

Livable Communities

Achieve Greater Livability through Land Use and Housing

Implementation Action Area #1: Provide Funding and Financial Incentives

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Align funding and technical assistance for planning and ordinance updates	Federal (HUD, EDA, NOAA), State (IDOT, DCEO, IHDA, Attorney General), RTA, CMAP, counties, municipalities, philanthropic	CMAP and RTA should continue coordination on the Community Planning and LTA programs, which fund local plans and ordinance updates that are consistent with GO TO 2040. Supplement the current program with funding sources from 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 IDOT.	Revise

Implementation Examples:

- CMAP and the RTA have coordinated for three years running to hold [joint applications](#) 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.

Rationale for Retain/Revise/Complete/Delete Assessment:

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

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Implement, expand, and continue the Sustainable Communities Initiative program or similar federal programs with similar goals.	Federal (HUD, U.S. DOT, U.S. EPA, DOE, EDA)	The federal government should apply the principles of the Sustainable Communities Initiative across other federal programs as well. Its administering departments (HUD, U.S. DOT, and U.S. EPA) should also commit sufficient 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 <i>GO TO 2040</i> priorities, and federal investment should be geared to implement planning efforts that are consistent with the principles of the Sustainable Communities Initiative.	Revise

Implementation Examples:

- 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:
 - SSMMA is a [recipient](#) 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.

Rationale for Retain/Revise/Complete/Delete Assessment:

- 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.

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Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Develop regional infrastructure funding programs for plan implementation	State (IDOT, IHDA), RTA, CMAP, counties, COGs, nonprofits	Create a pilot program meant to focus infrastructure funds to implement local comprehensive plans, modeled on programs in the Atlanta and San Francisco regions. 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.	Revise

Implementation Examples:

- 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 [Prospering in Place](#), 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.

Implementation Action Area #2: Provide Technical Assistance and Build Local Capacity

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Continually review status of local plans	RTA, CMAP, counties, municipalities	Conduct a 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. In addition, RTA should continue to track implementation of past plans funded through the Community Planning program, and devote resources to their implementation.	Revise

Implementation Examples:

- CMAP staff updated the Compendium of Plans in 2012, posting a Policy Update at <http://tinyurl.com/lv1x4de>. 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 [Affordable Housing Planning and Appeals Act](#). These charts can be used to continually review the status and performance of local plans and their housing affordability.

Rationale for Retain/Revise/Complete/Delete Assessment:

- 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.

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Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Create model ordinances and codes	CMAP, counties, municipalities	Develop sample ordinances or codes in areas relevant to <i>GO TO 2040</i> 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.	Retain

Implementation Examples:

- 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 [implementation grant program](#), 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 [Kane County Planning Cooperative](#) 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.

Rationale for Retain/Revise/Complete/Delete Assessment:

- 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 Implementers	Specifics	Retain/Revise/Complete/Delete
Research and explore alternative land use regulation systems	CMAP, counties, municipalities, nonprofits	Research alternative systems such as SmartCode and form-based codes that address structure, form, and placement 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.	Revise

Implementation Examples:

- 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:
 - **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.
 - **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.

Rationale for Retain/Revise/Complete/Delete Assessment:

- 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”.

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

Implementation Examples:

- By the time the GO TO 2040 plan has been updated, CMAP and our partners will have produced [Homes for a Changing Region](#) housing policy plans for 26 municipalities. These plans each include an analysis of municipal land use policies. Specifically, each *Homes* 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, [received](#) 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.

Rationale for Retain/Revise/Complete/Delete Assessment:

- 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 Implementers	Specifics	Retain/Revise/Complete/Delete
Provide assistance in planning for affordable housing needs	CMAP counties, municipalities, nonprofits	In partnership with interested communities, research local housing supply and demand and identify appropriate housing strategies. 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.	Retain

Implementation Examples:

- In partnership with the Metropolitan Mayors Caucus and Metropolitan Planning Council, CMAP will have produced [Homes for a Changing Region](#) 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.

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Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Use and enhance existing technical assistance software tools	CMAP, counties, municipalities, nonprofits	Strategically deploy innovative software and online applications for outreach and other planning activities. Develop and update an online “case study library” of best planning practices by local governments, to be continually updated and improved as technical assistance activities continue.	Revise

Implementation Examples:

- 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 [South Suburban Atlas](#). 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 [Homes for a Changing Region](#) 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.

Rationale for Retain/Revise/Complete/Delete Assessment:

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

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

Implementation Examples:

- 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 Implementers	Specifics	Retain/Revise/Complete/Delete
Sponsor Planning Commissioner workshops	CMAP, counties, municipalities, nonprofits	Provide Planning Commissioner Workshops throughout the region. 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.	Revise

Implementation Examples:

- 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.

Implementation Action Area #3: Support Intergovernmental Collaboration

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Encourage formation of formal collaborative planning efforts	CMAP, RTA, counties, COGs, municipalities	Encourage COGs and counties to lead formation of issue-specific collaborative planning groups to address issues such as housing, 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.	Retain

Implementation Examples:

- 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 [Blue Ribbon Advisory Council](#) 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 [Harlem Avenue Corridor Plan](#), [Cicero Avenue Corridor Plan](#), and the [Ridgeland Avenue Corridor Plan](#).
- One of the purposes of the [Kane County Planning Cooperative](#) 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 Implementers	Specifics	Retain/Revise/Complete/Delete
Form collaborative groups to address affordable housing across communities	Counties, COGs, municipalities, nonprofits, developers, other housing stakeholders	Encourage the formation of collaborative groups to address affordable housing across communities. These can be broad (such as the Chicago Southland Housing and 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.	Revise

Implementation Examples:

- 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 borders. 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 [Homes for a Changing Region](#) 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).

Rationale for Retain/Revise/Complete/Delete Assessment:

- As housing markets do not end at municipal borders, 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 Implementers	Specifics	Retain/Revise/Complete/Delete
Prioritize funding to communities engaging in intergovernmental planning	Federal (HUD, U.S. DOT, U.S. EPA), state (IHDA, IDOT, DCEO)	Provide financial incentives for involvement in collaborative groups by prioritizing funding to communities that apply for funding jointly and develop programs across municipal borders. Selection criteria in funding programs should recognize and reward intergovernmental applicants.	Retain

Implementation Examples:

- 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 [funding](#) 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 [partnership](#), has secured [grants](#) from a variety of sources, including the federal Great Lakes Restoration Initiative, the 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 Implementers	Specifics	Retain/Revise/Complete/Delete
Facilitate communication between communities facing similar challenges	CMAP, counties, COGs, municipalities	Support initiatives by COGs or counties that bring municipalities together in coordinated planning activities and information-sharing. CMAP should work with staff of the counties and 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.	Retain

Implementation Examples:

- In May 2012, CMAP convened nearly 200 local planners, elected officials, stakeholder groups, and other residents at an [Ideas Exchange](#) 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 [conference](#) on January 30, 2013 to discuss single-family rental properties.
- A Chicago Wilderness’s Sustainable Watershed Action Team [project](#) brought together three municipalities – Mettawa, Bannockburn, and Lincolnshire – to conduct joint green infrastructure mapping, planning, and ordinance review process.
- The [Kane County Planning Cooperative](#) 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.

Rationale for Retain/Revise/Complete/Delete Assessment:

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

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Implementation Action Area #4: Link Transit, Land Use, and Housing

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Identify and exploit additional opportunities for transit-oriented development	CMAP, RTA, CTA, Metra, Pace, counties, municipalities nonprofits	Many communities have embraced TOD as a strategy to revitalize their downtowns, and plans for many of the most obvious locations for TOD have already been prepared. CMAP and other stakeholders 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.	Revise

Implementation Examples:

- CMAP has coordinated with the Regional Transportation Authority (RTA) on providing technical assistance to local governments for the purpose of [advancing TOD](#). 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 [Conceptual Land Use Strategy](#) 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.

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Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Use livability principles to plan for land use in development near transit, specifically for major capital projects and BRT	Counties, municipalities	Counties and municipalities should pursue opportunities for more dense development which mixes uses and housing types within “location efficient” areas near transit services. Counties and municipalities can increase density by providing density bonuses (in exchange for affordable units), creating transit overlay districts, or using form-based codes to address 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.	Revise

Implementation Examples:

- CMAP completed an LTA project for the [City of Berwyn](#) 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 [City of Blue Island](#). 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 [Village of Campton Hills](#) 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.

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 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.

DRAFT

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Promote housing affordability near transit	Counties, municipalities	Proximity to transit services often increases land value, making it more difficult to provide a range of housing 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.	Revise

Implementation Examples:

- 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 [approved](#) 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 [Qualified Allocation Plan](#), the Illinois Housing Development Authority awards extra points to developers proposing affordable housing developments which promote mass transit, car sharing, and walking.

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 make sure that new residential TOD is affordable to all of the region's residents.
- Add "reduced minimum parking requirements" to list of tools.

DRAFT

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

Implementation Examples:

- 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.

DRAFT

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

Implementation Examples:

- 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.
 - 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.
 - 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.
 - In October 2012, the RTA released "[Streamlining the Entitlement Process for TOD](#)," 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, "[Access and Parking Strategies for Transit-Oriented Development](#)," 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 Implementers	Specifics	Retain/Revise/Complete/Delete
Update guidelines for transit-supportive land use	RTA, CTA, Metra, Pace	Update materials produced by the RTA and transit service boards concerning land use planning and 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.	Revise

Implementation Examples:

- Pace Suburban Bus produced a [Transit Supportive Guidelines](#) 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 “[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.
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 - In November 2011, the RTA released a report titled, “[Access and Parking Strategies for Transit-Oriented Development](#),” 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 “[Municipal Funding Opportunities for Transit-Oriented Development](#)”, a listing of potential funding sources for to support TOD projects.

Rationale for Retain/Revise/Complete/Delete Assessment:

- 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”.