



Land Use Working Committee

Minutes

Wednesday, April 19, 2017

9:00 a.m.

DuPage County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

LUC Members Present: Heather Tabbert (Co-Chair), Mark VanKerkhoff (Co-Chair), Judy Beck, Thomas Chefalo (for Eric Waggoner), Mike Ferencak (for Paul Hoss), Steve Lazzara (for Curt Paddock), Sylvia Parham (for Susan Campbell), Paul Rickelman, Nathaniel Werner, Nancy Williamson, Adrienne Wuellner, Ruth Wuorenma.

LUC Members Absent: Drew Awsumb, Kristi DeLaurentiis, Lisa DiChiera, Michael Kowski, Robert McKenna, Arnold Randall, Todd Vanadilok, Dennis Sandquist, Heather Smith.

Staff Present: Stephen Ostrander (committee liaison), Alex Beata, Noah Boggess, Tom Kotarac, Ricardo Lopez, Tom Murtha, Elizabeth Oo, Gordon Smith, Aseal Tineh.

Others Present: Allison Buchwach (Metra).

1.0 Call to Order

Heather Tabbert called the meeting to order at 9:06 a.m.

2.0 Agenda Changes and Announcements

There were no agenda changes.

Judy Beck indicated that she had a general comment in advance of the presentation for agenda item 4.0 (please see notes under minutes for agenda item 4.0).

3.0 Approval of meeting minutes of March 15, 2017

A motion to approve the minutes of March 15 was made by Nathaniel Werner and seconded by Nancy Williamson; all in favor, the motion carried.

4.0 Regional Freight: (1) Freight Facility Development Principles, and (2) Subregional Clusters/ Freight as a Local Economic Development Tool– Alex Beata, CMAP

Alex briefed the committee on the development of the Regional Strategic

Freight Direction, CMAP's near-term freight policy agenda. Items include the development of principles to guide major freight facility developments and research into subregional freight-supportive land use clusters.

Just before Alex began presenting, Judy Beck made an overall comment related to the presentation and freight issues in general. She suggested that, after reading the associated memorandum, she was not sure that CMAP is considering the whole picture. She suggested that CMAP needs to look at environmental justice issues more broadly, not just how it relates to freight—and consider impacts to all communities in the region. She discussed how communities such as Glenview, Northbrook, and Lake Forest are facing significant freight retrofit issues, related to determining holding areas for freight vehicles. The communities have asked for an environmental impact statement, but have not received a response.

[Alex then delivered his presentation on topic #1]

Steve Lazzara wanted to underscore that this initiative does not have the same impact or authority as the DRI process. He added that Will County appreciates CMAP's efforts on this important issue.

Another committee member asked if industry has been involved in this initiative. Alex responded that it has, especially through discussion with the CMAP Freight Committee (whose membership includes representation from the industrial sector). He added that the identified top 3 alignments/central themes highlight areas of common interest that all can work on together.

A committee member suggested that it would be especially helpful for CMAP to provide clear guidance that offered a clear checklist for communities—essentially “here is the package, and here are the mitigation measures that can be taken.” She thought that perhaps this could be developed using the ON TO 2050 “layers” initiative.

[At this point, another member had a comment related to last month's presentation on inclusive growth in ON TO 2050, recommending changing the word “sustained” to “sustainable” in the following sentence: “An inclusive Chicago region provides meaningful economic opportunities for all residents, regardless of race, ethnicity, national origin, ability, or income, in order to foster sustained economic growth” (in order to strengthen the impact to health and the environment).]

A member said he thought that the real value of this would be for communities that are looking at large developments—for example, spec building, which could result in overdevelopment beyond market demand. Cluster mapping would help with this.

Another member commented that she thought that this include a checklist of real-world costs for communities, which would be very helpful.

[Alex then delivered his presentation on topic #2]

A member asked if this analysis got skewed with changes occurring in areas west of O'Hare Airport. In response, Alex observed that many communities in the Elgin O'Hare area saw it as an opportunity to introduce new land uses (in many ways, trying to become the next Rosemont), and CMAP has tried to remind communities of the value of the industrial/freight cluster.

The same member then mentioned that in Waukegan, the realignment of rails will create large new areas of developable waterfront land, so it's important to consider opportunities (provided by actions such as realignment).

Another member suggested that it would make sense to focus LTA program outreach to communities in these freight clusters. Alex responded that CMAP was planning to do this through discussions with the County Planning Directors in the CMAP region, to get their feedback on the LTA program and more generally to see if this kind of alignment is possible.

5.0 ON TO 2050: Alternative Futures: Constrained Resources (draft memo) – Alex Beata and Liz Oo, CMAP

Through the ON TO 2050 Alternative Futures process, CMAP staff is assessing broad, macro-level trends that could affect the region by 2050, as well as identifying strategies to prepare for these potential futures. Liz presented the "Constrained Resources" future, in which fewer federal and state financial resources are available to the region for key CMAP focus areas like transportation, community development, and natural resources. Staff requests feedback on potential impacts and strategies.

A committee member observed that the term "economically disconnected areas" suggests that they will always be economically disconnected. She recommended using more forward-looking phrasing, such as talking about "economically connecting communities."

Steve Lazzara noted that Will County was looking forward to hosting an ON TO 2050 Alternative Futures kiosk in their main building.

Another member observed that all communities are having to do more with less, so collaboration is essential, especially working with congressional representatives—and this seems tailor made for CMAP as a regional agency.

6.0 Expressway Vision – Thomas Murtha, CMAP

Tom introduced a project to develop a multi-jurisdictional vision to guide future capital investments, coordinate transportation operations, and recommend policy and management strategies for the existing expressway system in northeastern Illinois. Transit, freight, community impacts, and revenue will all be key aspects of the vision. Tom reviewed draft vision goal statements and seek committee feedback.

A committee member mentioned that ULI recently produced a paper on highway caps that is worth looking at.

Another member underscored the importance of enhancing connectivity, including connectivity extending out to areas farthest out in the region. Tom responded that CMAP is looking at how congestion pricing could improve the throughput, including to more distant communities.

A member suggested that it might be a good idea to eliminate weight limits (e.g. 100,000 lbs.), in order to allow heavier loads, fewer trucks.

Another member asked if CMAP had looked at how technology to alert people of traffic and alternate routes (e.g. on phones) has helped. Tom responded that CMAP was planning to look into that question.

Adrienne Wuellner from Pace reported that Pace is trying to mitigate traffic on I-90 and I-55 via express buses operating in the shoulder. Tom responded that the key for improving congestion, especially for transit, is doing a better job of managing the system better, making it more reliable and predictable.

A member asked about whether CMAP was looking into the likely impacts of driverless trucks. Tom responded that CMAP was looking into this possibility, which appears to be likely to occur in the coming years. He added that it is possible that in the future lanes may be reserved for trucks in areas on routes where truck traffic is substantial.

Heather Tabbert from the RTA noted that the RTA is working on a regional transit plan that certainly relates to many of the issues being discussed. Tom responded that he would like to have a follow up conversation on the matter with Heather and others at the RTA.

Allison Buchwach from Metra observed that it would be helpful if the analysis could show how Metra contributes to the reduction of congestion in the region. Tom responded that previous analysis has suggested that Metra saves about one lane of traffic.

A committee member noted that there is a backlog of reconstruction that needs to be addressed, and asked whether there was any plan to fund that work. Tom responded that there was not, and that clearly the need for funding is paramount, adding that bonding will be a part of this, since the region can't afford to wait.

Another member commented that it could be helpful if transit riders were offered—and informed of in real time—fare discounts (based on current demand).

In closing, Tom strongly encouraged committee members to contact him with their ideas.

7.0 ON TO 2050: Placemaking Scope – Noah Boggess and Ricardo Lopez, CMAP CMAP staff are currently working on a Placemaking snapshot to inform ON TO 2050. This work includes an advisory group, which will be consulted regularly to develop the report. The project is in its initial phase; currently the project team is collecting case studies from the region and refining a working definition of placemaking. Noah presented an overview of the work scope along with a discussion on how the Land Use Committee can contribute to this effort.

A member observed that it is critical to recognize that there are two scales of placemaking: the district scale and the local scale. She added that perfecting placemaking requires approaches that are internally cohesive and also connected to the context of the larger region.

Another member suggested that Noah and Ricardo should talk with the Illinois Department of Park Districts, which is very knowledgeable about placemaking issues. She added that it is important to include natural areas in consideration of placemaking issues (not just the built environment).

A member recommended that the definition of placemaking should incorporate a sense of time and phasing in the process.

Another member suggested that Noah and Ricardo talk to “Main Street” organizations, as well as chambers of commerce, especially as its important to reflect the need for action by both public and private actors.

8.0 Other Business

There was no other business.

9.0 Public Comment

There was no public comment.

10.0 Next Meeting

The Land Use Committee was scheduled to next meet on May 17, 2017.

11.0 Adjournment

The meeting adjourned at 10:51 a.m.

Respectfully submitted,



Stephen Ostrander, LUC Committee Liaison
May 10, 2017

DRAFT