

Item #7A:
Village President Underwood
IL Route 53 Extension - *Update*

June 29, 2015

Greg Bedalov, Executive Director
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, Illinois 60515

Joseph C. Szabo, Executive Director, Chicago Metropolitan Agency for Planning
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Illinois Tollway & Chicago Metropolitan Agency for Planning:

The purpose of this communication is to directly and collectively express our concerns regarding the process underway with the Route 53 working groups. While the groups assembled represent many interested parties, environmental groups, agencies and Villages, we are the municipalities directly in the path of the new Route 53 roadway corridor. The municipalities represented in this letter have their individual support or opposition to the roadway itself, and therefore this letter does not debate the issue of Route 53 in Lake County. However, we jointly wish to communicate our concerns regarding the process currently being conducted on behalf of the Illinois Tollway Authority by CMAP. The Start-up Phase Memorandum of Understanding obligates parties to accept the concept of a Corridor Plan, including the balanced land use approach, Open Space and Natural Resources (OSNR) strategy and recommendations.

Although Route 53 did not move forward decades ago, the communities in its path continue to develop, which increases the complexity of designing an appropriate highway. The concept of regional planning for such an extension through professionally planned communities indicates a subscription to regional land controlled by a Corridor Planning Council or other such created agency. As municipal leaders, we voice strong opposition to the loss of local land use controls for the land planning, development, and zoning authority for properties within our individual municipal jurisdictions.

The undersigned mayors, representing five communities who will be directly impacted by the extension of Route 53 into Lake County, have joint concerns regarding the lack of detailed information necessary to make an informed recommendation to the working groups. We have not received information regarding the anticipated Start-up Phase Memorandum of Understanding, the Intergovernmental Agreement we will be asked to sign, and a Corridor Plan which we will be asked to adopt as an addendum to our respective comprehensive plans by the end of 2016.

As members of the OSNR Working Group and the Cooperative Planning Strategy Working Group, we cannot move forward with a vote on whether to recommend the findings of these groups to the Land Use Committee, until such documents are presented to the stakeholders for review. According to the Illinois Route 53/120 Corridor Land Use Plan website timeline (www.lakecorridorplan.org), a preliminary and final Corridor Plan was to be received between February 2015 and June 2015.

As municipal leaders, we expect the transparency of such a plan to be vetted in public at our respective municipal Board levels before we can vote to recommend our municipality's sentiment. Your website calls for the Corridor Plan Endorsement by municipalities and Lake County Board starting in June of this year. We look forward to receiving the detailed plan first, as described on your website, before we can consider supporting any Corridor Plan.



We are the communities most seriously impacted by the Route 53 highway. The BRAC report stated that the Tollway would not move forward without a consensus. The undersigned municipalities cannot move forward with the process of endorsement until a Corridor Plan is fully vetted, a Start-up Phase Memorandum of Understanding is debated by each municipality and their affected taxing districts, local land use authority is maintained, and impacts to municipalities are publicly discussed.

Regards,

VILLAGE OF HAWTHORN WOODS



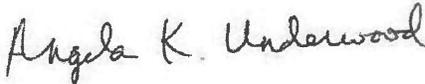
Joseph Mancino
Mayor

VILLAGE OF KILDEER



Nandia Black
President

VILLAGE OF LONG GROVE



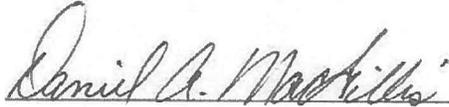
Angela K. Underwood
President

VILLAGE OF MUNDELEIN



Steve Lentz
Mayor

VILLAGE OF ROUND LAKE



Daniel A. MacGillis
Mayor

CC: The Honorable Bruce Rauner, Governor, State of Illinois
Randall Blankenhorn, Acting Secretary, Illinois Department of Transportation
Bob Schillerstrom, Chairman, Illinois Tollway Board of Directors
James J. Banks, Director, Illinois Tollway
Earl Dotson Jr., Director, Illinois Tollway
Joseph Gomez, Director, Illinois Tollway
David Gonzalez, Director, Illinois Tollway
Craig Johnson, Director, Illinois Tollway
Nick Sauer, Director, Illinois Tollway
James Sweeney, Director, Illinois Tollway
Brad Leibov, Chair OSNR Working Group
Pat Carey, Chair Cooperative Planning Strategy Work Group
Aaron Lawlor, BRAC Co-Chair, Lake County Board Chairman
George Ranney, BRAC Co-Chair

June 30, 2015

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Executive Director
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, Illinois 60515

Joseph C. Szabo
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Illinois Tollway & Chicago Metropolitan Agency for Planning:

We write in response to the letter you received yesterday regarding the Route 53 land use planning process. As the co-chairs of the Land Use Committee and its working groups, we are working with our fellow committee members to develop a land use vision for the corridor that provides a balance between environmental stewardship, opportunities for economic growth and congestion relief.

As you know, the Route 53/120 project has been innovative from the beginning when the Illinois Tollway formed the Blue Ribbon Advisory Council (BRAC) and advanced a dialogue that had been stalled for decades. The BRAC Report identified two main areas requiring additional study resulting in the formation of the Finance Committee and Land Use Committee. The Finance Committee concluded their work this March and adopted recommendations to the Tollway Board by a vote of 21-2. The Land Use Committee is continuing its work and has a set of working group meetings today and a meeting of the full committee later this month. Achieving consensus has been a key value that has governed all aspects of the Route 53/120 process since the inception of the BRAC is consensus. We realize that consensus is critical to advancing this project and are committed to developing a plan that meets the vision enumerated in the BRAC Report.

The idea that we would ask the group to vote for a plan without details is not accurate. No vote will occur until full details are presented, vetted and discussed. It is also critical to see the land use planning for what it is and what it is not. It IS for achieving our open space goals through collaboration and consensus. It IS for creating economic opportunity. It is NOT for taking away municipal zoning authority. It is NOT for circumventing or superseding local comprehensive plans.

We are excited to continue our work and keep you apprised of our progress. This process has had an impressive and intensive schedule, convening meetings on different topics up to four times a month over the past two years. We are fortunate to have the engaged participation of so many leaders. With the timing and size of the Finance Committee's work, we simply could not ask for a larger time commitment from our members and, as such, the Land Use Committee's work was staggered to ensure the highest level of engagement from our stakeholders.

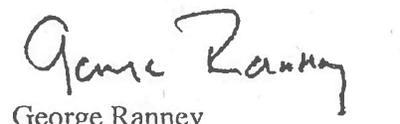
Most importantly, we want you to know how much we value your continued partnership and your support to invest the necessary resources to continue this effort. Just as we did with the finance recommendations, we are eager to advance a land use vision for the corridor. It will not only require the consensus that we previously mentioned but also provide an opportunity for the Tollway to commit to the project in a manner consistent with the BRAC Report and ultimate Land Use Committee recommendations.

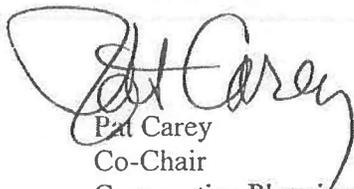
As the Land Use Committee's work continues, some questions have been raised that require additional study by the Tollway. It is our understanding in speaking with Tollway staff that many of these questions can only be answered through completing a Phase One Engineering and Environmental Analysis. We look forward to continuing to work with you to advancing this important conversation and project.

Please don't hesitate to contact us through Aaron Lawlor's office at (847) 377-2300.

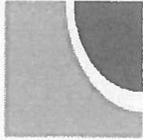
Sincerely,


Aaron Lawlor
BRAC Co-Chair
Land Use Committee Co-Chair


George Ranney
BRAC Co-Chair
Land Use Committee Co-Chair


Pat Carey
Co-Chair
Cooperative Planning Working Group
Group


Brad Leibov
Co-Chair
Open Space and Natural Resources Working
Group



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

July 1, 2015

Joseph Mancino, Mayor, Village of Hawthorn Woods
Nandia Black, President, Village of Kildeer
Angela K. Underwood, President, Village of Long Grove
Steve Lentz, Mayor, Village of Mundelein
Daniel A. MacGillis, Village of Round Lake

Dear Mayors and Presidents:

Thank you for expressing your concerns regarding the Route 53 working groups. As you are aware, this project has a long and complex history, and your continued participation in the discussion is necessary and appreciated.

The Blue Ribbon Advisory Council report called for the creation of a corridor plan and implementation strategy that integrates land use, transportation, economic development, and open space. While multi-party coordination is vitally important, that should not be misinterpreted. **Land use control for land planning, development, and zoning authority is and should remain a local responsibility.** This is a fundamental underpinning of the Route 53 working groups' work as discussed when the Cooperative Planning Strategy Working Group met on June 30, 2015, when they adopted the attached framework. The intent of the land use effort is to achieve better development outcomes through coordinated, advanced planning and to provide information and guidance useful for local decision making.

Coordination among the communities in the Route 53/120 corridor is critical to the project's success. The corridor market assessment determined that, in aggregate, corridor municipalities have planned for dramatically more non-residential land use than the market would support. An assessment of natural resources identified many sensitive and important natural areas, which will require multijurisdictional cooperation to preserve and protect from the impact of growth and economic development that the new facility would stimulate. Coordination between corridor municipalities can help achieve reasonable expectations for growth and enable preservation of important assets in the corridor.

As you noted, the corridor plan website incorrectly indicates that a draft plan is scheduled for review in June. Due to the history, complexity, and unique nature of the issues involved and the need for significant coordination between stakeholders, the project has taken longer than anticipated, and the website will be updated to reflect the new schedule.

Please note that no request to sign a Memorandum of Understanding or other agreement is currently on the table. We agree that **all plans, agreements, or other documents that would require action by your community should be fully vetted and reviewed by stakeholders, the public, and your respective municipal Boards before such action would be requested.** In its attached framework, the Cooperative Planning Strategy Working Group has committed to this inclusive process for the duration of its efforts through the end of 2016.

Again, thank you for expressing your concerns, and for providing the opportunity to address your points directly. To achieve the goals of the Blue Ribbon Advisory Council, the Illinois Route 53/120 Corridor Land Use Planning effort, and the residents and stakeholders of Lake County, we look forward to continuing this important work while respecting the responsibilities and authority of municipalities in the corridor.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joseph C. Szabo". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Joseph C. Szabo, Executive Director
Chicago Metropolitan Agency for Planning

cc: The Honorable Bruce Rauner, Governor, State of Illinois
Randall Blankenhorn, Secretary, Illinois Department of Transportation
Bob Schillerstrom, Chairman, Illinois Tollway Board of Directors
Greg Bedalov, Executive Director, Illinois Tollway
Aaron Lawlor, BRAC Co-Chair, Lake County Board Chair
George Ranney, BRAC Co-Chair

Attachment: Cooperative Planning Strategy Working Group framework adopted June 30, 2015

WHAT ARE LUC MEMBERS BEING ENCOURAGED TO DO?

The following three-step process is intended to move the land use effort forward through cooperative actions of Lake County and the municipalities. Should the Route 53/120 project not advance towards construction / implementation, communities may still choose to pursue coordinated planning, though the stipulations of these steps will no longer be in effect.

Step 1: Enter into a Start-up Phase MOU

1. By the end of 2015, enter into a Start-up Phase MOU that establishes commitment to continue the work of the LUC and the BRAC. If the Corridor Plan and recommendations are unacceptable to your community, you maintain the option of refusing to enter into the Start-up Phase MOU and discontinuing your involvement in the process.
 - a. Entering into the Start-up Phase MOU obligates parties to:
 - i. Continue to work with the LUC to advance the land use component of the project.
 - ii. Accept the concept of a Corridor Plan, including the balanced land use approach, OSNR strategy, and recommendations.
 - iii. Work with your municipality or county towards adoption of the Corridor Plan as a guidance document either as an addendum to the municipal comprehensive plan or as a separate planning guide by the end of 2016.
 - iv. Work towards creation of the Corridor Planning Council and Corridor IGA to establish a structure for implementing the Corridor Plan in a coordinated and cooperative fashion.
 - v. Work towards entrance into the Corridor IGA by your community as a condition of membership in the Corridor Planning Council.
 - b. Entering into the Start-up Phase MOU would not obligate parties to:
 - i. Adopt the Corridor Plan.
 - ii. Enter into the Corridor IGA. If the final Corridor Plan and recommendations are unacceptable to your community, you maintain the option of refusing to enter into the Corridor IGA and discontinuing involvement in the process.
 - iii. Support construction of the road.
 - c. Entering into the Start-up Phase MOU allows parties to:
 - i. Continue to participate in the land use planning component of the 53/120 effort.

Step 2: Adopt the Corridor Plan

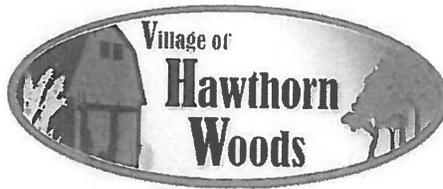
2. By the end of 2016, adopt the Corridor Plan as an addendum to your municipal Comprehensive Plan or as a separate planning guide as an advisory guidance document for use by the municipality in making land use decisions in the Corridor. This action does not change your municipal comp plan, but rather provides professionally-informed and researched guidance for decision making.
 - a. Adoption of the Corridor Plan obligates parties to:
 - i. Adopt the plan as a guidance document.
 - ii. Work alone and with partners to make decisions that are generally consistent with the Corridor Plan, including achieving balanced land uses within the relevant Planning Zone, and applying the guidance established in the OSNR Strategy.
 - b. Adoption of the Corridor Plan would not obligate parties to:
 - i. Adhere to every detail of every recommendation in the Corridor Plan, which should be regarded as guidance.
 - ii. Change or modify current entitlements or annexation agreements to be consistent with the Corridor Plan.
 - iii. Support construction of the road.

- iv. Enter into the Corridor IGA. If the Corridor Plan and recommendations are unacceptable to your community, you maintain the option of refusing to enter into the Corridor IGA or similar agreement and discontinuing your involvement in the process.
- c. Adoption of the Corridor Plan allows parties to:
 - i. Have representation on the Corridor Planning Council.

Step 3: Enter into a Corridor IGA or Similar Agreement

Details of IGA will be worked out during next phase of process. The following are suggested inclusions.

- 3. By the end of 2016, enter into a Corridor IGA or similar agreement with other Corridor municipalities and Lake County.
 - a. Entering into the Corridor IGA obligates parties to:
 - i. Adopt the Corridor Plan.
 - ii. Participate in Corridor Planning Council meetings and at least one subcommittee.
 - iii. Update Corridor Planning Council with development activity within your community.
 - iv. Directly notify Corridor Planning Council of *significant** development proposals that are seeking to start the approval process received by your community that exceed defined thresholds. Such notification should be made concurrent with established public notification / hearing notice requirements to allow adequate time for CPC members to provide comment. No approval authority shall be given to any party that does not already have such authority. Example thresholds from case study research:
 - a) Residential: creation of 100 lots or units
 - b) Non-residential: 250,000+ sf;
 - c) Any portion of subdivision of 100+ lots or 250,000+ sf of floor area within 300 feet of muni boundary
 - v. Work alone and with partners to make decisions that are generally consistent with the Corridor Plan, including achieving balanced, market based land use targets identified within the relevant Planning Zone, and applying the guidance established in the OSNR Strategy.
 - vi. Work alone and with partners to preserve and mitigate impacts to Core Landscapes to achieve the open space targets identified in the Balanced Land Use approach, as well as through the preservation of those Opportunity Landscapes that best achieve the goals of the Corridor Plan, Corridor Planning Council members, and your community.
 - vii. Work to preserve Core Landscapes and Opportunity Landscape natural resource areas in the Corridor using the strategies outlined in the OSNR strategy.
 - b. Entering into the Corridor IGA would not obligate parties to:
 - i. Relinquish authority to any party that does not already have such authority.
 - ii. Respond nor react to comments provided by others on development proposals.
 - iii. Change or modify current entitlements or annexation agreements to be consistent with the Corridor Plan.
 - iv. Support construction of the road.
 - c. Entering into the Corridor IGA allows parties to:
 - i. Review and provide comments on development proposals. *[should this only refer to parties within relevant Planning Zone or all CPC members?]*
 - ii. Have representation on the Corridor Planning Council



2 LAGOON DRIVE - HAWTHORN WOODS, ILLINOIS 60047 - (847) 438-5500

July 2, 2015

Mr. Joseph C. Szabo
CMAP
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Szabo:

Thank you for your response to the letter sent to your attention by the Villages of Hawthorn Woods, Long Grove, Kildeer, Mundelein, and Round Lake regarding the current direction of the Rt. 53 working groups.

You correctly indicate the goals of the Blue Ribbon Advisory Council in the creating of a corridor plan and implementation strategy that integrates land use, transportation, economic development, and open space. What you may have missed is that not one single municipality that lies in the actual corridor of the proposed new Rt. 53 extension were invited to the table to be part of the Blue Ribbon Advisory Council – that includes all of the five municipalities that are signatories to the letter you received. The current activities of the working groups are the first opportunity these mostly impacted communities have had to be at the table and offer our thoughts for our communities and plans moving forward.

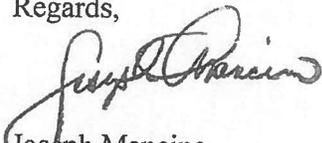
It is duly noted that the “corridor market assessment” you refer to may have determined that aggregate corridor municipalities have planned for more non-residential land use than the market would support. With all due respect this fact is nothing new to us, or the area, or any other area in the state or the country. Municipal plans and goals for development prepared by professional planners are visions and hopes based on the desires of local constituents, and pursued by those who are elected and accountable to those local constituents. As professional planners and municipal leaders, we are well aware that those visions may not come to pass, but it is the local desire that encourages the pursuit of those visions and plans, encourages competition for development, and protects the rights of private property owners who elect to reside, invest, and develop in the municipality of their choice.

The concepts being discussed by these working groups contemplate an additional layer of government, a Corridor Planning Council, that would have input and impact on the statutory rights of a municipality to develop land as they and the respective private property owners see

fit. Discussions have included new regulations on spacing, density, use, environmental conditions not based on science, and other impediments. Discussions have included fines, penalties, and curtailment of access to an Environmental Stewardship Fund that would be created by a multi-jurisdictional TIF, and funded by taxes from the actual municipalities who are being asked to abrogate land use to this conceptual Corridor Planning Council. While the proposed Memorandum of Understanding, proposed Land Use Plan Concept, and other proposed agreements are being presented as optional, and advisory, those impediments would have a chilling effect on local land use and by design become prescriptive to the local municipalities. Prospective development would meander to the path of least resistance, and competition for such would be diminished and placed on an un-level playing field that was not designed by the local authority.

It is critical to the Village of Hawthorn Woods and those signatories to our original letter that we proceed in these discussions with eyes wide open to the implications of the loss of local land use authority. We were not at the table when the Blue Ribbon Advisory Council established their goals, but rest assured we will continue to engage and debate the effects of the current plans being contemplated with a resolute approach to our future.

Regards,



Joseph Mancino
Mayor

Cc: The Honorable Bruce Rauner, Governor, State of Illinois
Randall Blankenhorn, Secretary, Illinois Department of Transportation
Bob Schillerstrom, Chairman, Illinois Tollway Board of Directors
Greg Bedalov, Executive Director, Illinois Tollway
Aaron Lawlor, BRAC Co-Chair, Lake County Board Chair
George Ranney, BRAC Co-Chair
Jill Leary, CMAP
Sherry Kane, CMAP
Nandia Black, President, Village of Kildeer
Angela K. Underwood, President, Village of Long Grove
Steve Lentz, Mayor, Village of Mundelein
Daniel A. MacGillis, Mayor, Village of Round Lake

Disharmony spreads over Route 53 plan

By **Ronnie Wachter**
Pioneer Press

JULY 1, 2015, 10:37 AM

As the details crystallize about what it will take to fund an extension of Illinois Route 53 into Lake County, members of the group that brought the plan this far have been talking less about where they agree and more about who might have the most to lose.

"The plans and the concepts were much more ambitious than the actual application of this, once this gets started — if it ever does" said Michael Talbett, chief village officer of Kildeer.

The project remains a major priority, according to Lake County President Aaron Lawlor. But it's being led by a committee that must balance environmental, economic, transportation and municipal-rights concerns. Its frequently unanimous or near-unanimous votes indicate years of cohesion, but as the process grinds on, recent quibbles might be the signs of unrest.

Lawlor said he sees healthy debate, not disruption.

"It probably appears that way to the public, but there's been a lot of behind-the-scenes work," he said.

"It's come along, farther than it's ever been before," he added. "But this is where the rubber hits the road."

During a meeting Tuesday in Libertyville, land-use planners discussed fissures that have developed among the municipalities apparently in line for economic gain — cracks centered on the fault line of future development.

Specifically, some towns have begun complaining that a proposed oversight body might take away their ability to make decisions about how their municipalities plan for the future.

"It actually means creating another level of approval," Hawthorn Woods Mayor Joe Mancino said after the most recent meeting. "It's taking, without compensation."

For decades, Route 53's northern terminus has been Lake Cook Road. For almost as long, its owner, the Illinois Tollway, has studied the idea of extending it up to Illinois Route 120. Years of Tollway records show the estimated cost rising as each iteration of planning came and went — but Lake County's population, and the need to move those people around, rose as well.

In recent years, the Tollway put together an advisory committee, consisting of all conceivable stakeholders. In 2013, that committee's report estimated the cost of a Route 53 extension at between \$2 billion and \$3 billion.

The current proposal drives the highway through woodlands and wetlands and over creeks, forcing the committee to consider an array of environmental solutions — and an array of revenue sources. It is in these details that members are beginning to voice disagreement.

On June 29, the leaders of Kildeer, Long Grove, Mundelein, Round Lake and Hawthorn Woods sent a joint letter

to the Tollway and the Chicago Metropolitan Agency for Planning, saying they believed the proposal could undermine control of villages' long-range land-use plans.

The five officials took issue with the proposed "corridor planning committee," a new authority that, if created, might be able to fine villages that go with their individual long-range plans instead of its own. That new authority might also control who receives funding from an \$81 million special taxing district meant to pay for environmental damages.

During the meeting, Lakota Group principal Daniel Grove led a presentation about the 6,500 acres of unprotected woodlands and wetlands along the current Route 120 and the proposed Route 53.

Of that, about 1,800 acres are currently covered by long-term land-use plans of various communities, he said. Grove stressed the importance of big-picture oversight over local plans, because one village's development might turn out to be disharmonious with what a neighbor puts up just down the highway.

"If the road goes forward, there will be increased development pressure on this corridor," he said.

Hawthorn Woods has issues with another aspect of the present funding plan: the fees that some nearby communities would have to pass on to developers.

At the June 30 meeting, the Route 53 land-use committee discussed the current proposal's major environmental concerns, and the need to mitigate the damages that building a highway through the area would cause. The group plans to initiate a new means of funding – similar to a tax increment financing district – that would capture increased property taxes from developments built after the highway. The money would then be funnelled into a "stewardship fund" meant to address environmental impacts. Another measure, though, might be to charge developers directly with a set of fees for environmental impacts.

The plan calls for these fees to be charged only in the route's "corridor communities" – that's Long Grove, Mundelein, Kildeer, Round Lake and Hawthorn Woods – something some officials said would drive up the cost of construction on the land closest to the new highway's traffic.

Pam Newton, Hawthorn Woods' chief operating officer, warned the subcommittee that developers might be willing to move a mile or two away from the highway to build on cheaper lots.

Newton singled out the heavy retail on Town Line Road in Vernon Hills, which is not a Route 53 corridor community. She worried that communities like that could see a business boom, while not having to contribute police or fire support to emergencies on the highway.

Vernon Hills officials did not return phone calls seeking comment.

Meanwhile, the Tollway's top levels of leadership saw complete turnover in June. It has a new executive director, Greg Bedalov, and a new board president, Bob Schillerstrom, who both have DuPage County connections. Still, Lawlor was confident that Route 53 will be completed, and relatively soon, at that.

"I've had numerous conversations with the new chairman of the tollway board," Lawlor said. "There are a lot of details we need to work out, but the interest is there. This project is not just a transportation project."

And after the June 30 meeting, Talbett said representatives of all the communities that could be affected by the set of environmental-impact fees – his own Kildeer being one of them – should hold off on dissent until more facts are known.

"These details aren't ascertainable yet," Talbett said. "Who knows where they will ultimately end up?"

rwachter@pioneerlocal.com

@RonnieAtPioneer

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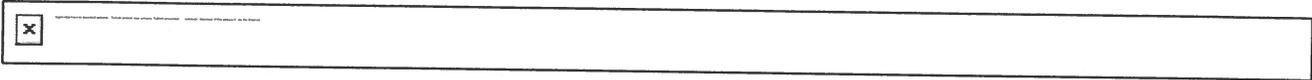
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by Taboola

From: CMAP, the Chicago Metropolitan Agency for Planning, on behalf of Jason Navota [kdelaurentiis@metrostrategiesinc.com]
Sent: Friday, June 26, 2015 12:22 PM
To: David Lothspeich
Subject: Working Group Meeting Materials - Illinois Route 53/120 Corridor Land Use Committee



Dear Working Group Members:

The Chicago Metropolitan Agency for Planning (CMAP) and its partners are providing meeting materials below for your review prior to the Working Group meetings scheduled for **Tuesday, June 30 at the Lake County Central Permit Facility**. Printed copies of the materials will be available at the meetings.

Working Group Meeting Materials for June 30:

- Open Space and Natural Resources Working Group (OSNR)
 - OSNR Focused Issues Memo - [Click here](#)
 - OSNR Maps can be downloaded by clicking [here](#)
- Cooperative Planning Strategy Working Group (CPS)
 - CPS Focused Issues Memo - [Click here](#)

Working Group Meeting #3 Details:

Tuesday, June 30
Lake County Central Permit Facility
500 W. Winchester Road, Libertyville ([Click here](#) for directions)

- 9:00 am - 11:00 am - Open Space and Natural Resources Working Group
- 1:00 pm - 3:00 pm - Cooperative Planning Strategy Working Group

If you haven't already, please RSVP to: cflaming@metrostrategiesinc.com

Thank you for your continued dedication to this important process and we look forward to seeing the Working Group members at these meetings.

Sincerely,

Illinois Route 53/120 Corridor Land Use Plan Project Team

Forward this email



This email was sent to dlothspeich@longgrove.net by kdelaurentiis@metrostrategiesinc.com | [Update Profile/Email Address](#) | Rapid removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).



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

Angie Underwood

From: "CMAP, the Chicago Metropolitan Agency for Planning, on behalf of Jason Navota "
<kdelarentiis@metrostrategiesinc.com>
Date: Monday, June 22, 2015 1:00 PM
To: <angie@aunder.com>
Subject: Working Group and LUC Meetings - Illinois Route 53/120 Corridor Land Use Committee

ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

Dear Land Use Committee and Working Group Members:

The Chicago Metropolitan Agency for Planning (CMAP) and its partners would like to remind you of the **Working Group meetings scheduled for Tuesday, June 30**. In addition, please save the date for the next Land Use Committee meeting scheduled for July 9. Meeting details are provided below.

If you haven't already, please RSVP for these meetings by sending an email to cflaming@metrostrategiesinc.com.

Working Group Meetings #3

Tuesday, June 30

Lake County Central Permit Facility

500 W. Winchester Road, Libertyville ([Click here](#) for directions)

- 9:00 am - 11:00 am - **Open Space and Natural Resources Working Group**
- 1:00 pm - 3:00 pm - **Cooperative Planning Strategy Working Group**

For your reference, a list of Working Group members is [attached](#).

Land Use Committee Meeting #7

The next Land Use Committee meeting is scheduled Thursday, July 9, from 1:30 - 3:30 pm at the Lake County Central Permit Facility, 500 W. Winchester Road, Libertyville. A meeting reminder and agenda will be sent approximately one week prior to the meeting.

Thank you for your continued dedication to this important process, and we look forward to seeing you at these upcoming meetings.

Sincerely,

Illinois Route 53/120 Corridor Land Use Plan Project Team

OSNR WORKING GROUP MEETING #3

Two OSNR tiers have been established:

1. **Core Landscapes:** high value resource areas, most of which are protected or regulated by existing federal, state or county regulations, ownership, or other status. Also includes the following unprotected resources:
 - A. High Priority Woodlands
 - B. Remaining Woodlands
 - C. Waterbody and Stream Buffers in Undeveloped Areas
 - D. Core Prairies and Grasslands
2. **Opportunity Landscapes:** important resource areas or opportunities for creating new open spaces, connections, restoration, mitigation, food production, and stewardship activities.

This memo provides additional information on where the four unprotected Core Landscapes (1A – 1D above) are located, how many acres they cover, and potential preservation strategies.

- A. **High Priority Woodlands** include high value woodlands that include rare resources or provide habitat for threatened and endangered species. This includes oak woodlands, which were once a common ecosystem type in the Midwest but are highly endangered today. Intact oak woodlands are now one of the rarest plant communities on earth. Fortunately, many degraded oak woodlands within the Corridor still remain and can be restored.

- High Priority Woodlands cover 6,101 acres of the entire Corridor.
- 3,499 acres of High Priority Woodlands are located in protected landscapes.
- 2,602 acres of High Priority Woodlands are unprotected.

Preservation strategies could include:

1. Adoption of a model Woodland Preservation Ordinance, or modification of existing Tree Preservation Ordinances, to include elements related to protecting the structure and function of oak woodland ecosystems rather than the individual tree-based approach taken by most municipal tree preservation ordinances. Such an ordinance would include factors such as area disturbed, vegetation and animal species, and size and age of native trees. CMAP and the consultant team may be able to provide a model ordinance and/or examples of effective Woodland Preservation Ordinance as part of next steps.
 - Standard may include replacement ratios based on the area removed or disturbed, for example¹:

▪ 0% to 20% area removal	1:1 replacement ratio
▪ 20% to 30% area removal	1.5:1 replacement ratio
▪ Clearing violation (over 30% removal)	3:1 replacement ratio
 - This mitigation standard could also be included in a future Corridor IGA or other agreement.
2. Acquisition or other preservation via the ESRF, local municipal action, or conservation organization action.

¹ Maryland Department of Natural Resources Forest Mitigation Guide

B. Remaining Woodlands are existing woodlands that are not counted as High Priority Woodlands.

- Remaining Woodlands cover 6,192 acres of the entire Corridor.
- 633 acres of Remaining Woodlands are located in protected landscapes
- 5,559 acres of Remaining Woodlands are unprotected.

Preservation strategies could include:

1. Municipalities use existing or modified Tree Preservation Ordinances, which may incorporate elements of the Woodland Preservation Ordinance described above. Because these ordinances can vary greatly in intent, detail, and effectiveness, CMAP and the consultant team could provide a model ordinance and/or examples of effective ordinance as part of the final plan.
2. Acquisition or other preservation via the ESRF, local municipal action, or conservation organization action.

C. Waterbody and Stream Buffers in Undeveloped Areas help protect surface and ground water quality from impacts related to human land use and management practices, provide food and habitat for unique plant and animal species, and connect important natural resource areas via greenways. Research recommends 100' buffer to reduce erosion, properly control sediment, and reduce nitrogen concentrations from entering waterways. Other sources recommend 300' buffers to provide optimal habitat connections for terrestrial riparian wildlife communities.

- The 300' buffer incorporates 3,008 acres of the entire Corridor, all of which are currently unprotected. Up to 50' buffers would be preserved under existing UDO requirements if development were to occur.

Preservation strategies could include:

1. Municipalities may elect to adopt buffer requirements that protect wider buffers than WDO requirements.
2. Preservation via the ESRF or other conservation organization action.
3. Preservation of buffer areas could be provided by deed or plat restrictions.

D. Core Prairies and Grasslands include remaining prairies and grasslands of any size in the Corridor, which are exceedingly rare landscapes.

- Prairies and grasslands cover 581 acres of the total Corridor.
- 365 acres of prairies and grasslands are located in protected landscapes.
- 216 acres of prairies and grasslands are currently unprotected.

Preservation strategies could include:

1. Establishment of mitigation requirements for disturbance or removal of these rare landscapes. Limited examples of mitigation for these types of resources was found, however, the Minnesota Department of Transportation requires a 1:1 replacement of any prairie or grassland area disturbed due to construction activities.
2. Work directly with jurisdictions in which these resources exist on preservation strategies. This may be a better approach for these resources than creating a blanket policy.
3. Acquisition or other preservation via the ESRF, local municipal action, or conservation organization action.

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In a number of cases the resources described above overlap with each other and with regulated natural resources, such as floodplains or wetland buffers, which already provide preservation strategies. The table below summarizes the acreages of the four resources individually and for overlapping resources, which accounts for double-counting. If new standards were enacted to preserve the four landscapes detailed above, it would affect 6,442 acres of the Corridor that are not currently within the boundaries of protected lands or overlapping with already regulated natural resources.

TABLE 1: UNREGULATED LANDSCAPE ACREAGES	Protected	Unprotected	Total
High Priority Woodlands	3,499	2,602	6,101
<i>Within areas anticipated for Future Land Use Change</i>		655	
Remaining Woodlands	633	5,559	6,192
<i>Within areas anticipated for Future Land Use Change</i>		1,389	
300' Waterbody & Stream Buffers – Undeveloped Areas	N/A	3,008	3,008
<i>Within areas anticipated for Future Land Use Change</i>		1,166	
Core Prairies & Grasslands	365	216	581
<i>Within areas anticipated for Future Land Use Change</i>		31	
Total Combined Area for these resources (accommodates any overlap)	4,432	10,853	15,285
<i>Within areas anticipated for Future Land Use Change</i>		3,060	
Total unprotected and unregulated area (removes areas regulated for other resources such as wetland buffers or floodplains)		6,442	
<i>Within areas anticipated for Future Land Use Change</i>		1,859	

ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

OSNR Approach

JUNE 30, 2015

OSNR Working Group

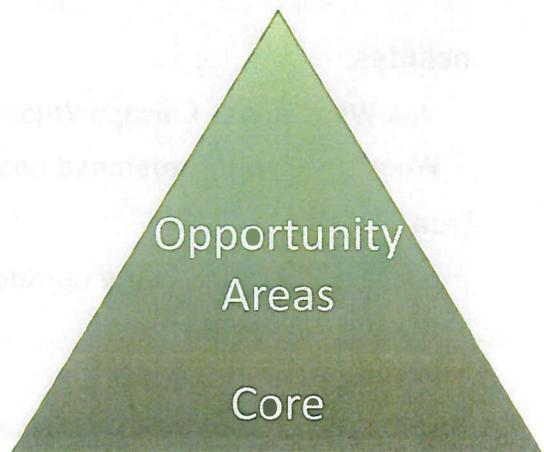
1

June 30, 2015

OSNR Framework

Core Landscapes should be prioritized for preservation, highly mitigated if impacted

Opportunity Landscapes are best opportunities to achieve Plan and Corridor OSNR goals; locations are suggested; decisions are made by municipalities and other Corridor stakeholders



OSNR Working Group

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OSNR Framework: Core Landscapes

Core Landscapes

1. **Protected Land (Conservation Easements, Deed, INAI, INPC, Preserves, Municipal Parks)**
 - Threatened and Endangered Species Habitat Boundaries
 - Floodways
 - SMC Flood Buyout Properties
2. **High Priority Woodlands**
3. **Remaining Woodlands**
4. **ADID Wetlands + Non-ADID Wetlands**
5. **Wetlands Buffers**
6. **Water Body & Stream Buffers**
7. **Core Prairies and Grasslands (rare / remnant ecosystems)**
8. **Floodplains**

OSNR Framework: Core Landscapes

High Priority Woodlands

Includes:

- Oak Woodlands - Chicago Wilderness Oak Recovery Working Group Study
- Woodlands with Threatened and Endangered Species

Area

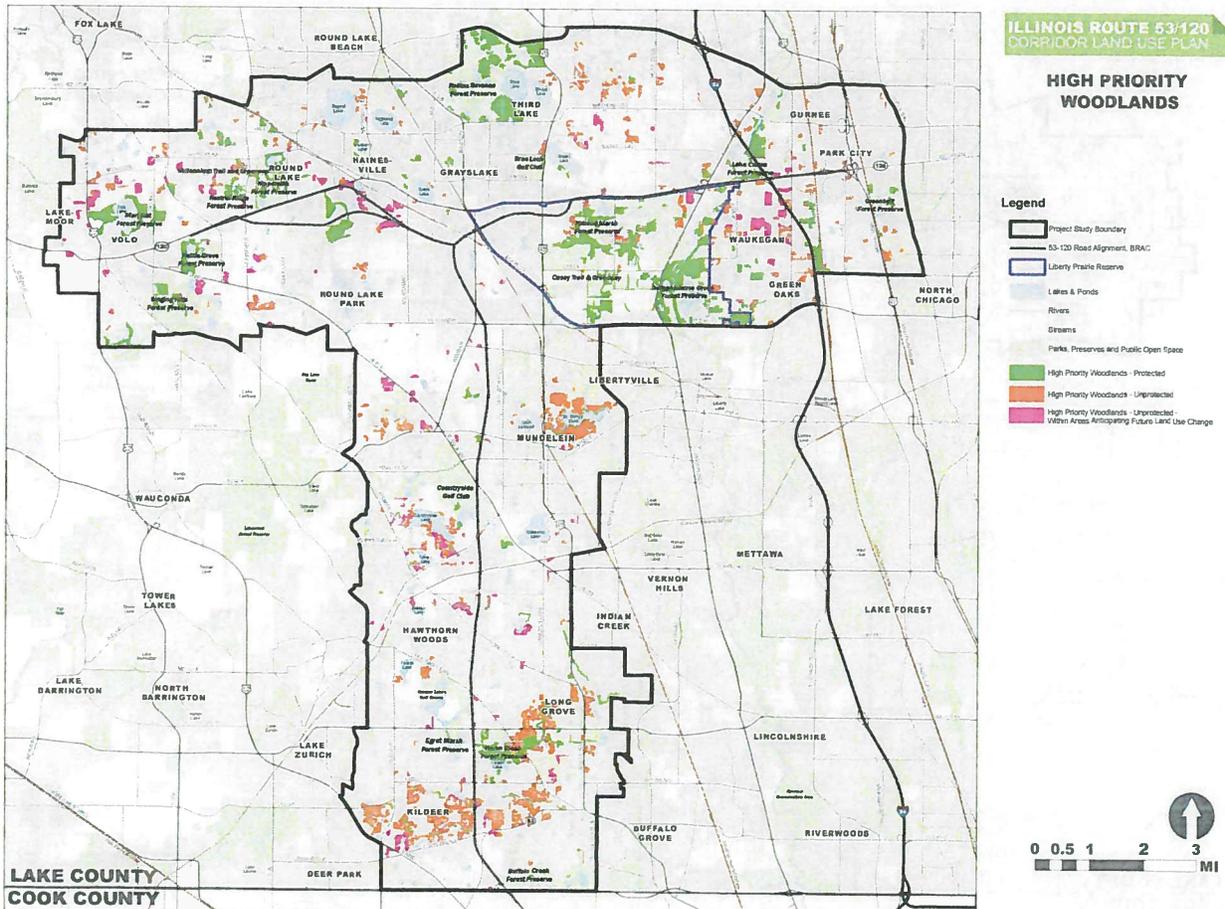
- 6,101 acres of the entire Corridor
 - 3,499 acres Protected
 - 2,602 acres Unprotected
 - 655 acres within Areas Anticipated for Future Land Use Change

OSNR Framework: Core Landscapes

High Priority Woodlands

Preservation Strategies

- ERSF Acquisition
- Local Conservation Organization Action
- New Woodland Preservation Ordinance, which may require replacement of disturbed woodlands through mitigation or payment to ERSF
 - 0%-20% area removal – 1:1 replacement ratio
 - 20%-30% area removal – 1.5:1 replacement ratio
 - Clearing violation (over 30% removal) – 3:1 replacement ratio



OSNR Framework: Core Landscapes

Remaining Woodlands

Includes:

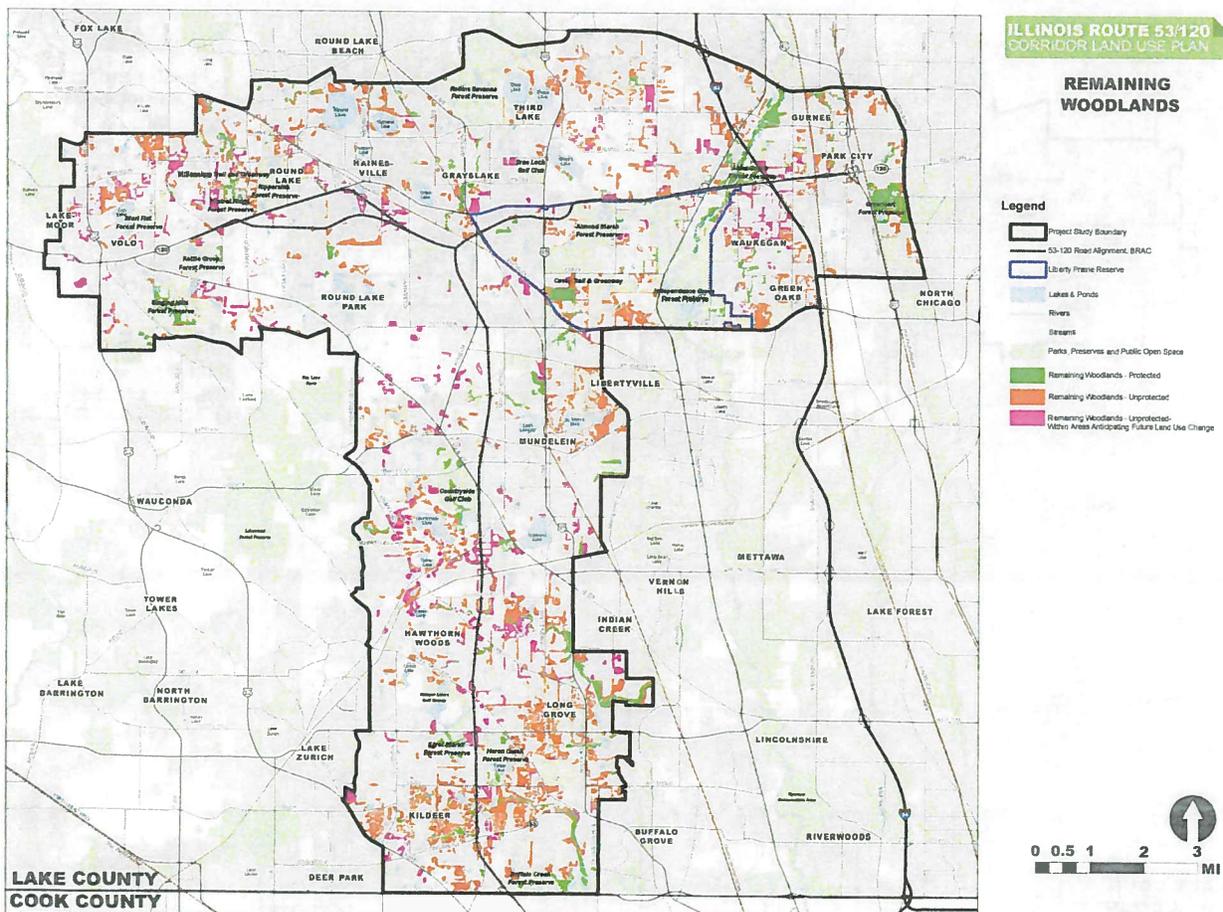
- All woodlands not defined as High Priority

Area

- 6,192 acres of the entire Corridor
 - 633 acres Protected
 - 5,559 acres Unprotected
- 1,389 acres within Areas Anticipated for Future Land Use Change

Preservation Strategies

- ERSF Acquisition
- Local Conservation Organization Action
- Local Municipal Tree Preservation Ordinances



OSNR Framework: Core Landscapes

Prairies & Grasslands

Includes:

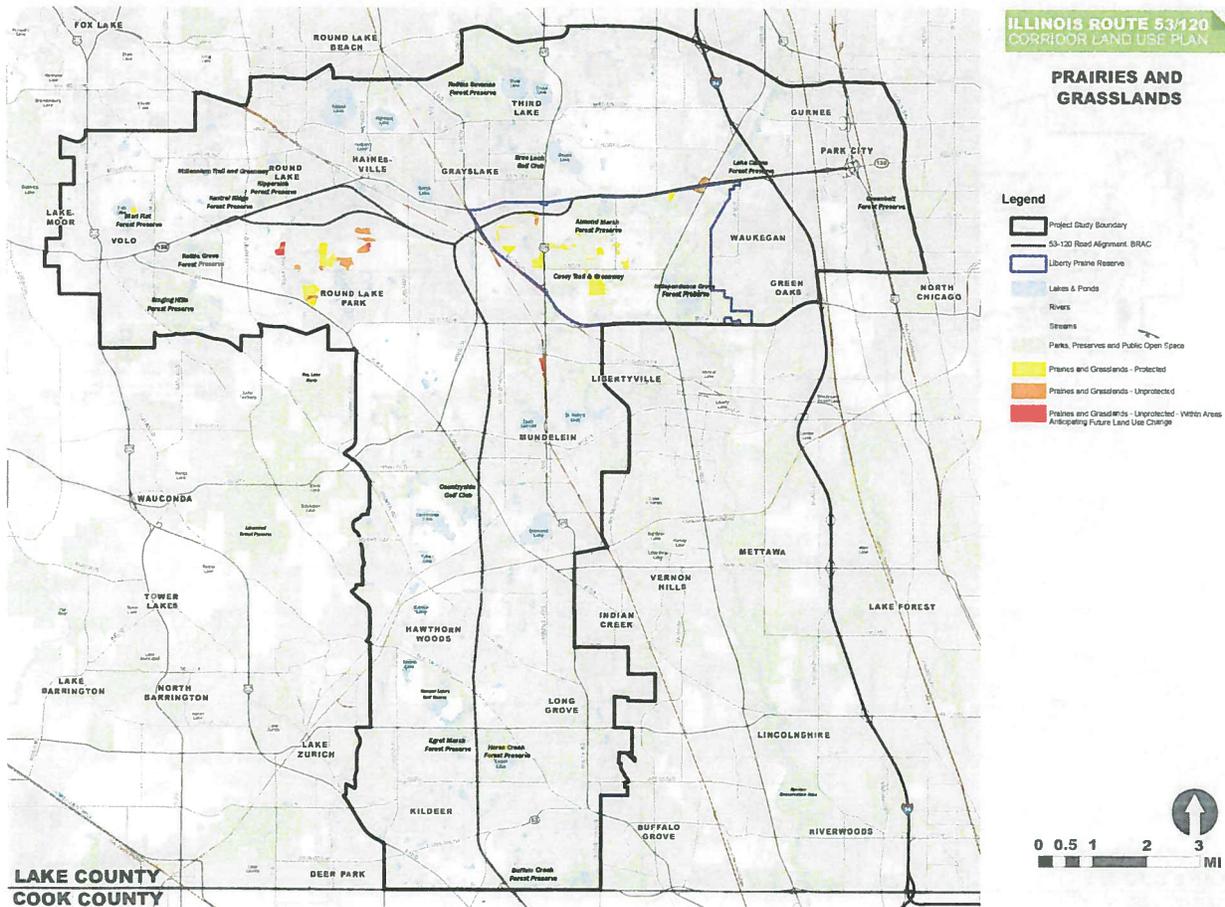
- Remaining Prairies & Grasslands in the Corridor – rare landscapes

Area

- 581 acres of the total Corridor
 - 365 acres of Protected
 - 216 acres Unprotected
 - 31 acres within Areas Anticipated for Future Land Use Change

Potential Regulation or Preservation

- Local ordinances could be established
- Preservation via the ESRF or other conservation organization action
- Mitigation at a 1:1 ratio



OSNR Framework: Core Landscapes

Totals for Unprotected/Unregulated Landscapes

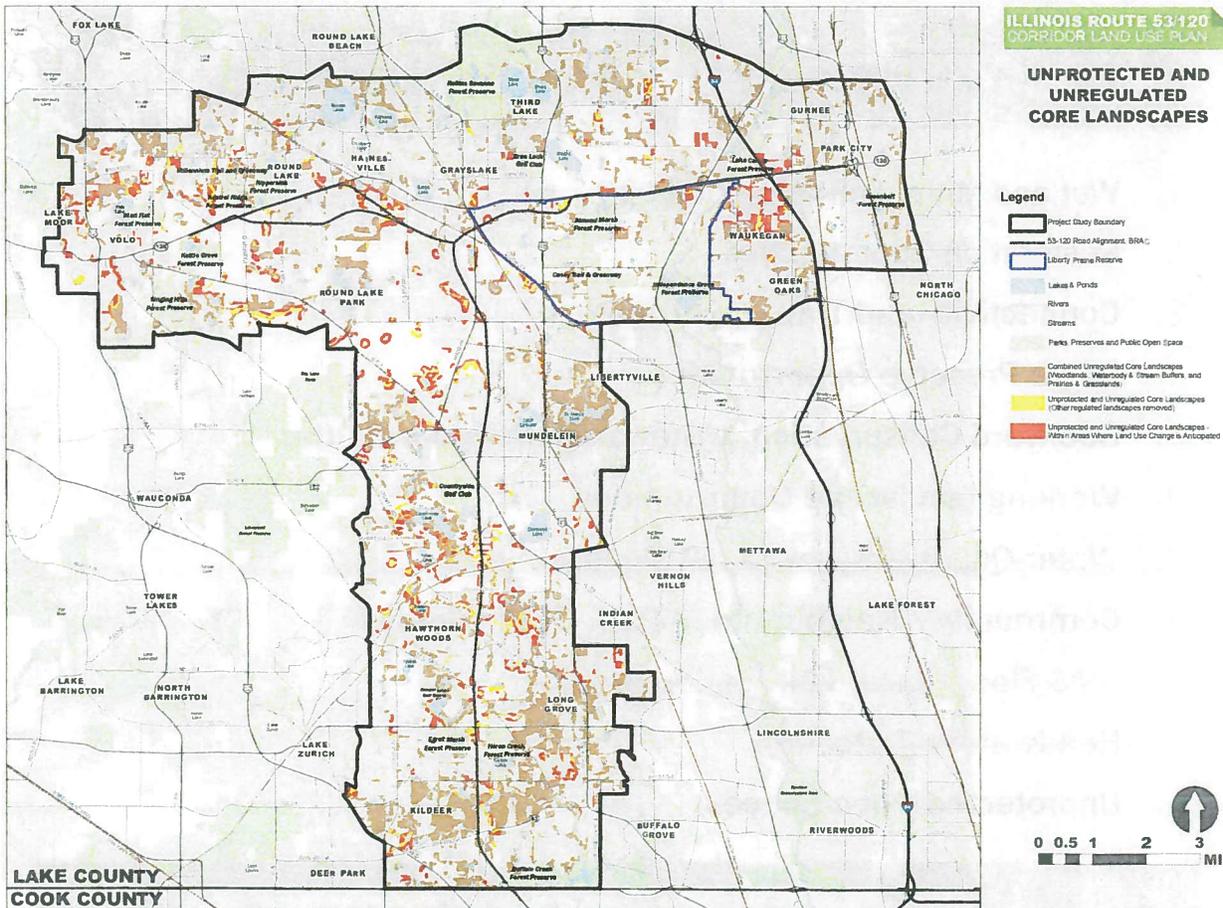
Total Combined Area for these four landscapes: 10,853 acres

- Accommodates areas of overlap

Total unprotected/unregulated area: 6,442 acres

- Removes areas already regulated due to other resources

Total unprotected/unregulated area with lands anticipated for future land use change: 1,859 acres



OSNR Framework: Opportunity Landscapes

OSNR acreage targets have been established for each subzone

Includes small and isolated resource areas, parks, corridors, and connectors between larger resource areas

Locations are *suggested* due to presence of resources or potential for restoration, mitigation, large preserve, or agricultural production

Achieved at discretion of the municipality and other stakeholders



OSNR Framework: Opportunity Landscapes

1. Wetland Mitigation Opportunities
2. Restoration Opportunities
3. Connectivity and Trail Opportunities
4. Large Preserve Opportunities
5. Backyard Conservation & Stewardship Opportunities
6. Working Landscape Opportunities
- ~~7. Water Quality Improvement Opportunities~~
8. Community / Neighborhood Park Opportunities
- ~~9. SMC Flood Hazard Mitigation Areas~~
- ~~10. Headwaters Protection~~
11. Unprotected Open Spaces



Open Space and Natural Resources Working Group – Meeting #2

6/10/2015

Attendees:

Brad Leibov, LPF (Chair)
Aaron Lawlor, Lake County (Co-Chair)
George Ranney, BRAC
Lenore Beyer-Clow, Openlands
Dave Brown Vernon Hills
Linda Soto, Hainesville
Daniel MacGillis, Round Lake
Jim Anderson, LCFPD
Mike Warner, LCSMC
Dawn Abernathy, Mundelein
Al Maiden, Village of Round Lake Park
Jason Navota, CMAP
Daniel Grove, Lakota
Jay Womack, WRD
Ernesto Huaracha, WRD

Introduction – *Brad Leibov* – Indicated that there is a lot of information prepared and the group should take time to go through it and understand the terminology

Presentation – *Jason Navota*

Discussion

- Question on how many SMC Buyout Parcels are there in the Corridor and what is the acreage?
- Comment that municipal parks should not necessarily be considered “Open Space” as they may have significant impervious coverage.
- Request that the coloring of the exhibits continue to be refined to improve readability and ensure that information is being conveyed
- Discussion of Pre-settlement Forests
 - Recommendation to use “Woodlands” instead of “Forests”
 - Comment that woodlands are a high priority for several groups in the Corridor
 - Question if restoration potential of pre-settlement woodlands is high?
 - Comment that more analysis will be needed to better understand restoration potential
 - Request for a breakdown of protected and unprotected lands for this category
 - Question if the suggestion is that pre-settlement woodlands are not to be developed
 - Comment that they can be developed but other preservation and mitigation techniques are being evaluated
- Discussion of Woodlands not within pre-settlement boundaries
 - Question if the Tollway is conducting a qualitative assessment of woodlands? Aimee Lee of the Tollway answered that they are not.
 - Comment that some qualitative level should be established
 - Comment that oak tree mapping may provide qualitative structure, especially if locations of threatened and endangered species are included
 - Group asked for comments on mitigation

- Comment that mitigation would need to occur on suitable sites
 - Comment that mitigation ratios based on acreage do not take into account the quality of the trees
 - Several comments that many municipalities have their own tree preservation ordinances that address individual trees
 - Agreement that mitigation should be based on trees, not area
 - Discussion of difference between pre-settlement woodland and remaining woodlands and if they should be treated differently
 - Jay Womack of WRD indicated that the pre-settlement analysis indicates areas that have a higher possibility of supporting ecosystems which requires different thinking and mitigation, where the woodlands mitigation would focus on replacing trees
 - Recommendation that the woodlands outside of pre-settlement areas be managed by the local municipality.
 - Suggestion that presence of woodland soils be used to help determine if a woodland is a restoration opportunity
 - Suggestion that a model ordinance for tree preservation be prepared. The Tollway has a policy, CMAP has model ordinance examples and the Great Lakes Tree Ordinance were all mentioned as potential references.
- Discussion of Wetlands
 - Question for clarification that there are no new requirements beyond what is existing
- Discussion of Water & Stream Buffers
 - Suggestion that the buffers should be larger in developed areas too. Response that those areas are addressed in an Opportunity Area
 - Request to more clearly understand where the undeveloped areas are
 - Request for background on the benefits of a wider buffer?
 - Jason Navota asked municipal representatives to identify locations where there are issues with the map
 - Comment that streams affect many municipalities as they move from one area to another, so the WG should be encouraged to think carefully about it this proposed regulation
 - One WG member indicated support for the larger buffer
 - Comment that buffer averaging can be problematic as the narrower area becomes funnel for pollutants
 - Comment that impacts of concentrated flow are important
- Discussion of Prairies and Grasslands
 - Comment that there does not appear to be a lot in this category that is not already protected and the areas where mitigation would be applied are very parcel and municipality specific, which can make the discussion challenging
 - Suggestion to come back at next meeting with mitigation recommendation but reach out to specific impacted municipalities in the meantime
- Discussion of composite map of Core resources
 - Request to show color variation between protected and unprotected
 - Comment the analysis has continued to move forward well and that the maps continue to be refined and zero in an important lands.
- Discussion of Opportunity Areas
 - Large Preserves
 - Suggestion that the Squaw Creek Mitigation Bank be included as it could be a public use even though it is protected
 - Comment that the term “preserves” is carries certain connotations and should be changed to landscapes or open space

- Agreement that “preserves” implies coordinated land management
 - SMC Hazard Areas
 - Concern that presentation of the map could create confusion or worry for a property owner and impact property owner plans or affect value of land
 - WG generally agreed the map should not be shown in the future
 - Headwaters Protection
 - WRD commented that there are educational opportunities but no definitive map.
- Linda Soto provided a brief presentation on the restoration of pond edges with native plants and suggested that reworking of pond edges be included in the suggested guidelines section of the report
- Brad Leibov requested the consultant team prepare a brief memo and chart. Suggested that it should be 2-3 pages with a focus on where are the unprotected and unregulated lands and how much land do they represent. Additionally the memo should comment on mitigation suggestions for the few categories that do not have them currently.
- Request to get minutes out soon after meeting to allow for review for accountability.

Next meeting date:

- June 30th, 9:00 am

Public Comment

- A representative from Hawthorn Woods asked if the means of enforcement have been figured out.
- Barbara Klipp - Suggested that zoning guidelines should be identified for development around bike paths to protect safety and usability. Mentioned industrial uses and truck loading near existing paths that create safety issues. Also indicated concern that 45 mile an hour speed limit and goals for expanding local food production as “wishful thinking.” Also commented that no one is mitigating for air quality-ozone issues.
- Jim Bland - Complimented the process for exceptional land use planning. However, suggested that a projection of imperious surface is missing from analysis as well as modeling of impacts on water quality
- Lori Sharland – Indicated her support for not building the Tollway and that she is not the only one with this opinion

Note: These minutes represent Lakota’s understanding and interpretation of the issues discussed at that meeting regarding the project. If there are any edits or discrepancies in how the meeting discussion is presented, please provide them to The Lakota Group for inclusion in the final meeting summary.

Attendees:

Pat Carey, former Lake County Board (Chair)
George Ranney, BRAC (Co-Chair)
Mike Ellis, Grayslake
Steve Park, Gurnee
Joe Mancino, Hawthorn Woods
Al Maiden, Round Lake Park
Mike Stevens, Lake County Partners
Jeffrey Berman, Buffalo Grove
Heather Rowe, Libertyville
Stephen Henley, Volo
Mike May, Volo
Brad Leibov, LPF
Aaron Lawlor, Lake County
Dawn Abernathy, Mundelein
Jason Navota, CMAP
Daniel Grove, Lakota

Introduction – *Pat Carey*

Presentation – *Jason Navota*

Discussion

- Comment that the details of the IGA are important. Many municipalities may be hesitant to giving up authority on development decisions. Additional open space protection could be seen as an extra hoop to jump through and loss of control
- Suggestion that the proposed IGA is trying to provide structure, so not giving up too much
- Concern that the road creates unequal benefit and that impacts each municipality's opinion
- Comment that agreeing to an IGA now ties the hands of future boards
- Comment that municipalities would be getting a benefit from the road
- Request for members at the table to let the Working Group know what each municipality thinks they would be giving up by agreeing to the IGA
- Comment that proposed plan is like a municipality's comprehensive plan, that it gives good guidance for future planning decisions
- Comment that non-binding comp plan type guidance is okay
- Concern mentioned that the land use plan may conflict with comp plans and the Working Group needs to understand if it does
- Request for a hierarchy of what is being agreed to
- Comment that any proposed natural resource protections by the other Working Group would be a land use requirement and therefore it is important to understand the other group's discussion
- Brad Leibov and Aaron Lawlor provided a brief recap of the Open Space and Natural Resources Working Group discussion
 - Indicated that the focus is on unprotected and unregulated resources and the direction to the consultants is to identify how many and where?
- Comment that any new natural protections are giving up authority and because of the uncertainty of the future, it would be difficult to agree to this as it may tie the hands of future boards

- Comment that this work should be seen as a regional benefit and encouraged that the groups work build on previous efforts
- Jason Navota asked if a startup Memo of Understanding (MOU) is acceptable as a means of agreeing to work together?
 - One WG member indicated it is unacceptable if the details of balanced land use & OSNR strategy details are not provided.
 - Another WG member suggested that what is being asked is if a startup MOU is acceptable, assuming that after document is released, people review and agree on details of plan
 - Another WG member indicated the group is being asked if they want to be part of the process
- Suggestion that future IGA & plan would have to have review process to figure out all details
- Question on how would Corridor Planning Council (CPC) and their activities be funded?
- Discussion of the CPC
 - Who would the members be?
 - Comment that citizens at-large should not be included, that the municipalities should be representing them
 - Question on if transit agencies – Metra, Pace and RTA – would be members?
 - One WG member suggested that they did not need to be members, or that the RTA could represent all three
 - Question on how big would the CPC be?
 - Discussion that it may be up to 30 members
 - Suggestion that it include County, Municipality, environmental groups and economic development groups
 - Suggestion that not all environmental groups would have standing in the CPC
 - Suggestion that the issues do not affect the environmental groups as directly as municipalities
 - Comment that it is important for the environmental groups to have a chance to participate
 - Suggestion that there is agreement that the environmental groups should be asked to participate in the CPC
 - Suggestion that only Lake County Partners should be part of the CPC and no other economic development groups are needed
- Suggestion to show different scenarios of how the IGA would impact municipalities to help provide clarity
- Comment that the participating municipalities all are at the table to work together and that members would not be participating if they were not willing to make some compromises

Next meeting date:

- June 30th, 1:00 pm

Public Comment

- Barbara Klipp – Requested that citizens at-large are included in the CPC. Also requested that establishing the IGA be a process that includes meaningful public input.
- Jeff Maras from Grayslake - Indicated concerns for impact of road on the character of the adjacent land as well as on taxes.

Note: These minutes represent Lakota's understanding and interpretation of the issues discussed at that meeting regarding the project. If there are any edits or discrepancies in how the meeting discussion is presented, please provide them to The Lakota Group for inclusion in the final meeting summary.