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# **Land Use Committee Meeting Minutes**

Wednesday, August 18, 2010

Offices of the Chicago Metropolitan Agency for Planning (CMAP)

DuPage County Conference Room

Suite 800, 233 S. Wacker Drive, Willis Tower, Chicago, Illinois

## **Members Present:**

Mark Avery (chair), Ed Paesel (co-chair), Jay Ciavarella (for Heather Tabbert), Norm West, Heather Smith, Jim LaBelle, Robert Cole, John Paige (for Karen Stonehouse)

#### **Members Absent:**

Lisa DiChiera, Dennis Sandquist, Kristi DeLaurentiis, Curt Paddock, David Galowich, Robert Palmer, Judy Beck, Jerry Conrad, Nathaniel Werner, Nancy Williamson, Karie Friling, Roger Dahlstrom

#### **Staff Present:**

Stephen Ostrander (committee liaison), Ryan Ames, Erin Aleman

## **Others Present:**

Robert Munson (CMAP Citizen Advisory Committee), Bill Hunt (Lake County), Laura Weathered (Near Northwest Arts Council)

#### 1.0 Call to Order

Chairman Mark Avery called the meeting to order at 9:04 a.m.

## 2.0 Agenda Changes and Announcements

None

## 3.0 Approval of Meeting Notes

Mark Avery moved; John Paige seconded to approve the minutes of July 21, 2010. All in favor, the motion carried.

## 4.0 Legislative Update

None

## 5.0 GO TO 2040: Public Comment Summary: Erin Aleman, CMAP

Aleman shared outcomes of the public comment period for the *GO TO 2040* plan, which took place between June 11 and August 6, 2010. CMAP utilized several methods for outreach during

this period. Nearly 150 meetings were held with almost 200 highly diverse stakeholder groups. 10 open houses were held in throughout all seven counties that make up the CMAP region. The open houses provided a chance for people to understand the scope of the plan, as well as several of its heavily-emphasized principles, such as "livability," emphasizing the link between land use, transportation, and housing. Economic development, jobs, and transportation access were perhaps the most frequently discussed items at the open houses. Government coordination and how CMAP will implement the plan closely followed as important items of discussion. 1,088 formal comments were received.

While CMAP does not anticipate any major policy changes, it is likely that some smaller aspects of the draft plan will be revised. Around 200 letters were received by groups like Sierra Club who gave their support or shared concerns such as CMAP's support for particular major capital projects. About 250 letters were received concerning arts and culture. Moreover, about 200 letters were received from stakeholders on the South Side of Chicago and in the South Suburbs to support the Red Line Extension being in the *GO TO 2040* plan. It appears that the real majority of comments have come from groups either representing or physically located in Cook County – as there are many organizations with offices in Chicago.

Avery asked if many of the questions CMAP received were about why some capital projects were on the "constrained list" and others were on the "unconstrained list." Aleman answered that most of those discussions were about the details of particular capital projects and not necessarily if they were considered constrained or unconstrained or about the process of determination.

Paige asked if suggestions were given as to how to increase revenue for capital projects. Aleman said that most people understood the issue of having limited money to work with and that some ideas, like indexing the gas tax, may not be sustainable due to increasing fuel economy of cars. Some were open to, and interested in, congestion pricing as a revenue generator.

Smith asked if Aleman would elaborate on the discussions of government coordination between the different levels. Aleman replied that most of the discussion focused on state level coordination as well as considerable talk about the role of townships.

West asked if there are going to be modifications to the plan to make the implementation aspects stand out more clearly. Aleman said CMAP has talked about releasing a series of action item lists (or "action sheets").

West followed by saying the plan seeks to engage in a philosophy or paradigm shift with regards to how certain things our run in our region; he asked how the plan will directly translate these aspirations into actionable items. Aleman acknowledged that perhaps that is an area that could be made clearer.

Paige asked if a more detailed summary of comments and responses will be made available. Aleman said one will be made available before the September board meeting.

Paige shared his concern about the plan not directly addressing concentrations of poverty in certain places in the region and how it should be dealt with on a regional level. He asked whether anyone mentioned this subject during the public comment period. Aleman said there have been some groups who have brought it up. For example, CMAP met with some fair housing groups and had discussions about the concentration of poverty and impacts of subsidized housing. Aleman suggested that it is difficult to determine the appropriate role for CMAP in regard to this concern, and how it should be addressed in a more direct manner in the plan.

Paige added that a truly regionally collaborative effort is needed to address the issue.

Hunt wanted to acknowledge CMAP's solid effort in putting together the open house in Lake County. Livability was strongly emphasized and administrators from Lake County are receiving the concept well. Implementation is problematic, but the issue is a very good one to push. The incorporation of local food is also one that Lake County encourages. A recommendation would be to emphasize the issue as having economic development implications. Local examples of successful efforts could be added to the plan for such purposes. Regarding transportation, he would like to see a strong emphasis on the links between context sensitive solutions and complete streets for road improvements. That message needs to be heard loudly by the Illinois Department of Transportation (IDOT).

LaBelle added that there seems to be a real gap between what transportation agencies allow for and what local communities want. The motor fuel tax limits what local governments can do and should be made more flexible to allow for transit supportive projects. It would probably require legislative changes, but it could be worth it as a recommendation in the plan.

Smith noted that current efforts by the Congress for New Urbanism in Elgin on major corridors could be seen as a model for addressing this issue, as it appears to represent an excellent example of IDOT fully integrating context sensitive design.

Aleman notified the committee of plans for CMAP to re-launch the *GO TO 2040* website to further improve it as a living and dynamic plan that also features additional examples/best practices. This launch is anticipated to be ready in October.

Weathered spoke about the Near Northwest Arts Council, and their initiative to link arts with land use by focusing on affordable housing for artists and creative uses for vacant first-floor retail space in mixed-use buildings. The initiative has economic development implications and has been taken to Mayor Daley for support. While it has focused on Chicago thus far, a regional effort is the objective. Planning grants that can be used to address arts and culture should be a high priority, and is an area where NNAC hopes CMAP's advocacy can make an impact.

Aleman mentioned CMAP was recently on a conference call with Shaun Donovan, Secretary of the U.S. Department of Housing and Urban Development, in which he suggested arts and culture is an area he wants to see better-integrated into planning efforts. CMAP has been talking with Arts Alliance Illinois about working together on such initiatives.

Paige wanted to clarify that more specific proposals like the one Weathered mentioned will not make it into the main recommendations of *GO TO 2040*. Aleman confirmed this, but noted that CMAP is 100% supportive of such proposals, and expects to incorporate arts and culture initiative into its work throughout the region.

West asked if after October there will be a group of CMAP staff continually updating the plan and incorporating additional recommendations. West added that the plan could be trimmed down by getting rid of repetitive concepts and language. Aleman answered that CMAP will be reorganizing internally and aligning with certain issue areas for the implementation of the plans recommendations. One of the main ways CMAP plans on continually tracking progress is through the Regional Indicators Project, which will be released in mid-November. As to the repetitive words, CMAP wanted the different sections to be modular so that people only interested in certain elements could do so without having to refer to the text of the entire plan. A much-shorter version of the *GO TO 2040* plan, aimed at the general public, is being prepared and will be available by October.

Aleman let the committee know that on the morning of October 13th, the CMAP Board will approve the plan, and an event (beginning at 10:30am that morning), is being organized to celebrate. Everyone is invited (CMAP would appreciate RSVPs by September 30 to <u>info@cmap.illinois.gov</u>).

Paesel wondered what the role of the Land Use Committee will be and recommended using time in an upcoming meeting to discuss the matter.

LaBelle added the committee structure may need to change, especially considering that one of the main principles of *GO TO 2040* is the integration of land use and transportation.

Munson said the Citizens Advisory Committee recently talked about this issue. One of the things that stood out to him while attending the open house meeting in Arlington Heights was the strong criticism by some of the attending land use planners, who argued that *GO TO 2040* does not go far enough to integrate land use and transportation. Specifically, they felt that perhaps land use was not being treated as an equal partner.

Cole said that until the funding structure of programs that come from sources like the motor fuel tax are changed, there will remain uneven treatment of the two disciplines.

Avery stated he did not agree with the criticism (referred to by Munson), and thought that CMAP has been doing all it can to integrate the two disciplines.

LaBelle added that part of the perception of unequal treatment (between land use and transportation) is that funding tied to transportation is project-specific; given that land use is locally-

controlled, CMAP must use persuasion, along with incorporating land use goals into transportation projects.

Avery reminded the committee that the Planning Committee will meet on September 8<sup>th</sup>, and Land Use Committee members should submit any final comments on the *GO TO 2040* plan to Ed Paesel before that time. Avery then asked what will be presented to the CMAP Board at their September meeting; Aleman answered that the final draft of the *GO TO 2040* plan will be presented, although Board members will not vote on it until October.

## 6.0 Next Meeting:

October 20, 2010 (the CMAP Land Use Committee will not meet in September)

#### 7.0 Other Business

None

#### 8.0 Public Comment

None

## 9.0 Adjournment

The meeting was adjourned at 10:10am

Respectfully submitted,

Stephen Ostrander

Staff Liaison to the Land Use Committee

Notes compiled with the help of Ryan Ames