



## Land Use Working Committee

### Minutes

Wednesday, June 21, 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), Matthew Asselmeier, Drew Awsumb, Judy Beck, Susan Campbell, Thomas Chefalo (for Eric Waggoner), Kristi DeLaurentiis, Lisa DiChiera, Paul Hoss, Johanna Leonard, Nectarios Pittos, Arnold Randall, Paul Rickelman, Heather Smith, Todd Vanadilok, Adrienne Wuellner, Ruth Wuorenma.

**LUC Members Absent:** Robert McKenna, Curt Paddock, Dennis Sandquist, Nathaniel Werner, Nancy Williamson.

**Staff Present:** Stephen Ostrander (committee liaison), Augusta Gudeman, Brandon Nolin, Jared Patton, Elizabeth Schuh, Emma Swanson.

**Others Present:** Allison Buchwach (Metra).

#### 1.0 Call to Order

Mark VanKerkhoff called the meeting to order at 9:06 a.m.

#### 2.0 Agenda Changes and Announcements

There were no agenda changes.

For announcements, the committee welcomed three new members: Matthew Asselmeier (representing Kendall County), Johanna Leonard (representing the City of Evanston), and Nectarios Pittos (representing the Village of Orland Park). The committee also said farewell to departing member Todd Vanadilok, whose family is moving to Colorado; with Todd's departure, it was announced that Brandon Nolin would temporarily serve as the representative for APA-Chicago Metro Section.

#### 3.0 Approval of meeting minutes of May 17, 2017

A motion to approve the minutes of May 17, was made by Paul Rickelman and seconded by Paul Hoss; all in favor, the motion carried.

#### 4.0 ON TO 2050: Preview Report Draft – Elizabeth Schuh, CMAP

The [ON TO 2050 Preview Report](#), which was released for CMAP working committee review on June 2 and for public comment on June 19, introduces the three proposed cross-cutting principles for ON TO 2050 as well as its preliminary major recommendations. Liz reviewed the draft and requested committee feedback.

A member commended CMAP for consolidating the report into a manageable, readable document. He then observed that the report's discussion of inclusive growth talked about human capital being "wasted," and suggested possibly softening that language.

Another member asked if lack of internet access was a key issue in economically divested areas. Liz answered that she didn't know for certain but thought that conclusion would be suggested by other data.

A member asked to what extent the Metropolitan Planning Council's *Cost of Segregation* project was informing CMAP's analysis of inclusive growth, etc. Liz answered that MPC is a co-convenor on the ON TO 2050 resource group for inclusive growth.

Another member inquired what ON TO 2050 is expected to call for in terms of state and local tax policies, Liz responded that like GO TO 2040, the plan is expected to call for modernizing the system, and also focus on overcoming disparities.

A member commented on discussion of development at the edge of the region, saying that he would hope that the plan would underscore the long term costs of infrastructure that would be required.

Another member asked if the report pretty much represents what should be expected in the plan. Liz responded that it was, for the most part, but underscored that not all of the strategy papers are complete, and CMAP is still in the process of gathering input.

A member asked for a list of members of the resource group for inclusive growth. Liz said she would provide to Stephen Ostrander, who would distribute to committee members.

#### 5.0 ON TO 2050: Emerging transportation technologies strategy paper update– Elizabeth Schuh, CMAP

From canals to railroads to highways, transportation technology has been a major force shaping land use and driving the economy of the Chicago region. By 2050, automated vehicles and other emerging technologies are poised to have transformational impacts of similar magnitude. CMAP

staff are preparing a strategy paper that explores recent developments and possible future impacts of emerging technologies with the potential to affect land use, travel patterns, economic activity, governance and quality of life, including, connected vehicles and smart infrastructure, automated vehicles, shared mobility, big data, and alternative energy. Liz presented the draft strategies under discussion.

A member commented that community members and elected officials fear change, particularly losing a couple of parking spaces. There is a need for better communicating how bike share can help (and be worth the loss of one or two parking spaces).

Another member commented that Uber and Lyft need to develop better systems, especially for drop off of passengers.

A member mentioned that she has seen that Metra had entered into an agreement with Uber. Heather Tabbert responded that it's to help with the "last mile" issue and marketing.

Another member observed that automated vehicles could threaten public transit, which could particularly threaten addressing the transportation needs of have-nots, such as those who depend on paratransit (i.e. funding support could dwindle).

A member wondered about future changes to shopping patterns, and how this could influence commercial corridor and freight routing/delivery of goods and services.

Another member talked about warehousing and distribution businesses, and especially how they are of particular interest to the counties, since there is interest in putting new facilities in unincorporated areas. He added that he would be interested in metrics on this. Liz responded that CMAP has been monitoring this.

A member mentioned that he had read about a pilot program where Amazon stores will provide a free ride to customers (to their stores).

Another member commented that it will be interesting to think about how commercial areas will need to change zoning to fit changing retail.

A member observed that it seemed to her that "we're losing the human element," the recreational element of shopping.

Another member talked about his community's efforts to support multi-model transportation, and added that currently most bike riding in his suburban community seems recreational. He wondered how automated vehicles might relate to the reverse commute issue. He also thought that automated vehicles could help lessen the need for parking at Metra stations. He also wondered whether we might have too much real estate dedicated to retail (more than can be supported), and added that activity-based businesses seem to be what is increasingly popular (e.g. medical spas).

A member asked if CMAP expects plan recommendations to make space for these emerging technologies. He specifically wondered if CMAP thought that there should be recommendations for the strategic withdrawal of some public transit. Liz responded that, at this point, CMAP's recommendation is to monitor.

Another member asked about the plan and the motor fuel tax. Liz responded by saying that the plan is looking at both the motor fuel tax and vehicle miles traveled.

A member asked if CMAP was aware of the "driverless city" initiative. Liz responded it was.

Another member asked if CMAP has looked at the impact of population on these concerns. Liz responded that while CMAP has been looking at related issues, this warrants a closer look.

A member asked about the expected increase in automated freight vs. automated vehicles for personal transport. Liz responded that CMAP's understanding is that automated freight is moving faster, so guidance is needed.

Another member discussed the coordination of convoys of automated trucks and the impact on the overall system and field operations.

A member asked about the City of Chicago's development of dedicated lanes (i.e. for BRT), and whether there has been any look at data providing insight into the likely impact (ridership). Liz answered that CTA is currently collecting data on this and will be forwarding it to CMAP in the future.

In reference to discussion of the influence of these technologies on the urban landscape, especially commercial buildings, Lisa DiChiera observed that Landmarks Illinois is already seeing a lot of demolition of older, smaller commercial buildings, and they are interested in identifying effective strategies for adapting these sorts of structures for future use.

**6.0 CMAP Land Use Committee: Membership and future presentations by members** – Stephen Ostrander, CMAP

Recently the committee has lost a few members (all due to relocation out of the region). All vacancies are being filled by representatives of the same communities and organizations. Members were asked to offer their suggestions for specific persons whom CMAP should consider. Stephen also took proposals from members who are interested in giving or organizing a future presentation for the committee (i.e. on a local planning project or initiative).

For new member recommendations, members suggested the value of adding representatives from:

- Choose DuPage
- The development community
- City of Chicago
- Metropolitan Planning Council
- A community in the Elgin O'Hare corridor
- A community that ON TO 2050 identifies as being a "disinvested community"
- LISC

For topics for future presentations, members suggested the following:

- Cook County South Suburban growth strategy
- Pace flex lanes
- Recent study on conservation districts
- Forest Preserve District of Cook County's Gateway masterplan
- SSMMA has been doing GIS work with MPC, which includes focus on flood mitigation
- MPC's *Cost of Segregation* project
- Highland Park's 10 year evaluation of affordable housing
- Long-term impact of development decisions (SB Friedman study, etc.); how to develop helpful toolkits, etc.
- RTA Regional Transit Strategic Plan (when complete)
- RTA Community Planning program study (e.g. Mundelein)
- Lansing Comprehensive Plan (developed through LTA program)

**7.0 Other Business**

Brandon Nolin announced an upcoming APA-IL/AIA Chicago panel “[Driverless Cars...Driving Change](#)” on July 20.

Kristi DeLaurentiis announced the ON TO 2050 Alternative Futures Forum “[The Future of Economic Opportunity](#),” taking place on July 19 in Homewood.

**8.0 Public Comment**

There was no public comment.

**9.0 Next Meeting**

The Land Use Committee was scheduled to next meet on July 19, 2017.

**10.0 Adjournment**

The meeting adjourned at 10:41 a.m.

Respectfully submitted,



Stephen Ostrander, LUC Committee Liaison  
July 14, 2017