Livable Communities

Achieve Greater Livability through Land Use and Housing

Implementation Action Area #1: Provide Funding and Financial Incentives

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Align funding	Federal (HUD,	CMAP and RTA should continue	Retain Revise
and technical	EDA, NOAA),	coordination on the Community	
assistance for	State (IDOT,	Planning and LTA programs,	
planning and	DCEO, IHDA,	which fund local plans and	
ordinance	<u>Attorney</u>	ordinance updates that are	
updates	General),	consistent with GO TO 2040.	
	RTA, CMAP,	CMAP, IDOT, and RTA should	
	counties,	coordinate funding programs to	
	municipalities,	fund local plans and ordinance	
	philanthropic	updates. Use funds to create new	
		streamlined grant program for	
		transportation, land use, and	
		housing which assists local	
		governments to create plans or	
		ordinance updates that are	
		consistent with CO TO 2040. This	
		program should be able to fund	
		ordinance changes, updates to	
		local programs or policies, or	
		similar activities, as well as plan	
		preparation. Supplement these	
		current program with funding	
		sources with philanthropic or	
		other public and private sources as	
		appropriate. In particular, funding	
		from environmental, housing, and	
		economic development sources	
		should also be included within	
		this streamlined program. Also,	
		broaden coordination to include	
		<u>IDOT.</u>	

Implementation Examples:

• CMAP and the RTA have coordinated for three years running to hold <u>joint applications</u> for the RTA's Community Planning program and CMAP's Local Technical Assistance

- program. Both programs offer consultant assistance, but also staff assistance, depending on the community's needs.
- The RTA expanded the Community Planning program to offer funding and technical assistance for implementation items, including plan updates, TOD zoning updates and Developer Discussion Panels. The RTA has worked with eleven communities to complete TOD zoning updates since 2010.
- Beyond transportation sources, funding from U.S. HUD and IEPA has also been used to support consultant assistance. In addition, CMAP has sought funding from other federal, state, and philanthropic sources to supplement its transportation funding; some funds for staff assistance have been secured to date, and several applications that include consultant assistance are currently being considered.

 Revise text to acknowledge that the LTA program exists. CMAP staff is working to diversify the funding for this program.



Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Implement, and	Federal	The federal government should	Retain Revise
expand <u>, and</u>	(HUD, U.S.	apply the principles of the	
continue the	DOT, U.S.	Sustainable Communities	
Sustainable	EPA, DOE,	Initiative across other federal	
Communities	EDA)	programs as well. Its	
Initiative program		administering departments	
or similar federal		(HUD, U.S. DOT, and U.S. EPA)	
programs with		should also commit sufficient	
similar goals.		funds in future years to make it	
		a significant funding source for	
		plan implementation, not just	
		plan development. Federal	
		agencies should also align	
		federally-required planning	
		efforts, such as HUD	
		Consolidated plans, with GO	
		TO 2040 priorities, and federal	
		investment should be geared to	
		implement planning efforts that	
		are consistent with the	
		principles of the Sustainable	
		Communities Initiative.	

- HUD funding to support the Sustainable Communities Initiative was made available in federal FY 10 and FY 11, but not since that time. USDOT initiated the TIGER grant program as part of the Sustainable Communities Initiative, and this program is still active. Funding for both programs is in the President's FY 14 budget: http://www.cmap.illinois.gov/policy-updates/-/blogs/white-house-releases-fy-2014-budget-proposal
- HUD began a "Preferred Sustainability Status" program to prioritize funding to regions
 that are consistent with the goals of the Sustainable Communities Initiative. This
 provides applicants from these regions with two bonus points in certain HUD
 applications. HUD is also working with other agencies to incorporate Preferred
 Sustainability Status into their competitive programs as well.
- Locally, CMAP has begun working with Cook County to create one document that functions as both the HUD Consolidated Plan and EDA Comprehensive Economic Development Strategy.
- Partners across the region have been recipients of assistance through the Sustainable Communities Initiative:
 - o SSMMA is a <u>recipient</u> of a \$2.4 million Sustainable Communities Challenge grant and through that program created a GIS system for its communities, created the

- South Suburban Land Bank, and a South Suburban development fund to invest in development projects.
- The Village of Oak Park, as part of a coalition of suburban communities, was awarded \$2,916,272 for the West Cook County Transit-Oriented Development Strategy. In its third year of existence, the Collaborative's efforts will create or update existing comprehensive plans for the five communities, allowing them to revisit outdated zoning and infrastructure plans that are impediments to transit-oriented, affordable housing development. The Collaborative will also create an acquisition/predevelopment fund to support affordable housing, preservation and development near transit stops in the five communities.

 The text of the action was revised slightly to support other federal programs with the same goals as the Sustainable Communities Initiative. The SCI may not exist in its current form through 2040, so it is important to broaden the text to include similar efforts.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Develop regional	State (IDOT ₂	Create a pilot program meant	Retain Revise
infrastructure	<u>IHDA</u>), RTA,	to focus infrastructure funds to	
funding programs	CMAP,	implement local	
for plan	counties,	comprehensive plans, modeled	
implementation	COGs _z	on programs in the Atlanta	
	<u>nonprofits</u>	and San Francisco regions.	
		Allocate a portion	
		of Investigate transportation	
		funds currently programmed	
		by the state (STP) and by	
		CMAP (CMAQ, TAP) for this	
		purpose, as well as non-	
		transportation sources. Retain	
		the current programming of	
		local STP funds, but encourage	
		programmers to consider	
		livability in their funding	
		decisions.	

- Research on this issue is part of CMAP's work plan in FY 13. This new core program will
 coordinate staff efforts to optimize MPO programming functions (CMAQ,
 Transportation Alternatives) and to develop the region's capacity to evaluate the larger
 universe of transportation expenditures and needs in northeastern Illinois. The intention
 is to target these process and evaluation improvements to achieve adopted regional
 mobility goals.
- CNT released a report in 2012 that called for increased focus on this recommendation of GO TO 2040. Entitled <u>Prospering in Place</u>, the report recommends focusing investments based on three strategies: transit-oriented development (TOD), cargo-oriented development (COD), and job centers with limited transit access.
- The Millennium Reserve Steering Committee has given suggestions for its state agency members to target specific funding to the Millennium Reserve for green infrastructure improvements and open space acquisition.

Rationale for Retain/Revise/Complete/Delete Assessment:

Revise the text to include other implementers and funding sources.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Continually	RTA, CMAP,	Update the Compendium of	Revise
review status of	counties,	Plans every two years Conduct a	
local plans	municipalities	survey of municipal decision	
		makers every two years. Use its	
		findings to target planning	
		technical assistance. This could	
		include comprehensive planning	
		assistance to communities that	
		do not have current plans, and	
		assistance with implementation	
		to those that do. Also use results	
		to identify missing or	
		underemphasized elements of	
		local comprehensive plans, such	
		as housing affordability or water	
		conservation. Include review of	
		plan implementation status for	
		plans funded through RTA	
		grants. In addition, RTA should	
		continue to track	
		implementation of past plans	
		funded through the Community	
		Planning program, and devote	
		resources to their	
		implementation.	

- CMAP staff updated the Compendium of Plans in 2012, posting a Policy Update at http://tinyurl.com/lvlx4de. To remain relevant and influential, municipal comprehensive plans should be updated every 5-10 years. The Policy Update describes the ages of the comprehensive plans in effect for the region's municipalities.
- CMAP staff have transitioned from comprehensive analysis of 284 plans to conducting the Municipal Plans, Programs, and Operations Survey on a biannual basis. The survey has been conducted in 2010 and 2012. Analysis of the 2010 survey was posted as a Policy Update (part 1 and 2).
- CMAP has used data collected through the survey to measure demand for treatment of
 planning topics under the Model Plans, Ordinances, and Codes project. Staff have
 completed several of these toolkits, designed to help interested municipalities
 implement GO TO 2040 recommendations at the local level, including parking, urban
 agriculture, form based codes, arts and culture, and climate change adaptation.
 http://www.cmap.illinois.gov/local-ordinances-toolkits

- The Kane County Planning Cooperative and CMAP have assisted five municipalities in updating their comprehensive plans and provided assistance in an additional four special area plans. The Kane County Planning Cooperative will be leading a Health Impact Assessment (HIA) project along with CMAP to further introduce the use of HIAs as a planning tool to the region.
- The Illinois Housing Development Authority produces annual affordability charts,
 which are used by non-exempt communities for compliance with the <u>Affordable</u>
 <u>Housing Planning and Appeals Act.</u> These charts can be used to continually review the
 status and performance of local plans and their housing affordability.

• The Municipal Survey will continue to provide CMAP with a high-level assessment of local plans across the region and inform the development of new planning toolkits.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Create model	CMAP,	Develop sample ordinances or	Retain
ordinances and	counties,	codes in areas relevant to GO	
codes	municipalities	TO 2040 that can be adapted by	
		local governments. Examples	
		include water conservation	
		ordinances, housing	
		rehabilitation codes, and	
		parking regulations. At the	
		same time that model	
		ordinances are under	
		development, work with a few	
		case study communities to	
		ensure that they can be adapted	
		to work locally. CMAP should	
		also promote best planning	
		practices through publications	
		highlighting local approaches	
		to these issues.	

- CMAP established the Model Plans, Ordinances, and Codes project in the agency's FY 2013 work plan. Since then, the agency has posted eight reports responding to demand identified through analysis of data collected through the 2010 and 2012 Municipal Plans, Programs, and Operations Surveys. http://www.cmap.illinois.gov/local-ordinances-toolkits
- CMAP produced a Model Water Use Conservation Ordinance seeks to provide guidance
 in adopting measures that promote better water use management. Adopting items from
 the Model Ordinance may result in indoor water use savings ranging from 2,400
 gallons/household/year to 11,500 gallons/household/year through simple household
 actions and more complex policy change. CMAP has provided technical assistance to
 Evanston, Oak Park, and Orland Park to help these communities increase water
 efficiency. http://www.cmap.illinois.gov/model-water-conservation
- CMAP released a Parking Strategies to Support Livable Communities report to help communities address their parking concerns with the end goal of making our communities more livable. The paper explains how to do a parking survey, how to effectively engage stakeholders, and describes more than a dozen strategies to manage parking; it also takes a detailed look at the costs of parking structures and available financing mechanisms. CMAP is now working with both Hinsdale and the Wicker Park Bucktown SSA to study and address parking challenges through management. http://www.cmap.illinois.gov/parking-strategies-to-support-livable-communities
- CMAP has developed the report, Municipal Strategies to Support Local Food Systems, a two part document consisting of a guide, Including Local Food in Comprehensive Plans,

- and an Urban Agriculture Ordinance Toolkit. http://www.cmap.illinois.gov/local-food-toolkit
- CMAP produced the Climate Adaptation Guidebook for Municipalities in the Chicago Region as a resource for communities interested in adapting their planning and investment decisions to a changing climate. http://www.cmap.illinois.gov/climate-adaptation
- CMAP has created a toolkit to help municipalities incorporate arts and culture into their communities, enhance livability by improving quality of life, and become more attractive places to live, work, and play. It offers a primer on different types of arts and culture and their inherent primary needs and secondary impacts, then proceeds to detail steps that can be taken by communities. http://www.cmap.illinois.gov/arts
- As part of the RTA's <u>implementation grant program</u>, the pilot program created model transit-oriented zoning ordinances for the communities of Blue Island, Manhattan, and Prairie Grove.
- One of the goals of the <u>Kane County Planning Cooperative</u> is to work together to create model plans and ordinances. Kane County has facilitated and led efforts for a small wind turbine ordinance, an electric vehicle infrastructure ordinance, a green infrastructure plan, bicycle and pedestrian plans, a complete street policy, and most recently a local foods ordinance and program.

• CMAP will continue to use model plans, ordinances, and codes to inform local land use and transportation policy updates that implement GO TO 2040 recommendations.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Research and	CMAP,	Research alternative systems such	Retain Revise
explore	counties,	as SmartCode and FBC form-	
alternative land	municipalities,	based codes that address	
use regulation	nonprofits	structure, form, and placement	
systems		over conventional use-based,	
		Euclidean zoning approaches.	
		Coordinate with communities that	
		have adopted alternative land use	
		regulatory systems, assess	
		performance, and provide	
		resources and training for other	
		communities interested in these	
		methods.	

- As communities have sought to reinvigorate their downtowns or create viable
 commercial corridors, many have found that conventional methods of zoning, oriented
 around regulating land use, may not address certain physical characteristics that
 contribute to the sense of place in a community. Form-based codes, which emphasize the
 physical character of development, offer an alternative. CMAP produced "Form Based
 Codes: a Step-by-Step Guide for Communities" to explain what form-based codes are
 and how they are created to help communities assess whether they may be right for
 them.
- The Kane County 2040 Plan includes three new land use categories:
 - o Protected Agriculture/Limited Development applies to land that has been approved by the Kane County Board for a unique conservation development in a working farm setting. It allows for clustering of development on a portion of the land area while permanently protecting the remainder of the land for agriculture and open space.
 - O Urban Neighborhoods/Mixed Use Infill includes existing residential neighborhoods to be preserved and enhanced, as well as areas for municipal and County growth and redevelopment opportunities while utilizing existing or planned expansion of infrastructure including sewer, water, transportation and services. The purpose of Urban Neighborhoods/Mixed Use Infill is to protect and improve existing residential neighborhoods and identify opportunities for the creation of additional livable, sustainable, and healthy neighborhoods and communities.
 - Commerce/Employment is a new combined category that reflects the need for non-residential land uses to be centers for commerce and to generate local employment opportunities. The areas designated for Commerce/Employment development are based primarily on municipal plans and existing land uses. This category encourages a mix of uses, compact design, place making, pedestrian, bicycle, and other transportation alternatives to link jobs with housing.

- CMAP will encourage communities to apply for staff assistance to support technical assistance projects that implement some of the best practices identified in "Form-Based Codes: a Step-by-Step Guide for Communities."
- Text revised to spell out "form-based codes".



Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Analyze	CMAP,	In partnership with interested	Retain Revise
ordinance	counties,	communities, CMAP should	
outcomes	municipalities,	review existing ordinances to	
	nonprofits	quantitatively analyze their	
		impacts (in terms of stormwater	
		runoff, local fiscal impacts,	
		resulting housing cost,	
		contributions to greenhouse gas	
		emissions, and others). Also	
		create visualizations that	
		improve understanding of the	
		outcomes of current ordinances.	

- By the time the GO TO 2040 plan has been updated, CMAP and our partners will have produced <u>Homes for a Changing Region</u> housing policy plans for 26 municipalities. These plans each include an analysis of municipal land use policies. Specifically, each <u>Homes</u> plan provides an analysis of each municipality's capacity to develop or redevelop housing under current policies through the year 2040.
- The agency provided data and analysis support to Seven Generations Ahead to help measure the impact of PlanItGreen: The Environmental Sustainability Plan for Oak Park and River Forest. CMAP created new VMT estimates, based on vehicle emissions data that are more responsive to policy than previous methods.
- The Village of Oak Park has recently initiated the "Manage. Analyze. Perform." (MAP) program. The MAP Program aims to create and maintain a structured manner to improve Village services and to utilize Village resources more efficiently and effectively. More than just a performance measurement system, the MAP program seeks to a) identify and measure the business activities and processes that matter most to service performance, b) analyze and understand the root causes of under-performance, and c) make and evaluate outcomes of our strategic investments.
- The Woodstock Institute, in partnership with the DePaul University Institute for Housing Studies, <u>received</u> a \$500,000 grant in 2013 from the Illinois Attorney General's office to track key housing data and economic indicators such as employment, vacancy rates, and job creation. Woodstock will also create an interactive mapping tool to display economic indicators that community organizations can use to identify high need areas to target resources.

- CMAP will continue to analyze local ordinances, through projects like *Homes for a Changing Region* and others.
- Revise to delete reference to visualizations.



Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Provide	CMAP	In partnership with interested	Retain
assistance in	counties,	communities, research local housing	
planning for	municipalities,	supply and demand and identify	
affordable	nonprofits	appropriate housing strategies.	
housing needs		Provide direct technical assistance,	
		in collaboration with other regional	
		civic organizations, to communities	
		seeking to develop a balanced	
		supply of housing through locally-	
		appropriate strategies such as	
		community land trusts, land	
		banking, housing preservation,	
		employer assisted housing,	
		inclusionary zoning, removal of	
		regulatory barriers, strategies for	
		vacant or foreclosed properties,	
		furthering fair housing goals, or	
		community acceptance strategies.	
		Support local work through	
		regionally-sponsored research such	
		as the "Homes for a Changing	
		Region" reports, the "Home Grown"	
		best practices summary, or similar	
		efforts.	

- In partnership with the Metropolitan Mayors Caucus and Metropolitan Planning Council, CMAP will have produced <u>Homes for a Changing Region</u> housing policy plans for six groups, totaling 26 municipalities. These plans include an analysis of each municipality's existing and forecasted housing supply and demand. They also provide policy and strategic recommendations to create a balanced and sustainable future housing supply that responds to forecasted demand. Many of these plans have produced real and notable implementation results. Examples include the following:
 - The Village of Lansing has completed a comprehensive plan to implement several recommendations from *Homes*.
 - The Village of Olympia Fields has completed a TOD plan update that increases housing diversity near the 203rd Street Metra Station.
 - The West Cook County Housing Collaborative has won more than \$7 million in state and federal grants to update comprehensive plans, develop housing near train stations, and rehabilitate single-family homes.
 - The Village of Arlington Heights has adopted a resolution to create an affordable housing trust fund.

• The Village of Mount Prospect recently approved a 39-unit supportive housing development, called Meyers Place.

Rationale for Retain/Revise/Complete/Delete Assessment:

• There continues to be a need for more diversity in housing options across the region and a more balanced supply of housing that responds to demand.



Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Use and enhance	CMAP,	Strategically deploy CMAP's	Revise
existing technical	counties,	Centers Toolkit, ROI tool,	
assistance	municipalities,	MetroQuest software, and the	
software tools	nonprofits	Metropolitan Planning Council's	
		(MPC) Placemaking	
		program innovative software and	
		online applications for outreach	
		and other planning activities.	
		Develop <u>and update</u> an online	
		" <u>case study</u> library" of best	
		planning practices by local	
		governments, to be continually	
		updated and improved as	
		technical assistance activities	
		continue.	

- CMAP and the Village of Park Forest developed an interactive, online website for
 residents to express their support for the different strategies to include in the Village's
 sustainability plan. Users were able to rank their top goals and then choose the strategies
 they would support. After selecting strategies, users were able to compare the relative
 impact on achieving village-wide sustainability versus the relative cost to implement
 each strategy. All of this input was used to prioritize the plan's top strategies.
- Following the completion of the Berwyn Comprehensive plan, CMAP worked with the City to update its zoning code so that it would align with the new plan's stated goals. To help engage the public and better educate them on the potential impacts of a new zoning code, CMAP and the City developed an online, interactive website to gather public input. The site focused on three distinct corridors and provided residents the opportunity to select images that best represented the types of development and signage they thought should be included in each district.
- Staff worked with MetroQuest to create a particularly innovative web application to
 gather input from residents and business owners for the Hinsdale parking study. The
 application asked users to select from a series of parking management strategies,
 including demand-based pricing, expanded on-street parking, building a parking
 garage, supporting active transportation, and increasing enforcement fines. Based on the
 strategies selected, the app responded with ramifications to parking availability,
 distance to parking, cost of parking, cost to the municipality, traffic congestion, and
 biking and walking.
- Chicago Wilderness's Sustainable Watershed Action Team (SWAT) has worked with SSMMA to develop green infrastructure mapping layers which resulted in a green infrastructure web-based mapping tool for their <u>South Suburban Atlas</u>. As stated before,

- the GI mapping is being used to pin point areas likely for site-based BMPs in conjunction with further partners and mapping of grey infrastructure.
- Kane County partnered with CMAP to be trained and provide staff work for two <u>Homes for a Changing Region</u> studies including eight Kane County municipalities. Both study areas are using a newly developed interactive web tool for providing input in addition to the traditional community workshops.

- The names of specific software tools should be removed.
- Text updated to reflect CMAP's online "case study library".



Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Target technical	CMAP, RTA,	Create menu of assistance	Retain
assistance to	counties,	"offerings" consistent with GO	
communities	municipalities,	TO 2040, and clearly evaluate	
demonstrating	nonprofits	requests for assistance based	
interest in		upon conformance with these	
furthering GO TO		plan objectives. Proactively	
2040		identify opportunities to	
		provide community assistance.	

- During the annual call for LTA applications, CMAP staff work proactively to identify
 opportunities for GO TO 2040 implementation strategies in specific communities. Staff
 then reached out to those communities to suggest project ideas. Interested communities
 then submit applications for LTA projects.
- Among the criteria used to prioritize projects for support under CMAP's LTA program, consistency with GO TO 2040 objectives is perhaps the most important. The agency only selects projects that help to implement the recommendations of the plan. Before staff or consultant assistance is provided, local governments must pass resolutions that acknowledge that LTA support is provided to implement GO TO 2040.

Rationale for Retain/Revise/Complete/Delete Assessment:

• CMAP will continue to identify projects that implement GO TO 2040 recommendations to receive technical assistance through the agency's LTA program.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Sponsor Planning	CMAP,	Provide a cycle of Planning	Retain Revise
Commissioner	counties,	Commissioner Workshops	
workshops	municipalities,	throughout the region every two	
	nonprofits	years . Workshops will cover	
		such issues as the importance of	
		updating comprehensive plans,	
		consistency of local ordinances	
		with comprehensive planning	
		policy, making defensible land	
		use decisions, roles of planning	
		commissions and zoning boards	
		of appeals, and placing local	
		land use decisions within a	
		regional context. These also can	
		include special sessions on	
		topics of interest, such as transit-	
		supportive land use, energy	
		conservation, or parking	
		regulation, to name a few.	

• CMAP has partnered with the Illinois chapter of the American Planning Association and the Chaddick Institute for Metropolitan Development at DePaul University to provide planning commissioner training workshops to groups of municipalities that have also received staff support under the LTA program. Workshops are provided free-of-charge and open to planning commissioners in surrounding communities. CMAP has provided seven of these workshops since the LTA program began.

Rationale for Retain/Revise/Complete/Delete Assessment:

• Minor revisions to reflect CMAP's ongoing Planning Commissioner workshops. Rather than holding workshops on a set cycle, CMAP will provide these workshops as needed.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Encourage	CMAP, RTA,	Encourage COGs and counties to lead	Retain
formation of	counties, COGs,	formation of issue-specific	
formal	municipalities	collaborative planning groups to	
collaborative		address issues such as housing,	
planning efforts		transportation, economic	
		development, land use, water and	
		related environmental issues, or	
		others. Provide technical assistance to	
		existing collaborative groups in	
		research and mapping, developing	
		model ordinances and overlay	
		districts, seeking funding, interacting	
		with state and federal agencies, and	
		entering into intergovernmental	
		agreements.	

- CMAP encourages groups of local governments to apply for technical assistance through the LTA program and has or will complete 32 such projects over the next several years.
 - As an example, the LTA program's DuPage County corridor studies for Lake Street and Roosevelt Road were guided by Steering Committees, each comprised of representatives from the corridor communities. The collaborative discussions by these multi-jurisdictional Steering Committees led to regional strategies that other corridors may apply.
- Based on the recommendations of the <u>Blue Ribbon Advisory Council</u> for the IL 53/120 major capital project, CMAP is working with the Tollway and Lake County to prepare a multijurisdictional land use plan for the 53/120 corridor.
- The RTA has funded several corridor plans that encompass multiple communities, including the <u>Harlem Avenue Corridor Plan</u>, <u>Cicero Avenue Corridor Plan</u>, and the <u>Ridgeland Avenue Corridor Plan</u>.
- One of the purposes of the <u>Kane County Planning Cooperative</u> is to provide education and information for our municipal planning commission members. Topics for workshops are selected with input from municipalities and planning commissions to meet the most critical needs.

Rationale for Retain/Revise/Complete/Delete Assessment:

 As public resources continue to be scarce, CMAP will continue to encourage local collaboration to address issues that cross jurisdictional boundaries.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Form collaborative	Counties,	Encourage the formation of	Retain Revise
groups to address	COGs,	collaborative groups to address	
affordable housing	municipalities,	affordable housing across	
across communities	nonprofits,	communities. These can be broad	
	developers,	(such as the <u>Chicago Southland</u>	
	other housing	South Suburban-Housing and	
	stakeholders	Community Development	
		Collaborative) or specifically	
		targeted to a specific housing	
		issue (such as the Preservation	
		Compact and the Lake County	
		Preservation Initiative). These	
		groups should include a broad	
		array of housing industry	
		stakeholders and should explore	
		various funding mechanisms to	
		produce strategies that are nimble	
		and specific to the current housing	
		market.	

- The Metropolitan Mayors Caucus has provided ongoing technical assistance, with support from the Metropolitan Planning Council, to help groups of communities formalize interjurisdictional housing collaboratives that address housing issues crossing municipal boarders. This has resulted in the formation of three housing collaboratives. Thanks in large part to fundraising done by the Mayors Caucus, each collaborative benefits from one shared staff coordinator.
- CMAP has provided <u>Homes for a Changing Region</u> projects to the three interjurisdictional housing collaboratives in the region: the South Suburban Housing and Community Development Collaborative (as represented by Hazel Crest, Lansing, Olympia Fields, and Park Forest); West Cook County Housing Collaborative (Bellwood, Berwyn, Forest Park, Maywood, and Oak Park); and the Northwest Suburban Housing Collaborative (Arlington Heights, Buffalo Grove, Mount Prospect, Palatine, and Rolling Meadows).

- As housing markets do not end at municipal boarders, CMAP will continue to support the formation of housing collaboratives to address affordable housing needs.
- Slight revisions to reflect updated names for example initiatives.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Prioritize funding	Federal (HUD,	Provide financial incentives for	Retain
to communities	U.S. DOT, U.S.	involvement in collaborative groups	
engaging in	EPA), state	by prioritizing funding to	
intergovernmental	(IHDA, IDOT,	communities that apply for funding	
planning	DCEO)	jointly and develop programs across	
		municipal borders. Selection criteria	
		in funding programs should	
		recognize and reward	
		intergovernmental applicants.	

- Through the Sustainable Communities Initiative, HUD funded the West Cook County Housing Collaborative and the South Suburban Mayors and Managers to create loan funds that would increase TOD in two key subregions. CMAP has supported both efforts by developing tools to prioritize parcels for redevelopment based on data.
- The Illinois Housing Development Authority provides additional formula points to developers proposing affordable housing projects that would implement interjurisdictional housing plans, like *Homes for a Changing Region*, in its 2013 Qualified Allocation Plan. Further, IHDA awards points to developers for projects located within the boundaries of a locally adopted revitalization plan area, as well as to developers who work with qualified not-for-profit corporations.
- The Illinois Attorney General provided <u>funding</u> through the National Foreclosure Settlement Awards that encourages interjurisdictional coordination on foreclosure response in several areas across the region. CMAP received a \$448,448 grant to support such collaboration in the Fox River Valley in Kane County, Lake County, Northern Will County, and McHenry County.
- The Millennium Reserve, a multi-organizational <u>partnership</u>, has secured <u>grants</u> from a variety of sources, including the federal Great Lakes Restoration Initiative, thee Chicago Park District, and the Illinois Transportation Enhancements Program.

Rationale for Retain/Revise/Complete/Delete Assessment:

• Financial incentives should continue to encourage intergovernmental planning as a means to address issues that cross borders.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Facilitate	CMAP,	Support initiatives by COGs or counties	Retain
communication	counties,	that bring municipalities together in	
between	COGs,	coordinated planning activities and	
communities	municipalities	information-sharing. CMAP should	
facing similar		work with staff of the counties and	
challenges		COGs to help coordinate these efforts.	
		CMAP should also identify communities	
		sharing similar features facing similar	
		planning challenges, and provide a	
		facilitated environment to bring them	
		together to work on solutions and share	
		ideas collaboratively.	

- In May 2012, CMAP convened nearly 200 local planners, elected officials, stakeholder groups, and other residents at an <u>Ideas Exchange</u> event, where The Chicago Community Trust announced significant planning grants to five community-based projects. The event program featured sessions on how communities can tap into planning staff and grants to address planning issues. It also included opportunities for interested communities to network with other technical assistance providers, including federal agencies, regional transportation agencies, nonprofit groups, and others.
- CMAP supports periodic meetings hosted by the counties and COGs by providing transportation programming updates, presentations on new agency resources of interest, and opportunities for communities to receive technical assistance.
- The development of "On the Road to Reuse: Residential Demolition Bid Specification Development Tool", published by the U.S. EPA in September 2013, included outreach to stakeholders through the Great Lakes region facing similar issues with vacant residential parcels, and the need to appropriate raze and rehabilitate these sites.
- The Regional Homeownership Preservation Initiative organizes conferences to bring together regional stakeholders to discuss their common housing issues. The Federal Reserve Bank of Chicago recently hosted a <u>conference</u> on January 30, 2013 to discuss single-family rental properties.
- A Chicago Wilderness's Sustainable Watershed Action Team <u>project</u> brought together three municipalities – Mettawa, Bannockburn, and Lincolnshire – to conduct joint green infrastructure mapping, planning, and ordinance review process.
- The <u>Kane County Planning Cooperative</u> has and continues to receive input on the most critical planning issues for municipalities and other planning partners. The workshops are topic-focused and the monthly newsletter invites continued feedback as well as disseminates information and opportunities.

 As the basis for forming collaborative responses to challenges that cross borders, communities will continue to need venues for intergovernmental communication and discussion.



Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Identify and	CMAP, RTA,	Many communities have embraced TOD	Retain Revise
exploit	CTA, Metra,	as a strategy to revitalize their	
additional	Pace, counties,	downtowns, and plans for many of the	
opportunities	municipalities	most obvious locations for TOD have	
for transit-	nonprofits	already been prepared. CMAP and other	
oriented		regional civic organizationsstakeholders	
development		should identify other potential	
		opportunities for application of TOD	
		strategies and initiate pilot TOD projects	
		in areas where TOD is more difficult	
		(i.e., locations with difficult land	
		assembly, bus-based TOD, etc.).	
		Opportunities for the application of TOD	
		principles around planned ART or BRT	
		services can be an immediate focus.	

- CMAP has coordinated with the Regional Transportation Authority (RTA) on providing
 technical assistance to local governments for the purpose of <u>advancing TOD</u>. Over the
 past several years, the agencies have used one common application process for
 communities interested in receiving technical assistance through either CMAP's LTA or
 RTA's Community Planning Program. The agencies work together to determine the
 applications appropriate for each program.
- The RTA continues to provide funding and technical assistance to local communities to develop transit-oriented development plans. Since 2010, the RTA has funded approximately 20 TOD plans regionally; highlights from 2012 are available here. The RTA also has expanded implementation efforts for completed TOD plans, including funding TOD zoning updates and hosting Developer Discussion Panels.
- Released in October 2010, Kane County's 2040 <u>Conceptual Land Use Strategy</u> supports
 rehabilitation and infill for housing in with transit. It identifies potential bus rapid
 transit opportunities along the Randall Road corridor.
- Orland Park continues to actively market the development of the Main Street District of Downtown Orland Park. In 2011, the Board of Trustees approved a public-private partnership for the development of Ninety7Fifty on the Park, a mixed-use building with 295 apartments and 4,000 square feet of commercial. The building opened in Fall 2013 and has been a catalyst for private investment in the area.

Rationale for Retain/Revise/Complete/Delete Assessment:

 CMAP, RTA, and other partners should continue to make TOD a priority for implementing GO TO 2040 recommendations. • Revised for consistency with "Increase Commitment to Public Transit" chapter, which had been revised for consistency between "Specifics" and "Lead Implementers" and to include "BRT" along with "ART" as a potential opportunity for transit-oriented development.



Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Use livability	Counties,	Counties and municipalities should	Retain Revise
principles to	municipalities	pursue opportunities for more dense	
plan for land		development which mixes uses and	
use in		housing types within "location	
development		efficient" areas near transit services.	
near transit,		Counties and municipalities can	
<u>specifically</u>		increase density by providing density	
for major		bonuses (in exchange for affordable	
<u>capital</u>		units), creating transit overlay districts,	
projects and		or using form-based codes to address	
BRT		community fit. This can occur both for	
		existing transit services and areas	
		where transit expansion is planned,	
		and applies to both rail and bus	
		service. Counties and municipalities	
		should specifically pursue supportive	
		land use planning in areas near transit	
		major capital projects and BRT.	

- CMAP completed an LTA project for the <u>City of Berwyn</u> to create a Comprehensive Plan. Among others, it recommends several strategies to create a vibrant, livable community, including converting existing vacant and underutilized commercial properties into high-quality developments that cater to the needs of residents and visitors; concentrating commercial uses along major intersections to create pedestrian and transit-friendly development nodes at major street intersections; and continuing to develop the Depot District as Berwyn's cultural and economic hub in partnership with MacNeal Hospital and existing stakeholders within the District.
- CMAP also completed a Comprehensive Plan for The <u>City of Blue Island</u>. Its recommendations encourage 'Node Commercial' development at major intersections along Western Avenue, the Uptown District, and Vermont Street Metra station area. These parcels should accommodate high density and pedestrian oriented mixed-use developments with residential units above retail spaces. The plan also recommends promoting high density, mixed-use, and walkable transit-oriented development within the Vermont Street station area that will support revitalization of the City's Uptown District. Finally, the plan encourages new multi-family housing and mixed-use developments in strategic locations throughout the community.
- The <u>Village of Campton Hills</u> sought out technical assistance from CMAP's LTA
 program to create and adopt a single, stand-alone comprehensive plan to unify a series
 of local plans and ordinances and provide a vision for the future. One of the plan's
 recommendations calls for mixed use centers that would be relatively compact and
 provide needed commercial amenities, but also help preserve the natural environment
 in the remainder of the community.

- As the pace of development continues to increase in the wake of the recent recession, it will be increasingly important to focus development that mixes uses and housing types within "location efficient" areas near transit services.
- Text revisions to "Action" and "Specifics" reflect consistency with text in the "Increase Commitment to Public Transit" chapter.



Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Promote	Counties,	Proximity to transit services often	Retain Revise
housing	municipalities	increases land value, making it more	
affordability		difficult to provide a range of housing	
near transit		options. Counties and municipalities	
		should analyze housing needs near	
		transit services, and can provide a	
		variety of incentives to developers to	
		bring down development costs in	
		exchange for affordable units. These	
		tools include land donations, density	
		bonuses, reduced minimum parking	
		requirements, permit fee waivers, land	
		trusts and expedited permitting	
		processes. These should be explored,	
		considered, and adapted to specific local	
		situations.	

- In the agency's 2013 Qualified Allocation Plan, IHDA awards extra points to developers proposing affordable housing developments near transit or recommended in transit-oriented development plans.
- The West Cook County Housing Collaborative completed a *Homes for a Changing Region Study* for the communities of Bellwood, Berwyn, Forest Park, Maywood, and Oak Park in 2011. The recommendations focused on encouraging mixed use development near the subregion's many transit assets as well as creating a network of bicycle and pedestrian friendly streets that connect these assets to existing compact and mixed use neighborhoods. The Collaborative has also received over \$7 Million in public sector grants to create affordable, mixed use development in transit station areas.
- The Chicago Housing Authority recently worked with a team led by Teska Associates, Inc., to complete a Master Plan for the Altgeld Gardens-Phillip Murray Homes complex on the far south side of Chicago. The Master Plan centered around preservation and rehabilitation of 94 percent of the existing housing stock to maintain affordable homes, particularly as the community awaits the proposed extension of the CTA Red Line to 130th Street which would be directly adjacent to the CHA community.
- In 2012, the Orland Park Village Board <u>approved</u> Thomas Place, an age restricted, income restricted, IHDA tax credit, 80-unit apartment building. The building was located on Harlem Avenue near 159th Street. Residents can take advantage of nearby shopping and dining opportunities including a number of restaurants as well as a Meijer grocery store within walking distance. While not on a train line, Harlem Avenue does have an active bus line and is proposed to have bus rapid transit in the future.
- In its draft 2014 <u>Qualified Allocation Plan</u>, the Illinois Housing Development Authority awards extra points to developers proposing affordable housing developments which promote mass transit, car sharing, and walking.

- As the pace of development continues to increase in the wake of the recent recession, it will be increasingly important to make sure that new residential TOD is affordable to all of the region's residents.
- Add "reduced minimum parking requirements" to list of tools.



Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Target housing	Federal	Affordable housing grant	Retain
programs to	(HUD), state	programs should give high	
rehabilitation in	(IHDA),	priority to preserving the existing	
areas with transit	counties,	affordable housing stock,	
access	municipalities	particularly in TODs.	

• In FY 2012, U.S. HUD awarded \$1 million to the Regional Housing Initiative – a consortium of seven regional housing authorities – for a three-year pilot program. This project targeted affordable housing options in locations near transit, along with other neighborhood amenities.

Rationale for Retain/Revise/Complete/Delete Assessment:

• As the pace of development continues to increase in the wake of the recent recession, it will be increasingly important to focus resources on preserving existing affordable housing for future generations.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Require	RTA, CTA,	Consider supportive land use	Retain
supportive land	Metra, Pace	when making investment and	
use planning		programming decisions. The	
before new transit		service boards should prioritize	
investment is		investments (new service in	
made		particular) in areas that have or are	
		planning for land use and local	
		infrastructure that supports transit.	

- In a joint effort, the CTA, Chicago Department of Transportation, Chicago Department of Housing and Economic Development, and the Federal Transit Administration conducted a year-long study of alternatives for Bus Rapid Transit (BRT) that could be located either on Ashland or Western Avenue. Analysis and public input resulted in the decision to plan for 16 miles of BRT along Ashland Avenue from Irving Park to 95th Street. The first phase of the project, focusing on the segment from Cortland to 31st Street, has begun with continued opportunities for public input.
 - The RTA awarded a Community Planning grant to the City of Chicago in 2013 to develop a land use plan for the future Ashland and Western BRT corridors.
- The RTA has published numerous reports to support local governments in the implementation of transit-oriented development.
 - o In August 2012, the RTA released "Setting the Stage for Transit." The report lays out land use recommendations needed to support different levels of transit, and also explains the different types of transit service available in the region.
 - o In March 2011, the RTA released "Zoning and Transit-Oriented Development," a report outlining the types of zoning code options available that are supportive of transit-oriented development.
 - O In October 2012, the RTA released "<u>Streamlining the Entitlement Process for TOD</u>," a report that outlines strategies to streamline the entitlement process for projects that are supportive of TOD and examples of these processes in other regions.
 - In November 2011, the RTA released a report titled, "<u>Access and Parking Strategies for Transit-Oriented Development</u>," a report that offers potential strategies for communities to address improved transit access and creative parking strategies for TOD areas.

Rationale for Retain/Revise/Complete/Delete Assessment:

• This action remains a priority for CMAP and the region.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Update guidelines	RTA, CTA,	Update materials produced by the	Retain Revise
for transit-	Metra, Pace	RTA and transit service boards	
supportive land		concerning land use planning and	
use		small-scale infrastructure	
		investments that support transit.	
		These materials should include	
		additional topics such as housing	
		affordability that go beyond the	
		density and design issues which are	
		currently included.	

- Pace Suburban Bus produced a <u>Transit Supportive Guidelines</u> website with information resources to help communities encourage land uses and configurations that support bus transit. According to Pace, these Guidelines present principles and standards that may be implemented by municipalities, designers, engineers, and many others. As stated on the website, the ultimate vision is to provide a higher level of bus service to places that actively remove barriers to transit as a viable transportation choice.
- The RTA has published numerous reports to support local governments in the implementation of transit-oriented development.
 - In August 2012, the RTA released "<u>Setting the Stage for Transit</u>." The report lays
 out land use recommendations needed to support different levels of transit, and
 also explains the different types of transit service available in the region.
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 - In November 2011, the RTA released a report titled, "<u>Access and Parking Strategies for Transit-Oriented Development</u>," a report that offers potential strategies for communities to address improved transit access and creative parking strategies for TOD areas.
 - The RTA has also published "<u>Municipal Funding Opportunities for Transit-Oriented Development</u>", a listing of potential funding sources for to support TOD projects.

- As new best practices continue to be discovered, it will be important to continuously update these guidelines.
- Slight revision to add RTA to text of "Specifics".