



Illiana Corridor Technical Task Force (TTF) Workshop #2 Summary April 30, 2013

Illiana Land Use TTF Workshop #2

The second TTF Workshop for the Illiana Corridor Study Tier Two was held on April 30, 2013 at Cedar Lake Ministries in Cedar Lake, Indiana from 9:00 AM – 11:00 AM. The TTF #2 Workshop was announced at the April 10, 2013 TTF #1 Workshop and follow-up e-mail announcement was sent on April 22, 2013.

The purpose of the workshop was to discuss the vision for the Illiana Corridor with respect to stakeholder input regarding land use planning ideas, issues and themes discussed during the April 10, 2013 Land Use Planning Workshop. Key discussion topics included potential actions and strategies to achieve the identified ideas, issues and themes and to identify the agencies who lead land use planning activities along the corridor. The meeting included a PowerPoint presentation, which provided a review of vision themes; economic development opportunities, environmental protection or opportunities, traffic solution opportunities, and the need for local and regional planning. After the PowerPoint presentation, participants broke out into three small groups, and were each lead in a discussion by a facilitator.

The meeting was attended by 28 participants, 25 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and three observers.

Workshop

During the Workshop phase, facilitators and participants were given topic suggestions.

Input of Illiana Design Considerations - Team Work Assignment:

- What is the Vision's Objective
- Outline Challenges to Achieving Assigned Vision Item
- Outline Strategies to Achieve Vision and Address Challenges
- Establish Probability of Achieving Vision
- Protect and Support Existing Farming Operations
- Controlled Development at Interchanges
- Establish "Greater Green" Area Concepts
- Solve Negative Impacts of Increasing Intermodal Trucking in Study Area
- Develop Eco-tourism and recreational opportunities
- Control Development to Manage Growth



Station One & Three Combined	
Name	Organization
Pat Mussman	West Creek Township
Harold Mussman	West Creek Township
Don Parker	Town of Lowell
Robert Philpot	Town of Lowell
Lou Haasis	FHWA-Indiana
Charlie Johnson	Local 150
Steve Wilson	Schneider
Dick Ludlow	Schneider
Rick Niemeyer	State Representative - IN
Eldon Strong	Center Township
Philip Roth & Rick Rampone	Facilitator

Agricultural Preservation

- Design – Farming Connections across B3
- Design – Drainage – water quality/quantity
- Implementation – fair compensation – drainage tiles
- Existing 20-acre minimum in Lake City – Already in place
- Land Use Planning – Cooperation on resident is needed between counties and municipalities
- Frontage roads – access to farming

Development/Land Use Planning

- Land use plans being updated: Lowell, Cedar Lake, Manhattan, Crown Point, Lake County
- I-55 – Residential vs. Employment
- Question for IDOT/INDOT:
 - What is anticipated area of truck relief?
 - What is anticipated area of Circulation?
- Questions for community:
 - What are financial implications?
 - Costs
 - Revenues
- Lake County has planning/zoning jurisdiction over incorporated areas in southern county.
- Water is key public infrastructure of pertinent future growth on south side of B3 corridor.
- New Indiana state law provides incentive to preserve farmland.



Station Two	
Name	Organization
Elizabeth Schuh	CMAP
Colin Duesing	Will County
Mike Lammey	Kankakee County
Jerry Heinrich	Midewin Alliance
Lorin Schab	Midewin Alliance
Joyce Newland	FHWA-IN
Tim Good	Forest Preserve District of Will County
Rick Powell & Ron Shimizu	Facilitators

Develop Eco-Tourism & Recreational Opportunities:

Establish “Greater Green” Area Concepts

- Define “Greater Green”
 - Prairie parklands – link separate areas – interchanged open space
 - Each waterway is unique ~40-50 acres, Public/Private lands, 30-50 square miles
 - Federal Law – Land set aside by ICA-Midewin
 - Forest Preserve District of Will County
 - With Roadway- segments – Midewin, K3, Cedar Lake, Etc. Designed to be in a Greater Green mode-enhanced light, water, sound notice change
 - Whole Route – Connection elements “own identity”, Will County – rural character – preserve multi use- biking, East-West & equestrian linkage to local areas and trails.
 - Local Community Plan Connectivity- cross over areas-wide overhead wings-green depress roadway-noise

- Greater Green
 - Challenges
 - Not in purpose & Need
 - Additional Cost (some segments might be charged maintenance)
 - Who maintains trails and ecological areas (invasive species, wetlands)
 - No control over land management
 - Other groups may have conflicting goals-competition to put things in “others” backyard.
 - County and City Plans-for industrial uses etc. in conflict with Greater Green
 - “Silent Voice” – Restricted Opinion
 - Defining Impact- Housing, Building Sound doesn’t travel, travels more in open space, is a sound wall the appropriate treatment?
 - Berms?
 - Incorporating regular planning of peripheral areas that impact local areas to corridor (even outside of study area)

- Expertise needed, as well as input, especially for small communities other than municipal/company/MPO Input needed-interest groups.
 - Value of Greater green must be demonstrated–future “marketing”-unique opportunity
 - Decompression – transition, cost, maintaining
 - How do you make things better without making them worse
- Strategies to Achieve: Probability of Achieving
 - Not in Purpose and Need to emphasize Green concept throughout project. Lots of IGAs needed
 - “Do No Harm”- Mitigation
 - Bringing different interests together-CMAP? County? New Group? State?
 - Rest of world needs to know what is in adjacent lands-signage (I-80, I-55) Catch-22 (Needs usage to warrant a sign)
 - Heritage Corridor Concept-Abraham Lincoln Cemetery (second largest VA cemetery)
 - Broader marketing – Speak language of “customers”, some negative connotations of “Green”-True Message
 - Design Strategy - How to not impact ALC, Midewin, 66 Route but steer people to them.
 - Identify what is addressable and what isn’t
 - Localize mitigation-potential with other local needs
 - Midewin plan for future habitat
 - Go above/beyond standards- noise, lighting-create areas, equestrian, biking, bird watching, etc. – promote eco-tourism & recreation
 - Creativity-other parts of world examples
 - Route 53 Planning Synergy-Needs to come together, value in recreation, natural areas, improve local economy.
 - Recognize-how sound travels, then can properly address
 - Design assets/places to bring commerce in communities, but allow division of recreation/National areas nearby
 - Do it right: Balance access with impacts



Station Four	
Name	Organization
Paul Lohmann	Beecher
Greg Szymanski	Beecher
Bob Barber	Beecher
Alicia Hanlon	Will County
Kevin Sing	Manhattan
Tom Vanderwoude	SSMMA
Richard Duran	Peotone
George Gray	Peotone
Jim Piekarczyk	Hutchinson Engineering/Kankakee County
Jamy Lyne	Facilitator

How to Manage Growth:

In communities, outside communities, & around interchanges.

- Priority is to encourage new growth to occur inside existing municipality
- Need funding to do:
 - Comp plan revisions – examine connection to roads during revisions
 - Zoning ordinance revisions:
 - Consider Ag transfer of development rights
 - Include new use types
 - Specific overly areas considering development type nodes
 - Include mixed uses
 - Develop list of non-permittable uses
- Municipal/County Cooperation & Coordination a must
 - County must continue to drive new development into existing communities to existing water & sewer
 - Developers who really want to locate right on Illiana in short-term would need to pay for water & sewer.
 - Consider growth and specific types of growth that will occur from SSA and intermodal growth in plan revisions.

General Questions & Concerns – Planning

- Cart before horse – asking locals to plan before alignment & interchanges are set
- Funding needed for land use planning
- Aqua Illinois expanding area 75 miles
 - From Manteno up Will-Center Road and Route 50 up to the ICC Railroad



Report Out to the Group

At the conclusion of the Workshop session, each group reported out to the entire group what was discussed at their particular station.

Combined Stations One and Three:

- Cooperation needed between municipalities
- I-55 vs. residential for employment
- Truck relief in a concern
- How will Illiana impact I-65 and Route 2

Station Two:

- Strategies to achieve “Greater Green”
- Eco-Tourism
- Series of North-South running Greenways
- How do we enhance and expand upon these opportunities

Station Four

- Funding needed for land use planning
- Community desire to focus new growth inside municipalities
- Formation of a bi-state Corridor Planning Council with subcommittees to address issues specific to west end of corridor, central portion of corridor and east end of corridor
- Development will occur in stages
- Access control plans at interchanges may be needed
- County zoning to help municipals manage and focus development

Next Steps

Tier Two Technical Task Force Workshop #3 is scheduled for May 30, 2013 at the Peotone County Fair Atrium in Peotone, Illinois.