



ON TO 2050 Visual Assets and Web Design

May 16, 2018

Printed vs Online

- Accessible – designed to meet Level AA accessibility guidelines
- Interactive – highly visual and with features savvy web users expect
- Responsive – in the last year, 30% of visitors used mobile device

Steps

- Two channels – one for CMAP and one for ON TO 2050
- Upgraded website platform, stripped content to essential info
- Found the right partners to develop visual assets

Visual Assets

- Photography
- Architectural renderings
- Info and data graphics

Photography

- 7 counties, summer and winter, strategic locations
- Ground and drone, including video
- Tagged and searchable



Cook



Cook



DuPage



McHenry



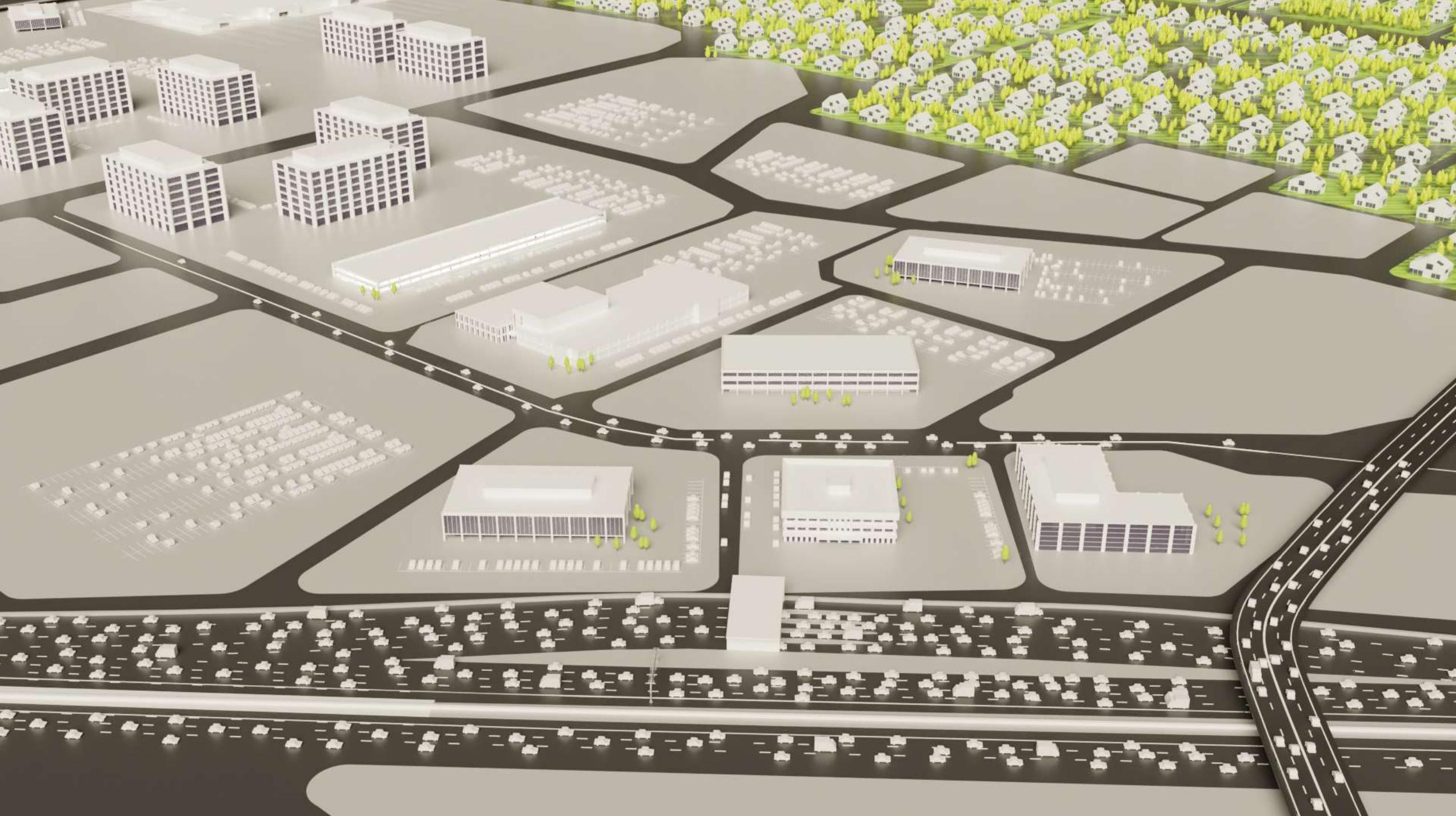
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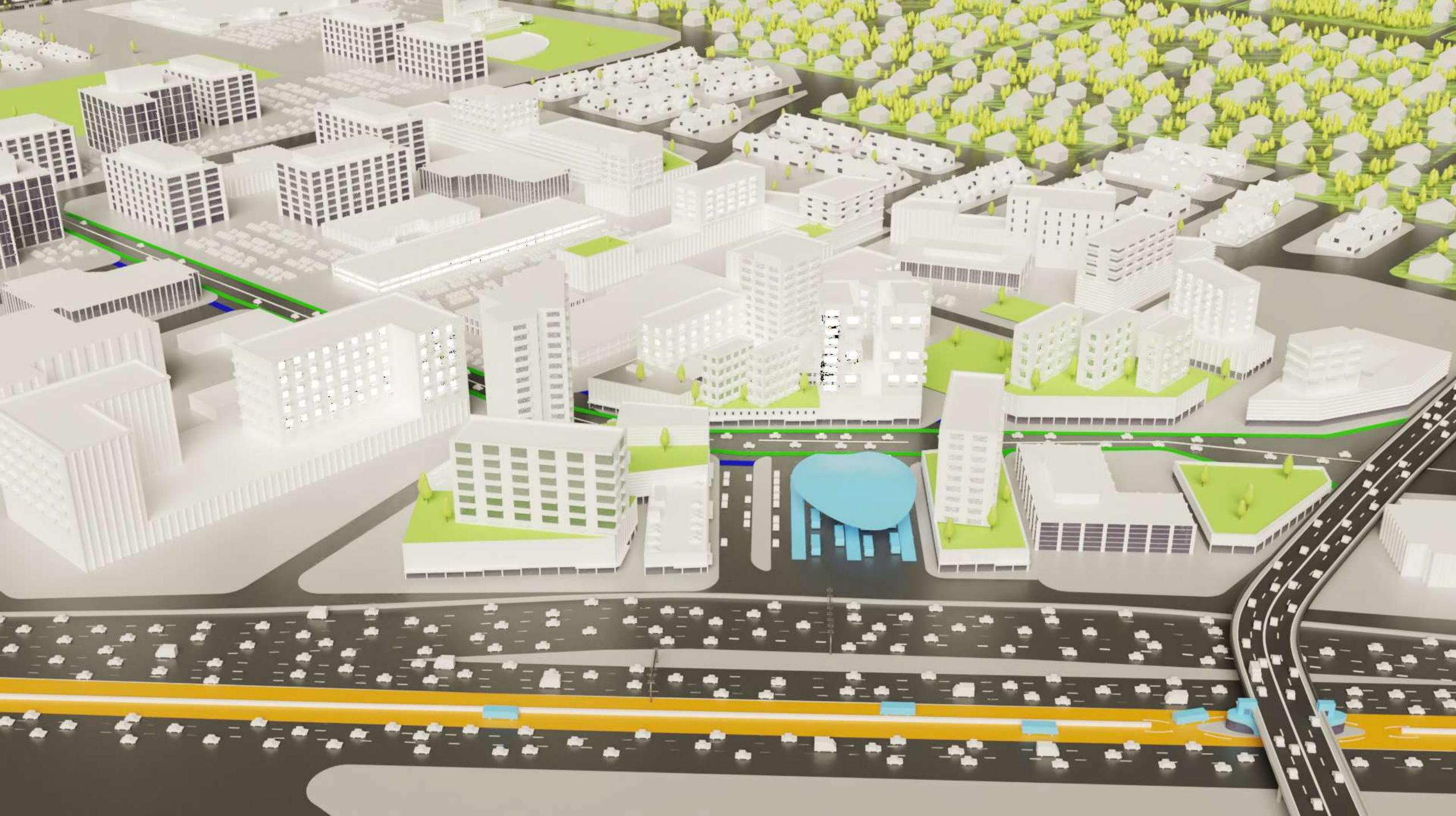


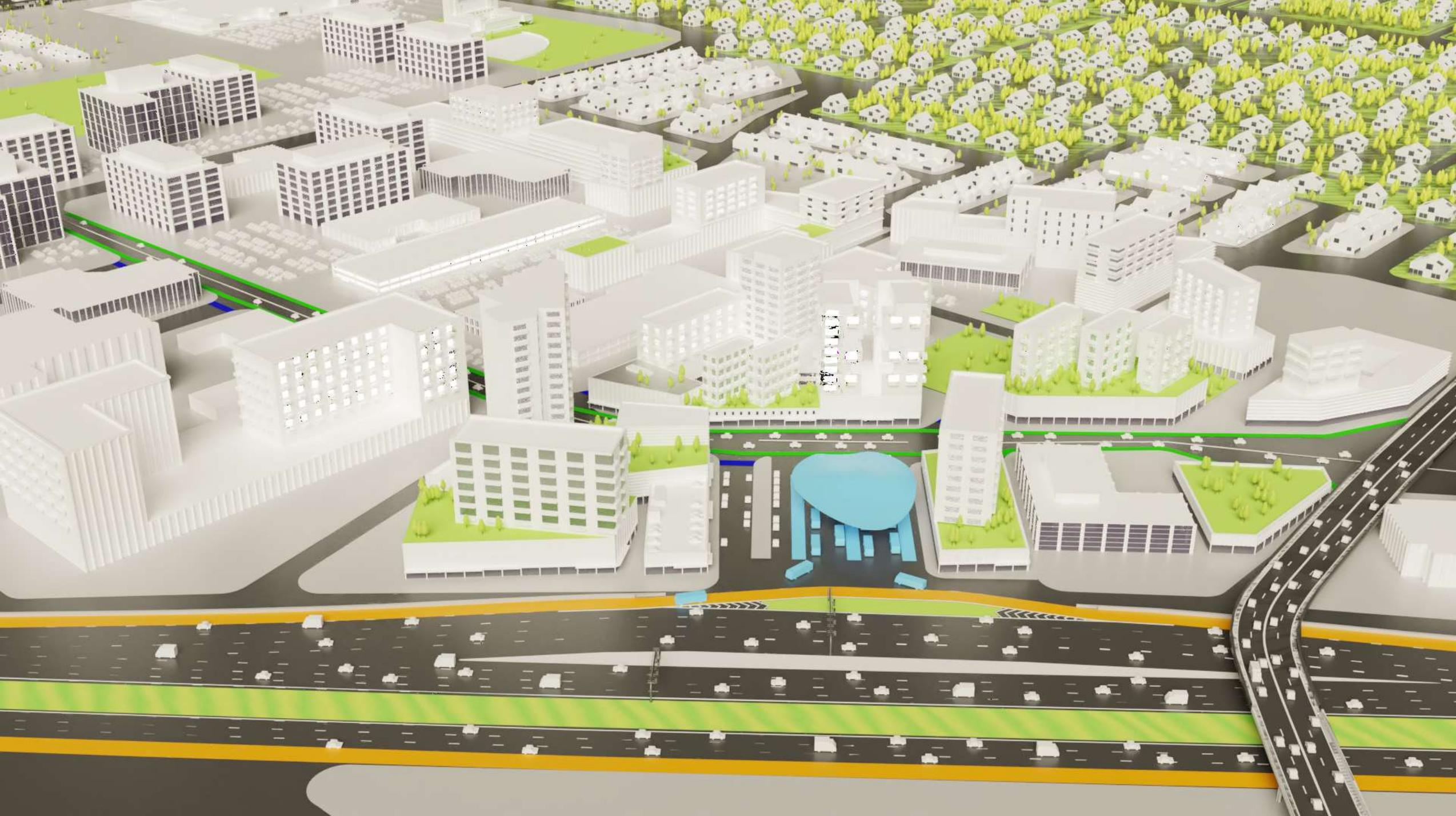
Lake

Architectural renderings

- Show how interventions might work in real settings
- See change over time



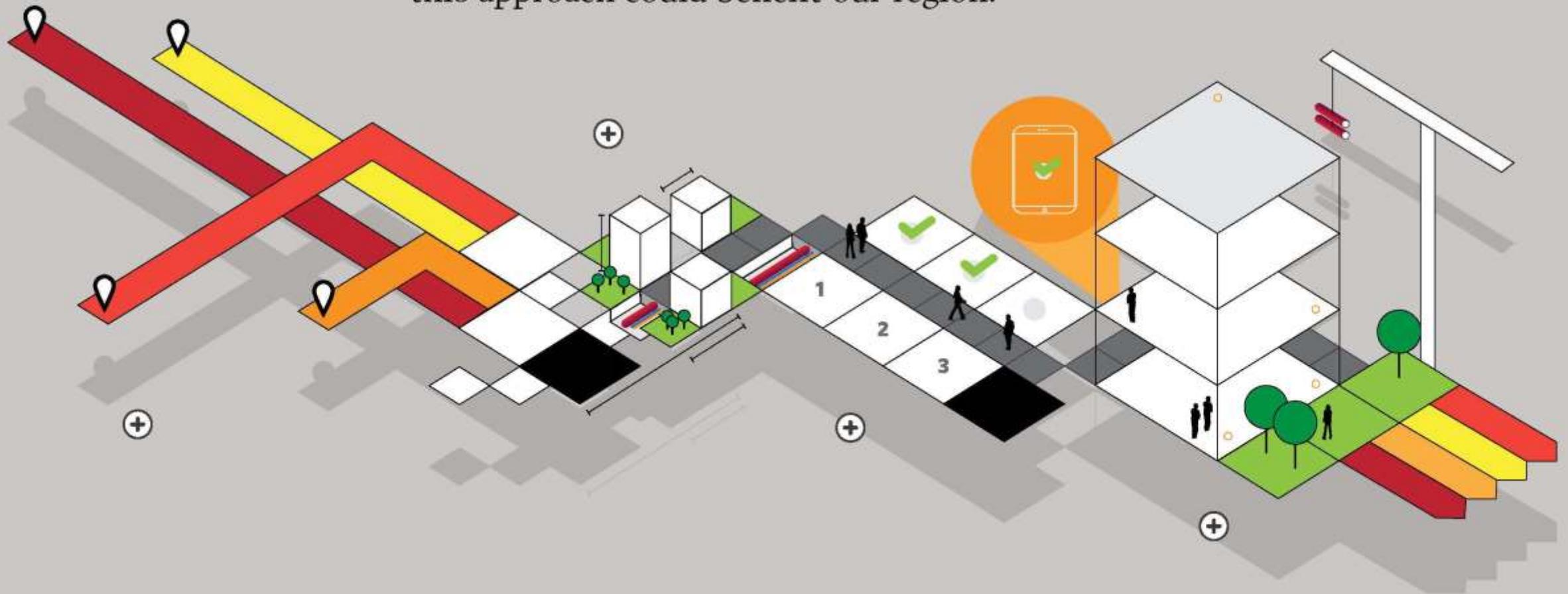




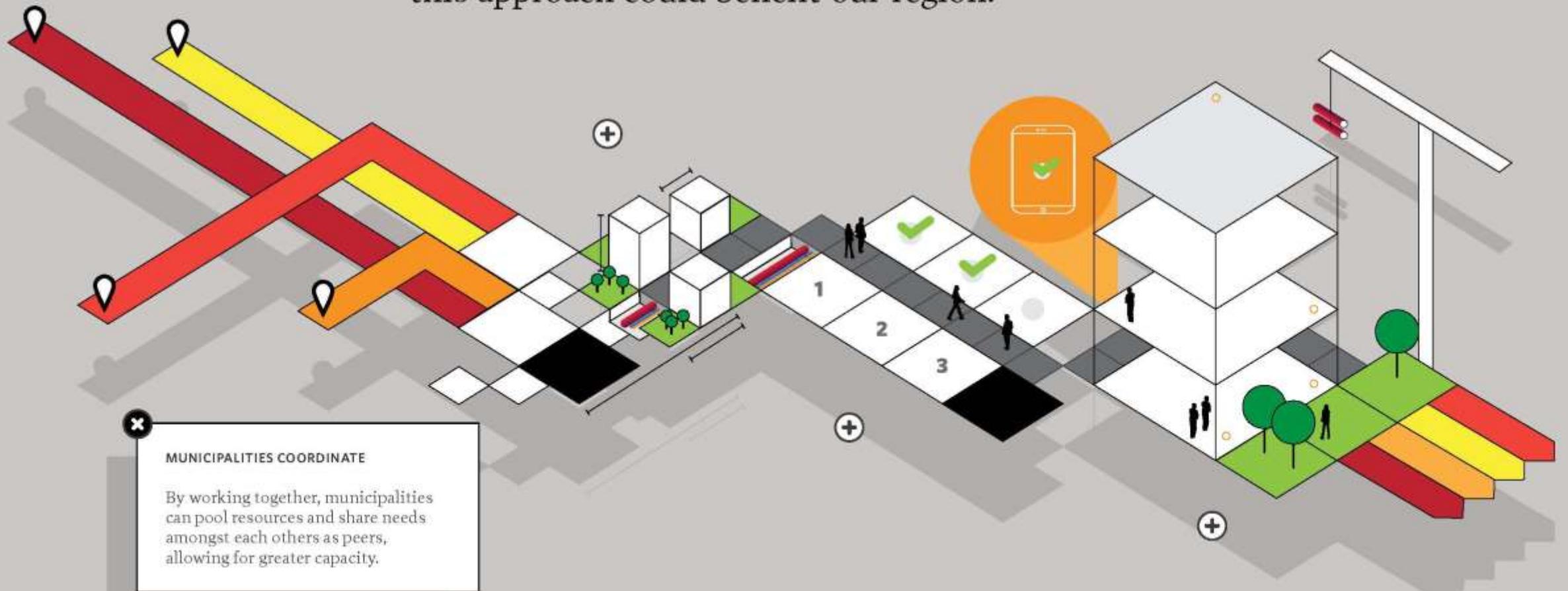
Infographics

- Add clarity to complex concepts
- Interactivity that users expect

Centralized permitting for adjacent communities
With stresses on federal and state resources, more municipalities will need to share services in innovative ways. Below is one example of how this approach could benefit our region.



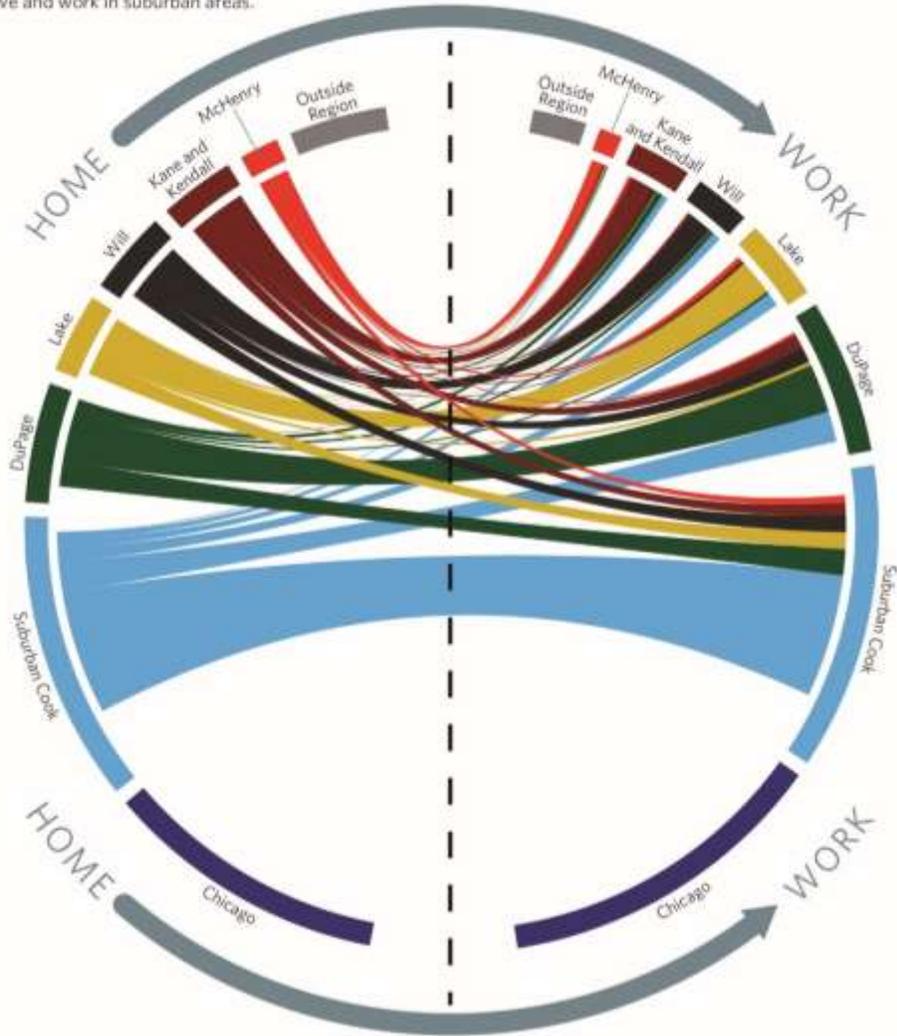
Centralized permitting for adjacent communities
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Suburban commute flows

Fifty-seven percent of the region's workers live and work in suburban areas.

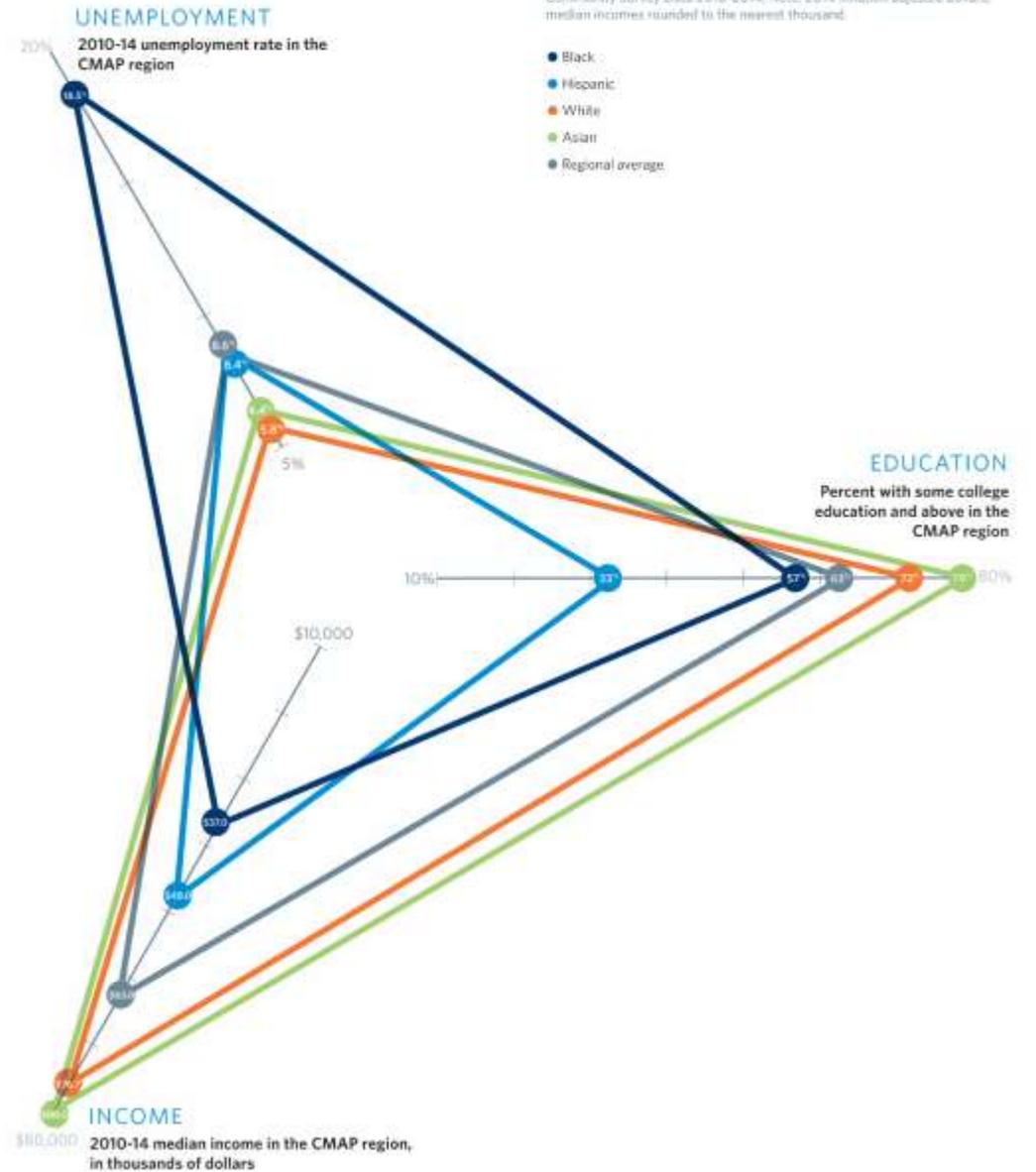
Source: Chicago Metropolitan Agency for Planning analysis of U.S. Census Longitudinal Employer-Household Dynamics data, 2014.



Disparate outcomes by race/ethnicity in the Chicago region, 2010-14

Note: Unemployment is for population 16 and above. The Bureau of Labor Statistics provides regional unemployment rates used in other CMAP products. Census unemployment is behind current rates, but is the most appropriate source to analyze unemployment by race.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey Data 2010-2014; Note: 2014 inflation adjusted dollars; median incomes rounded to the nearest thousand.



FAVORITES FOLDERS

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FILTER COLLECTIONS EXPORT

Labels

- No Label 702
- Select 43
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File Type

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Keywords

- No Keywords 1
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- 006 1
- ADA 14
- agriculture 23
- Agriculture 7
- airplane 7
- airport 7
- Algonquin 14
- Andersenville 40
- animals 2
- Animals 15
- Apartment 31
- Arlington Heights 14
- Art 33
- Aaa on Argyle 36
- Barona 6
- beach park 1
- Bedford Park 7

GRID VIEW

Thumbnail 1: Cook_199.tif (Aerial view of a park with a lake and city buildings)

Thumbnail 2: Cook_200.tif (Aerial view of a city skyline near a body of water)

Thumbnail 3: Cook_201.tif (Aerial view of a park with a lake and city buildings)

Thumbnail 4: Cook_202.tif (Aerial view of a park with a lake and city buildings)

Thumbnail 5: Cook_203.tif (Aerial view of a city skyline near a body of water)

Thumbnail 6: Cook_204.tif (City skyline at sunset)

Thumbnail 7: Cook_205.tif (Aerial view of a baseball field)

Thumbnail 8: Cook_206.tif (Aerial view of a park with a lake and city buildings)

Thumbnail 9: Cook_207.tif (Aerial view of a city skyline near a body of water)

Thumbnail 10: Cook_208.tif (Aerial view of a park with a lake and city buildings)

Thumbnail 11: Cook_209.tif (Aerial view of a park with a lake and city buildings)

Thumbnail 12: Cook_210.tif (Aerial view of a city skyline near a body of water)

Thumbnail 13: Cook_215.tif (City skyline at sunset)

Thumbnail 14: Cook_258.tif (Aerial view of a baseball field)

Thumbnail 15: Cook_259.tif (Aerial view of a city skyline near a body of water)

Thumbnail 16: Cook_260.tif (Aerial view of a city skyline near a body of water)

Thumbnail 17: DuPage_002.tif (A man in a hat working in a field)

Thumbnail 18: DuPage_003.tif (A man in a hat working in a field)

Thumbnail 19: DuPage_005.tif (A row of trees in a field)

Thumbnail 20: DuPage_008.tif (A person holding a small animal)

Thumbnail 21: DuPage_026.tif (Aerial view of a large industrial or agricultural facility)

Thumbnail 22: DuPage_029.tif (Aerial view of a large industrial or agricultural facility)

Thumbnail 23: Kane_021.tif (Sunset over a field)

Thumbnail 24: Kane_029.tif (Aerial view of a large industrial or agricultural facility)

Thumbnail 25: Kane_030.tif (Aerial view of a large industrial or agricultural facility)

Thumbnail 26: Kane_031.tif (Aerial view of a large industrial or agricultural facility)

Thumbnail 27: Kane_032.tif (Aerial view of a large industrial or agricultural facility)

Thumbnail 28: Kane_033.tif (Aerial view of a large industrial or agricultural facility)

Web content

- Chapter landing page
- Recommendation page
- Local strategy maps
- Profiles
- Glossary
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CMAP **ON TO 2050**

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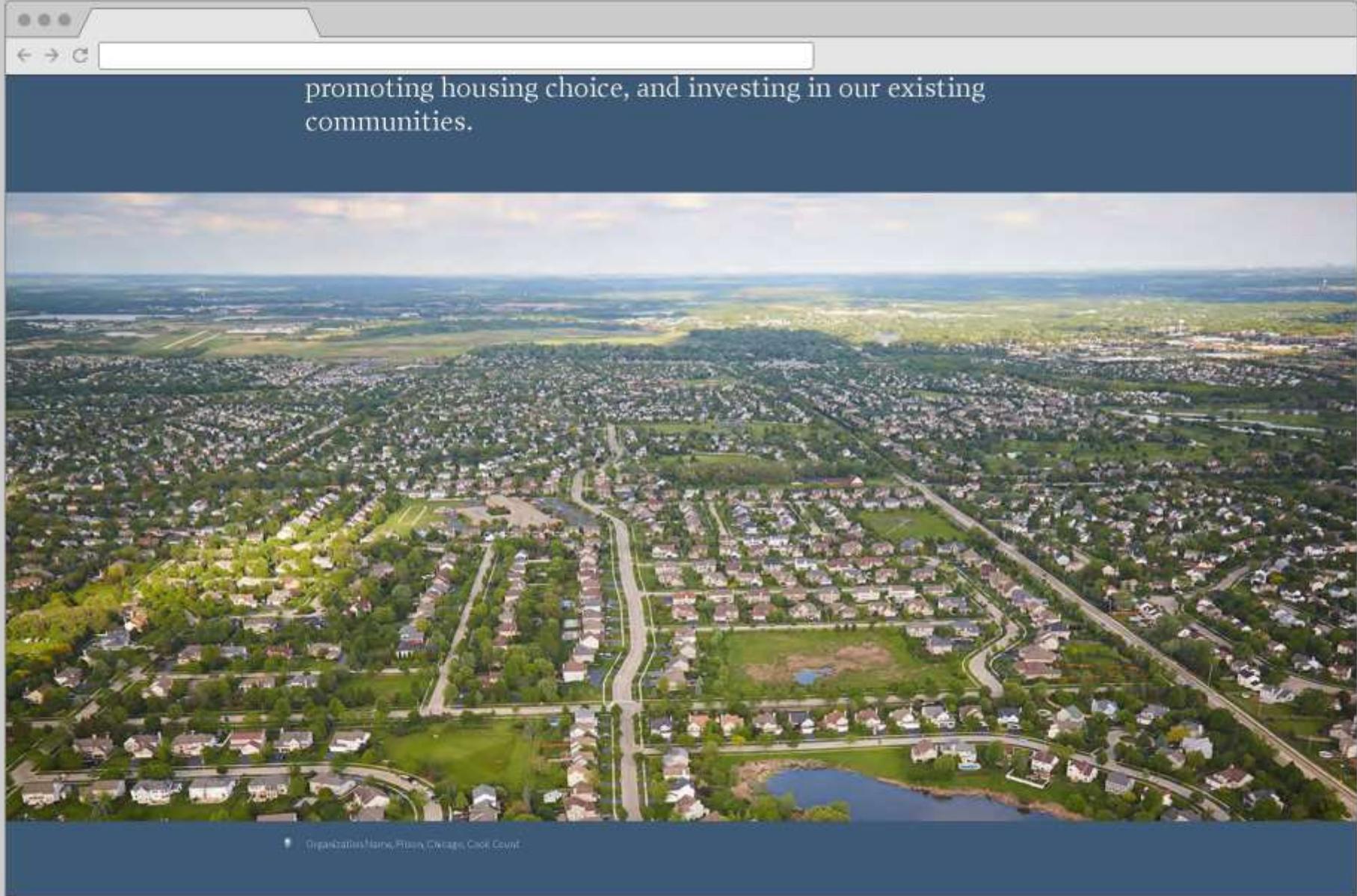
Community

The region's communities, built environment, and quality of life are among its biggest resources. ON TO 2050 seeks to build strong communities and even more vibrant places through targeting resources, improving planning, encouraging collaboration on fiscal and economic issues, promoting housing choice, and investing in our existing communities.

Jump to

- Goal 1
- Goal 2

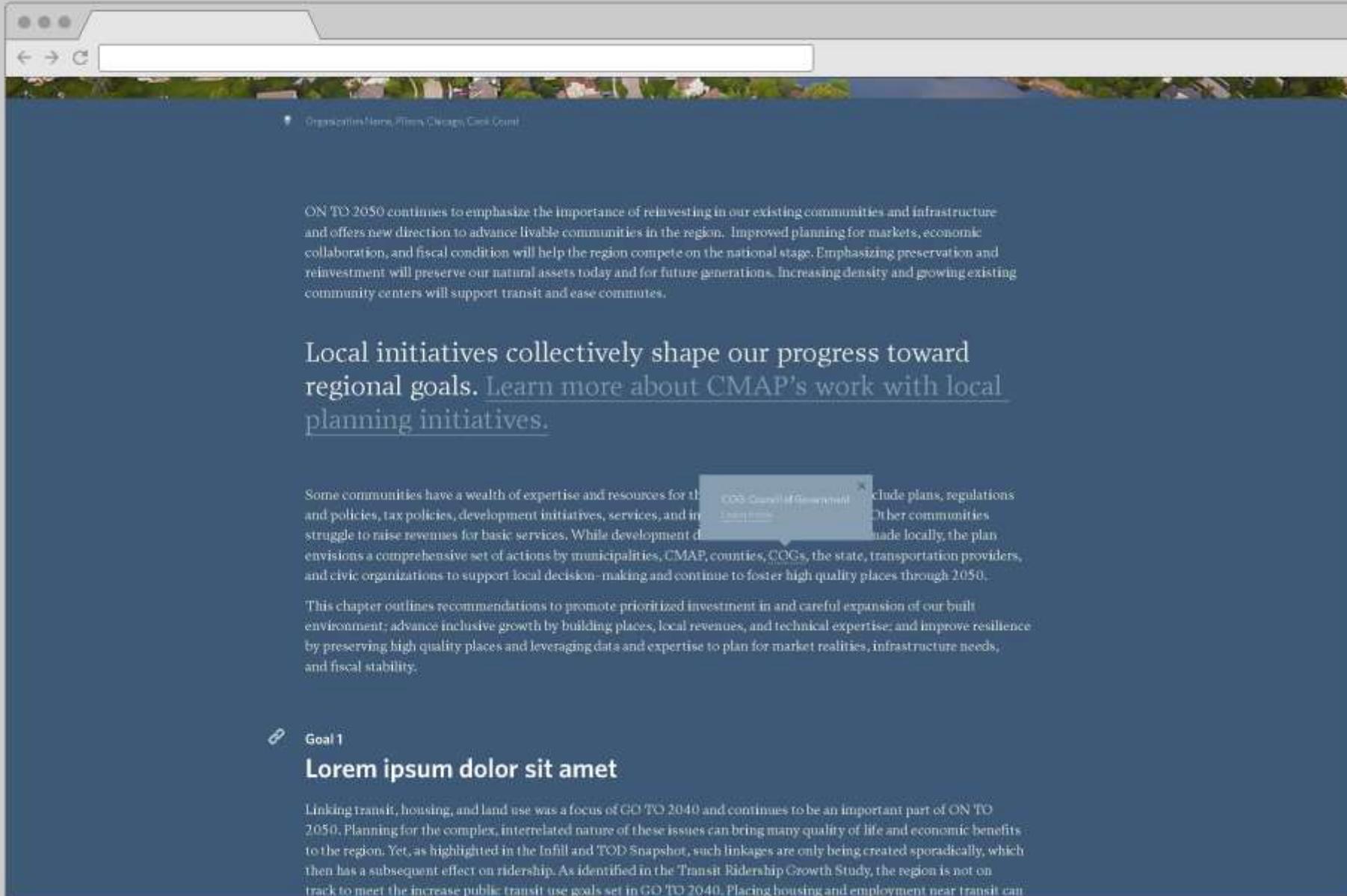




promoting housing choice, and investing in our existing communities.

Organization Name, Place, Chicago, Cook County





Goal 1

Lorem ipsum dolor sit amet

Linking transit, housing, and land use was a focus of GO TO 2040 and continues to be an important part of ON TO 2050. Planning for the complex, interrelated nature of these issues can bring many quality of life and economic benefits to the region. Yet, as highlighted in the Infill and TOD Snapshot, such linkages are only being created sporadically, which then has a subsequent effect on ridership. As identified in the Transit Ridership Growth Study, the region is not on track to meet the increase public transit use goals set in GO TO 2040. Placing housing and employment near transit can increase ridership and potentially allow for higher quality transit service over time.

Recommendations



Focus reinvestment in Targeted Reinvestment Areas



Align local economic development planning with regional goals



Target preservation and stewardship efforts to key conservation and agricultural areas



Develop tax policies that support successful communities and regionally beneficial land uses



🔗 Goal 2

Lorem ipsum dolor sit amet consequor polsum

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Recommendations



Focus reinvestment in Targeted Reinvestment Areas



Match regional and local housing supply with the type of housing that residents want



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[Support development of compact, walkable communities](#)



[Incorporate market and fiscal feasibility into planning and development processes](#)

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Recommendation

Support Development of Compact, Walkable Communities

By 2050, more people may want to live in dense, walkable communities due to two key societal shifts. CMAP's 2050 socioeconomic forecast estimates that residents age 60 and older will nearly double between now and 2050. As baby boomers downsize and our senior population continues to grow through 2050, many seniors may prefer places with accessible and walkable amenities.

At the same time, consumer preference surveys indicate a growing desire for mixed-use communities with walkable amenities in both urban and suburban areas, most particularly among millennials.

Strategies

Design streetscapes to support changes in transportation and improved walkability

Improve safety in downtowns and main streets

Manage parking actively

Plan land use to support transit

Create great places

Plan for the future when considering new infrastructure and development

Chart
Proportion of permitted new housing units in the Chicago MSA, by units in structure.

Key
■ 1 Unit
■ 2+ Units



Since 1995, the types of housing being built in the region have shifted dramatically from predominantly single-family detached units to an equal balance of multi-unit developments, which are typically found in compact, walkable places.

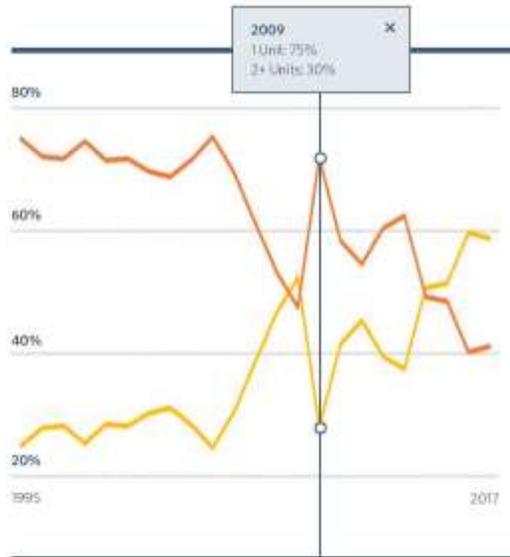


By 2050, more people may want to live in dense, walkable communities due to two key societal shifts. CMAP's 2050 socioeconomic forecast estimates that residents age 60 and older will nearly double between now and 2050. As baby boomers downsize and our senior population continues to grow through 2050, many seniors may prefer places with accessible and walkable amenities.

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CMAP anticipates that technological innovations, specifically those that increase transportation options and ease transitions between transportation modes, will continue into the future. Recognizing the potential for such change, CMAP included Walkable Communities as one of the five Alternative Futures during plan development.

Support transit, transit-oriented development, and improved walkability

Improve safety in downtowns and main streets

Manage parking actively

Plan land use to support transit

Create great places

Plan for the future when considering new infrastructure and development



1995 2017

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Map
ON TO 2050 carries forward the GO TO 2040 recommendation to build walkable communities with a variety of services, amenities, and transportation options. Learn more about walkability in our region.

[Explore](#)

Yet, many things stand in the way of creating compact places that support all modes and uses. Rapid changes in transportation technology are making the street edge more crowded all the time. Increased online shopping has brought more trucks into all types of neighborhoods, at all times of day. Increased shared mobility – from bikeshare to transportation network companies – have created competition for limited street frontage. While best practices for complete streets, minimizing parking needs, promoting compact development, and improving interactions between bikes, people, and cars exist, the types of transportation uses and the types of places that people want are swiftly changing.





complete streets, minimizing parking needs, promoting compact development, and improving interactions between bikes, people, and cars exist, the types of transportation uses and the types of places that people want are swiftly changing.



Future modes of transportation are unpredictable, but by designing a flexible infrastructure they can evolve on existing streets.

Click to toggle views

View all

Automated Freight

Automated Transit



Click to toggle views

View all Automated Freight Automated Transit

Strategy

Design streetscapes to support changes in transportation and improved walkability

Urban neighborhoods, suburban downtowns, and commercial corridors must serve many types of travel and uses, from pedestrians to trucks, and from mom-and-pop stores to mixed use developments. These interactions are becoming more complex due to the increased advent of online shopping and associated deliveries, increased biking and walking, and the rise of transportation network companies. Accommodating many types of needs in urban space is already complex, and many solutions exist. Given the fast pace of change in mobility today, CMAP and partners can play a role in monitoring changes and establishing best practices. CMAP should work with communities to pilot new approaches and establish strategies to support emerging mobility options and preserve vibrant, walkable communities.

Strategy

Improve safety in downtowns and main streets

Improve safety for all users in downtowns and main streets. Epre, quibus aut optasin con porepta soluptas acerio dolorem velent aut que asiminulpari volum ini officii volenditatem nihit et etur modipsamus vellaut latem re aut lab isciunquant vel ium, sim idunt re prati id quiatem poruptatem culpa cus, ulligenda cum qui ut et erum ium ut dionem ex es ea dolorepero quid moluptatem faciunt.

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Strategy

Manage parking actively

The amount and location of parking influences the character, form, function and flow of our communities. It can make



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🔗 Strategy

Manage parking actively

The amount and location of parking influences the character, form, function and flow of our communities. It can make walking and bicycling unpleasant and unsafe, it can add to flooding and pollution problems, and it can make housing more expensive. At the same time, in many places, parking is necessary to support a community's local businesses. Planning for parking needs and pricing parking to manage demand can support business needs, raise local revenues, and help create compact, walkable communities.

Recognizing its importance, CMAP has assisted plans and developed best practices in parking management. The CMAP toolkit *Parking Strategies to Support Livable Communities* identifies the value of parking management, encouraging communities to consider a wider array of solutions than just adding more parking to address parking issues. Valuable interventions include pricing on-street parking to manage demand in dense areas, reducing or eliminating minimum parking requirements, and setting maximum parking limitations in some locations. CMAP has helped Berwyn, Hinsdale, and Wicker Park- Bucktown identify and implement the right parking management practices for their neighborhoods through the LTA program.

Actions include:

Revisit parking requirements Municipalities should reduce or eliminate minimum parking requirements, or set maximum parking limitations in some locations.	Manage demand in dense areas Municipalities should price on-street parking to manage demand in dense areas.
Prioritize parking studies CMAP should prioritize parking studies in the LTA program.	

🔗 Strategy

Plan for transit-supportive land uses

Linking transit, housing, and land use was a focus of GO TO 2040 and continues to be an important part of ON TO 2050. Planning for the complex, interrelated nature of these issues can bring many quality of life and economic benefits to the region. Yet, as highlighted in the Infill and TOD Snapshot, such linkages are only being created sporadically, which then has a subsequent effect on ridership. As identified in the Transit Ridership Growth Study, the region is not on track to meet the increase public transit use goals set in GO TO 2040. Placing housing and employment near transit can increase ridership and potentially allow for higher quality transit service over time.

Given these trends, municipalities in the region need to plan for transit-supportive land uses, thereby leveraging existing transit corridors while also setting the stage for future system expansions or service level increases. Communities



As highlighted throughout ON TO 2050, a lack of adequate infrastructure can hinder investment. Given this, communities planning for future densities should take those added households and businesses into account when creating or renewing infrastructure.⁴ For example, Naperville has planned for future mixed use development around the Route 59 Metra Station – currently dominated by commuter parking lots – and has been developing road and other infrastructure to align with that vision. Many benefits flow from such forethought. First, communities that create the street, pedestrian, and bike networks to support future plans demonstrate to the market that the area is primed for further investment. Moreover, infrastructure in advance of or concurrent with increases in density can reduce the cost and time of projects, as going back to provide that infrastructure later is typically more costly and complicated. Finally, communities can build and design improvements that can be expanded if needed with greater prudence. An ideal example of such foresight is creating parking facilities that can be converted to other uses in the future, recognizing that increases in density may help develop a stronger local market in the future where parking can become the site for homes or businesses.

Communities should consider local development proposal in a similar light, recognizing that what is approved today impacts the possibilities of what will be proposed in the future. If a community wants to see additional density and current proposals do not help build toward that, communities should consider those proposals with caution. Communities should focus on whether or not the proposal is a transitional use (something likely to go away once the area develops) or a permanent use (something likely to remain in place even after development).

Actions include:

Require Potential for Conversation Municipalities should require potential for conversion of parking facilities to other uses	Support Future Density Municipalities should structure street, pedestrian, and bike networks to support future density where desired
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Evaluate Development Proposals for Fit with Long Term Goals
Municipalities should evaluate development proposals for fit with long term density goals in walkable areas

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ON TO 2050 continues to emphasize the importance of reinvesting in our existing communities and infrastructure and offers new direction to advance livable communities in the region. Improved planning for markets, economic collaboration, and fiscal condition will help the region compete on the national stage. Emphasizing preservation and reinvestment will preserve our natural assets today and for future generations. Increasing density and growing existing community centers will support transit and ease commutes.

Local initiatives collectively shape our progress toward regional goals. [Learn more about CMAP's work with local planning initiatives.](#)

Some communities have a wealth of expertise and resources for the [COG Council of Government](#). Other communities struggle to raise revenues for basic services. While development decisions are made locally, the plan envisions a comprehensive set of actions by municipalities, CMAP, counties, COGs, the state, transportation providers, and civic organizations to support local decision-making and continue to foster high quality places through 2050.

This chapter outlines recommendations to promote prioritized investment in and careful expansion of our built environment; advance inclusive growth by building places, local revenues, and technical expertise; and improve resilience by preserving high quality places and leveraging data and expertise to plan for market realities, infrastructure needs, and fiscal stability.

Goal 1

Lorem ipsum dolor sit amet

Linking transit, housing, and land use was a focus of GO TO 2040 and continues to be an important part of ON TO 2050. Planning for the complex, interrelated nature of these issues can bring many quality of life and economic benefits to the region. Yet, as highlighted in the Infill and TOD Snapshot, such linkages are only being created sporadically, which then has a subsequent effect on ridership. As identified in the Transit Ridership Growth Study, the region is not on track to meet the increase public transit use goals set in GO TO 2040. Placing housing and employment near transit can increase ridership and potentially allow for higher quality transit service over time.

Recommendations



*Click Ad to learn more in Glossary

Browser window showing the CMAP ON TO 2050 Glossary page. The page includes a search bar, navigation menu, and a list of glossary entries under the letter 'C'.

CMAP ON TO 2050

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Glossary

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C

COG; Council of Government Regional governing and/or coordinating bodies that exist throughout the United States. CoGs are normally controlled by their member local governments, though some states have passed laws granting CoGs region-wide powers over specific functions, and still other states mandate such councils.

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benefit is multiplied when placemaking is inclusive, creating a space or event in which all can participate. The best examples of placemaking were innovative, providing something unique that helps set apart a place and create a destination.² Finally, the best examples of placemaking were continuous, places that open year round and which had a strong long-term plan for the placemaking effort to continue through programing and funding. Communities in the region should use these best practices when undertaking their own placemaking efforts.

 **Strategy**

Plan for future density when approving near term infrastructure and development proposals

As highlighted throughout ON TO 2050, a lack of adequate infrastructure can hinder investment. Given this, communities planning for future densities should take those added households and businesses into account when creating or renewing infrastructure.³ For example, Naperville has planned for future mixed use development around the Route 59 Metra Station – currently dominated by commuter parking lots – and has been developing road and other infrastructure to align with that vision. Many benefits flow from such forethought. First, communities that create the street, pedestrian, and bike networks to support future plans demonstrate to the market that the area is primed for further investment. Moreover, infrastructure in advance of or concurrent with increases in density can reduce the cost and time of projects, as going back to provide that infrastructure later is typically more costly and complicated. Finally, communities can build and design improvements that can be expanded if needed with greater prudence. An ideal example of such foresight is creating parking facilities that can be converted to other uses in the future, recognizing that increases in density may help develop a stronger local market in the future where parking can become the site for homes or businesses.

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<p>Evaluate Development Proposals for Fit with Long Term Goals Municipalities should evaluate development proposals for fit with long term density goals in walkable areas</p>	



*Click Ad to view 3 in the Endnotes

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Endnotes

Below encompasses all the endnotes for the ON TO 2050 plan. Use the filter tool at the right to sort by plan topic.

[Community](#)

Support Development of Compact, Walkable Communities

- 1 For a more thorough description of the stability of the property tax relative to other sources like the sales tax, see David Brunori, "Local Tax Policy — A Federalist Perspective," (The Urban Institute Press, 2003). [In situ](#)
- 2 For more information on local tax incentives, see GO TO 2040 Economic Development Incentives Strategy Paper, 2009. See <http://www.goto2040.org/incentives/>. [In situ](#)
- 3 For a comprehensive survey of existing conditions, see the CMAP State and Location Taxation Snapshot, 2009. See <http://www.cmap.illinois.gov/snapshot.aspx#Tax> [In situ](#)
- 4 Illinois Department of Revenue, Monthly Detailed Disbursement Amounts. This figure does not include local option sales tax revenues, which are also collected by the state for the local governments that impose them. [In situ](#)
- 5 Given its inherent connection to transportation policy, the state motor fuel tax is discussed in greater detail in the GO TO 2040 section titled "Invest Strategically in Transportation." [In situ](#)
- 6 Illinois Department of Revenue, Annual Report of Collections and Distributions, 2008. [In situ](#)

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- [Mobility](#)
- [Governance](#)



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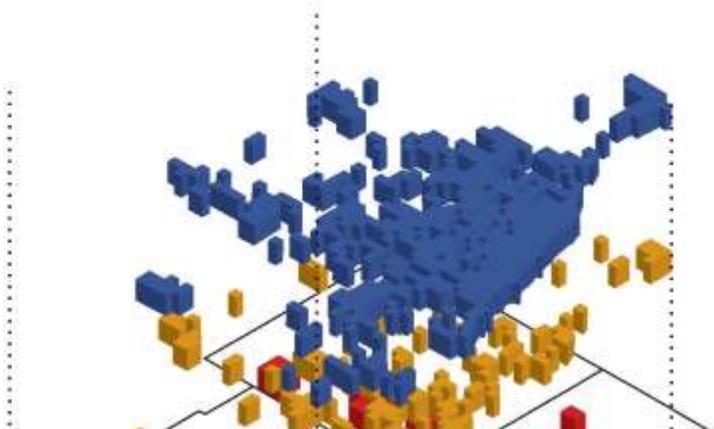
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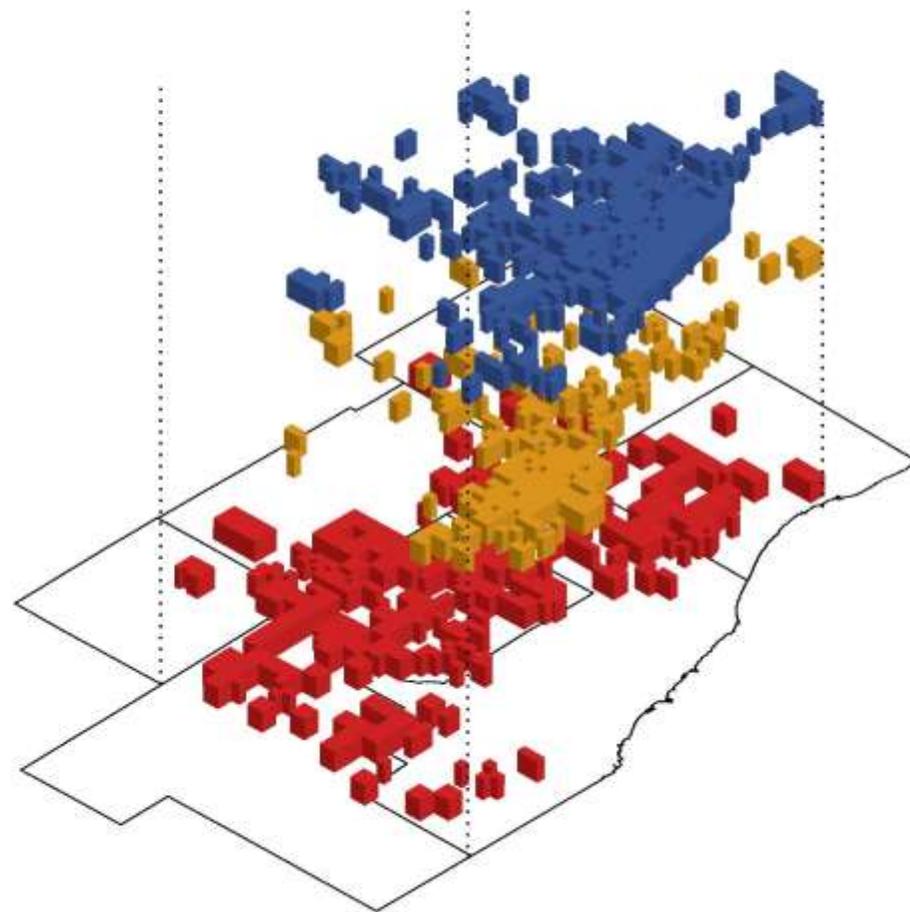
Local Strategy Maps

Understanding regional strategies at the local level

Often municipalities struggle to understand how regional strategies relate to their own local jurisdictions. CMAP has created Local Strategy Maps to illustrate how ON TO 2050's strategies connect to individual communities.



2050's strategies connect to individual communities.



Our methodology



Our methodology

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Filter by Environment

Natural Areas

Urban neighborhoods, suburban downtowns, and commercial corridors must serve many types of travel and uses, from pedestrians to trucks, and from mom-and-pop stores to mixed use developments. These interactions are becoming more complex due to the increased advent of online shopping and associated deliveries, increased biking and walking, and the rise of transportation network companies

Map
ON TO 2050 carries forward the GO TO 2040 recommendation to build walkable communities with a variety of services, amenities, and transportation options. Learn more about walkability in our region.

Explore

Map
ON TO 2050 carries forward the GO TO 2040 recommendatwon to build walkable communities with a variety of services, amenities, and transportation options. Learn more about walkability in our region.

Explore



Browser window showing a webpage for CMAP ON TO 2050. The page title is "Local Strategy Map" and the main heading is "Local Strategy Map Lorem ipsum dolor". The page includes a search bar, navigation links (Navigating the Plan, Principles, The Chicago Region Today, Topics, Resources, Implementing the Plan), and a "Zoom" button on the map. The map displays a grid of colored squares (red, yellow, blue) representing potential interventions to streetscapes.

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Potential interventions to streetscapes.

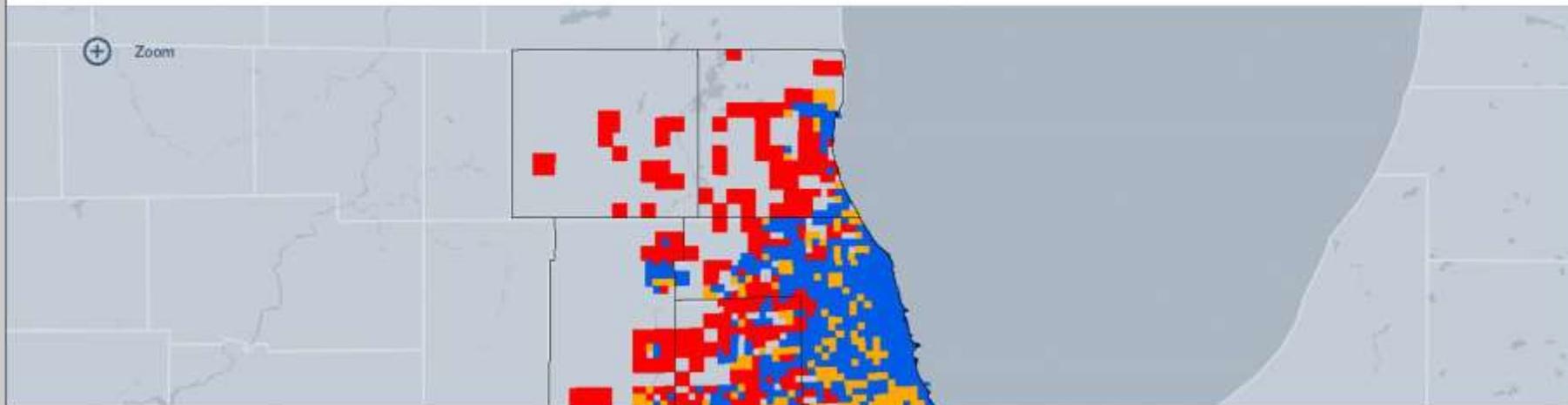
Source: CMAP

Local Strategy Map

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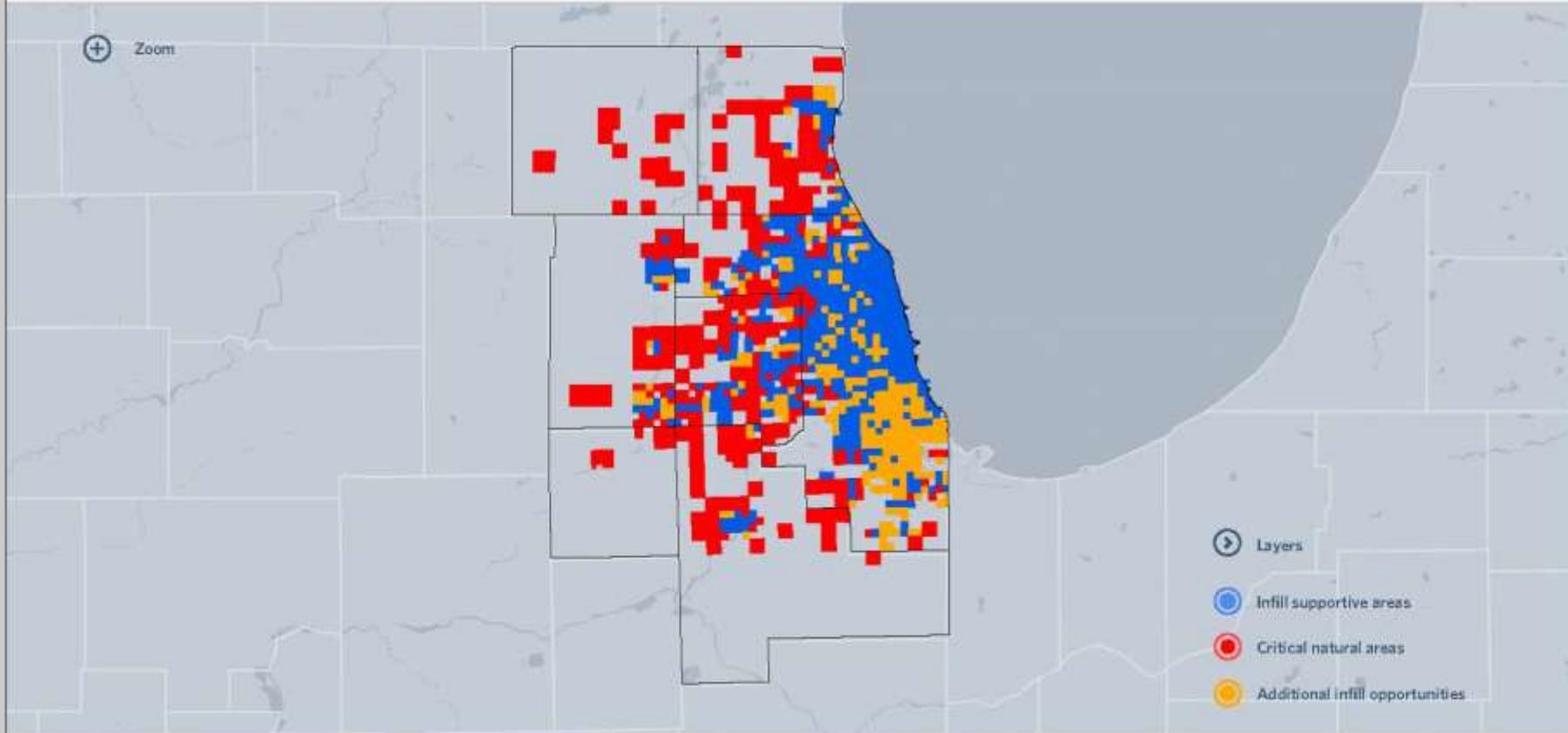
Zoom



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⊕ Zoom



Layers

- Infill supportive areas
- Critical natural areas
- Additional infill opportunities

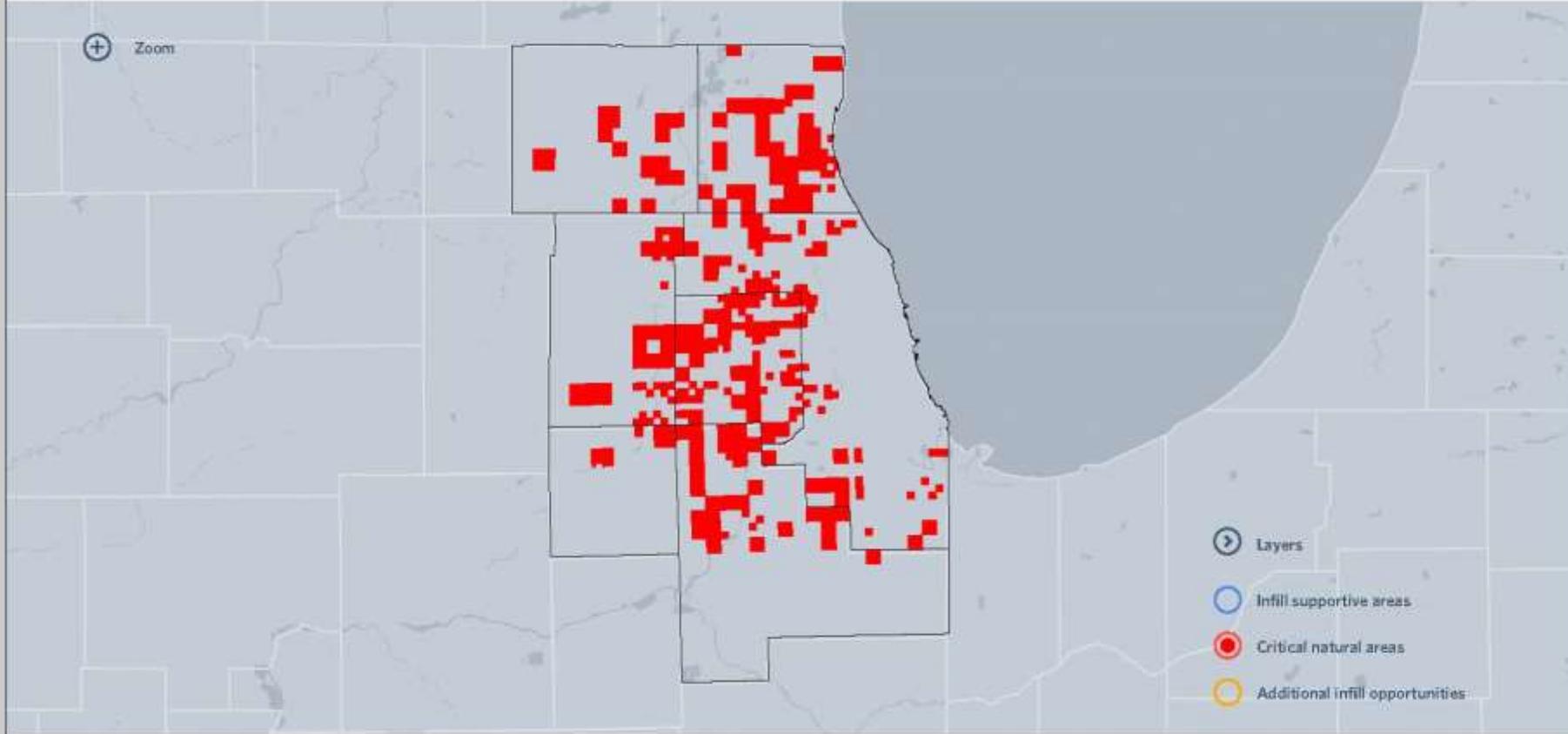
Communities that have a clear, realistic vision for future investment are in an ideal situation to maximize the potential impact of limited funds. In particular, municipalities should have an officially-adopted plan that reflects market



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⊕ Zoom



A map of a region, possibly a city or county, with a grid overlay. The map shows a large body of water on the right side. The central part of the map is filled with red and yellow squares, indicating specific areas of interest. A legend in the bottom right corner identifies these areas: 'Layers' (a circle with a right arrow), 'Infill supportive areas' (a blue circle), 'Critical natural areas' (a red circle), and 'Additional infill opportunities' (a yellow circle). A 'Zoom' control is visible in the top left corner.

Layers

- Infill supportive areas
- Critical natural areas
- Additional infill opportunities

About Critical Natural Areas
Gias exerum incipumque ium qui omnimagnis est que re eneseque omnimperis nonsernam debitem. Ed et quat ia



← → ↻

Communities that have a clear, realistic vision for future investment are in an ideal situation to maximize the potential impact of limited funds. In particular, municipalities should have an officially-adopted plan that reflects market conditions, development regulations that align with the recommendations of that plan, and a capital improvement program of needed infrastructure investments to accomplish this vision. While aligning plans and regulations is important, it does not always attract reinvestment by itself, especially to infill sites. Infill sites, even vacant ones, can pose problems for developers. The complexity of the early stages of project development can be a deterrent to investors; the tasks of assembling multiple small parcels with fragmented ownership, developing land under multiple regulatory jurisdictions, and remediating environmental contamination all present costly and complicated barriers. With the additional need to coordinate with existing neighbors who will be affected by the redevelopment, infill development can be complex and costly, leaving many communities unable to attract private investment.

Reinvestment can become more feasible when multiple agencies coordinate diverse technical knowledge and funding sources. For example, using affordable housing funds to rehabilitate multifamily housing can make such redevelopment more financially feasible and have an even greater positive impact if transportation agencies improve nearby transit service and pedestrian facilities at the same time. Such coordinated investment can provide quality housing options for lower-income residents while boosting transit ridership, meeting the goals of each funding agency. Similarly, making multi-agency investments related to industrial development – such as reconstruction of an intermodal truck corridor while targeting nearby brownfields for environmental remediation and addressing localized flooding problems through construction of green infrastructure – would be more likely to spur successful industrial or logistics development than would any of these investments in isolation.

A regional effort to increase reinvestment demands an approach that is customized to the Chicago region, with its strong tradition of local land use control and multitude of public, nonprofit, and private interests. In concert with partners, CMAP should create a process for locally-designated areas that are a focus for infill, infrastructure, affordable housing, and other types of assistance and funding. This should include principles to be incorporated into the diverse planning and infrastructure funding processes with which stakeholders are currently familiar. The aim is not to replace effective systems, but to adopt changes appropriate to each process to maximize the impact of their investment decisions.

[Recommendations](#)

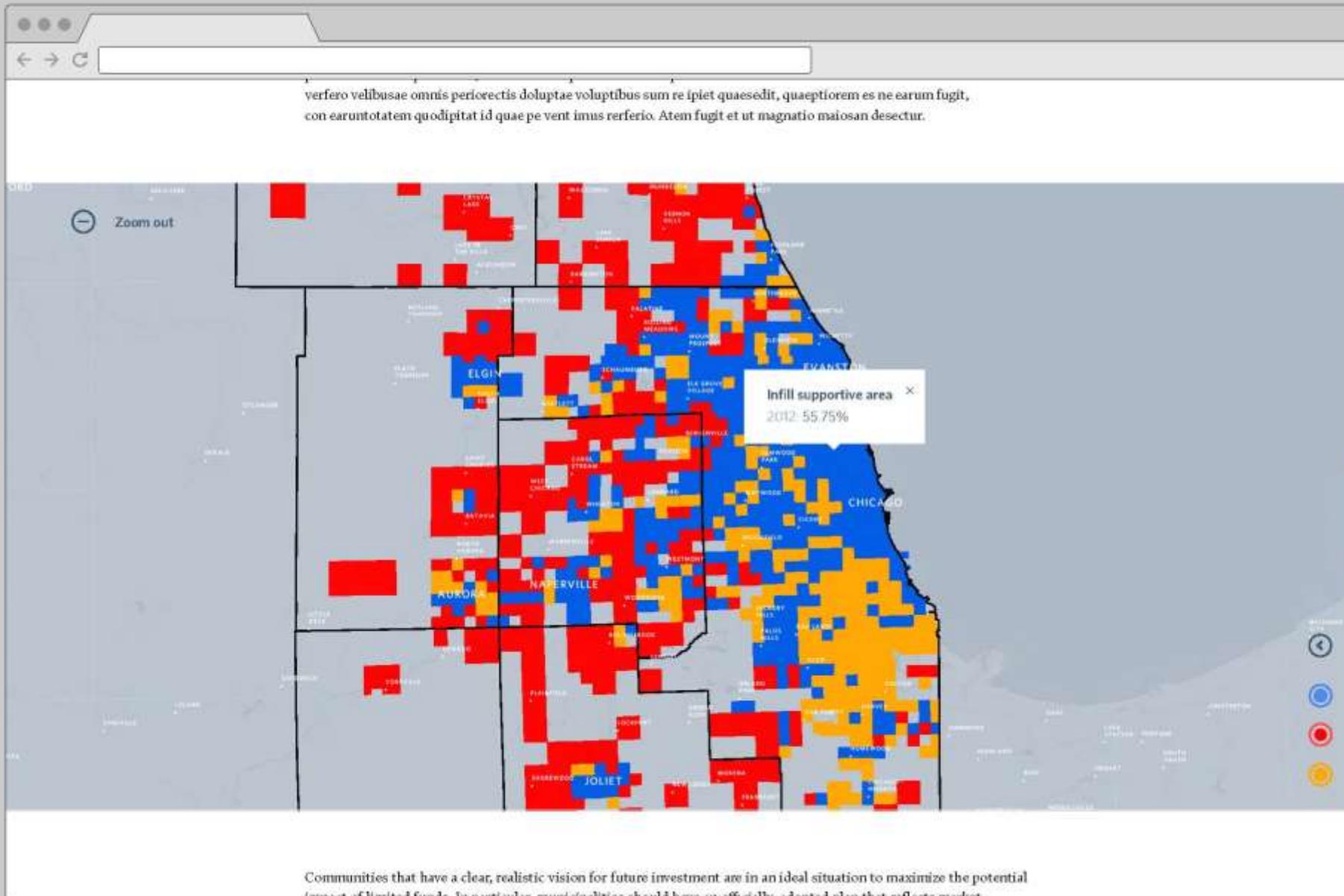
Support Development of Compact, Walkable Communities

Align local economic development planning with regional goals

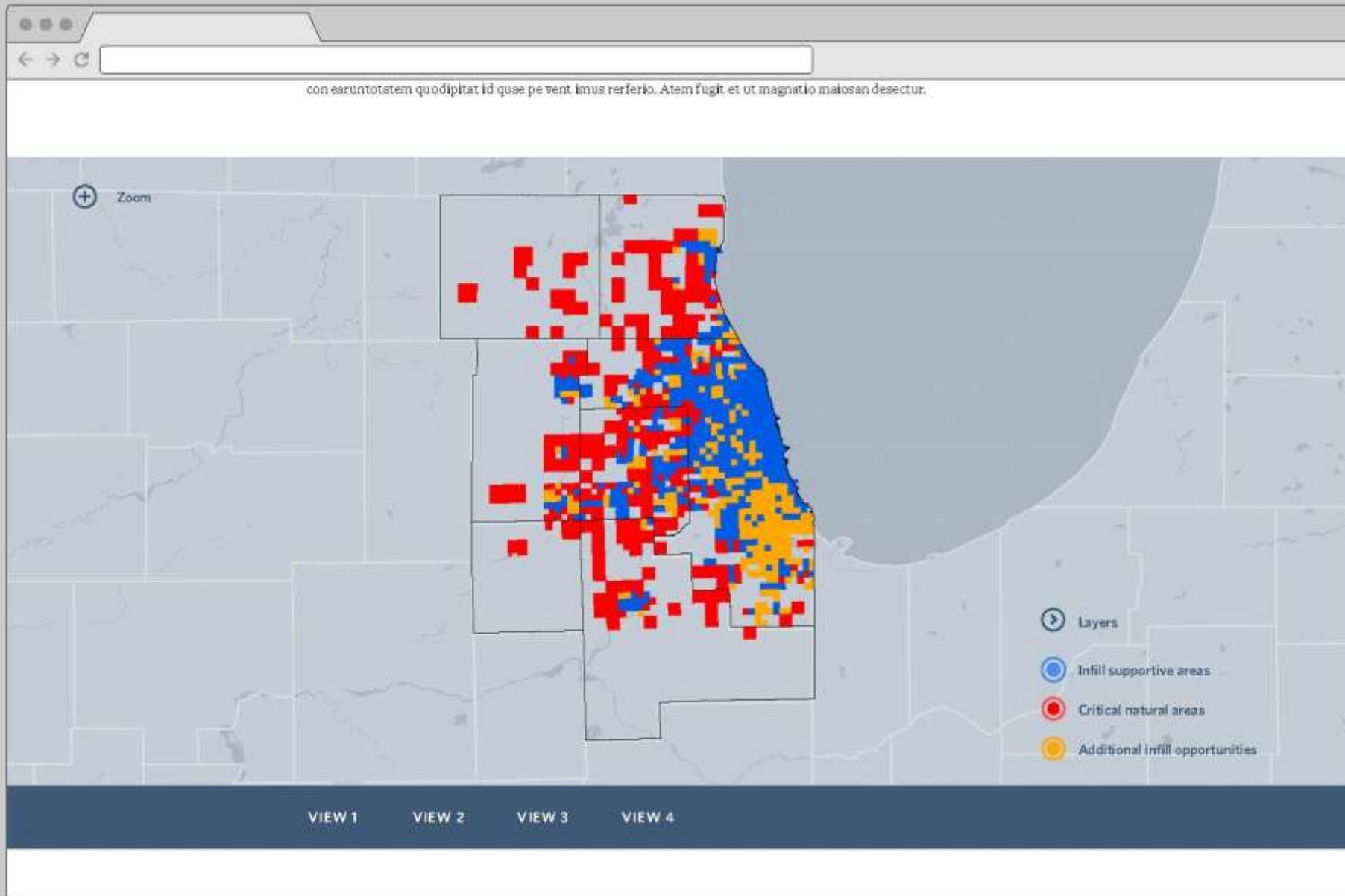
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Zoom Function



Views Function

Browser window showing a website for CMAP ON TO 2050. The page features a navigation menu with links: Navigating the Plan, Principles, The Chicago Region Today, Topics, Resources, and Implementing the Plan. A search bar is located in the top right corner. Below the navigation, there is a section titled "Profiles" with a large block of placeholder text: "Harum harupit qui dis et, intia volupta tempore ctioriscia conecta tendaeris idebit, suscitatur rem estibus estrum ipis incid entis volorit aliquuntus rectatus veliqua turestrum quid quodici tatiuntor seruptati." Below the text, there are two profile cards. The first card features a black and white photograph of Parker and Katie Thompson, Elgin residents and bike activists. The second card features a black and white photograph of Lazaro Lopez, Associate Superintendent of High School District 214.

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Parker and Katie Thompson
Elgin residents and bike activists

Lazaro Lopez
Associate Superintendent
High School District 214.



← → ↻

Parker and Katie Thompson
Elgin residents and bike activists



Lazaro Lopez
Associate Superintendent
High School District 214



Oboi Reed
Bike activist



Garland and Heather Armstrong
Mobility activists



Debbie Liu
Elgin residents and bike activists



Jon Kindseth
Associate Superintendent
High School District 214



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EQUITICITY

Debbie Liu
Elgin residents and bike activists

Jon Kindseth
Associate Superintendent
High School District 214

Keith Lord
Bike activist

Tom Helseman
Mobility activists

Gerald Adelman

Hildy Kinema



← → ↻

Gerald Adelman
Elgin residents and bike activists



Hildy Kingma
Associate Superintendent
High School District 214



**J'Kayla Johnson, James Paschky,
and Jeromel De La Rosa**
Bike activist



Jennifer Hughes
Mobility activists



Julie Lomax
Elgin residents and bike activists



Roxanne Smith
Associate Superintendent



← → ↻

Julie Lomax
Elgin residents and bike activists



Roxanne Smith
Associate Superintendent
High School District 214



Suzanne Malec Mckenna and son
Bike activist



Torres Hughes
Mobility activists



Amorita Falcon



Amorita Falcon



← → ↻

Amorita Falcon
Associate Superintendent
High School District 214



Amorita Falcon
Associate Superintendent
High School District 214



Cheryl Watson
Bike activist



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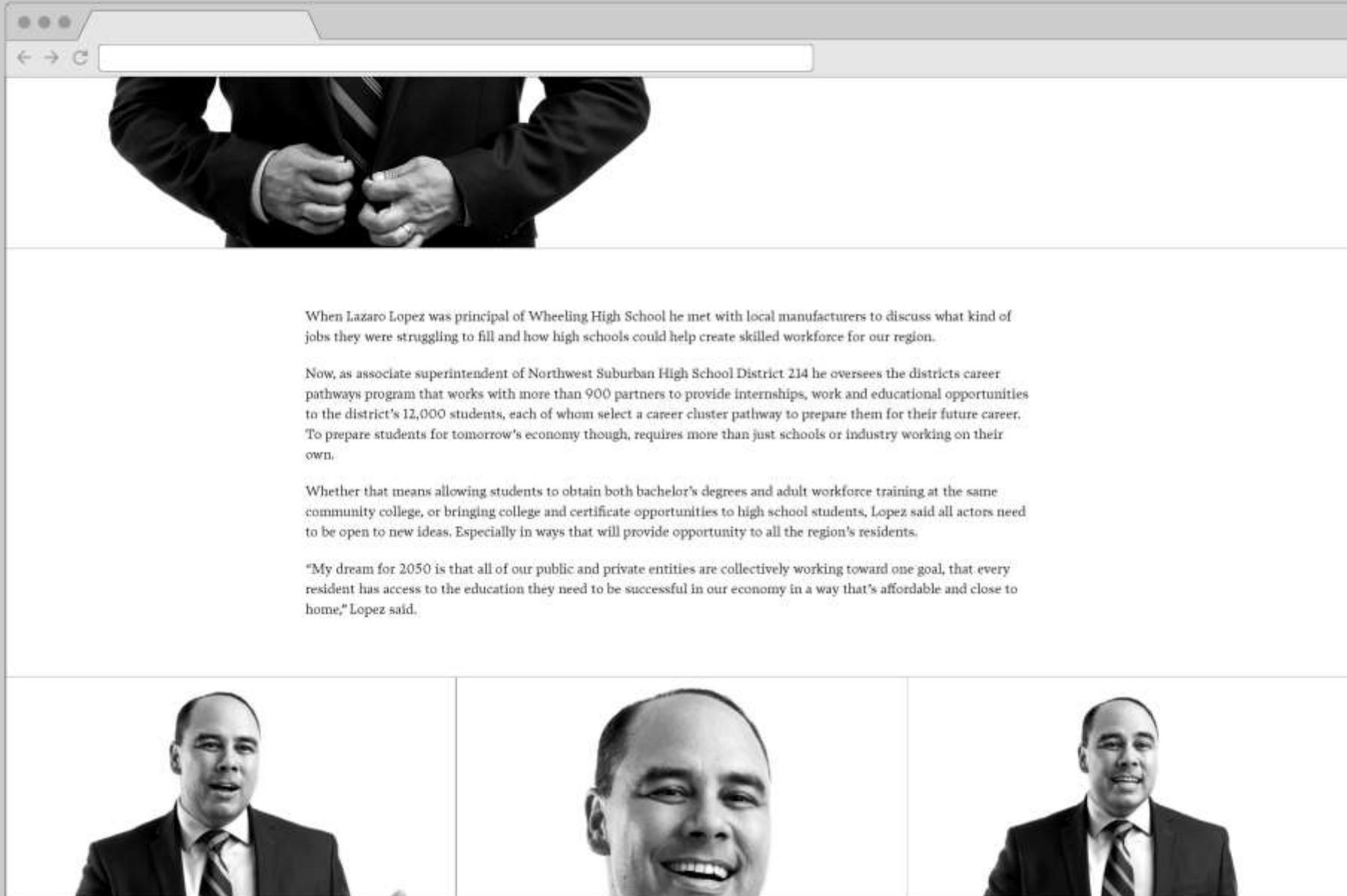
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“The only way we can succeed economically in the long term is to work collectively toward the same goal. We need to stop putting institutions first and put students first.”

Lazaro Lopez
Associate Superintendent
High School District 214





When Lazaro Lopez was principal of Wheeling High School he met with local manufacturers to discuss what kind of jobs they were struggling to fill and how high schools could help create skilled workforce for our region.

Now, as associate superintendent of Northwest Suburban High School District 214 he oversees the districts career pathways program that works with more than 900 partners to provide internships, work and educational opportunities to the district's 12,000 students, each of whom select a career cluster pathway to prepare them for their future career. To prepare students for tomorrow's economy though, requires more than just schools or industry working on their own.

Whether that means allowing students to obtain both bachelor's degrees and adult workforce training at the same community college, or bringing college and certificate opportunities to high school students, Lopez said all actors need to be open to new ideas. Especially in ways that will provide opportunity to all the region's residents.

"My dream for 2050 is that all of our public and private entities are collectively working toward one goal, that every resident has access to the education they need to be successful in our economy in a way that's affordable and close to home," Lopez said.



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Recommendations

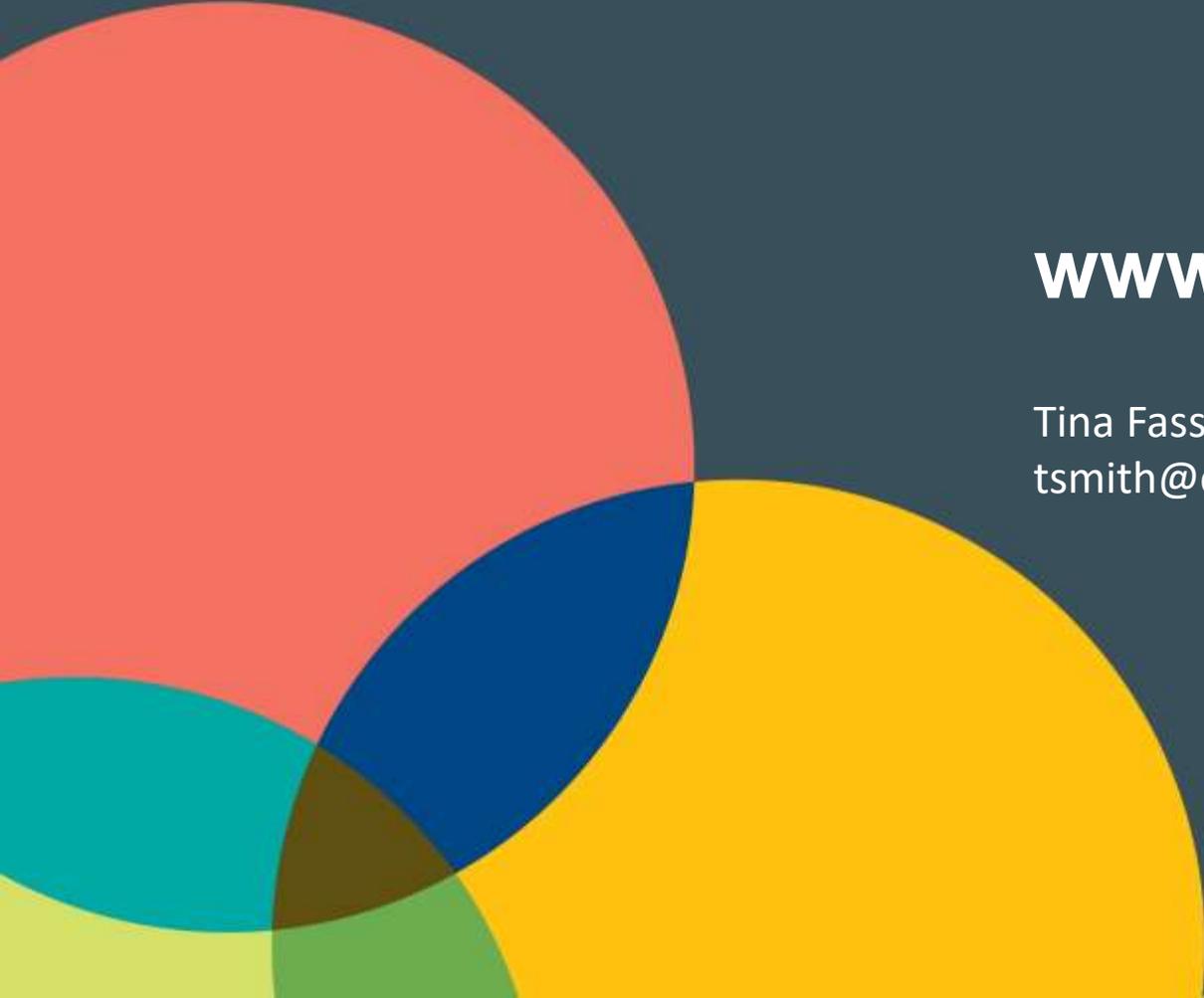
Develop tax policies that support successful communities and regionally beneficial land uses

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Draft vs Final Plan

- The draft for public comment will be published online, but will not feature these graphics or interactivity
- Development for final plan will be complete by end of June
- Communications materials in October will also include long and short printed versions of the plan



www.cmap.illinois.gov/onto2050

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