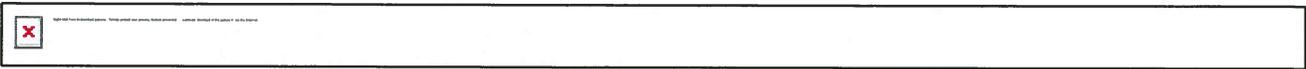


David Lothspeich

From: CMAP, the Chicago Metropolitan Agency for Planning, on behalf of Jason Navota [kdelarentiis@metrostrategiesinc.com]
Sent: Friday, July 18, 2014 9:52 AM
To: David Lothspeich
Subject: {Possible SPAM} Illinois Route 53/120 Corridor Land Use Committee Meeting July 21



Dear Land Use Committee Member:

The Chicago Metropolitan Agency for Planning (CMAP), the Illinois Tollway, and Lake County remind you that the next Land Use Committee meeting is this **Monday, July 21, 2014, from 1:00 to 2:30 p.m.** at the Lake County Central Permit Facility, 500 Winchester Road in Libertyville. Unlike prior meetings, this meeting will NOT follow a Finance Committee meeting (the next Finance Committee meeting is July 29, 2014).

[Click here](#) for a map and directions to the Lake County Central Permit Facility.

The following materials have been provided in advance of the meeting for your review (documents available via links):

1. [Agenda](#)
2. [Land Use Committee Meeting #2 Minutes](#)
3. [Existing Conditions Assessment Preliminary Key Findings](#)

If you haven't already, please RSVP if you plan to attend today, Friday, July 18th to Colin Fleming at (312) 561-3140 or cfleming@metrostrategiesinc.com.

Thank you. We look forward to seeing you on July 21st!

Sincerely,

Illinois Route 53/120 Corridor Land Use Plan Project Team

For more information about the Illinois Route 53/120 Corridor Land Use Plan, or to view materials from past Land Use Committee meetings (March 18 and May 8, 2014), please visit the project website at: www.lakecorridorplan.org

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CMAP | 233 South Wacker Drive | Suite 800 | Chicago | IL | 60606

ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN



Land Use Committee Meeting #3 – July 21, 2014

Lake County Central Permit Facility, 500 Winchester Road, Libertyville

Agenda

1. Welcome and introductions
2. Approval of Meeting Minutes
3. Key Findings from the ECA
 - Mobility
 - Market
 - Land Use
 - Environment
4. Cool Spots – Committee Exercise
5. Hot Spots – Committee Exercise
6. Questions/Public Comment

Materials Provided

- Land Use Committee Meeting #2 Minutes
- Hand-out of presentation
- Draft Cool Spots Map(s) and Scoring Sheet
- Draft Hot Spots Map(s) and Scoring Sheet

ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

Land Use Committee Meeting #2 - Meeting Minutes

May 8, 2014

3:00 – 4:30 p.m.

Lake County Central Permit Facility, 500 Winchester Road, Libertyville, Illinois

Committee Members Present: Lake County Board Chairman Aaron Lawlor, Committee Co-Chair, Lake County; Michael Ellis, representing Village of Grayslake; Trustee Stephen Park, representing Village of Gurnee; Mayor Linda Soto, representing Village of Hainesville; Mayor Joseph Mancino, representing Village of Hawthorn Woods; Matthew Dabrowski, representing Lakemoor; Heather Rowe, representing Village of Libertyville; David Lothspeich, representing Village of Long Grove; George Monaco, representing Village of Round Lake; Roger Byrne, representing Village of Vernon Hills; President Burnell Russell, representing Village of Volo; Pat Carey, representing Lake County Board; Brad Leibov, representing Liberty Prairie Foundation; Michael Stevens, representing Lake County Partners; Mike Sands, representing Liberty Prairie Foundation; Lenore Beyer-Clow, representing Openlands.

Committee Members Not Present: President Jeffrey Braiman, representing Village of Buffalo Grove; Michael Talbett, representing Village of Kildeer; President Tom Poyton, representing Village of Lake Zurich; Mayor Linda Lucasen, representing Village of Round Lake Park; Mayor Frank Bart, representing Village of Wauconda; Mayor Wayne Motley, representing City of Waukegan/

Kristi DeLaurentiis (Metro Strategies) took roll call – see attendance list above.

1. Welcome - Committee Co-chair, Aaron Lawlor, Lake County

- George Ranney, Co-Chair, BRAC, unable to attend
- Meetings with Mayors and Village officials is ongoing (11 out of 18 meetings held so far)

2. Follow-up items from last meeting - Jason Navota, CMAP

- Noted that Committee members asked for additional background information about the Proposed Future Land Use Analysis slides from previous meeting, and provided acreage figures that informed the analysis, as requested.
- Committee members requested additional communications materials, which are provided in the meeting materials handed out to each member, including:
 - Talking points – summary of ways to talk about project with constituents and public
 - Project descriptions (short & long versions) that can be used on individual municipal websites.
- The project website will be updated regularly. Regular project updates for Committee members were also requested. The group said it would be best done through email notification of materials available on the website.
- New live website: lakecorridorplan.org
 - Project website initially hosted on CMAP website, now established as stand-alone site for the duration of the project.
 - Website will evolve through project, please provide website link on municipal websites

- Announced that there are new CMAP resources (reports) on the project website:
 - Examination of Local Economic Development Incentives in Northeastern Illinois
 - Fiscal and Economic Impact Analysis of Local Development Decisions
- Meeting minutes from LUC #1 are motioned to approve (Stephen Park), moved (Mike Stevens), approved by unanimous consent, motioned carried.

3. Study Boundary Area and Existing Conditionals Assessment Methodology - Daniel Grove, The Lakota Group

- Thanked everyone for coming. Expressed that team wants this process to be a conversation, so please feel free to interrupt, as that was seen as a positive aspect of last LUC meeting. Currently in first phase of project creating study boundary and doing an existing conditions assessment.
- Two-mile study boundary is being refined to match real boundaries (roadways, municipal boundaries, utility lines and development agreements) in order to conduct baseline data collection and analysis. Grove requested committee members mark-up the enclosed maps with modifications to the boundary lines.
 - Committee member asked about the intersection of U.S. Route 12 and Illinois Route 120 will be a major junction, but the boundary does not reflect that. Suggested that team should pull the boundary west of the Village of Volo to encompass that intersection.
 - Committee member suggested that the boundary was too far south in Northeast area where it runs along Washington Street. The commercial sites are on Rollins Road that may be impacted by the roadway, and also by grade separated crossing improvements being made in the future on Rollins Road.
 - Committee member asked when the boundary ran along a roadway, did it use the near side, center-line or far side.
 - Grove noted that these areas would be taken into consideration and that the far edge of roadway would be used when possible.
- Existing conditions assessment draft will be coming at the next meeting in July. The consultant team is currently building on the BRAC foundation and will need committee input, help with decisions and for committee to challenge team to achieve the goal of a balance between economic development, open space and community character across municipalities.
- “Hot spots” are areas where market/ development pressure is likely to cause a significant change in land use, primarily commercial development nodes. “Cool spots” are Priority Sensitive Lands (PSLs) and other areas with natural resource qualities and value. Need to understand how both hot and cool spots overlap.

4. Environmental Context – Jay Womack, WRD Environmental

- Starting research by building from BRAC report, currently in the middle of environmental data gathering stage. The mission is to look at data within two mile buffer, but also outside of the study areas since “Mother Nature does not recognize political boundaries.”
- Build on findings by gathering existing environmental data sets from Lake County and CMAP’s Green Infrastructure Vision, including open space, parks and dedicated land, wetlands, hydric soils, prairies and grasslands, woodland and forests, floodplains, open waterways. Showcased slide with GIS maps with various sensitive GIS land layer slides.
 - A committee member commented that the terminology on the slide be clarified concerning the level of protection of wetlands, and that there may be environmentally important areas missing from the slide. Womack responded that the core prairie grassland and savannah area slide data was taken from the Green Infrastructure Vision data sets.
 - Committee member asked if farmlands fall into this category. Agriculture should not be treated as

a remainder, as a zero, of no value. BRAC did a lot of work on agriculture, and the data appears to be missing from the analysis. Also, wetland mitigation banks are missing from the maps, and those are protected, since someone paid for them. Lawlor stated that team is working with BRAC's environmental consultant to be sure we capture all data.

- Womack indicated that team will continue to collect data look into prime agriculture land and appropriate GIS data.
- WRD will look at local ordinances by municipality.
- WRD needs to narrow down the areas that need deeper study; how many and where they are located.
 - One committee member asked how many hot/cool spots there will be. Grove indicated that team initially expected 10-12 developmental hot spots, but selecting and finalizing those will be made with input from the Land Use Committee.
 - A committee member asked when there's a conflict between hot spots and environmental conditions will committee need to set priorities? It will be difficult. What's the potential for additional environmental land? How does that effect the tollway and development around it? And how do you protect cool spots?
 - A committee member replied that this is not a zero sum game. Environmental areas can coexist with development.
 - Lawlor stated that the principles in BRAC haven't changed. We're just bringing new detail.

5. Market Context - Ranadip Bose, SB Friedman Development Partners

- The team's role is to examine what amount of development is realistic in the corridor by 2040. SB Friedman is approaching the analysis both from the top down – what portion of the overall Lake County market potential through 2040 is the Corridor likely to capture, and from the bottom up – what is the development capacity of available land within the Corridor. Process involves meeting with municipalities to see what constrains development, looking at market trends and projecting demand for office, retail, industrial and residential uses.
- Discussed each land use trend and future trend in Lake County.
 - Office Use: Location of "Class A" office is often a regional decision, requiring highway access and visibility. Over the past 20 year, 45% of regional new Class A office was developed in the Chicago Loop, compared to 16% in Lake County. In Lake County, new office development appears in nodes. The only current office node in the Corridor is Libertyville. In Lake County, net change of occupancy (absorption) is 8.6 million square feet from 1996 to 2013. Average annual absorption was approximately 500,000 square feet.
 - Trends: Usable square footage per employee is declining. Competitive office centers of the future likely to be mixed-use centers and have access to the multi-modal transportation network.
 - A committee member commented that existing buildings have to work differently than new development. How do existing buildings play into this? Bose explained that existing buildings will absolutely behave differently; study will look into this interaction.
 - Retail: Identified existing retail centers, which will be used to indicate gaps in the market. Occupied retail space in Lake County has declined over past 8 years, mainly due to the recession. Continued population and employment growth will drive demand for retail in Lake County.
 - Trends: People want experience-focused shopping, often with mixed uses (entertainment, restaurants), but also convenience and value-focused shopping. Retail E-Commerce sales projected to grow from 7% currently to 30% of retail sales by 2025 (Deloitte).
 - Industrial Use: Larger industrial users of more than 1 million square feet are not generally located in Lake County; they are more often in Will County or Kenosha County. Lake County has smaller industrial spaces, focusing on pharmaceutical and medical devices. Lake County increasingly competes

with Kenosha County for certain industrial users.

- Trends: 50% of new industrial development is for distribution rather than manufacturing and other industrial, driven in part by growth of e-commerce. Lake County target industry sectors include biopharma, medical instrument and precision machinery and tooling. Lake County has high income and an educated labor force.
- A Committee member commented that manufacturing and labor should be explored further. What are the square footage needs and skill levels of industrial employees in distribution versus manufacturing? Bose noted a 2,000:1 ratio of industrial square footage per employee for warehouse distribution.
- Residential Use: Relatively small net change in occupied units from 2000 to 2010. Slight increase in overall residential vacancy during that time period.
 - Trends: Lot size is likely to decrease over time – has already fallen since the 1990s. Quality of place important, increasing residential density, need appropriate housing for senior populations and young professionals.
- Bose asked the group if the trends listed were things they were seeing in their communities, and if so, were they making any changes to their ordinances to plan for these changes.
 - A member commented that their community sees those trends toward residential density, cluster housing, mixed-use. They are updating their comprehensive plan to reflect that shift in demand.
 - A member commented that they agree that office use can go to mixed-use, but not corporate offices. Corporate offices want the stand-alone identity. Bose agreed and added that vertical mixed-use will not be popular; however, you will see mixed-uses horizontally on a site. Office workers want to be able to shop and dine near work.
 - Committee member commented about increasing parking requirements and needs as we move to smaller office spaces per person, and residential. Bose agreed that parking is an important factor.

6. Transportation & Land Use Context - Daniel Grove, The Lakota Group

- For transportation, the goal is to be able to support mixed-use, pedestrian-friendly and/or transit- supportive land uses where feasible. Currently meeting with municipalities gathering data and conducting traffic analysis with Sam Schwartz Engineering. Looking to transportation networks such as PACE, Metra, Amtrak, trails, bike lanes.
- As process moves forward, case studies will help build research base and provide examples of successful solutions. Requested that committee members inform team of interesting roadway improvements in other areas outside of county. Team has talked to Will County about experience with Interstate I-355 about lessons learned.
- For land use, team is studying existing land use, future land use plans and zoning ordinances.
- Team also currently looking at development agreements, especially regarding sewer service and transportation agreements and understanding their impact of the Corridor.

7. Public Comment

- No public comment.
- Motion to adjourn, moved, approved by unanimous consent, meeting adjourned.

8. Next meeting planned for late July.



ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

Existing Conditions Assessment - Preliminary Key Findings

1. **Livability - Without appropriate planning, the proposed 53/120 roadway could harm quality of life within the Corridor and County**
2. **Mobility**
 - a. Increased road congestion over the last 10-15 years has already harmed the area's quality of life and its economy
 - b. This increased road congestion is due to the growth in population and longer commuting distances
 - c. Transit ridership has also grown, but not enough to relieve the roadway network (Nor can current infrastructure, service levels, or land use dramatically increase transit use)
 - d. The 53/120 project will help reduce existing congestion
 - e. However, without proper land use and transportation planning decisions and investments, it is likely that the County will face the same transportation problems in the future
 - f. There is no silver bullet for the issue of congestion. Simply building more roads cannot solve the problem. It must be addressed from all aspects, including improved transit, smarter land use patterns, transportation demand management strategies, and increased roadway capacity
3. **Market**
 - a. Lake County is projected to grow in population and employment through 2040, but at a slower pace than historical trends
 - b. Historical development patterns show the Corridor is already capturing a significant portion of new development in the County
 - c. The roadway will unlock new development potential along the Corridor
 - d. Communities will not achieve the full build-out depicted in their municipal Future Land Use Plans within the next 30 years
 - e. Additionally, future development patterns are likely to differ from the past
4. **Land Use**
 - a. Municipal Future Land Use Plans target "greenfield" sites that would cause a significant loss of natural areas and agricultural land
 - b. Additionally, these plans do not identify underutilized or infill sites that could accommodate part of the development demand

- c. Current zoning in the Corridor does not permit the population or employment density necessary to support transit
 - d. The Corridor's livability goals are not supported by existing plans and policies
5. Environmental
- a. There are significant natural resources within the Corridor
 - i. Land resources
 - ii. Water resources
 - iii. Agricultural resources
 - iv. Other resources
 - b. Preservation and protection efforts are significant, but only protect a fraction of the existing natural resources
 - c. Most of the unprotected natural resources fall under the jurisdiction of the Municipalities, many of which do not have protective ordinances in place
 - d. In addition to the impact of the roadway itself, there are significant existing threats to the environment within the Corridor
 - i. Impacts of land development
 - ii. Fragmentation/degradation of natural resources
 - iii. Loss of habitat
 - iv. Impermeable surfaces and the impact of run-off
 - 1. Water quantity/flooding
 - 2. Water quality/transfer of pollutants
 - 3. Soil erosion
 - e. Appropriate mechanisms, plans and policies are needed to provide additional protection of these natural resources
6. Conclusion: The Corridor has seen dramatic changes over the past 30 years. What was once a series of communities nestled among agricultural fields is now a more uniformly built-out region challenged by the effects of startling population growth, choked roadways, significant development and disappearing open space. The 53/120 parkway, ground-breaking in its approach to environmentally sensitive roadway design, will ease congestion and bring economic development to the Corridor, but for those benefits to last, and for the people of Lake County to retain the quality of life they value, a new mindset must be adopted. Policies and plans that guided the area through the decades of explosive growth must be re-imagined. With thoughtful planning, a willingness to carefully balance mobility, market, land use and environmental issues, and courage to acknowledge and embrace changing realities, the residents of Lake County can confidently look forward to a bright future.