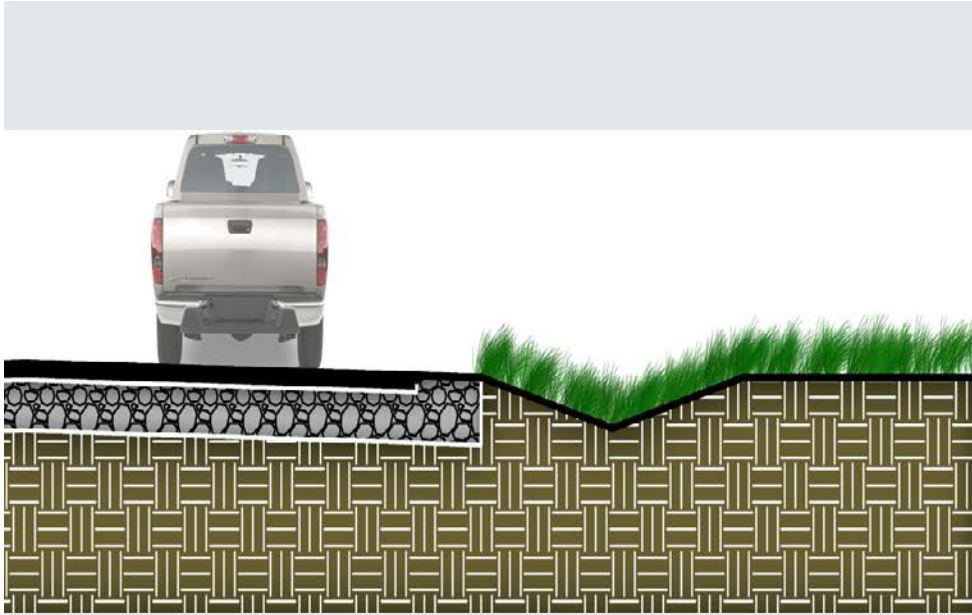
To reduce flooding vulnerability, improved stormwater management techniques will be needed in existing and new transportation assets. Local streets adhere to design guidelines established by IDOT, which call for designs to follow the 10-year flood frequency<sup>1</sup>. There are no detention or retention requirements connected with these standards. As efforts grow to re-evaluate existing standards and better incorporate green infrastructure techniques into new and existing roadways, agencies with jurisdiction in Maine-Northfield should identify opportunities and integrate green infrastructure into future street projects. Such investments could be prioritized in the priority clusters (Figure 3.1).

Local streets within Maine-Northfield are composed of curb and gutter configurations as well as streets with ditches. Over time, many of the ditches that perform vital stormwater management services have been filled in with sediment. Figure 3.5 provides an example of how green infrastructure practices could be integrated into a roadway corridor with drainage ditches instead of traditional underground sewers.

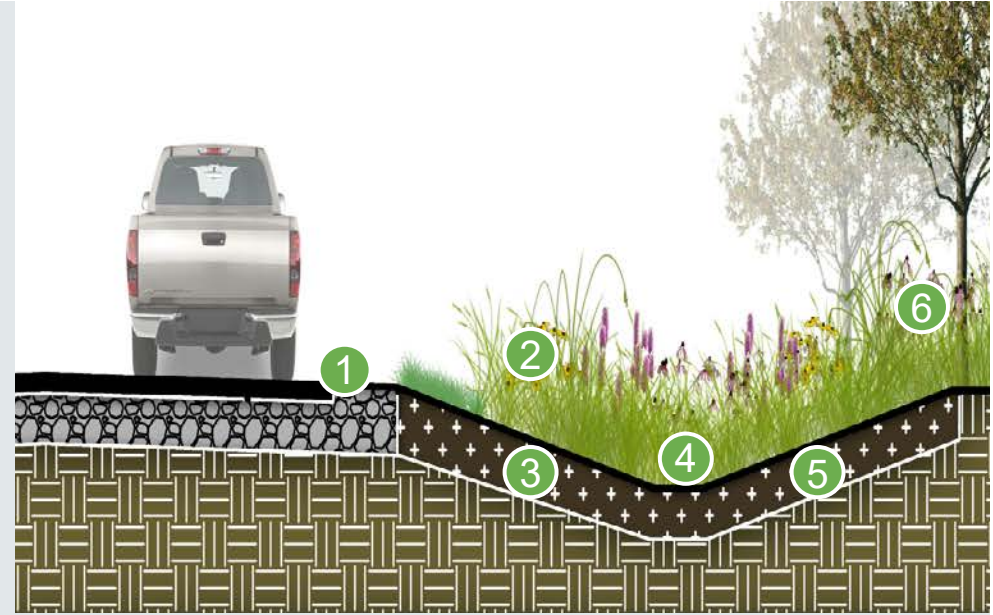
The illustration demonstrates how possible stormwater improvements can be made to a rural roadway while enhancing neighborhood character and minimizing costs associated with installing gray infrastructure associated with roadways in urban areas. The estimated cost per mile to install of the elements shown is \$792,000, though a quarter-mile concept pilot may be the best first step to demonstrate the aesthetics and benefit to the community. This is based on ditch renovations as well as driveway renovations (which are not shown in the concept plan) weighted at 80 percent and 20 percent of the unit cost, respectively. Included in this cost is the replacement of driveway aprons, which extend across the proposed expanded ditches, and driveway culverts, which would be expanded in diameter.

Design resources for integrating green infrastructure in streets have expanded in recent years. Delta Institute's green infrastructure toolkit, referenced earlier for its guidance on incorporating native vegetation in green infrastructure practices, provides downloadable design templates as well as cost and maintenance estimates for right-of-way bioswales, rain gardens, and permeable pavement, among others. National best practices explained in NACTO's Urban Street Stormwater Guide<sup>2</sup> can help retrofit and reconstruct roadways that promote safety and improved stormwater management. Township road and highway departments should work closely with the CCDOTH and IDOT to coordinate these efforts on county and state roads that extend through the Maine-Northfield Study area as well. Public officials in Maine Township should also consider revising the snow removal and water drainage ordinance (No. 98-2) to ensure that there are no conflicts with future green and grey infrastructure investments.

Figure 3.5. Public Right-of-Way Concept



Existing section - typical unimproved



Enhanced section - typical

### Public right-of-way concept: Enhanced rural road section

Stormwater improvements for the enhanced section will convert a small swale to a ditch large enough to convey the 10-year storm event, creating a defined space for stormwater that previously may have ponded on the road or private property. BMP enhancements can provide additional infiltration and aesthetic appeal.

#### Additional Opportunities and Objectives:

- Pocket raingardens
- Bike path
- Adequately sized driveway culverts
- Ditch within right-of-way

- 1 Narrowed Pavement Width
- 2 Native Vegetation
- 3 Engineered Soil to Promote Infiltration
- 4 Ditch that Conveys the 10-year Peak Flow
- 5 Maximum 4:1 Ditch Side Slopes
- 6 Trees

Concept courtesy of Hey and Associates

## Prioritize maintenance and water quality

In addition to flooding, stormwater is one of the primary contributors to degraded water quality. As stormwater runoff moves across a landscape, it collects non-point source pollutants (e.g., sediment, nutrients, chloride, and fecal coliform) and carries them into nearby waterways. High concentrations of these pollutants can lead to habitat degradation and loss as well as increasing treatment costs for community water suppliers. Water quality can be improved by addressing stormwater and flooding. Green infrastructure techniques can help treat and filter out pollutants from stormwater prior to entering waterways during storm events.

### Maintain and coordinate sewer atlas for improved modeling

Maine-Northfield could benefit from a more comprehensive and coordinated inventory of its underground drainage assets. Seven sanitary districts provide service: Oak Meadows Sanitary District, Aqua Illinois, Westfield Homeowners Association, Illinois American Water Company Citizens Utility, Glenview/Countryside Northfield Township, and Northfield Township. Most of these districts maintain sanitary systems with separate storm sewers; however, some areas are without storm sewers and instead rely on other drainage facilities such as swales and ditches. Most districts including Aqua Illinois, Northfield Township, Oak Meadows Sanitary District, Westfield Homeowners Association, and Northfield Woods Sanitary District, connect their local sewers with the MWRD system.

With guidance from the County, Townships, and MWRD, and possible coordination from a proposed community council (see Chapter 6), the sanitary districts should maintain up-to-date sewer atlases in a shareable electronic format. Planners, engineers, and modelers can use the atlases to generate more accurate estimates on how rainfall is converted to runoff and how stormwater volumes are routed through the sewer network (or overland) to a river, regional sewer, or a treatment plant.

This information is critical for targeting investments to priority clusters, and understanding the vulnerability of other infrastructure assets as well as cascading economic impacts from flooding. Given the complexity of sanitary district jurisdictional boundaries, coordination between sewer districts in the analysis of potential impacts could be helpful. The sanitary districts should work together and use a common framework for collecting and storing sewer atlas information. MWRD has GPS equipment available to assist sewer system owners map out their sewer system in GIS or improve upon existing mapping efforts. Sewer atlas maps and data should be part of the online geographic information systems (GIS) infrastructure platform proposed in Chapter 6: Coordination and Capacity.

### Establish asset management plans

In addition to the sewer atlas, Maine and Northfield Townships should take the lead in assessing the condition of their entire gray and green infrastructure drainage systems, develop an asset management plan to bring it into a good state of repair, and fund maintenance activities on a regular basis. Asset management plans are intended to ensure long-term sustainability of infrastructure. They help utility managers decide when to repair, replace, or rehabilitate particular assets over time. Some of the region's stormwater agencies conduct inventories and assessments of detention basins on private property through watershed planning. DuPage County recently created an online application to allow volunteers to input basin assessment findings. Other programs, such as flow and smoke testing, can help inform communities of the conditions of their underground assets.

## Help implement recommendations in watershed plans

Watershed plans develop strategic recommendations to help restore impaired waters, and protect and maintain the quality of unimpaired or threatened waters. Although water quality is a primary focus, the planning process acknowledges the value of other natural resources and seeks to contribute to habitat improvement and flood mitigation. These plans are also essential to obtain funding that could be used toward installing green infrastructure or education and outreach efforts, such as the proposed future planning for the Prairie Creek Focus Area.

## Pursue Section 319 grant opportunities

The Metropolitan Planning Council (MPC) has been overseeing a watershed planning process to develop supplemental water quality materials for the MWRD's existing Lower Des Plaines River Detailed Watershed Plan. The current plan focuses primarily on local and regional flood control. The supplemental materials will make the plan EPA-compliant by addressing all "nine minimum elements" of a successful watershed project. As a result, communities that are within the boundaries of an EPA-compliant watershed plan are eligible for funding through the Section 319 Nonpoint Source Management Program.

The Section 319 grant program is a voluntary reimbursement program through which Illinois EPA supports local activities that help prevent and manage nonpoint source pollution. The program uses funds to technically and financially assist with a wide range of activities, such as the development of watershed plans and Total Maximum Daily Load (TMDL) reports, education and outreach, as well as the installation of best management practice (BMP) demonstration projects. BMP demonstration projects can include green infrastructure techniques such as rain gardens, infiltration basins, and permeable pavement that allow rainfall to absorb into the ground on site rather than contribute to the stormwater runoff and pollutants entering nearby waterways.

The County and Townships should monitor the progress of this effort. Upon its completion, Section 319 funding should be prioritized for the priority clusters (A, D, E, and F) that fall within the watershed. The program requires a local match, so the County, MWRD, and IDOT should work with and support Maine-Northfield in these efforts.

## Evaluate the North Branch Chicago River Watershed-based Plan

In addition to MWRD's Lower Des Plaines Watershed Plan, Lake County's Stormwater Management Commission prepared an EPA-compliant watershed plan for the North Branch of the Chicago River watershed that extends into both Lake and Cook County. The boundaries of this plan encompass the majority of priority cluster areas B and C. The plan aims to improve the watershed with the implementation of water quality improvement, flood control, flood damage reduction, and natural resource protection projects. Although there are no site-specific recommendations within the unincorporated area of Maine-Northfield, Public Works departments, residents, and community groups (including Lake County groups vested in the North Branch of the Chicago River) should work together to determine if there are watershed-wide strategies identified in the plan that could alleviate urban flooding issues. If there are projects in these cluster areas that could advance these recommendations, the Townships could apply to the Section 319 program for implementation funds.



Section 319 streambank restoration project in Silver Creek in Melrose Park, IL.  
Photo Source: ENCAP, Inc.

# Implementation

Short Term (1-4 years)			
Strategy	Partners	First Steps	Resource and Funding Options
Continue to pursue funding and implementation of the Central Road project.	<p><i>Lead:</i> Cook County</p> <p><i>Support:</i> Maine Township Highway Department and Northfield Township Road District</p>	<p>The County should continue to encourage MWRD and IDOT to come into agreement on a feasible project and identify funding.</p> <p>Maine Township Highway Department and Northfield Township Road District should continue to work with Cook County Department of Transportation and Highways (CCDOH) and IDOT to ensure circulation during storm events.</p>	<ul style="list-style-type: none"> <li>Community Development Block Grant Disaster Recovery (CDBG-DR) fund National Flood Insurance Program (NFIP)</li> </ul>
Support the construction phases of the Farmers Prairie Creek project (MWRD Project FRCR-12).	<p><i>Lead:</i> Cook County, Maine Township Highway Department</p> <p><i>Support:</i> MWRD, private property owners</p>	<p>County and Maine Township Highway Department should continue to monitor conveyance in the lower and upper Prairie Creek.</p> <p>County and Maine Township Highway Department work with MWRD and the small-stream maintenance programs to maintain the investments.</p> <p>Encourage within the Farmers Prairie Creek Focus area to begin and/or continue participation in the National Flood Insurance Program.</p>	<ul style="list-style-type: none"> <li>National Flood Insurance Program (NFIP)</li> </ul>
Maintain and coordinate sewer atlas for improved modeling.	<p><i>Lead:</i> Sanitary District within Maine and Northfield Townships, the Townships</p> <p><i>Support:</i> Cook County, MWRD, proposed Community Council</p>	<p>Sanitary districts should maintain up-to-date sewer atlases in a shareable electronic format.</p> <p>Sanitary districts should work together and use a common framework for collecting and storing sewer atlas information.</p> <p>Townships should Assess the condition of their entire gray and green infrastructure drainage systems</p> <p>Develop an asset management plan to bring it into a good state of repair</p> <p>Fund maintenance activities on a regular basis.</p>	<ul style="list-style-type: none"> <li>MWRD's GPS equipment for sewer system mapping</li> <li>Watershed planning detention basin inventories</li> </ul>
Help implement recommendations in watershed plans.	<p><i>Lead:</i> Maine and Northfield Townships</p> <p><i>Support:</i> Cook and Lake Counties, MWRD, IDOT, residents, community groups</p>	<p>Educate property owners of the incentives that Maine and Northfield Townships already offer to encourage owners to implement stormwater improvements on their property.</p> <p>Northfield Township should consider expanding their Overhead Sewer Conversion Cost Sharing Program to cover other improvements that can manage stormwater.</p> <p>Maine Township should consider launching a cost-share program similar to that of Northfield Township.</p>	<ul style="list-style-type: none"> <li>EPA's Section 319 Nonpoint Source Pollution Program</li> </ul>
Promote stormwater improvements on private property.	<p><i>Lead:</i> Maine and Northfield Townships, Sewer Districts</p> <p><i>Support:</i> Cook County, MWRD</p>	<p>Educate property owners of the incentives that Maine and Northfield Townships already offer to encourage owners to implement stormwater improvements on their property.</p> <p>Northfield Township should consider expanding their Overhead Sewer Conversion Cost Sharing Program to cover other improvements that can manage stormwater.</p> <p>Maine Township should consider launching a cost-share program similar to that of Northfield Township.</p>	<ul style="list-style-type: none"> <li>Delta Institute's green infrastructure toolkit (<a href="http://delta-institute.org/2015/09/delta-releases-green-infrastructure-toolkit-for-property-owners-and-municipalities/">http://delta-institute.org/2015/09/delta-releases-green-infrastructure-toolkit-for-property-owners-and-municipalities/</a>)</li> <li>MWRD's Restore the Canopy program</li> <li>Northfield Township Overhead Sanitary Sewer Conversion-Cost Sharing Reimbursement Program</li> <li>State Revolving Fund (SRF)</li> </ul>

Mid-to-Long Term (5-10 years)

Strategy	Partners	First Steps	Resource and Funding Options
Introduce property acquisition as a long-term strategy.	<p><i>Lead:</i> Cook County and Maine Township</p> <p><i>Support:</i> Center for Neighborhood Technology (CNT), MWRD, IEMA</p>	Evaluate community's interest in property acquisitions through a formal planning process and community outreach. County and Township should identify a long-term maintenance partner to ensure they continue to provide flood-control benefits into the future. Align buyouts with the strategy to set aside land as it becomes available for open space.	<ul style="list-style-type: none"> <li>FEMA's Hazard Mitigation Grant Program (HMGP)</li> <li>MWRD's Acquisition of Flood-Prone Properties Program</li> <li>Locally budgeted funds</li> </ul>
Pursue stormwater retrofits in multifamily complexes	<p><i>Lead:</i> Cook County, Townships, public nonprofit housing entities,</p> <p><i>Support:</i> Property owners, MWRD</p>	County, Townships, and public and nonprofit housing entities should identify multifamily complexes that are in need of both repair and reinvestment. County, Townships, and public and nonprofit housing entities should approach property owners about retrofit and stormwater opportunities with the multi-family complex concept plan and range of cost estimates.	<ul style="list-style-type: none"> <li>Unincorporated Cook Infrastructure Improvement Fund (UCIIF)</li> <li>Watershed Management Ordinance (WMO) and Permit Resources</li> </ul>
Partner with school districts to integrate stormwater management into school properties.	<p><i>Lead:</i> Cook County, school districts in Maine and Northfield Townships</p> <p><i>Support:</i> MWRD, potential partners (e.g., public and</p>	County, Townships, and public and nonprofit entities should approach schools about retrofit and stormwater opportunities with the school concept plan and range of cost estimates. Schools districts should seek funding opportunities to implement green infrastructure and field retrofits, as well as incorporate improvements into their Capital Improvement Plans.	<ul style="list-style-type: none"> <li>MWRD's Green Infrastructure Program</li> <li>Case studies: Openlands and Chicago Public Schools' Space to Grow program.</li> <li>Grants to redesign their green space, playgrounds, or athletic fields</li> </ul>
Invest in green and gray infrastructure solutions in public rights-of-way.	<p><i>Lead:</i> IDOT, CCDOTH, Township Road/District Highway Department</p> <p><i>Support:</i> Maine Township Board, property owners</p>	Lead governmental entities should work to align stormwater infrastructure into existing and planned projects to ensure right-of-way (ROW) investments contribute to improved stormwater management. Demonstrate the aesthetics and benefit of ROW improvements to the community using the corresponding concept plan and range of cost estimates. Public officials in Maine Townships should consider revising the snow removal and water drainage ordinance (No.98-2) to ensure that there are no conflict with future green or grey infrastructure investments	<ul style="list-style-type: none"> <li>IDOT Drainage Manual (2011)</li> <li>Bureau of Local Roads and Streets (<a href="http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&amp;-Handbooks/Highways/Local-Roads-and-Streets/Local%20Roads%20and%20Streets%20Manual.pdf">http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&amp;-Handbooks/Highways/Local-Roads-and-Streets/Local%20Roads%20and%20Streets%20Manual.pdf</a>)</li> <li>NACTO's Urban Street Stormwater Guide (<a href="https://nacto.org/publication/urban-street-stormwater-guide/">https://nacto.org/publication/urban-street-stormwater-guide/</a>)</li> <li>Delta Institute's green infrastructure toolkit</li> </ul>

# Endnotes

- 
1. Cook County. Community Development Block Grant Disaster Recovery Action Plan [www.cookcountyil.gov/service/disaster-recovery-and-resilience](http://www.cookcountyil.gov/service/disaster-recovery-and-resilience)

---

  2. Metropolitan Water Reclamation District of Greater Chicago . Acquisition of Flood-Prone Properties Program, [www.mwrd.org](http://www.mwrd.org)

---

  3. Delta Institute. Green infrastructure toolkit, [www.delta-institute.org/delta/wp-content/uploads/Green-Infrastructure-Designs-July-2015.pdf](http://www.delta-institute.org/delta/wp-content/uploads/Green-Infrastructure-Designs-July-2015.pdf)

---

  4. Metropolitan Water Reclamation District of Greater Chicago. Restore the Canopy Program, <https://www.mwrd.org/irj/go/km/docs/documents/MWRD/internet/Public%20Affairs/Issues%20and%20Initiatives/Trees/htm/RestoreCanopy.htm>

---

  5. Northfield Township. Overhead Sewer Program, [northfieldtownship.com/Overhead-Sanitary-Sewer-Conversion-Cost-Sharing-Reimbursement-Program.html](http://northfieldtownship.com/Overhead-Sanitary-Sewer-Conversion-Cost-Sharing-Reimbursement-Program.html)

---

  6. Illinois Department of Transportation. 2011 drainage and 2008 Bureau of Local Roads and Streets manuals, [www.idot.illinois.gov/home/resources/Manuals/Manuals-and-Guides](http://www.idot.illinois.gov/home/resources/Manuals/Manuals-and-Guides)

---

  7. National Association of City Transportation Officials. Urban Street Stormwater Guide [www.nacto.org/publication/urban-street-stormwater-guide/](http://www.nacto.org/publication/urban-street-stormwater-guide/)

# Chapter 4 Transportation



Maine-Northfield will continue to capitalize on its location by creating a functional and equitable transportation network. Though the network currently favors driving, the community will pursue actions to enable and encourage a more-connected pedestrian and bike network with complete sidewalks. Roadway and transit agencies will work together toward improved transit service and facilities.

### Existing Conditions Summary

- **Convenient regional location** was the most popular choice among community survey respondents as Maine-Northfield's strongest asset, with nearly 15 percent of responses. According to Census data, 87 percent of employed residents work in the north and northwest suburbs, or in downtown Chicago. This pattern supports Pace Suburban Bus choosing Milwaukee Avenue and Dempster Street for its Pulse program, which provides arterial rapid transit (ART) connections to Chicago and suburban Cook and Lake Counties.
- **Public transit is not currently convenient, which likely affects ridership.** Though there are six Metra stations within two miles of the study area, there are none within Maine-Northfield. High-frequency bus service (15 minutes or less between buses) does not currently exist in the area, but the proposed Pulse routes along Milwaukee Avenue and Dempster Street will each run near Maine-Northfield's borders and offer higher-frequency service. Under its existing service, Pace operates six routes in the study area. The highest ridership routes operate with 20-30 minute spacing during peak weekday hours. Two of the routes operate seven days per week, but the other four routes offer more limited service.
- **Public transit ridership has declined on all six routes that serve Maine-Northfield over the past 10 years.** While some decline in ridership may be attributed to service cuts during this time frame, other factors may contribute to the decline in ridership. Currently, the 270-Milwaukee bus has the highest ridership and it provides connections to the Jefferson Park Transit Center, Golf Mill Mall, and Glenbrook Hospital.
- **A lack of pedestrian and bike infrastructure has made the community car-dependent.** One of the most common issues identified in both the community survey and stakeholder interviews was the lack of pedestrian and bike infrastructure in Maine-Northfield. Sidewalks are missing along approximately half of the roadways in the area, which is particularly problematic in locations near bus routes, schools, shopping, or dense housing.
- **An east-west bike connection is part of a regional vision.** To connect the Des Plaines River Trail with the North Branch Chicago River Trail, the Northwest Municipal Conference (NWMC) has proposed an on-street bike network that crosses through Maine-Northfield. While neighboring communities such as Des Plaines, Morton Grove, and Niles have implemented portion of this network, no implementation has occurred in Maine-Northfield.
- **The current condition and maintenance of some local roadways is a concern of residents.** Many survey respondents were concerned about the narrow Central Road railroad viaduct and traffic congestion along Greenwood Avenue. In addition, stakeholders called for greater interjurisdictional coordination among roadway and infrastructure agencies.

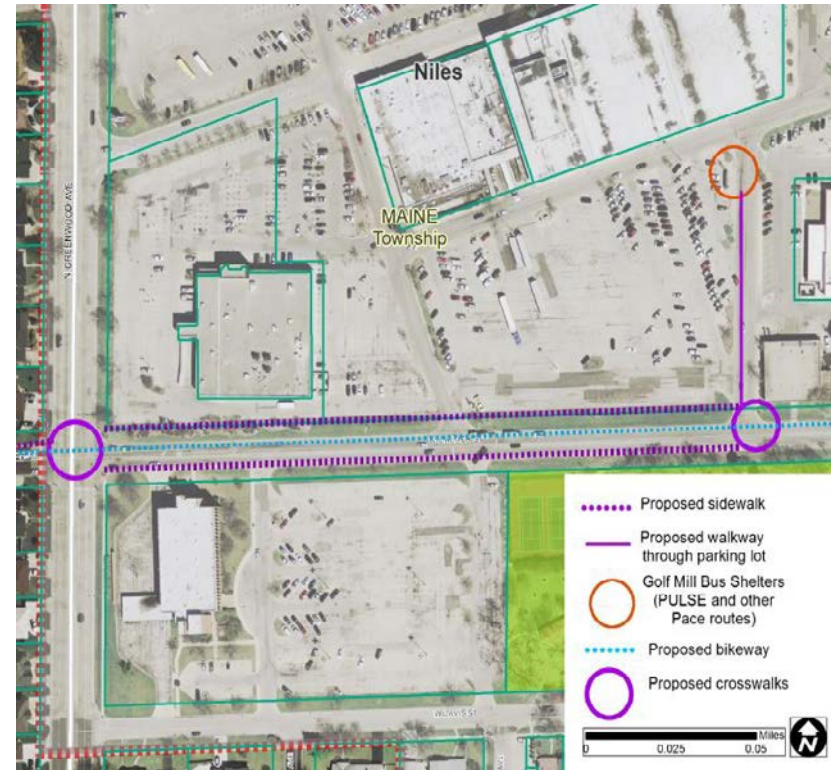
# Improve Golf Mill Shopping Center's pedestrian, bike, and transit accessibility

Though Golf Mill Shopping Center is located in Niles, it is an important community focal point for residents of Maine-Northfield. Golf Mill serves as a subregional hub of community activity for shopping, entertainment, and employment. It is an integral terminus and transfer point for many Pace bus routes. More than 2,300 riders board or alight buses at Golf Mill, and this number may increase if Pulse ART service is successful (Golf Mill is the proposed northern terminus for the Milwaukee Line).

To improve Golf Mill's pedestrian, bike, and transit accessibility, the roadway agencies that oversee the unincorporated area—IDOT, CCDOTH, and the Maine Township Highway District—along with the Village of Niles, and the ownership of Golf Mill should take the following key actions:

- Install and enhance sidewalks and crosswalks within walking distance (approximately a half mile) of Golf Mill. The intersection of Greenwood Road and Church Street is a particular concern. Crosswalk additions are illustrated in the map for Figure 4.2, Priority Corridor B - Church Street;
- Establish a safe, wheelchair-accessible pathway from the street to the proposed Pace PULSE station, which is sited in the existing bus transfer location; and
- Install bike parking near the proposed Pace PULSE station.

Figure 4.1. Golf Mill Area Proposed Access Improvements



## Foster coordination between agencies

The recommendations in this plan will require coordination between roadway and transit agencies. There should be a clear process for formal coordination among agencies when any major project affecting the public right-of-way is undertaken in Maine-Northfield.

### Develop a working relationship with the Northwest Municipal Conference

The Northwest Municipal Conference houses the Northwest and North Shore Councils of Mayors. These councils receive an annual allocation of local Surface Transportation Program (STP) funds and are responsible for deciding how to spend those funds according to their respective policies. Incorporated municipalities are the only eligible applicants for STP funding, however Northfield Township was grandfathered in as a member of the NWMC before this policy was enacted. Maine Township is not a member of the NWMC, but all townships may apply for STP funds if they have a municipal sponsor. Maine and Northfield Townships should expand their relationships with Des Plaines, Glenview, Niles, Morton Grove, and Park Ridge to partner on applications for STP funding, cooperative purchasing, planning initiatives, and other NWMC programs.

### Establish a transportation subcommittee of the Community Council

In Chapter 6: Coordination and Capacity, this plan recommends forming a community council to oversee plan implementation and to continually identify and address topics such as flooding, economic development, housing, and public services. Transportation services and infrastructure is another crucial issue that the community council should focus on. The community council should establish a transportation subcommittee to assess and advance initiatives aimed at improving transportation options and infrastructure within the unincorporated area. This subcommittee could function as a unified voice for the community as it works with other transportation agencies to advance important projects, monitor agency programs, and provide information. The subcommittee should have regular participation from township road departments and CCDOTH.

### Coordinate infrastructure investments as part of boundary agreements

As discussed in Chapter 2: Land Use and Development, the five municipalities surrounding Maine-Northfield should discuss how they will be involved in boundary agreements that cover the study area. Roadway agencies should coordinate infrastructure investments and maintenance responsibilities based on the provisions of these boundary agreements to ensure appropriate prioritization of planned improvements.

# Invest in multimodal improvements in Priority Corridors

Improvements to increase access and improve safety for all users should focus on eight corridors. These corridors were identified as high-priority areas for multimodal improvements through analysis of existing conditions and public input. The location of the corridors are conceptual and may change as a result of future engineering studies and interagency coordination. Some of these recommendations build off the plan created by the Northwest Municipal Conference's (NWMC) in 2010 to create a network of on- and off-street connections that would pass through Maine-Northfield. The corridors are illustrated in Figure 4.2.

- Priority Corridor A - Golf Road
- Priority Corridor B - Church Street
- Priority Corridor C - Ballard Road
- Priority Corridor D - Central Road
- Priority Corridor E - Milwaukee Avenue
- Priority Corridor F - Milwaukee Avenue / Sanders Road
- Priority Corridor G - Dee Road / Kennedy Drive
- Priority Corridor H - Greenwood Road/Avenue

In general, the recommended improvements serve the goals of promoting non-motorized transportation and increased safety for all users. The general recommendations below should be incorporated within all of the priority corridors. Specific recommendations for each of the corridors are discussed in more detail below.

- **Install missing sidewalks.** New sidewalks should be at least five feet wide and installed on both sides of the street where practical. A parkway a minimum of three feet in width should also be installed to provide a buffer between pedestrians and motorized traffic. In some cases, a multiuse sidepath designed to accommodate both cyclists and pedestrians is an acceptable alternative to a sidewalk. Existing sidewalks should be repaired, particularly in cases where trip hazards exist or the surface of the sidewalk has deteriorated. These sidewalks will can support transit ridership, particularly along Pace routes 208 and 270.
- **Increase and improve crosswalks and mid-block crossings.** Safe locations to cross busy streets can reduce conflicts between motorists and pedestrians. Locations where pedestrians can cross the street should not be located more than one half-mile apart from one another. The location between crossings should be reduced to one quarter mile in areas where significant pedestrian activity is expected, such as areas around schools, multifamily developments, senior housing, and bus stops. Roadway agencies should explore the installation of mid-block crossings to complement new and improved crosswalks at intersections.

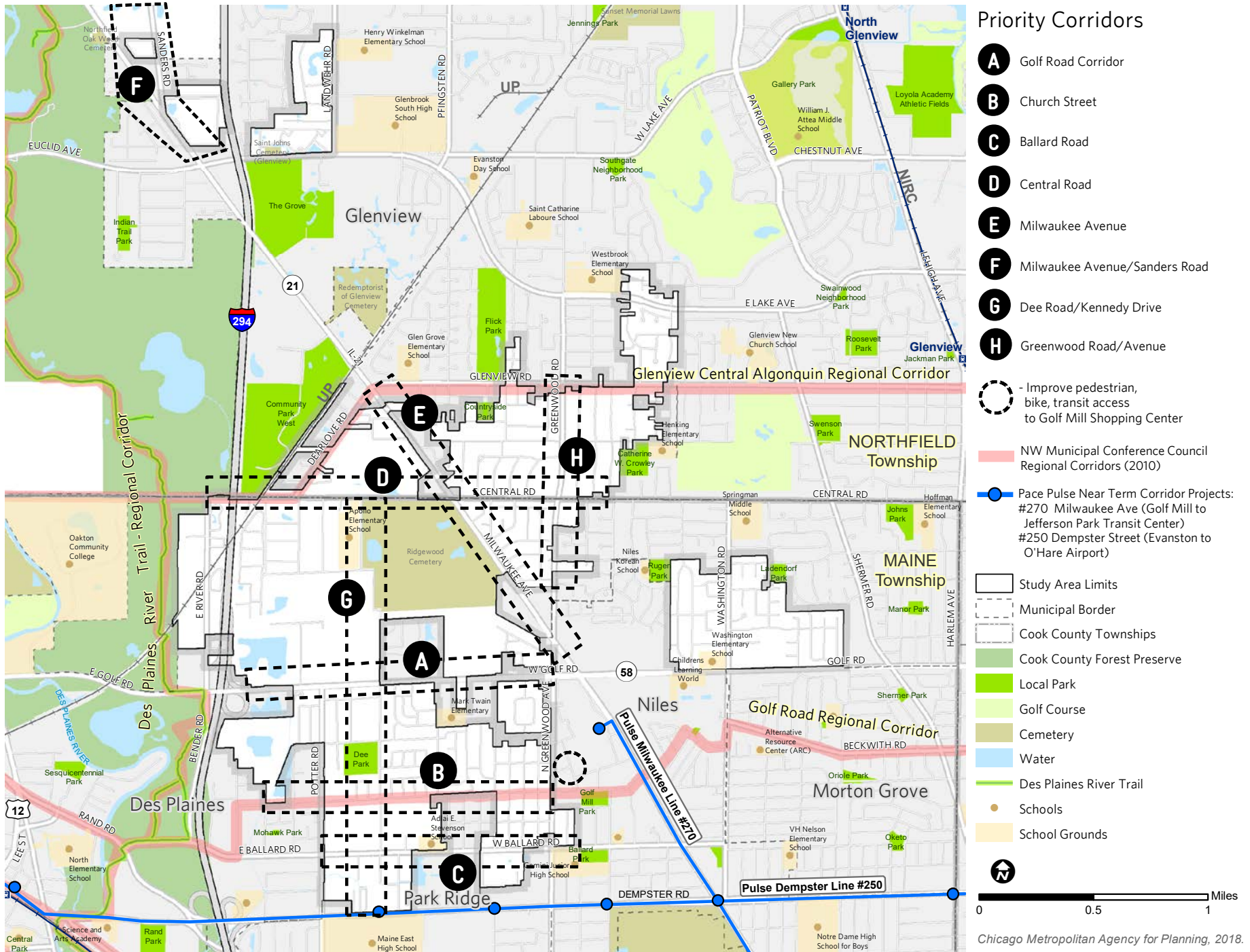
- **Improve bus stops.** The quality and accessibility of bus stops vary throughout Maine-Northfield. At minimum, bus stops should include a paved landing and an accessible route to and from the stop.
- **Develop on-street and off-street bikeways.** A wide range of bikeways and associated treatments may be appropriate for priority corridors in Maine-Northfield. Some examples of bikeways that may be appropriate for the study area are signed bike routes, marked shared lanes, bike lanes, buffered bike lanes, sidepaths, and trails. Other improvements may be appropriate as well, including bicycle warning signage, intersection markings, and traffic-calming treatments.
- **Enhance lighting.** Roadway lighting designed to illuminate pedestrians can reduce conflicts between various modes of travel. Lighting can also help to deter crime, encourage active travel, and increase the attractiveness of neighborhoods.
- **Consider speed management or traffic calming.** High travel speed among cars is a major factor in severe crashes, especially when pedestrians and bicyclists are involved. Speed management and traffic calming devices can reduce travel speeds. According to the American Automobile Association, pedestrian and bicyclists have a far greater rate of severe injury when traffic travels at faster speeds<sup>5</sup>.
- **Implement general roadway improvements.** Several corridors exhibit sub-standard or inconsistent roadway characteristics, resulting in traffic congestion, flooding, traffic safety, accessibility, and conflicts between travel modes. Engineering studies are necessary to implement general roadway improvements in the priority corridors.





A sample Pace bus station with a variety of features


Photo Source: Pace

Figure 4.2 Priority Corridors (A through H)



## Priority Corridor A - Golf Road

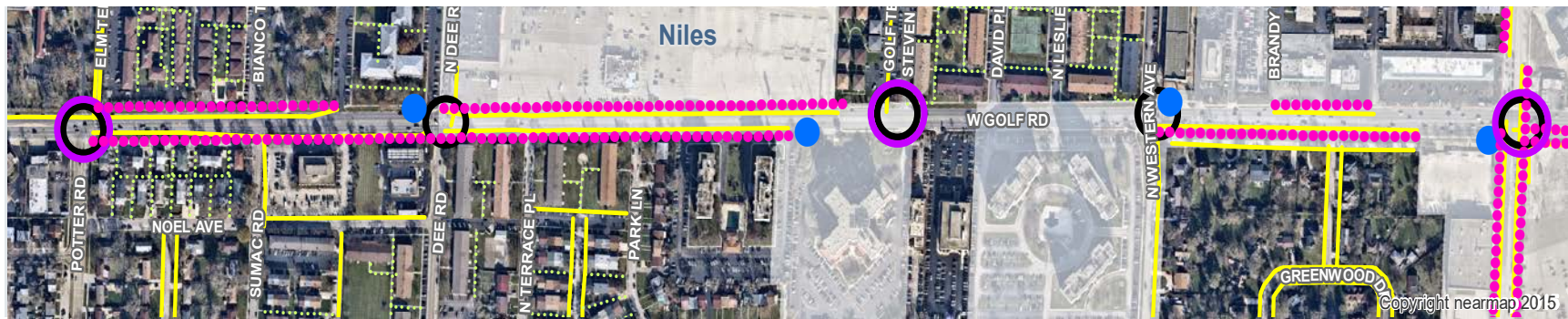
- 
**Install sidewalk.**  
 Adequate right-of-way appears to exist for sidewalks to be installed along the length of the Golf Road corridor between Potter Road and Greenwood Avenue. Missing segments between existing signals should be prioritized for sidewalk installation so as to provide an uninterrupted pedestrian way along at least one side of Golf Road.
- 
**Increase or improve crossing opportunities.**  
 Marked crosswalks, advance stop bars, and other treatments should be installed at these signalized intersections.

- 
**Improve bus stops.**  
 Many Pace bus stops in the corridor consist of nothing more than a bus stop sign on a pole. At minimum, bus stops should have a paved landing as well as an accessible pedestrian route to reach or depart from the stop. Because this corridor is part of a high-ridership route, stops should include shelters. Additional amenities to consider include seating, lighting, real-time service information, heating, and adjacent bicycle parking.

### Existing Signalized Intersections

 Existing Pedestrian Path

 Missing Sidewalk



#### Priority Corridor Extent:

Roughly from Potter Road (west) to Greenwood Avenue (east)

**Distance:** About 1 mile

**Jurisdiction:** IDOT

**Functional classification:** Other principal arterial

**AADT:** 36,300 vehicles per day

**Other Notes:** Golf Road, from Evanston to Elgin, is currently designated as a medium-term Arterial Rapid Transit (ART) corridor by Pace Suburban Bus<sup>2</sup>. Much of this segment is incorporated into the Village of Niles, on both sides of the right-of-way.

Bus Stop Image Source: CTA

This CTA bus stop has a paved landing, shelter, seating, route map, and real-time arrival information



## Priority Corridor B – Church Street

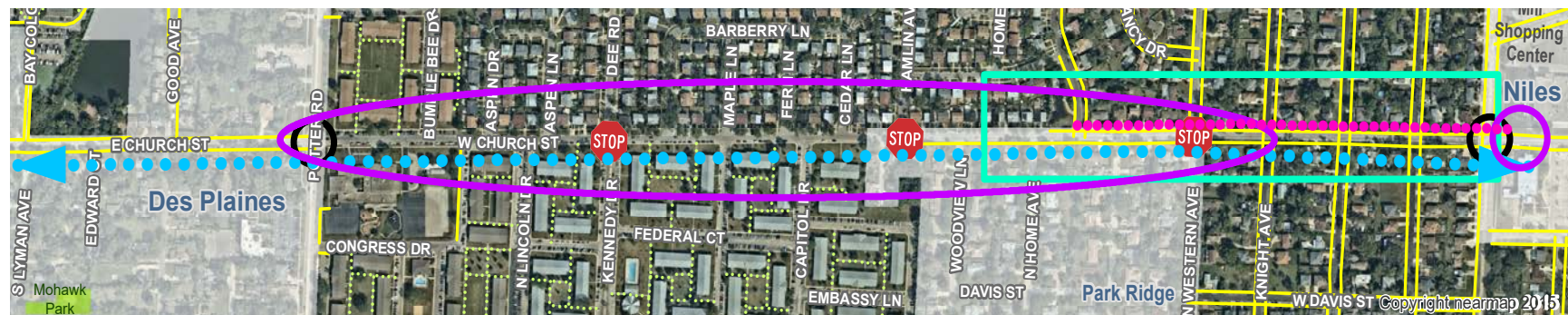
**Install sidewalk.**  
Sidewalks are currently missing, on one or both sides. The north side of the street appears to have more room for sidewalk than the south side. Converting current travel lane space to sidewalk and parkway space should be considered, as this would require less grading and may be easier to implement.

**Develop on-street bikeway.**  
The Church Street corridor should be considered for a bikeway that would connect to the Beckwith Rd. bikeway in Morton Grove and to the Ballard Rd. bikeway and under I-294 to the Des Plaines River Trail in Des Plaines. Within Maine-Northfield this bikeway would likely consist of a shared-lane markings and signage (“Bikes May Use Full Lane”) due to limited right-of-way width. Preliminary engineering is needed to determine the design details of the bikeway.

**Enhance pedestrian-scale lighting.**  
The corridor currently lacks lighting in some segments. Additional overhead lighting to aid both motorists and pedestrians should be considered to improve real and perceived safety.

**Increase and improve crossing opportunities.**  
Throughout the corridor, marked crossings at both uncontrolled and stop-controlled intersections are absent. The corridor should be comprehensively studied to determine locations for designated and marked crossings. High-visibility crosswalks, in-street “stop for pedestrians in crosswalk” signs, stop signs, warning signs, and other treatments should be considered along the corridor at these locations. The signalized intersection at Greenwood should include ladder-style crosswalks; Americans with Disabilities Act (ADA)-compliance improvements such as ramps, landing areas, tactile domes, and accessible pedestrian countdown signals on all four legs. In addition, reducing turning radii at the corners should be studied to slow turning vehicles and reduce pedestrian crossing distances.

-  Existing Stop Sign
-  Existing Signalized Intersections
-  Existing Pedestrian Path
-  Missing Sidewalk



**Priority Corridor Extent:**  
Roughly from Bay Colony Drive (west) to Greenwood Avenue (east)  
**Distance:** About 1.25 miles

**Jurisdiction:** Maine Township Highway Department or City of Park Ridge, depending on segment.  
**Functional classification:** Local road

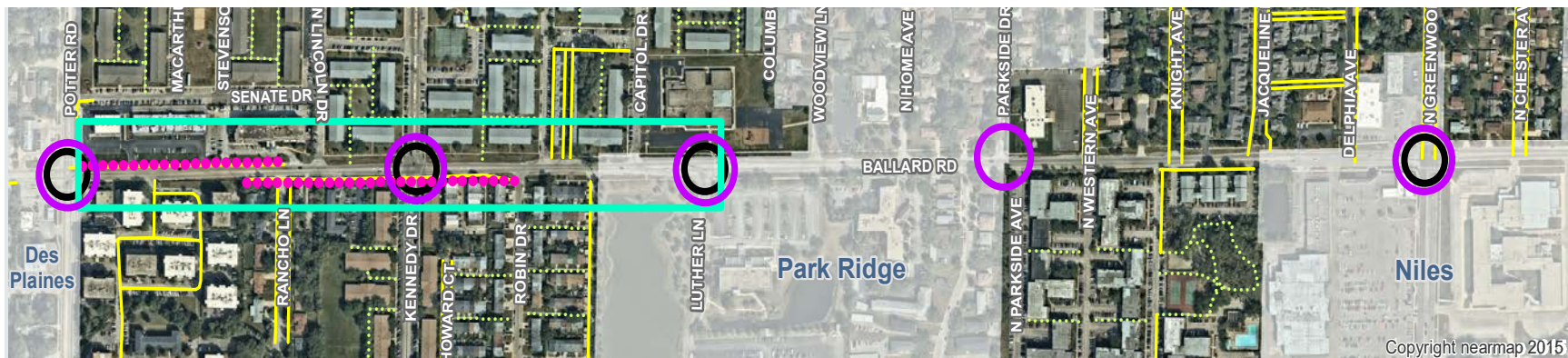
## Priority Corridor C – Ballard Road

**Install sidewalk.**  
 Sidewalks are currently missing on the south side of the road between Ranch Lane and Robin Drive, and on the north side between Potter Road and Lincoln Drive. Aligning with the recommendation in Chapter 2: Land Use and Development to enhance access to the Potter-Ballard commercial area, new sidewalk is proposed here.

**Enhance pedestrian-scale lighting.**  
 The corridor currently lacks lighting in some segments. Pedestrian-oriented lighting at designated or anticipated crossing locations should be considered to improve real and perceived safety. The proximity of densely populated multifamily housing, elementary and junior high schools, and medical offices indicates the presence of pedestrians who may be especially vulnerable to crashes and underscores the need for safe, well-illuminated crossings.

**Increase and improve crossing opportunities.**  
 No signalized intersections exist between Luther Lane and Greenwood Avenue, a distance of more than a half-mile, or more than 10 minutes' walk for an able-bodied person. An uncontrolled marked crossing currently exists at Parkside Drive. However, heading east, no other marked crossings exist until Greenwood Avenue. The County and Township, in collaboration with IDOT, the Village of Niles, and the City of Park Ridge, should improve the frequency and safety of crossing locations along Ballard Road. For the area east of Parkside, additional crossings should be considered at non-signalized intersections and at mid-block locations. Because of the lack of signal, in-street “stop for pedestrians in crosswalk” signs, a pedestrian refuge island, or hybrid flashing beacon should be considered.

**Existing Signalized Intersections**      **Missing Sidewalk**  
**Existing Pedestrian Path**



**Priority Corridor Extent:** Roughly from Potter Road (west) to Greenwood Avenue (east)  
**Distance:** About 1 mile  
**Jurisdiction:** IDOT

**Functional classification:** Major Collector  
**AADT:** ,800-5,100 vehicles per day  
**Other Notes:** Segments of this corridor are located in the City of Des Plaines, the Village of Park Ridge, and the Village of Niles.






## Priority Corridor D – Central Road

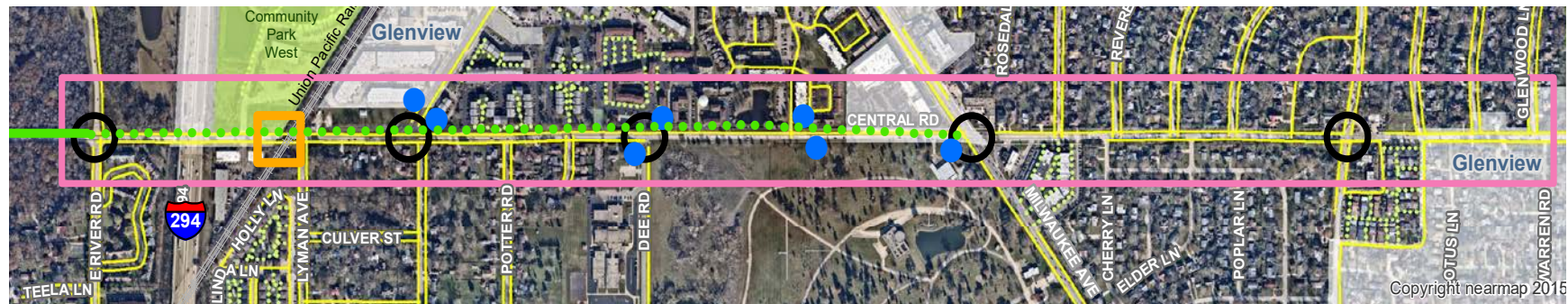
**Implement general roadway improvements.**  
 IDOT recently initiated preliminary engineering and environmental studies to improve Central Road from U.S. Route 45 (Des Plaines River Road in Des Plaines) to Glenwood Lane in Glenview. The proposed scope of work focuses on drainage and safety needs. The County and Township should work with IDOT to ensure that improvements serve access and safety needs of all users, including pedestrians, cyclists, and transit users.

**Install sidewalk or multiuse path.**  
 In 2016, west of East River Road the City of Des Plaines worked with IDOT and the Forest Preserve District of Cook County (FPCC) to install wide paved shoulders to serve as designated bikeways. Extending a bikeway into and through Maine-Northfield would build upon this bikeway segment, serving the broader regional goal of an east-west connection between the Des Plaines River Trail and the North Branch River Trail. The County should work with IDOT and other stakeholders to extend this bikeway east on Central Road across the study area. While additional engineering studies are needed to determine the type and form of this bikeway, both a sidepath and an on-street bikeway should be considered.

**Seek opportunity to widen railroad viaduct**  
 Currently, the bridge carrying the Union Pacific (UP) rail line over Central Road creates a pinch-point that narrows the two-lane roadway to such a degree that adding sidewalks or a multiuse path is not feasible. The County and Townships should work with IDOT and the railroad to plan to reconstruct and widen this viaduct when capital funds become available.

**Improve bus stops.**  
 Bus stops on Central Road typically consist of nothing more than a bus stop sign on a pole. At a minimum, bus stops should have a paved landing as well as an accessible pedestrian route to reach or depart from the stop. High ridership stops should include a bus shelter. Additional amenities to consider include seating, lighting, real-time service information, heating, and adjacent bicycle parking.

-  Existing Signalized Intersections
-  Existing Pedestrian Path
-  Missing Sidewalk
-  Existing Bikeway
-  Rail Line



**Priority Corridor Extent:** Roughly from the Forest Preserve (west) to Glenwood Lane (east)  
**Distance:** About 1.5 miles

**Jurisdiction:** IDOT  
**Functional classification:** Minor arterial (west of Milwaukee) and major collector (east of Milwaukee)

## Priority Corridor E – Milwaukee Avenue

**Install sidewalk.**  
 Sidewalks are currently missing on the south side of Milwaukee Avenue along the majority of the corridor. Sidewalks are mostly absent except for isolated segments on the north side of Milwaukee Avenue between Central Road and Greenwood Avenue and in a short stretch north of Central. Sidewalks are needed because this is a high-ridership bus route with frequent stops, and there are concentrations of multifamily residential and commercial, both of which should be accessible on foot.

**Improve bus stops.**  
 Bus stops along Milwaukee Avenue north of Greenwood range from basic shelters, to benches beside a sign pole, to sign poles alone, connected to a sidewalk or, in some cases, simply placed in the grass or dirt. At a minimum, bus stops should have a level, paved landing and an accessible pedestrian route to reach or depart from the stop. Because this corridor is part of a high-ridership route, stops should include shelters. Seating, lighting, real-time service information, heating, and adjacent bicycle parking should be considered.

**Increase crossing opportunities.**  
 Only one signalized intersection, at Central Road, exists between Dearlove Road and Greenwood Avenue. The spacing between designated crossings in this corridor is, therefore, more than half a mile. South of Central Road, the presence of Ridgewood Memorial Park Cemetery on the west side of Milwaukee may reduce the need for additional crossings. To the north, however, between Central Road and Dearlove – a distance of approximately .58 miles – the adjacent cluster of multifamily housing suggests the need for at least one additional, safe crossing. According to IDOT 2015 Crash Data, pedestrians suffered severe injuries in auto-ped crashes at the Central and Milwaukee intersection as well as between intersections near the Michael Todd Terrace Apartments. Encouraged by the local agencies, IDOT should study the need and best design for an additional crossing. While a signal is preferred, additional consideration should be given to a protected mid-block crossing, including potential use of a landscape median.

**Existing Signalized Intersections** — **Missing Sidewalk**  
**Existing Pedestrian Path**



**Priority Corridor Extent:** Roughly from Dearlove Road (north and west) to Greenwood Avenue (south and east)  
**Distance:** About 1.36 miles  
**Jurisdiction:** IDOT

**Functional classification:** Other principal arterial  
**AADT:** ,23,600-27,000 vehicles per day  
**Other Notes:** From to IL-22 (Half Day Road) to Golf Mill Mall, Milwaukee Avenue is currently designated by Pace as a medium-term Arterial Rapid Transit (ART) corridor

## Priority Corridor F – Milwaukee Avenue/Sanders Road

### Install sidewalk.

Approximately two thirds of this corridor area lacks sidewalks on one or both sides despite being near bus routes, multifamily housing, and commercial businesses. Pedestrians occasionally walking in the gutter pan of the roadway because there is no sidewalk.

### Improve bus stops.

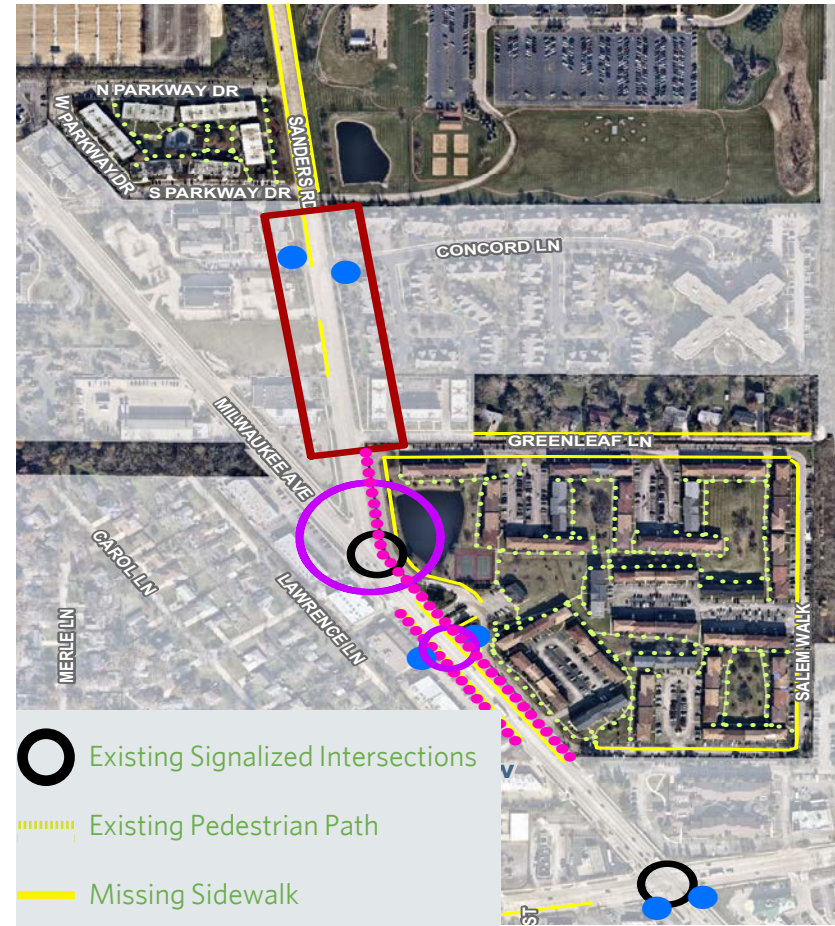
Existing Pace bus stops along Milwaukee Avenue and Sanders Road within and near the project area appear to consist of signpole stops only. Some are accessible via a sidewalk, while others are simply placed in unimproved areas along the roadside. At a minimum, bus stops should provide a paved landing and an accessible pedestrian route to/from the stop. Because this is high-ridership route, stops should include shelters. Seating, lighting, real-time service information, heating, and adjacent bicycle parking should be considered.

### Improve and increase crossing opportunities.

Besides the intersection of Milwaukee Avenue and Lake Avenue, the only signalized intersection in the corridor is Milwaukee Avenue and Sanders Road. No marked crossings exist at this intersection. In addition, pedestrians regularly cross between Salem Walk and Greenleaf Manor, and commercial uses on the west side of Sanders and Milwaukee Roads. IDOT and local agencies should study the best design for an additional crossing near the Milwaukee entrance to Salem Walk and the bus stops. This mid-block crossing would likely need a new device (consider a flashing beacon with a pedestrian refuge island). An overpass should also be considered.

### Manage speed.

Nearby residents shared that travel speeds for vehicles turning onto and traveling on Sanders Road were often higher than the posted 40 miles per hour. Speed management measures – including enforcement and educational activities, as well as narrowing turning radii or reducing lane widths should be considered to reduce speeds.



**Priority Corridor Extent:** Roughly from Parkway Drive (north) to Lake Avenue (south)

**Distance:** About 0.56 miles

**Jurisdiction:** IDOT (Milwaukee Avenue) and County (Sanders Road)

**Functional classification:** Other principal arterial (Milwaukee Avenue) and minor arterial (Sanders Road)

**AADT:** 12,700-25,900 vehicles per day

**Other Notes:** The segment along Milwaukee Avenue is part of the Pace Arterial Rapid Transit (ART) Milwaukee Avenue North Extension corridor, designated as medium-term<sup>2</sup>.

## Priority Corridor G – Dee Road/Kennedy Drive

### Develop on-street bikeway.

The bikeway would connect to the proposed Church Street bikeway, which connects to the Des Plaines River Trail and the City of Des Plaines. This bikeway may consist of signed bike routes, marked shared lanes, bike lanes, and/or other facility types and treatments. Preliminary engineering is needed to determine facility types and design details.

### Improve bus stops.

Existing bus stops on Dee Road include a few bus shelters, bus stop signs on a pole, and even unmarked stops. At a minimum, bus stops should have a paved landing as well as an accessible pedestrian route to/from the stop. The 240 bus has moderate ridership and connects to several schools and transit stations. Near major corners such as Dee Road and Golf Road, close to schools, or directly in the middle of Park Ridge Commons apartments, stops should include shelters because these locations are near key destinations or land uses that support high bus ridership. Additional amenities to consider include seating, lighting, real-time service information, heating, and adjacent bicycle parking.

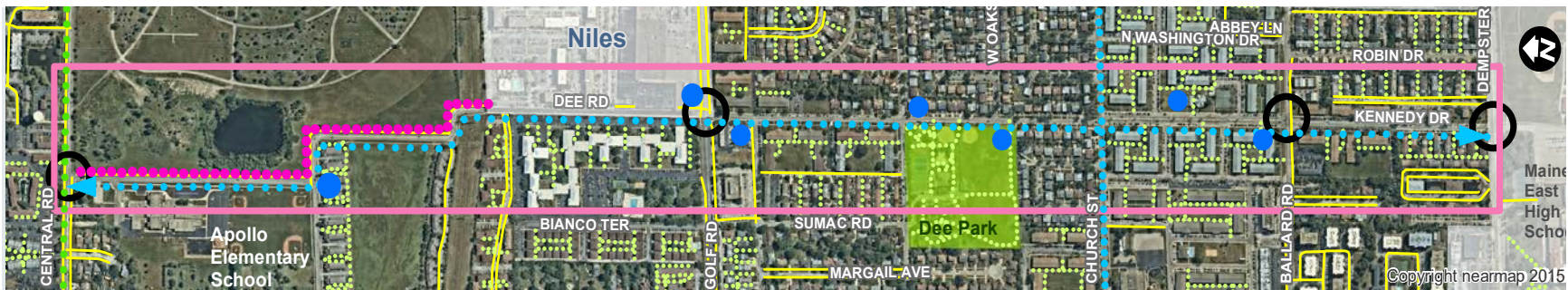
### Install sidewalk.

Sidewalks are currently missing on the east side of Dee Rd. along Ridgewood Memorial Park Cemetery. The County and Township should work to ensure that sidewalks are included as part of any redevelopment of this land.

### Implement general roadway improvements.

Dee Road currently varies significantly in jurisdiction, character, geometry and on-street parking configurations and regulations. The County and Township should work with the Village of Niles and Park Ridge Commons to ensure that general road improvements serve access and safety needs of all users, including pedestrians, cyclists, and (where applicable) transit users. Because of deteriorated pavement condition north of Golf Road – Gewalt Hamilton and Associates rated it as “fair-to-poor” in a 2017 pavement conditions assessment explained in Appendix A: Subarea Benefit-Cost Analysis – the segment between Brockton Lane and Central Road should be reconstructed.

-  Existing Signalized Intersections
-  Missing Sidewalk
-  Proposed Sidewalk/Multiuse Path
-  Existing Pedestrian Path (Central Rd Corridor)



**Priority Corridor Extent:** Roughly from Central Road (north) to Dempster Street (south).





**Distance:** About 1.88 miles

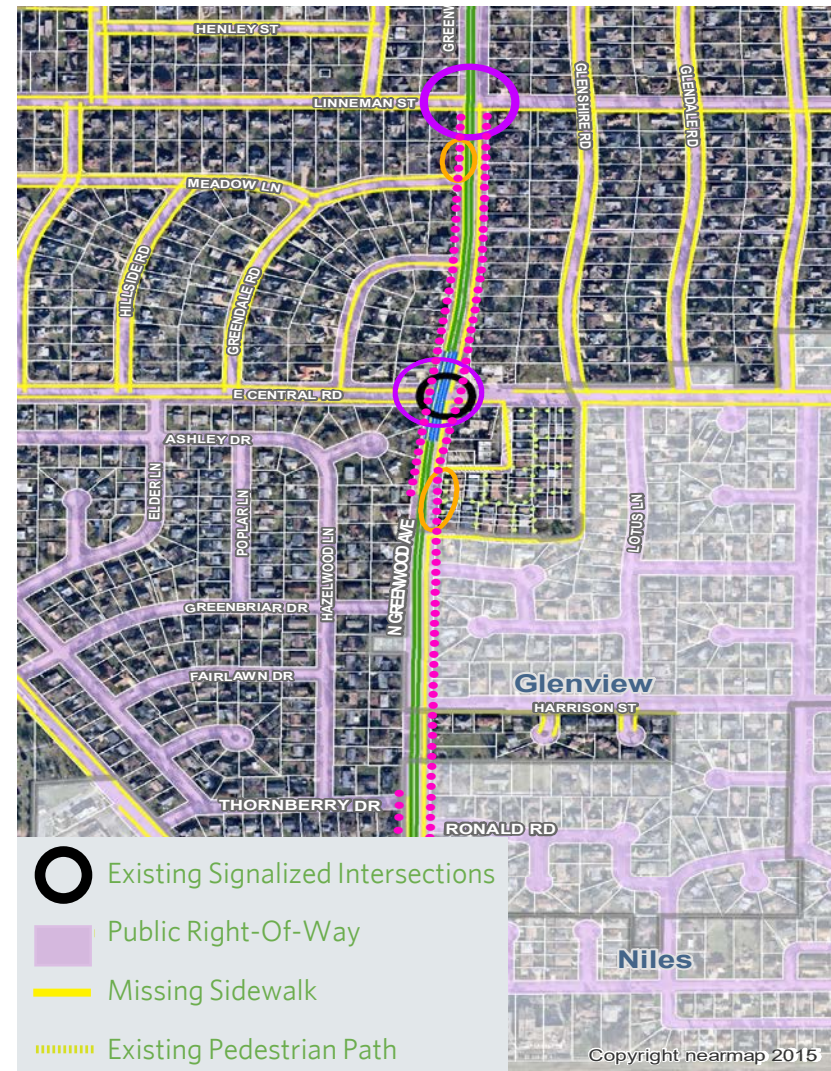
**Functional classification:** Local road

**Jurisdiction:** Maine Township Highway District; Village of Niles (between Brockton Lane and Golf Road); privately maintained but open to public (Park Ridge Commons)

**AADT:** 1,500-6,200 vehicles per day

## Priority Corridor H – Greenwood Road/Avenue

-  **Install sidewalk.**  
Sidewalks are lacking in many places within the corridor and, where present, are of substandard width and in poor condition due to lack of maintenance. Approximately two thirds of this corridor area lacks sidewalks on one or both sides, including intersections with Central Road and Linneman Street.
-  **Improve and increase crossing opportunities.**  
Besides the intersection of Milwaukee Avenue, the only signalized intersection in the corridor is Greenwood Avenue and Central Road. The intersection lacks sidewalks and other accessibility components. IDOT and local agencies should work together to implement intersection improvements aimed at better accommodating and increasing safety for pedestrians and bicyclists, as well as motorists. Additional crossing should be considered at the non-signalized intersection of Greenwood Road and Linneman Street.
-  **Consider reconstructing/widening of two lane segment to be consistent with adjacent segments of Greenwood Road.**  
Greenview Road constitutes a significant bottleneck (especially at peak travel times), narrowing from five-lanes (4 through-lanes and a two-way center turn lane) with curb-and-gutter construction, to an undivided two-lane road with a rural cross-section between Glenview Road and Maynard Road.
-  **Address/relocate parking currently located in or adjacent to the public right-of-way.**  
At some locations along the corridor, unofficial non-conforming front-in angled parking occurs along unpaved roadway shoulders, which can add delay and congestion along the corridor, as well as raising safety concerns.



**Priority Corridor Extent:** Roughly from Glenview Rd (north) to Ronald Rd (south)  
**Distance:** About 0.85 miles  
**Jurisdiction:** IDOT (between Golf Rd and Glenview Rd)  
**Functional classification:** Arterial (between Central Rd and Ballard Rd) and collector (between Glenview Rd and Central Rd)  
**AADT:** 12,700-13,400 vehicles per day  
**Other Notes:** Greenwood Road/Avenue is the only major north-south road between Harlem Ave and River Road directly connecting Devon Ave in Chicago and E Lake Avenue in Glenview.

# Implementation

<i>Short Term (1-4 years)</i>			
<b>Strategy</b>	<b>Partners</b>	<b>First Steps</b>	<b>Resource and Funding Options</b>
Establish a working relationship with the Northwest Municipal Conference.	<p><i>Lead:</i> Maine and Northfield Township road districts, transportation subcommittee of the Community Council (once formed)</p> <p><i>Support:</i> Neighboring municipalities (Des Plaines, Glenview, Niles, Morton Grove, Park Ridge)</p>	Contact NWMC staff to discuss Conference and Council of Mayors rules, by-laws, and policies. Review Northwest and North Shore Councils' STP Guidebooks. Initiate discussion with municipalities about opportunities for partnering on STP applications.	Staff / committee volunteer time
Establish a transportation subcommittee of the Community Council.	<p><i>Lead:</i> Maine-Northfield Community Council (once formed)</p> <p><i>Support:</i> The Township Road District, together with county, state, and local transportation and road agencies</p>	Form the Community Council, then determine interest and/or knowledge relating to transportation issues among Council members, who will in turn form the Transportation Subcommittee.	Volunteers / committee members time
Improve key bus stops.	<p><i>Lead:</i> Pace, working with Community Council Transportation Subcommittee</p> <p><i>Support:</i> Roadway agencies (IDOT, County DOT, Township Road Districts), Businesses and business</p>	Community Council members and other study area stakeholders should familiarize themselves with Pace "Transit Supportive Guidelines" ( <a href="https://pacebus.com/guidelines/index.asp">https://pacebus.com/guidelines/index.asp</a> ), including the complimentary technical assistance program, "Design Review Assistance for Transit (DRAFT)" -- <a href="https://pacebus.com/guidelines/draft.asp">https://pacebus.com/guidelines/draft.asp</a> -- Pace's "Shelter Program" -- <a href="http://www.pacebus.com/sub/vision2020/shelters.asp">http://www.pacebus.com/sub/vision2020/shelters.asp</a> -- and other passenger amenity opportunities and programs ( <a href="http://www.pacebus.com/sub/vision2020/passenger_amenities.asp">http://www.pacebus.com/sub/vision2020/passenger_amenities.asp</a> ).	Pace capital improvements program; Township road improvement funds; State and County DOT multiyear program funds; external grants supporting non-motorized transportation and transit: Invest in Cook, ITEP, SRTS, STP (municipal sponsor needed), HSIP, CMAQ, ATI (transit)
Increase/improve crosswalk and mid-block crossing opportunities.	<p><i>Lead:</i> Roadway agency with jurisdiction, working with Community Council Transportation Subcommittee</p> <p><i>Support:</i> Potentially, IDOT and other roadway agencies; businesses and business organizations; community/homeowners associations and organizations; developers; property owners</p>	Create and task Community Council Transportation Subcommittee (see above) to reach out to and work with appropriate transportation agencies to identify opportunities to create and improve crossings along priority corridors identified in the plan.	Township road improvement funds; State and County DOT multiyear program funds; external grants supporting non-motorized transportation and transit: Invest in Cook, ITEP, SRTS, STP (municipal sponsor needed), HSIP, CMAQ ("Access to Transit" and intersection improvement projects), ATI (transit)
Continue to pursue funding and implementation of the Central Road project.	<p><i>Lead:</i> Cook County</p> <p><i>Support:</i> Maine Township Highway Department and Northfield Township Road District</p>	The County should continue to encourage MWRD and IDOT to come into agreement on a feasible project and identify funding. Maine Township Highway Department and Northfield Township Road District should continue to work with Cook County Department of Transportation and Highways (CCDOH) and IDOT to ensure circulation during storm events.	Community Development Block Grant Disaster Recovery (CDBG-DR) fund

Mid-to-Long Term  
(5-10 years)

Strategy	Partners	First Steps	Resource and Funding Options
Install sidewalks.	<p><i>Lead:</i> Roadway agency with jurisdiction, working with Community Council Transportation Subcommittee</p> <p><i>Support:</i> Potentially, IDOT and other roadway agencies; businesses and business organizations; community/homeowners associations and organizations; developers; property owners</p>	<p>Create and task the Community Council Transportation Subcommittee (see above) to work with appropriate transportation agencies and other stakeholders (property owners, residents and homeowners associations, business associations) to identify opportunities to install sidewalks along priority corridors.</p>	<p>Township road improvement funds; State and County DOT multiyear program funds; external grants supporting non-motorized transportation and transit: Invest in Cook, ITEP, SRTS, STP (municipal sponsor needed), HSIP, CMAQ ("Access to Transit" projects), ATI (transit)</p>
Develop on- or off-street bikeway.	<p><i>Lead:</i> Roadway agency with jurisdiction, working with Community Council Transportation Subcommittee</p> <p><i>Support:</i> Potentially, IDOT and other roadway agencies; transportation committee of Community Council, NWMC, bicycling groups, neighboring municipalities</p>	<p>Create and task the Community Council Transportation Subcommittee (see above) with reaching out to and working with appropriate transportation agencies to identify opportunities (road reconstruction, resurfacing, funding sources, etc.) for engineering and installing bikeways along proposed bikeway corridors.</p> <p>Transportation subcommittee should also develop materials and programs aimed at educating and encouraging residents to better understand the benefits of bicycling and ways for improving the safety and viability of cycling.</p>	<p>Township road improvement funds; external grants supporting non-motorized transportation and transit: Invest in Cook, ITEP, SRTS, TAP, STP (municipal sponsor needed), HSIP, CMAQ, PeopleforBikes, Community Grants, NHTSA/IDOT (405) safety grants</p>
Implement speed-management or traffic calming treatments.	<p><i>Lead:</i> Roadway agency with jurisdiction, working with Community Council Transportation Subcommittee</p> <p><i>Support:</i> Potentially, IDOT and other roadway agencies; transportation committee of Community Council; police and county sheriff, state police; neighborhood groups</p>	<p>Create and task the Community Council Transportation Subcommittee (see above) with reaching out to and working with appropriate transportation agencies and stakeholders to identify opportunities for potential geometric treatments, as well as enforcement and encouragement activities, to help reduce speeding and unsafe driving within and near the study area. Complimentary educational programs on safe walking and bicycling could also be incorporated (see above).</p> <p>Partnering with sheriff and other traffic enforcement entities should also be considered.</p>	<p>Township road improvement funds; external grants supporting traffic safety and non-motorized transportation: Invest in Cook, ITEP, STP (municipal sponsor needed), CMAQ, (all for infrastructure projects); HSIP, SRTS, NHTSA/IDOT Safety Grants (for infrastructure and non-infrastructure projects)</p>
Install enhanced, pedestrian-scale lighting.	<p><i>Lead:</i> Roadway agency with jurisdiction, working with Community Council Transportation Subcommittee</p> <p><i>Support:</i> Potentially, IDOT and other roadway agencies; residents, property owners, neighborhood groups</p>	<p>Create and task the Community Council Transportation Subcommittee (see above) with reaching out to and working with appropriate transportation agency/agencies (and stakeholders) to collaborate on engineering and installing roadway lighting along corridors identified in the plan as in need of greater illumination.</p>	<p>Township road improvement funds; State and County DOT multiyear program funds; external grants supporting non-motorized transportation and transit: Invest in Cook, ITEP, SRTS, STP (municipal sponsor needed), HSIP, CMAQ</p>

# Endnotes

- 
1. AAA Foundation for Traffic Safety. Impact Speed and a Pedestrian's Risk of Severe Injury or Death, <http://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>
  2. Pace. Pulse Network: the Long-Term Vision, [pulse.pacebus.com/index.php/pulse-network-the-long-term-vision](https://pulse.pacebus.com/index.php/pulse-network-the-long-term-vision)

# Chapter 5 Housing



Housing in Maine-Northfield will remain stable, safe, and affordable for residents with a wide range of incomes in all stages of life. In multifamily complexes, units will be upgraded and redesigned, along with better drainage systems. Residents in townhome neighborhoods will embrace collective investment and organization, which will raise property values and make neighborhoods more resilient against future threats.

## Existing Conditions Summary

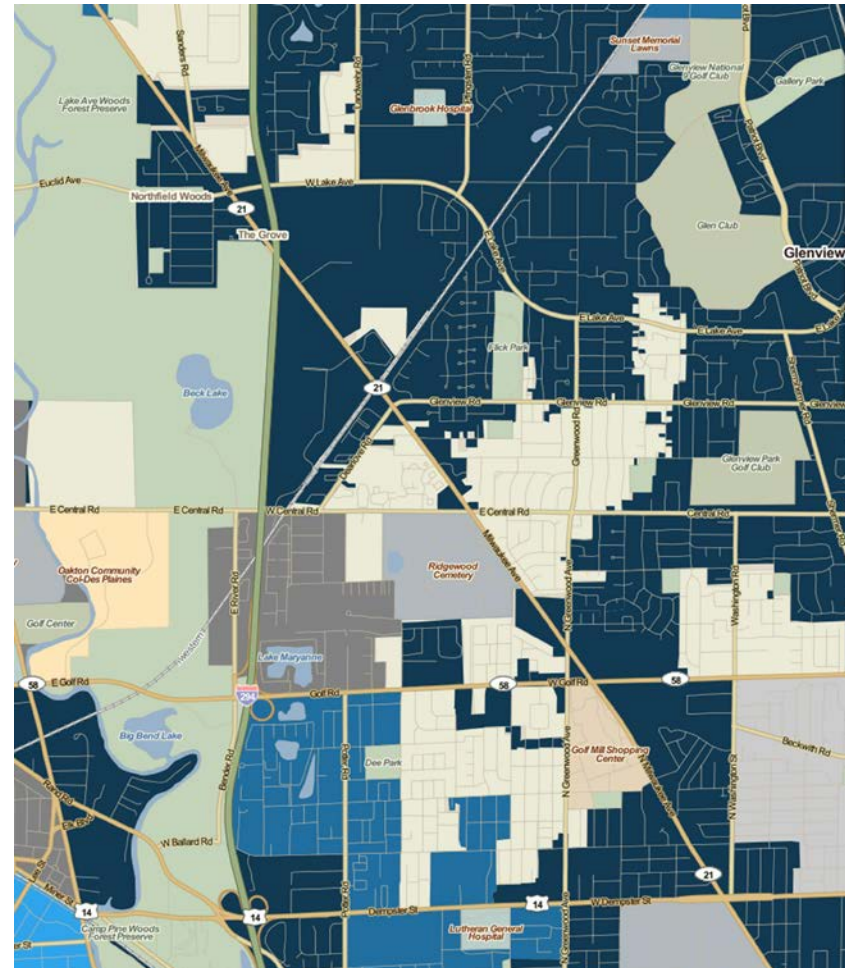
- **Maine-Northfield has a variety of housing options which accommodates a diversity in age and income.** Relative to the County and region, Maine-Northfield has a high proportion of single-family attached homes, or townhomes, (14.3 percent in Maine-Northfield; 5.3 percent in Cook County; 7.6 percent in the region) and multifamily homes in buildings with five or more units (60.8 percent in Maine-Northfield; 32.9 percent in Cook County; 26.4 percent in the region). The median age of residents in the study area is 39.1, which is older than the County (35.7) and the region as a whole (36.2).
- **Much of Maine-Northfield's housing is considered naturally occurring affordable housing according to regional standards.** Approximately 62 percent of Maine-Northfield's rental units and 42 percent of units with mortgages are affordable to a family of four. Many residents regard this affordability as an asset, particularly as school district boundaries allow Maine-Northfield households to go to schools in adjacent municipalities that are generally less affordable.
- **The housing stock in Maine-Northfield is aging.** Fifty-five percent of Maine-Northfield's housing stock was built prior to 1970, which means that key structural elements have likely been repaired or replaced at least once.
- **Homeowners associations play important roles in many neighborhoods, but are absent in areas dominated by townhomes.** More than half of Maine-Northfield homes are owner-occupied (56 percent), but most units (77 percent) are in townhomes or multifamily structures. There are 32 housing developments with associations, and some of these developments are large enough that multiple associations with different boards and bylaws exist within them.

# Establish a multifamily complex initiative to enhance, renovate, or redevelop properties

Reinvestment in multifamily complexes is integral to addressing two key issues: housing conditions and urban flooding. Affordable housing funds could facilitate improvement projects in the near term to improve conditions and aesthetics, and would make operation of these housing complexes viable in the long term. Multifamily complexes built on large footprints are contributors to stormwater runoff. Several Maine-Northfield complexes are likely to attract public funds for reinvestment through affordable housing rehabilitation and redevelopment programs.

The Illinois Housing Development Authority (IHDA), which determines how Low-Income Housing Tax Credits (LITHC) are used in Illinois, uses “opportunity area” (OA) designations to decide how to score applications for funding. Though most of Maine-Northfield is not directly mapped as a 2018 OA, all of its land is within a half-mile of an OA, so potential project applicants could apply based on IHDA’s proximate opportunity area criteria (i.e. access to employment, strong schools shared with nearby opportunity areas, and other factors). Because many rental units are already affordable by regional standards, the required unit set-asides would likely not alter existing neighborhood or complex character. In fact, upgraded appearance and conditions would likely produce a net community benefit. OAs are remapped every year, but it is likely the Des Plaines, Glenview, Niles, and Park Ridge OA status will be unchanged.

Figure 5.1. IHDA Opportunity Areas in Maine-Northfield area



Note: The shaded blue census tracts indicate opportunity areas from 2015 through 2018.

Source: IHDA.

## Encourage Rehabilitation and Redevelopment

By directing affordable housing resources and developer interest to Maine-Northfield, complexes can be improved through rehabilitation and redevelopment deals. In a rehabilitation deal, the principal structures of a complex, such as roofs, foundations, and walls, are not altered, but units are renovated. Occasionally units are split or combined, if that action makes the complex more desirable. Redevelopment deals involve the demolition and rebuilding of all or part of a complex, which means not only new units but also new common areas, amenities, and grounds. Both types of projects should be options in Maine-Northfield.

## Integrate Stormwater Management Improvements

The complexes identified as stormwater management opportunities (Table 5.1 and Figure 5.2) could have on-site stormwater infrastructure built at the same time as enhancement projects. Redevelopment deals are likely to trigger the Watershed Management Ordinance (WMO), which would automatically require a drainage retrofit of the site. The WMO threshold is triggered when parcels involved in the project sum to more than a half-acre. Although the WMO would not be triggered through rehabilitation deals, the County and other partners in the initiative may encourage investors to put forth stormwater projects as part of their proposals. A permeable parking lot or landscaping project would improve the aesthetics and contribute toward a higher rental price for the market-rate tenants, thus improving the owners' revenue. Therefore, in these rehabilitation-project proposals, the County might explore cost-sharing measures such as allocating CDBG or disaster recovery funds toward stormwater improvements. The County could also expand its Unincorporated Cook Infrastructure Improvement Fund (UCIIF) to allow stormwater retrofit projects at multifamily complexes where there is a neighborhood benefit.

**Table 5.1. Multifamily Complexes Studied for Stormwater Projects**

Multifamily Complex Name	Priority Cluster (See Figure 3.1)	Range of Cost Estimates for Detention and Volume Control Projects	
		Low	High
Oak Trails Apartments	F	\$370,000	\$1,110,000
8997 Kennedy Dr.	E	\$500,000	\$1,500,000
9204 Bumblebee Dr.	E	\$560,000	\$1,670,000
Michael Todd Terrace Apartments	A	\$640,000	\$1,950,000
Honeybee Oaks Apartments	E	\$850,000	\$2,570,000
Park Colony Apartments	E	\$1,170,000	\$3,550,000
Regency Condominiums	A	\$1,190,000	\$3,580,000
Ballard Point Condos	D	\$1,470,000	\$4,450,000
Crestwood Condominiums	E	\$2,600,000	\$7,880,000
Park Ridge Commons	D-E	\$3,300,000	\$10,100,000

## Navigate Ownership Structures

Both rehabilitation and redevelopment deals could begin with a sale to new owners or through partnership with current owners who are interested in making the reinvestment themselves. Some complexes have many owners and investors, separate homeowners associations, and multiple property management companies. Where complicated ownership structure exists, a rehabilitation deal is more likely to occur, and it may be best to parse out enhancements so that actions can happen building by building across a complex with many buildings. The following three-step process can implement the initiative:

### Step 1: Conduct an on-the-ground inventory

The County, Townships, and local housing partners should conduct a field inventory to identify where the enhancement program would be most beneficial. The results of this inventory could be combined with County Residential Rental License inspection results to identify complexes that meet three criteria:

- The property or units within the property are in need of repair and reinvestment;
- Unit rents or mortgages already meet regional affordability thresholds;
- Ownership information is available and ownership is easy to communicate with.

Complexes that meet the above criteria and are identified as a stormwater management opportunity should be given priority over other candidates.

### Step 2: Build relationships between private ownership and public or nonprofit entities

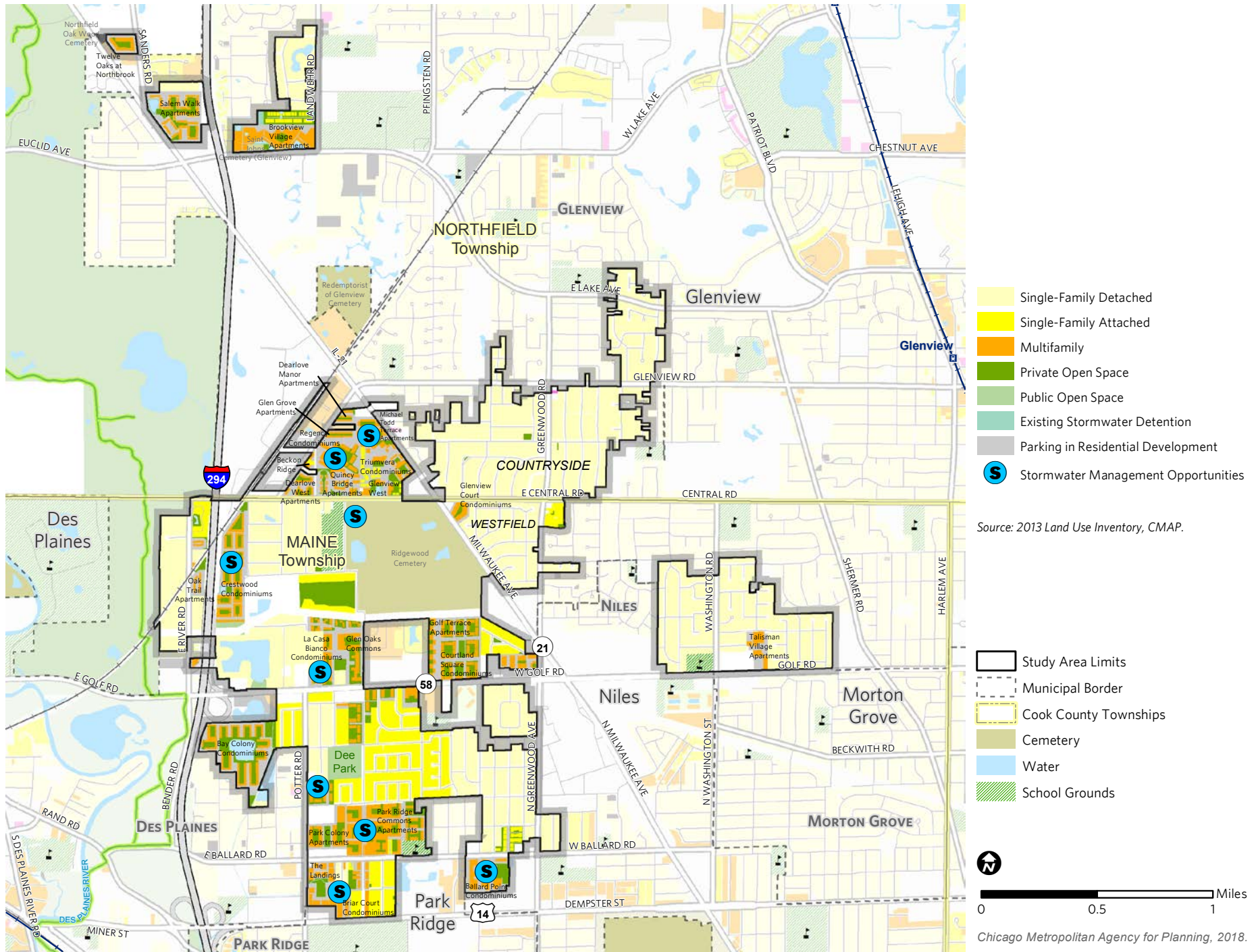
Engaging in ongoing discussions with property owners about potential reinvestment will be necessary to cultivate relationships that do not already exist. In Maine Township, the Code Enforcement Official should be engaged in helping to build these relationships. Predominantly low-to-moderate-income complexes with a high percentage of immigrant families as tenants may have an initial distrust of outside investment. Property owners may feel that the effort undermines their authority on private land. Tenants may view the initiative as an effort to raise rents or displace tenants.

It is important to assuage these uncertainties through informal discussions in non-threatening environments. Contact information from the Residential Rental License program may be used to make initial connections. The Metropolitan Planning Council or Metropolitan Mayors Caucus may be potential partners in fostering relationships with Maine-Northfield multifamily property owners due to their charge to upgrade the quality of housing in the region.

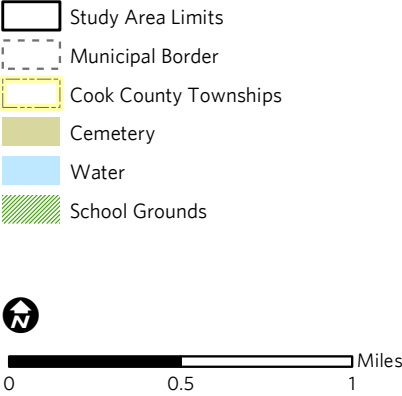
### Step 3: Make deals and initiate projects

After conducting an inventory and building relationship with property owners, the final step in the process is to line up financial partners and resources to support reinvestment. The County should work with developers and investors to initiate rehabilitation and redevelopment deals, such as the Housing Opportunity Development Corporation, Herman and Kittle, the Community Investment Corporation, and the Chicago Community Loan Fund. During this step in the process, the entity that will provide ongoing operations and management should be determined, if different from the developer. During this step in the process, the County can negotiate with the investors and decide how to deploy incentives, such as funding from the CDBG, HOME, or UCIIF programs, or through Class 9 Property Tax incentives. Under the current structure of the UCIIF, a municipality must agree to annex a project area to receive funding.

Figure 5.2. Housing Plan



Source: 2013 Land Use Inventory, CMAP.



Chicago Metropolitan Agency for Planning, 2018.

## Enforce ordinances while providing guidance and assistance

County housing regulations play an important role in ensuring safe and sanitary housing conditions that contribute to local property values. Currently, the County is the sole code enforcer for Northfield Township, but a 1997 state law grants Maine Township the authority to enforce its own property maintenance ordinance, similar to an incorporated municipality. The Maine Township ordinance is designed to address the issues related to vehicle storage, garbage storage, exterior maintenance, accessory buildings, overgrown vegetation, driveways and walkways, and rodent or insect infestations. Northfield Township, however, does not have this authority.

## Embrace a neighborhood services approach to code enforcement

Northfield Township should look to emulate Maine Northfield's approach to providing neighborhood services. The approach places additional emphasis on education and communication with property owners. All code enforcement activities begin with relationship building before moving to citations if necessary. In the near term, the County Building and Zoning department should invite Maine and Northfield Townships to discuss the effectiveness of current code enforcement practices. Establishing and maintaining a dialogue with property owners and residents is an important role of enforcement officials. In Maine-Northfield, such individuals should be multilingual and have a high degree of cross-cultural awareness in order to successfully interact with the diverse population of the area. Code enforcement officials serve as the frontline of local government, and the trust and knowledge they build with the community can be useful in a wide array of community initiatives.

## Educate property owners about the Residential Rental License Ordinance

The Cook County Residential Rental License Ordinance is intended to improve the quality of rental units in unincorporated areas across the County. This Ordinance, which was adopted in 2017, requires all owners of rental units to pay a yearly license fee and to schedule unit inspections at least once every four years. Property owners must submit applications for their initial license and pay for renewals every year, and a new owner must obtain a license within 45 days of the transfer of title. The rollout of this Ordinance requires significant outreach and education to meet its goal of improving the quality of rental units in unincorporated areas. Maine-Northfield will be strongly affected by this policy because 45 percent of housing units in the area are rentals.

The County's Building and Zoning Departments should facilitate the goals of this Ordinance by finding ways to educate property owners, management groups, and homeowners associations about common non-compliance issues. Building and Zoning should consider producing a short pamphlet that explains the ordinance and lists the kinds of issues inspectors will be looking for when examining units. An example is the City of Princeton, Illinois' Property Maintenance Guide<sup>1</sup>. Such a resource should be published online, actively promoted, and be mailed to rental complexes in advance of initial inspections. The guide could also be sent to property owners once they receive their rental license and are added to the rental unit database.

## Encourage maintenance, rehabilitation, and retrofitting of single-family homes

Maine-Northfield continues to be an attractive area for homeowners because of its unique mix of affordable housing options particularly as compared to neighboring municipalities. The median home value in Maine-Northfield is \$182,475, according to 2014 Census estimates, which is significantly lower than Des Plaines (\$236,800), Niles (\$257,100), Morton Grove (\$293,000), Park Ridge (\$388,900), and Glenview (\$469,200). Prices in Maine-Northfield are expected to remain affordable compared to the surrounding municipalities so the biggest challenges to maintaining the attractiveness of housing in the area is the age of the housing stock and the lack of formal affiliations among homeowners who share common walls and roofs.

## Encourage the establishment of homeowners associations to aid maintenance and rehabilitation

The townhome area bounded by Golf Road, Potter Road, Church Street, and Parkside Avenue, as well as a few other areas such as Colonial Ridge (Robin Drive between Ballard and Dempster) contain many blocks of townhomes that are individually owned and managed but physically connected by walls and roofs. Usually homeowners associations (HOAs) are present in neighborhoods of attached single-family housing, but in the Golf-Potter-Church-Parkside area there are no HOAs.

This framework has created uncertainty in regard to the responsibility for maintaining exterior common areas, such as green space, private driveways, and providing snow removal. HOAs could provide a number of benefits to households in this area to maintain the attractiveness of these areas:

- Reserve funds to pay for repairs to roofs, siding, gutters, shared walls, and foundations;
- Rules that govern aesthetic consistency for the color of siding and type of roof materials. Currently, this is very disjointed which may affect property values;
- Resiliency and succession in leadership through HOA bylaws if a key neighborhood figure leaves the community;
- Formal structure that allows neighbors to purchase maintenance equipment (lawn mowers, landscaping equipment, and snowblowers); and
- Formal structure that allows income-qualified HOAs to receive federal assistance, such as the Community Development Block Grants (CDBG) or the Low-Income Home Energy Assistance Program (LIHEAP).

The County should encourage townhome owners to create or join an HOA. The County and Townships, in partnership with legal entities and local non-profits, could initiate an outreach campaign to drive interest in HOAs. The County or Townships might hire an experienced law firm to help setup the organization setup, and draft bylaws.

## Engage an established nonprofit organization to inspire maintenance activities

Before the HOA structure could be implemented, effective community organizing can yield results in inspiring property maintenance. Stakeholders have cited maintenance as an issue and this may be a greater challenge in the future as residents and housing units age. A neighborhood action group could be a cost-effective way to engage the community in small-scale property improvements, neighborhood cleanup, beautification, and other activities that could improve the quality of life for residents. Activities could include service projects for area youth or those wishing to assist low-income neighbors. This neighborhood action group could create a sense of community and enhance local image and identity.

The County could begin this process by looking for an established, mission-driven non-profit organization such as Habitat for Humanity, Housing Opportunities and Maintenance for the Elderly, or Open Communities that specializes in advocacy and neighborhood revitalization in diverse, multilingual, multicultural communities. Partnering with an existing organization would provide assistance while keeping costs and risks low. An alternative approach in the mid- to long-term would be to use the proposed community council described in Chapter 6: Coordination and Capacity.

## Raise awareness about sustainable retrofitting assistance programs

At the August 2017 public visioning workshop, many attendees showed interest in making their properties more energy-efficient. The County should focus on promoting and providing information on programs that aid property owners with retrofits for single-family and multifamily properties. Homeowners' utility costs can create hardships for low- or fixed-income residents, so many programs are targeted toward low-to-median income households and seniors.

Weatherization and energy-efficiency retrofits, such as air sealing, attic insulation, and furnace repair or replacement, have the potential to reduce utility costs for homeowners. Green infrastructure retrofits can also save property owners on utility costs, while also preventing flooding and flood damage to properties. The Townships should partner with a the neighborhood coordinating council described in Chapter 6: Coordination and Capacity, to promote and inform residents of existing retrofitting assistance programs. Table 5.2 provides a summary of retrofitting assistance programs.

**Table 5.2. Retrofitting Assistance Programs**

Program	Source	Intent & Eligibility	County Role
Cook County Community Development Block Grants (CDBG)	Federal (HUD) and Cook County	Affordable housing development and preservation; infrastructure improvement for income-qualified areas	Consider using future CDBG awards to pilot a residential rehabilitation matching grant program.
Illinois Home Weatherization Assistance Program (IHWAP)	Nonprofit (CEDA) and State of Illinois	Helps income-eligible property owners with home weatherization to improve energy efficiency.	Connect residents with resources; invite CEDA to host workshops.
Low-Income Home Energy Assistance Program (LIHEAP)	Nonprofit (CEDA) and State of Illinois	Helps income-eligible property owners with home heating and cooling energy costs. Assists with Emergency Furnace Repair.	Connect residents with resources; invite CEDA to host workshops and events.
RainReady Home	Center for Neighborhood Technology	Provides guidance and support to property owners, and connects them with qualified contractors.	Start a Rain Ready Home program for the community

# Implementation

<i>Short Term (1-4 years)</i>			
<b>Strategy</b>	<b>Partners</b>	<b>First Steps</b>	<b>Resource and Funding Options</b>
Conduct an inventory of multifamily complexes.	<i>Lead:</i> County Building and Zoning  <i>Support:</i> MPC, Maine Township Code Enforcement	Collect data on multifamily complexes.	County Residential Rental License inspection program; staff time
For multifamily enhancement initiative, build relationships between private ownership and public or nonprofit entities	<i>Lead:</i> MPC, MMC  <i>Support:</i> County, Townships	Determine priority complexes for multifamily enhancements; conduct ongoing discussions with owners and residents.	Staff time
Embrace a neighborhood services approach to code enforcement.	<i>Lead:</i> County and Townships  <i>Support:</i> Community council (once formed)	Northfield Township explores code enforcement staff and authority with County; if Township cannot create its own ordinance, consider intergovernmental agreement so that Township can enforce County ordinance with its own staff.	County revenue from citations and permit revenue
Educate property owners about the rental license ordinance.	<i>Lead:</i> County Building and Zoning  <i>Support:</i> MPC	Develop pamphlet and determine list of recipients.	County Building and Zoning budget
Encourage the establishment of HOAs to aid with maintenance and rehabilitation.	<i>Lead:</i> County Planning and Development  <i>Support:</i> MPC, Townships, condo law firm	Begin an outreach and education campaign to homeowners.	County and Township
Raise awareness about sustainable retrofitting assistance programs.	<i>Lead:</i> Townships  <i>Support:</i> Community Council (once formed)	Promote programs at public events, on websites, and through materials.	Township staff time and revenue
Engage an established nonprofit organization to inspire maintenance activities.	<i>Lead:</i> County, Townships, Nonprofits  <i>Support:</i> Community council (once formed)	Determine a nonprofit partner.	Nonprofit organization
<i>Mid-to-Long Term (5-10 years)</i>			
<b>Strategy</b>	<b>Partners</b>	<b>First Steps</b>	<b>Resource and Funding Options</b>
Make deals to initiate rehabilitation and redevelopment of multifamily complexes	<i>Lead:</i> County, developers, lenders and investors  <i>Support:</i> IHDA	Determine the details of the deal: number of units involved, site plan that addresses stormwater, zoning permit requirements and approvals (if necessary), building permit requirements and approvals, and cost estimates; negotiate subsidy and assistance options if necessary.	Affordable housing financing, private sector, CDBG, HOME, UCIF

# Endnotes

- 
1. City of Princeton. Property Maintenance Guide, [princeton-il.com/DocumentCenter/View/448](http://princeton-il.com/DocumentCenter/View/448)

# Chapter 6

## Coordination and Capacity



Stakeholders will work with the County and Townships, school, park, and library districts, and nonprofit organizations to elevate the financial capacity and social connections of Maine-Northfield. The community will implement the themes of this plan, with a focus on obtaining resources for the area for infrastructure investment, placemaking, and increased pride and identity.

### Existing Conditions Summary

- **Residents are fragmented by a mix of institutions and service providers.** Maine-Northfield includes six school districts, including four elementary schools and two high schools with various attendance areas. There are three park districts in the area, one library district, and 11 sanitary sewer and drinking water providers.
- **Residents are confused about who to call when they have a question or problem.** In stark contrast to municipal residents, public outreach indicates that approximately half of respondents in Maine-Northfield do not know what entity to contact when they have a local question or concern. Many local residents would like greater clarity on who to contact and improved quality among existing service providers.
- **In the past, multiple attempts at annexation or independent incorporation have not succeeded.** The Park Ridge Commons apartment complex in Subarea 1 was nearly annexed by the City of Park Ridge in 2006, but the ordinance was not adopted. A 1987 referendum to pursue Glenview incorporation failed in the Countryside and Westfield areas. A 1977 effort to create the Village of Parkwood, (primarily Maine-Northfield Subareas 1 and 2), stalled before a referendum vote. In 1965, a referendum (primarily Subarea 1) to create the Village of Golf Mill failed.
- **Residents have mixed opinions regarding annexation into surrounding municipalities.** Approximately 36 percent of online respondents said they were not interested in annexation, 34 percent said they were interested, and 30 percent were unsure.
- **Maine-Northfield is an important home for immigrants.** If the Maine-Northfield study area were incorporated as a municipality, it would have the highest proportion of foreign-born residents of any municipality in the region. Furthermore, the foreign-born population of this area is from an incredibly diverse array of countries around the world.
- **Residents of the area earn incomes below the median, but they are well-educated and unemployment is low.** While Maine-Northfield has a lower median household income (\$51,673) than the County (\$54,828) and region (\$62,093), the educational attainment of high school diploma or greater (87.3 percent) and bachelor's degree or greater (38.6 percent) exceeds that of the County (84.8 and 35.3 percent) and region (86.7 and 36.6 percent). The unemployment rate for Maine-Northfield is 4.6 percent compared to 5.8 percent for Cook County as a whole.

# Create a nonprofit community council to push forward plan implementation

Maine-Northfield would benefit from a unified group of stakeholders with shared representation. A community council, which is referenced in other chapters of the plan, is a logical mechanism for moving implementation forward. Though there is no precedent for this type of group in Cook County, similar councils exist in many forms across the region, from neighborhood organizations in the City of Chicago to suburban community development corporations (CDC). The vision for the council has five key components:

- Communicate resident and stakeholder voices to the County and townships to facilitate prioritized investment.
- Serve as a bridge between residents of the two townships.
- Form topical subcommittees (transportation, housing, flooding, development) to oversee the implementation of this plan. The council may choose to launch subcommittees on other community issues, such as public safety, diversity and culture, and education.
- Provide small loans or grants toward façade improvements, public beautification, or homeowners association assistance.
- Create strategic and comprehensive plans for the community in the future.

Ultimately, the formation of a community council will be driven by commitment of the County and its partners. A good model to follow comes from King County, Washington, surrounding Seattle. Like Cook County, King County is home to many developed and mature unincorporated neighborhoods. Beginning with the Citizen Participation Initiative in 1994, King County leaders sought to provide greater local capacity to unincorporated neighborhoods, which would be overseen by a council board.

One neighborhood in particular, North Highline/White Center, is analogous to Maine-Northfield because of its ethnic and income diversity and its proximity to a major international airport. The case study in this chapter shares King County's approach to this and other unincorporated neighborhoods. While there are two existing bodies in North Highline/White Center, Maine-Northfield would be best served with one unified body, though its funding structure and formal organization should emulate the White Center Community Development Association (WCCDA).

## Shape council mission and begin start-up process

The proposed council would be a formal, tax-exempt nonprofit organization, with a volunteer board composed of residents, business owners, and representatives of local agencies such as the park, school, library, and fire protection districts. Its initial board may start from the Maine-Northfield plan steering committee, key stakeholders, and the project update list generated from sign-ins at comprehensive planning events. In addition, the council would aspire to have a small amount of professional staff to handle ongoing fundraising and organizational strategies.

## Identify initial funding

The first step in launching the council is for the County to take the lead in identifying seed funding and preparing grant applications. Funding options include County resources, either general funds or pass-through grant allocations, corporate donations, or large regional foundation funders such as the Chicago Community Trust or Harris Family Foundation. County staff should draft grant applications explaining the vision for the council and include demographic data to demonstrate need. Legal and accounting assistance will be necessary to draw up an organizational charter and to file tax paperwork.

### Hire staff to launch and build short-term capacity

Once launched, the County and/or Townships should assign staff to help the council in its initial phases. These County or Township staff should take on the roles to launch an organizational website, start engaging with the community to identify potential volunteers, and to pursue more reliable, steady funding opportunities such as grants, memberships, and donations. In subsequent years, full- and part-time staff might take on executive director and development specialist roles. The Townships may consider lending office and meeting space to the council.

### Invite and drive participation in the council from the community

Getting the word out about what the council is and why it is important will be crucial. Because of their on-the-ground knowledge of residents, the Townships, fire protection entities, park districts, school districts, and the Niles-Maine District Library Library should participate in joint outreach in the post-launch phase. It will be crucial to make inroads with the many nationalities in the study area, and if possible, organizers should conduct door-to-door canvassing and appear at existing community events to encourage residents to get involved with the council. Existing homeowner and renter groups will be important participants as well. In addition, a web presence such as a website and actively managed social media presence will be integral to building awareness.

### Fund small-scale projects

After building a pool of resources, the council could have a mission to pay for desired small-scale projects, such as improved facades, landscaping, and signage at shopping plazas and restaurants. The council could also host community events to raise visibility and funds. The council could continually seek grants and donations, and then disburse funds to other entities, such as those that provide social services in the area. The mission could eventually expand beyond planning topics to assist entrepreneurs with business plans or to provide scholarships to college-bound students.

### Strategic and comprehensive planning

As with any nonprofit body, the council should conduct a strategic plan approximately five years after the startup phase to check its progress and reassess its objectives. This will determine the correct subcommittee structure and make sure the council is meeting its mission. In the long term, the council should lead an update to the community's comprehensive plan.

## CASE STUDY: North Highline/White Center, Washington

With approximately 14,000 residents, the North Highline/White Center area is directly south of Seattle and north of suburban Burien. Like Maine-Northfield, attempts to become its own municipality have not succeeded, and King County determined it does not have enough tax base to be a viable independent municipality. Over the years, neighboring communities have annexed into the area, most notably 6,000 residents to Burien in 2009.

In the 1990s, the North Highline/White Center area along with several other unincorporated areas were targeted for community improvement and increased public engagement to improve residents' quality of life. The North Highline Unincorporated Area Council (NHUAC) was formed, and after a volunteer commission was staffed, King County pledged an annual block grant of \$10,000, which the council used for neighborhood-level improvements, such as landscaping, signs, and beautification.

As a result of its 2011 strategic plan, King County decided to evolve its approach to these unincorporated areas. During this period the annual block grant was phased out and the emphasis shifted to NHUAC acting as a public input body. The County facilitated the seeding and growth of the White Center Community Development Association ([www.wccda.org](http://www.wccda.org)). WCCDA's vision has evolved to specifically address affordable housing, education, and entrepreneurship, but it is funded not only by King County but also by regional and corporate philanthropy such as the Seattle Foundation and the Bill & Melinda Gates foundations.



Residents and members of the North Highline Unincorporated Area Council meet with King County representatives to discuss the types of services provided to the area.

Photo source: White Center Now

## Continue community-led public safety efforts

The Cook County Sheriff's Police is the main public safety agency in the area and it offers a high level of service according to residents. It will be important for the community to discuss how to sustain success in the future in the face of social and fiscal challenges. The strategies below emphasize the role of community members in working with government, including the Sheriff's Police.

### Discuss fee-for-service model for Sheriff's Police

According to Civic Federation studies ([civicfed.org/issues/unincorporated-cook-county](http://civicfed.org/issues/unincorporated-cook-county)), the County spends approximately \$43 million annually related to the delivery of municipal-type services to unincorporated areas. Nearly 80 percent of this cost is to provide municipal-level policing through the Sheriff's Police. Because residents of cities, villages, and towns within the County pay the same taxes as unincorporated residents but do not receive this level of service (they receive it from their municipal police departments), taxpayers in incorporated areas are subsidizing police services for unincorporated areas. Considering the ongoing deficit in the County budget, the presence of this subsidy is a threat to the level of police service currently received in Maine-Northfield. In the near term, community groups should discuss establishing a per-household or per-property fee for police service. The County Commissioners in this area may consider conducting a survey to gauge interest in this type of fee relative to other potential long-term solutions, such as annexation.

### Build participation in neighborhood-level groups

Maine Township has a neighborhood watch group that meets regularly to discuss issues with law enforcement and elected officials. In Northfield Township, similar groups exist at the neighborhood level, though the program is not as robust as Maine Township's organization. Northfield Township may look into growing its program to mirror Maine's, while putting an emphasis on its most densely populated sections, such as Subarea 2. Northfield should work through large homeowners associations, such as those at Triumvera (3901 Triumvera Drive), to build membership. The Township and the Cook County Sheriff's Police should make an ongoing effort to invite a diverse group of attendees to meetings. Engaging school and park districts will be important to reach more residents. The neighborhood groups should encourage the Sheriff's Police to expand its outreach. For examples, the Sheriff's police had strong participation in the National Night Out event at Dee Park in Summer 2017.



Law enforcement, Golf-Maine Park District staff, and other community leaders mingle in fun activities with children and families at National Night Out at Dee Park in August 2017. Source: Golf-Maine Park District

## Provide greater infrastructure data through existing online platforms

The CookViewer<sup>1</sup> application should be enhanced to help residents and stakeholders visualize the complicated network of infrastructure and jurisdictions that serve Maine-Northfield. As discussed in Chapter 3: Stormwater Management, this resource would facilitate the development of shared information between Maine-Northfield's many storm, sanitary, and drinking water providers. Similarly, the locations of water mains would be available to help coordinate logistics for new stormwater management projects.



## Engage utility providers and MWRD

Compiling and digitizing infrastructure maps will require the County to establish new partnerships and strengthen existing relationships with utility providers, engineers, homeowners associations, and other entities who have access to the location of storm sewers, sanitary sewers, and drinking water mains. Coordination will also be needed to determine what information can be provided to the public at large via an online platform versus being reserved only for County use when a project demands access to the data.

The MWRD's GIS Assistance program<sup>2</sup> could serve as a resource to the Township Road Districts and other public and private sewer owners. Through this program, MWRD offers global positioning units to provide sewer system owners resources to begin mapping their sewer systems or to improve their existing sewer system map. To obtain global positioning equipment and related software at no cost, sewer system owners must enter into an intergovernmental agreement with MWRD.

## Create informational resources for new residents

Comments from the project steering committee and local residents indicate that many residents are confused about how Maine-Northfield is governed and who to contact to obtain local resources. There are a number of ways that local government agencies can provide residents with information so that it is clear who to contact when needs arise.

### Establish and regularly update a welcome packet for new residents

Resident welcome packets such as the Village of Glenview's Resident Handbook<sup>3</sup> are common in incorporated communities, but are rare in unincorporated areas. Regardless of whether residents live in a municipality, all new residents in a community are likely to have similar concerns. Common issues include trash and recycling pick-up, water services, building permits, and the location of schools, parks, and libraries. While the answers to these questions are typically straightforward within a municipality, it may be confusing to identify the same resources within Maine-Northfield.

Resident handbooks should be developed to clearly communicate the roles and responsibilities of the various governments agencies and services providers in Maine-Northfield. Since the area is home to such a wide variety of languages and cultures, the handbook should be translated into multiple languages to reach the widest audience possible. The handbook could be available in print and online so it can be sent to new homeowners via neighborhood groups and local apartment complexes. Once formed, the community council could solicit advertising for local businesses to help offset the cost of creating it.

### Establish a web presence with resources for local residents

The County and its partners should create a web presence to host the community handbook and provide online information on local resources. For example, a website developed for the proposed Maine-Northfield Community Council could provide links to the many partners and agencies that are active in Maine-Northfield. The website could also include a community events calendar, and a 311-style portal for residents to enter service requests or report problems. Information from the service request portal information could be used to establish a database highlighting areas to target to provide specific improvements.



## Increase access to park and library programming

Through the planning process, Maine-Northfield residents expressed a desire to improve access to park and library district programming for those that live outside of park and library districts. Residents of the area indicated that library resources are particularly difficult to access because library branches tend to be far from their neighborhoods. The strategies in this section could be pursued to address these concerns.

### Provide more information on parks and libraries to out-of-district participants

The Golf-Maine and Glenview Park Districts, as well as the Glenview and Niles-Maine Library Districts, use varying initiatives to provide information to out-of-district residents. However, many Maine-Northfield residents are unaware of the policies of the various park and library districts. For example, the Glenview and Niles-Maine Library will grant Niles-Maine District Library to residents of their unincorporated service area for a fee, which varies based on whether the resident owns or rents their home. Enhanced outreach efforts on the part of the park and library districts could widen funding for local parks and libraries while simultaneously expanding the population served by these districts. The Golf-Maine Park District, Glenview Park District, and Niles-Maine District Library should follow the lead of the Glenview Library District and establish fees tied to family income to increase utilization of their services. It may behoove the park and library districts to perform targeted outreach to the larger multifamily developments in Maine-Northfield, such as Crestwood Condominiums and Salem Walk Apartments.

### Support potential park and library district annexation and the creation of satellite facilities

Park and library districts may want to extend their borders in order to annex additional residents so that a greater population can have access to their services. Park and library districts are independent government entities that are separate from local municipalities so they have the option to change their boundaries regardless of the location of municipal boundaries. The park and library districts may consider annexation of parts of Maine-Northfield as a way to fulfill their missions more broadly. It would be necessary for the various districts to begin conversations with nearby out-of-district residents and property owners to gauge interest in becoming part of the park or library district.

The Niles-Maine and Glenview Library Districts could consider partnering with school districts or multifamily housing developments to establish temporary facilities or bookmobiles for library materials. These facilities may need to have limited hours compared to the Glenview Public Library and the Niles-Maine District Library, but they will provide increased accessibility for each district and increase utilization of their services.

## Celebrate diversity and encourage immigrant integration

More than half of Maine-Northfield residents are immigrants, which presents both exciting cultural assets and important community resource considerations. Communities that embrace their diversity inspire successful local businesses and workforce development. The strategies in CMAP's Immigrant Integration Toolkit<sup>4</sup> can be utilized in Maine-Northfield to ensure that diversity remains a major strength of this community.

### Install signs, flags, and public art that display countries of origin

Several Maine-Northfield businesses are small, family-owned operations that serve pockets of the immigrant community. Many of these businesses are immigrant-owned, but they tend to lack visibility due to a lack of signage or the business' location within a large commercial shopping center. However, shops and restaurants oriented to Maine-Northfield's immigrant community are a resilient component of the local economy because consumers seek out specific products that may not be as ubiquitous in the rest of the Chicago region. For example, Maine-Northfield's Indian and Indian-American population makes up approximately 12 percent of the population of Maine-Northfield and it is one of the largest Indian enclaves in the region. Other nationalities are also well-represented in Maine-Northfield, including Poland, Korea, Mexico, Iraq, and the Philippines.

Once formed, the community council could work with other government agencies to install signs, flags, or public art that highlights the diversity of Maine-Northfield. For example, part of Dee Park could be dedicated to this type of outdoor visual display to encourage more visitors to the park and enhance the area's sense of place. These displays should be the result of a community-driven process led by the proposed Maine-Northfield Community Council. Funding for the displays could come from a nonprofit donor or from the façade improvement program discussed in Chapter 2.



At its district office, East Maine Elementary District 63 hangs a flag for each country that at least one of its students is from.

### Support workforce development initiatives

Maine-Northfield can develop its workforce to help residents find jobs, improve wages, and enhance quality of life for their families. Maine-Northfield already has high levels of educational attainment, but its residents can benefit from immigrant integration strategies regardless of whether they were born in Maine-Northfield. Oakton Community College and several area high schools already offer English as a Second Language classes to build language skills, but the Maine-Northfield Community Council can find ways to bring new programs into the community once the council becomes active. In addition to improved language skills, the community council should partner with local healthcare providers to improve workforce development skills. Residents of Maine-Northfield already have high levels of employment in healthcare fields and this could be leveraged to expand educational and job training opportunities for workers from immigrant communities.

# Implementation

<i>Short Term (1-4 years)</i>			
<b>Strategy</b>	<b>Partners</b>	<b>First Steps</b>	<b>Resource and Funding Options</b>
Create community council, establish mission, begin start-up process.	<i>Lead:</i> County; Maine-Northfield steering committee  <i>Support:</i> Townships, local residents and volunteers	Identify staff to identify seed funding opportunities and apply for grants to apply for grants. Pursue tax-exempt nonprofit organization status. Continue to convene interested members of plan steering committee and invite new members to create a start-up committee.	General County or Township revenue, Chicago Community Trust (GO Fund, Sustainable Communities, Harris Family Foundation)
Hire staff to launch and build community council's short-term capacity.	County, Townships	Use work time of existing County or Township staff until council staff is hired.	General revenue or grant funding
Invite and drive participation in the community council.	<i>Lead:</i> Council staff and board, Townships  <i>Support:</i> Homeowners associations	Set up a website and social media presence. Attend meetings of existing community groups.	Council start-up funding
Establish and regularly update a welcome packet for new residents.	<i>Lead:</i> Townships  <i>Support:</i> Community council, once formed; realtors; homeowners and condo associations	Assign staff to create packet content (hire independent contractor if necessary).	Advertising from local businesses; Townships
Establish a web presence that contains unincorporated resident resources.	Community council, once formed	Assign staff to create web content (hire web designer if necessary).	Council start-up funding
Engage utility providers and MWRD to create GIS maps of all storm, sanitary, and combined sewers.	<i>Lead:</i> County, Township Road Districts  <i>Support:</i> MWRD, County, private providers such as Aqua Illinois, sanitary districts	Submit letter of intent to MWRD.	MWRD
Educate residents on how to enroll as out-of-district residents in park and library programs.	<i>Lead:</i> Park Districts and Niles-Maine District Library  <i>Support:</i> Community council, once formed.	Distribute materials through schools and Townships.	Park and library districts
Install signs, flags, and public art that display countries of origin.	<i>Lead:</i> Community entities such as a houses of worship  <i>Support:</i> Community council, Townships, school districts, park districts	Identify locations and interested property owners.	Local businesses and donations; park and school district revenue; community council (once formed)
Support ongoing workforce development initiatives aimed at immigrant communities.	<i>Lead:</i> Oakton Community College, school districts, healthcare organizations  <i>Support:</i> County and Townships	Assess status of existing programming needs and where additional programming is needed.	School and community college district revenue; external, nationwide grant opportunities in funding immigrant job and skills training

*Mid Term (5-10 years)*

Strategy	Partners	First Steps	Resource and Funding Options
Invite and drive participation in the community council.	<i>Lead:</i> Council staff and board, Townships  <i>Support:</i> Homeowners associations	Set up a website and social media presence. Attend meetings of existing community groups.	Council resources
Enhance mapping platform with infrastructure data.	<i>Lead:</i> County  <i>Support:</i> GIS Consortium, utility providers, Township Road departments, IDOT, MWRD, Oak Meadows Sanitary District, Aqua Illinois, all other providers	Data compilation and research in near term; launch in mid-term.	County general resources, utility providers, surrounding municipality revenue, surrounding municipality sponsorship of unincorporated area
Support potential park and library district annexation and more facilities or branches.	<i>Lead:</i> Park and Nilis-Maine District Library  <i>Support:</i> County, Townships, nearby municipalities	Identify areas for logical annexation from geographic standpoint.	Park and library districts

# Endnotes

1. Cook County. CookViewer Map Application, [maps.cookcountyil.gov/cookviewer/mapviewer.html](https://maps.cookcountyil.gov/cookviewer/mapviewer.html)
2. Metropolitan Water Reclamation District of Greater Chicago. Geographic Information System Assistance Program, [https://www.mwrdd.org/irj/go/km/docs/documents/MWRD/internet/protecting\\_the\\_environment/Stormwater\\_Management/htm/GIS/GIS\\_Assistance.htm](https://www.mwrdd.org/irj/go/km/docs/documents/MWRD/internet/protecting_the_environment/Stormwater_Management/htm/GIS/GIS_Assistance.htm)
3. Village of Glenview. Resident Handbook, <https://glenview.il.us/Pages/ResidentHandbook.aspx>
4. Chicago Metropolitan Agency for Planning. Immigrant Integration Toolkit, [cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/immigrant-integration](https://cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits/immigrant-integration)

# Appendix

# A.1 Supplementary Reports

The Fiscal Impact of Annexation Report, Right-of-Way Design Standards Assessment, and Existing Conditions Report are available through the project website: <http://www.cmap.illinois.gov/programs/ltta/maine-northfield>.

## A.2 Definitions

The following terms are used in the plan to describe existing conditions or provide context for desired improvements. However, they may be unclear to those who do not work in the fields of planning or engineering. Here are brief explanations:

- **100-year floodplain:** An area that has a one percent chance of flooding in a given year. This is the equivalent of a one-in-four chance of flooding during the period of a 30-year mortgage. It is commonly referred to as the regulatory floodplain. In northeastern Illinois, a storm that would flood this geography is defined as 7.5 inches of rain over a 24-hour period. This is referred to as 100-year storm event. However, this name is misnomer; data used to define the 100-year storm is based on outdated rainfall data, and storm of this magnitude have been occurring more frequently than a one percent chance in a given year.
- **Acre-foot:** A unit of volume commonly used to measure water resources. The volume of one acre of surface area to a depth of one foot. One acre-foot equals approximately 326,000 liquid gallons.
- **Average Annual Daily Traffic (AADT):** An estimate based on one year of data for how many vehicles travel through a segment of roadway on a given day.
- **Buyouts:** A process through which a government agency acquires private property to demolish any structures located on it in order to turn the land into open space. This process is commonly used to acquire property in the floodway. Private property owners voluntarily opt in to a buyout.
- **Combined sewer system:** A gravity-fed stormwater conveyance system that is designed to collect and convey wastewater and stormwater runoff toward treatment plants.
- **Detention and retention:** The temporary storage of stormwater runoff in a manmade structure. These structures are designed to slowly release stormwater to a larger conveyance system over time.
- **Floodplains:** Areas adjacent to waterways that are susceptible to inundation by floodwater. Floodplains are mapped by the Federal Emergency Management Agency (FEMA) and are based on modeled rain events, such as the one percent annual chance of flood (100-year floodplain) or 0.2 percent annual chance of flood (500-year floodplain). Private property in floodplains must be covered by flood insurance, which is why the map is often referred to as the Flood Insurance Rate Map (FIRM). It should be noted that the underlying data used to create some of the Chicago region's floodplain maps relies on outdated rainfall data, which results in maps that may not accurately reflect riverine flood risk.
- **Floodway:** The area of the floodplain that is most prone to flooding because it is reasonably expected to come in contact with floodwater. New development in the floodway in Cook County is generally prohibited, but a significant amount of previously developed land is located in the floodway.
- **Functional classification:** A designation of a roadway according to the character of service it is intended to provide. The key designations are arterials, collectors, and local roads, though within these designations there are more specific levels.
- **Green infrastructure:** Site-specific landscaping to provide ecological services, such as stormwater management.
- **Impervious surface:** The part of a parcel of land that is covered with nonporous material, such as concrete, asphalt, roofs, etc. Impervious surfaces prevent the infiltration of rain and snowmelt, which generates stormwater runoff and may contribute to nonpoint source pollution.
- **Inundation areas:** Areas where flooding is expected to occur during a one percent annual chance rainfall event as defined through hydrologic and hydraulic modeling by MWRD.

- **Paved landing:** A concrete or asphalt slab that provides a connection to the curb for those waiting for a bus that also provides access to the door of the bus. Paved landings are especially important for riders with disabilities because dirt or grass landings may not be accessible to wheelchairs.
- **Pedestrian refuge island:** A roadway median that gives pedestrians an opportunity to wait safely in the center of a roadway in order to cross the remaining lanes of traffic.
- **Point-** and nonpoint-source pollution: Point-source pollution is discharged from a pipe and includes wastewater treatment facilities, industry, and stormwater discharges from Municipal Separate Storm Sewer Systems. Nonpoint-source pollution includes the intermittent runoff of pollutants that flow into rivers and lakes during storm events.
- **Release rate:** That rate at which stormwater can be released from a development site.
- **Sanitary sewer system:** A stormwater conveyance system that collects and conveys stormwater into two separate pipes. Stormwater often leaks into sanitary sewer pipes due to a common infrastructure problem called infiltration and inflow.
- **Stormwater conveyance system:** Pipes, channels, drainage ditches, streams, and other systems that are designed to move stormwater through a drainage system.
- **Traffic calming:** Changing the design and/or dimensions of a street to encourage motorists to drive more safely. Examples of traffic calming measures include narrowed travel lanes, speed humps, and curb extensions.
- **Turning radii:** The circular distance a vehicle travels while driving around a corner. In this context, turning radii mostly refers to right turns.
- **Uncontrolled intersection:** An intersection where no traffic signals or signs are used to indicate which users have the right-of-way.
- **Volume control practices:** Permanent practices designed to capture, retain, and infiltrate stormwater runoff from impervious areas of a development after permanent stabilization is achieved.
- **Volume control storage:** The first inch of runoff from the impervious area of development on a site.
- **Watershed:** The land area from which rainwater drains into a body of water such as a stream or lake. Watershed boundaries are defined by nature and are largely determined by the surrounding topography.

## A.3 Funding Source Glossary

### Chicago Community Trust

The Chicago Community Trust is a community foundation dedicated to improving the region through strategic grant making, civic engagement, and inspiring philanthropy. Within the Trust's array of grant opportunities, those most relevant to the proposed community council concept are the GO Grants, Sustainable Communities grants, and grants through the Harris Family Foundation.

### Cook County Class 9 Property Tax Exemption

Exemptions that reduce the assessment rate on rental projects that involve substantial rehabilitation or new construction, and where at least 35 percent of the units have affordable rents. Projects approved for Class 9 status are assessed at the same rate used for single-family properties (16 percent).

### Community Development Block Grant (CDBG)

CDBG is a federal Housing and Urban Development (HUD) program that provides communities with resources to address a multitude of infrastructure and development needs, including many housing assistance programs. As a direct recipient of CDBG allocations, Cook County has latitude to direct money to its unincorporated areas. In addition, it can direct funds to municipalities that do not receive their own CDBG allocation.

### Community Development Block Grant Disaster Recovery (CDBG-DR) Funds

Cities, counties, and states that have been impacted by a presidentially declared disasters may be eligible to receive Community Development Block Grant Disaster Recovery funding from the U.S. Department of Housing and Urban Development. For more information, see <https://www.cookcountyil.gov/service/disaster-recovery-and-resilience>.

### Congestion Mitigation & Air Quality (CMAQ) Improvement Program

CMAQ is a federally funded program for surface transportation improvements designed to address air quality improvement and mitigate congestion. Maine-Northfield should consider CMAQ funding for intersection improvements, bicycle facility projects, and multimodal transportation projects. CMAP receives and reviews applications for the CMAQ Program and administers funds.

### Energy Impact Illinois

Through the organization Elevate Energy, this program assists property owners with home energy efficiency and informs residents of rebates, loans and other incentives.

### FEMA's Hazard Mitigation Grant Program (HMGP)

FEMA's Hazard Mitigation Grant Program (HMGP) aims to reduce the loss of life and property in future disasters by funding long-term hazard mitigation measures during the recovery phase of a presidentially-declared natural disaster. Individuals, businesses and private nonprofits via local governments can apply for HMGP funding. Illinois Emergency Management Agency administers the HMGP for local governments within Illinois. For more information, see <https://www.fema.gov/hazard-mitigation-grant-program> or <https://www.illinois.gov/iema/Mitigation/Pages/MitigationPrograms.aspx#Hazard>.

### HOME Investment Partnerships Program

Also allocated to Cook County through HUD, HOME funds support development loans for both owner-occupied and rental properties. Acquisition, rehabilitation, and/or new construction are eligible activities for these funds.

### Illinois Home Weatherization Assistance Program (IHWAP)

State of Illinois funds administered through the nonprofit CEDA helps income-eligible property owners with home heating and cooling costs. The program also funds assistance with emergency furnace repair.

### Illinois Transportation Enhancement Program (ITEP)

A program administered by IDOT to provide funding for community-based projects that expand travel choices and enhance transportation experience in communities. ITEP is designed to promote bicycle and pedestrian travel as well as streetscape and beautification projects.

### Innovation, Coordination, and Enhancement (ICE)

The ICE program, administered by the RTA, provides funding assistance to enhance the coordination and integration of public transportation and to develop and implement innovations to improve the quality and delivery of public transportation. Projects funded through this program advance the vision and goals of the RTA by providing reliable and convenient transit services and enhancing efficiencies through effective management, innovation and technology.

### Invest in Cook

A program established by CCDOTH in 2017 established to cover the cost of planning and feasibility studies, engineering right-of-way acquisition, and construction associated with transportation improvements sponsored by local and regional governments and private partners. Eligible project proposals expand Cook County's involvement in multimodal projects and can include proposals for the adoption of new technologies and policies as well as those for transit, bicycle, pedestrian, freight, roadway and bridge improvement projects.

### Highway Safety Funds

The IDOT Division of Traffic Safety (DTS), administers highway safety funds made available to IDOT DTS annually through the US Department of Transportation, National Highway Traffic Safety Administration (NHTSA). Section 402 Highway Safety Program grants are designed to help states, counties, and communities initiate programs to address traffic safety-related problems and promote traffic safety. The major goals of DTS are to reduce motor vehicle crashes, fatalities and injuries, increase the use of occupant protection devices, and to reduce impaired driving. The grants available through this program focus on enforcement, education, outreach, and training.

### Highway Safety Improvement Program (HSIP)

The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state owned public roads. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads. Generally, for a project to be funded it must improve a hazardous road location or feature, or address an identified highway safety problem. HSIP projects are considered infrastructure projects or non-infrastructure projects.

- Infrastructure projects include adding or retrofitting structures or other measures to eliminate or reduce crashes involving vehicles and wildlife, elimination of a roadside hazard or obstacle, improvement for pedestrian and bicycle safety, intersection safety improvement, improvement of highway signage and pavement markings.
- Non-infrastructure projects include transportation safety planning, safety data collection, conducting road safety audits, and development or implementation of education, enforcement, or emergency medical services highway safety programs.

### MWRD Green Infrastructure Program

MWRD's Green Infrastructure Program provides assistance to local communities and agencies to address local drainage problems and improve water quality through green infrastructure projects. For more information see, <https://www.mwrld.org/irj/portal/anonymous/stormwateroverview>.

### MWRD Acquisition of Flood-Prone Properties Program

MWRD's Acquisition of Flood-prone Properties Program provides assistance to local communities to acquire flood-damaged and flood-prone homes on a voluntary basis. For more information see, <https://www.mwrld.org/irj/portal/anonymous/stormwateroverview>.

### MWRD Restore the Canopy, Plant a Tree Program

MWRD Restore the Canopy, Plant a Tree Program is in which MWRD partners with municipalities, schools, local agencies, community groups and other organizations interested in planting 18-inch oak saplings. For more information, see <http://mwrld.org/irj/go/km/docs/documents/MWRD/internet/Public%20Affairs/Issues%20and%20Initiatives/Trees/htm/RestoreCanopy.htm>.

### National Flood Insurance Program (NFIP)

The National Flood Insurance Program provides insurance to property owners, renters, and businesses by encouraging communities to adopt and enforce floodplain management regulations. Flood insurance through the NFIP is only available if your property is located within a NFIP-participating community. Communities can receive insurance discounts through the Community Rating System (CRS) - a voluntary program that incentivizes community efforts beyond the minimum NFIP standards by reducing flood insurance premiums for property owners within the community. For more information, see <https://www.fema.gov/national-flood-insurance-program>.

### Northfield Township's Overhead Sanitary Sewer Conversion Cost-Sharing Reimbursement Program

Northfield Townships' Overhead Sanitary Sewer Conversion Cost-Sharing Reimbursement Program provides financial assistance to residential homeowners who would like to modify their plumbing system to an overhead system to reduce the risk from sanitary sewer backups. For more information, see [northfieldtownship.com/Overhead-Sanitary-Sewer-Conversion-Cost-Sharing-Reimbursement-Program.html](http://northfieldtownship.com/Overhead-Sanitary-Sewer-Conversion-Cost-Sharing-Reimbursement-Program.html).

### PeopleForBikes Community Grants

The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

### Safe Routes to School (SRTS)

The SRTS program is administered by IDOT. SRTS uses a multidisciplinary approach to improve conditions for students who walk or bike to school. Illinois SRTS funds both infrastructure improvements to the physical environment as well as non-infrastructure projects. Eligible project sponsors include schools and school districts, governmental entities, and non-profit organizations. The program has three main goals:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school;
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle; and
- Facilitate the planning, development, and implementation of projects and activities that will reduce traffic, fuel consumption, and air pollution in the within two miles of both public and private primary and middle schools (grades K-8).

### Section 319 Nonpoint Source Management Program

Funds local government and other organizations to implement projects that utilize cost-effective best management practices (BMPs) for non-point pollution on a watershed scale. Projects may include structural BMPs such as detention basins and filter strips and non-structural BMPs such as construction erosion control ordinances and setback zones to protect community water supply wells. Communities that fall within the planning boundary of an EPA-compliant watershed are eligible to receive financial assistance to support on-the-ground implementation and installation of green infrastructure and other stormwater management projects. For more information, see <http://www.epa.illinois.gov/topics/water-quality/watershed-management/nonpoint-sources/grants/index>.

### Special Service Area (SSA)

In Illinois, counties and municipalities have the authority to establish Special Service Areas (SSAs) to provide a means of funding improvements within a designated area. In an SSA, a small percentage is added to the property tax of the properties within the defined service area. The revenue received from this targeted increase is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51 percent of the property owners and electors within a designated area object. SSA funded projects can include district marketing and advertising assistance, streetscape and signage improvements, and property maintenance services. SSAs can also be used to fund various incentives and tools such as small business loan funds or façade improvement programs.

### State Revolving Fund

The State Revolving Fund is a federal, low-interest loan program for capital improvement projects for water, wastewater, and stormwater infrastructure. Stormwater and green infrastructure projects are now eligible for funding via this source, and NGO's are also now eligible grantees. For more information, see <http://www.epa.illinois.gov/topics/grants-loans/state-revolving-fund/index>.

### Surface Transportation Program (STP)

Flexible funding that may be used for projects to preserve and improve conditions and performance on any federal-aid highway, bridge, tunnel, public road, or capital for pedestrian, bicycle, or transit. Though CMAP administers STP funding, applications begin through Councils of Mayors. Maine-Northfield borders communities in the Northwest and the North Shore Councils of Mayors, which are housed in the Northwest Municipal Conference.

### Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a federal funding program that focuses on non-motorized transportation projects. Local TAP funds are administered by CMAP.

### Unincorporated Cook Infrastructure Improvement Fund (UCIIF)

A program where municipalities apply to the County for matching grants to help complete important infrastructure improvements in areas they agree to annex. This plan proposes expanding potential uses of UCIIF funding to private property and not binding it to annexation agreements.

### Unincorporated Cook Infrastructure Improvement Fund (UCIIF).

A proposed initiative which municipalities could apply for matching grants to allow municipalities to complete necessary infrastructure improvements.



Chicago Metropolitan  
Agency for Planning

233 South Wacker Drive, Suite 800  
Chicago, IL 60606

312-454-0400  
[info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)

[www.cmap.illinois.gov](http://www.cmap.illinois.gov)