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MEMORANDUM

To: Programming Coordinating Committee

Date: April 6, 2009

From: CMAP Staff

Re: Developments of Regional Importance (DRI) Process: Staff
Recommendation for 2-year Pilot DRI process

At your February 11, 2009 meeting, after releasing the DRI v.2 proposal for public comment and working committee review, you requested that staff also return with our proposal for a practical and implementable two year pilot DRI process at CMAP. After observing the discussion by CMAP working committees and various stakeholders as they prepared to respond to DRI v.2, it is clear that debate over fundamental questions of what is regionally important and what constitutes reasonable thresholds will continue throughout the pilot period.

At this point, however, staff observes that there is sufficient comfort with the principle of using thresholds and criteria to improve transparency and provide the CMAP Board with guidance in making their decision to accept or dismiss a proposed DRI for further review. Staff's primary objective in making the following recommendation is to expedite the launch of the pilot program and ensure that at least some aspect of the stakeholder responses to the DRI v.2 proposal will have an opportunity to be tested.

With this in mind, and with staff's assurance to continue exploring the fundamental questions that remain throughout the pilot, staff recommends the following modifications to DRI v.2.

- Just **one** of the thresholds currently listed in the proposal needs to be met in order to proceed with a DRI review. It was observed that requiring two of the existing thresholds would exclude most of the frequently mentioned developments that represent existing DRIs.
- A regional map identifying critical streams and natural areas will accompany the Board's adoption of the pilot program. Any proposal that is within 100 yards of the features identified on this map would be eligible to proceed with a DRI review by

April 6, 2009

Page 2

applying the existing thresholds reduced by 50%. A draft map will be presented at Wednesday's meeting.

Because the burden of demonstrating these thresholds falls on the applicant, we feel it is important that the measures be clear and easily applied. More sophisticated evaluations of traffic, community and environmental impacts will still be possible should the Board direct the staff to prepare an advisory report.

Procedurally, staff recommends that the Programming Coordinating Committee recommend that the Board approve the v.2 proposal with the modifications stated above and direct staff to prepare the administrative procedures and necessary application materials to accompany the DRI v.2 process as amended and make these available to the public by July 1, 2009 with the pilot program officially running from August 1, 2009 to July 31, 2011.

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