



SEVENTH ANNUAL STATE CONFERENCE



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CNU Illinois State Conference 2014

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A MESSAGE FROM CNU ILLINOIS

Lesley Roth, 2014 CNU Illinois Chair

The Congress for the New Urbanism is an interdisciplinary organization with a diverse membership base drawn from the fields of urban design, development, academia, citizen activism, and government policy. Since the inception of CNU over twenty years ago, their mission has been to advocate for the creation of mixed-use neighborhood development and the creation of sustainable communities that promote healthier living. New Urbanism reinforces the character of existing places at varying scales along the entire transect to make them more walkable, sustainable and vibrant. The organization and its local chapters support multiple initiatives including: sprawl retrofit, rethinking transportation and infrastructure, LEED, walkable thoroughfares and economic development opportunities. CNU also hosts an annual national Congress in rotating locations. The upcoming CNU 23 Congress, “Meeting the Demand for Walkable Places,” will be held in Dallas/Fort Worth from April 29 through May 2, 2015.

As a state-wide chapter of the national organization, CNU Illinois works to support national initiatives as well as addresses local issues affecting Illinois. Our twelve-member Board works very hard to produce a year’s worth of educational and inspirational programming for our members. In addition to holding an annual state conference, our outreach includes: hosting happy hours, speaking events, urban excursion walking tours of significant projects and an annual awards program to recognize outstanding examples of New Urbanism in Illinois. This year’s programming also explored urban agriculture in our first event co-hosted with the Illinois Chapter of the US Green Building Council. Every year our goal is to recognize those projects, neighborhoods and thought leaders that exemplify New Urbanism tenants

and principles in practice in Illinois. As Chair, I wanted our organization to pay particular attention in 2014 to implementation tools and methods, of all scales, applied towards innovative and diverse projects.

Our state conference provides us with a prominent opportunity to showcase amazing things happening all over Illinois. Along with our co-host, the Village of Orland Park, this year’s conference allowed us to explore relevant tools and methods using the land-planning process as a lens focused on various scales of development. Ranging from the creation of broad-based coalitions

Through a series of four planning case studies presented by our speakers, the common themes of land use, water, energy, community and economy emerged repeatedly as examples of unifying principles that cross organizational and professional boundaries and support holistic knowledge and greater awareness.

of private and public stakeholders, as illustrated by the Millennium Reserve, to specific financial strategies used to jump-start development in a downturned economy, as employed by the Village of Orland Park, our program highlighted a variety of implementation instruments utilized by local leaders to promote sustainable development. For the second year in a row we are pleased to bring this content to you in the form of a printed journal. This year’s journal divides the content into two related sections—“Knowledge” and “Experience.”

The first section of this year’s journal, “Knowledge,” highlights the expert content provided by our speakers. The southern and eastern communities of Chicago’s metropolitan area were the geographical setting for this

year’s presentations, providing a rich environmental and cultural context to explore the relationship between the natural environment and imprint made by human development. The story of the Calumet region includes; successive waves of immigrants, each bringing their own cultural heritage; the rise, and eventual retreat, of industrial development; and the remarkable natural environment that sustains not only human activity but a rich natural biodiversity as well. Within our programming objectives we always strive to cross professional silos, explore the connections that unite us, and bridge discrete knowledge into a comprehensive understanding that supports sustainable development.

Through a series of four planning case studies presented by our speakers, the common themes of land use, water, energy, community and economy emerged repeatedly as examples of those unifying principles that cross organizational and professional boundaries and support holistic knowledge and greater awareness.

The second section of this year’s journal highlights “Experience.” Our events are opportunities for participants to not only receive professionally-relevant information, but also to connect that knowledge to their own personal experiences and to have the chance to interact with other participants. This year’s conference included three such participation opportunities. First, our “Regional Heritage

Our events are opportunities for participants to not only receive professionally-relevant information, but also to connect that knowledge to their own personal experiences and to have the chance to interact with other participants. This year's conference included three such participation opportunities.

Luncheon" featured a custom-created menu to showcase the many ethnic influences represented in the Calumet region. Those unique flavors were supplemented by an informal local history provided by a representative of the Flossmoor Station Brewing Company. Second, our conference featured a guided tour of downtown

Orland Park allowing participants to experience first-hand the latest developments transforming Orland Park's recently-adopted Comprehensive Plan into a built reality. And lastly, in conjunction with our affiliated student organization, the Illinois Chapter of the Students for the New Urbanism, CNU Illinois hosted the second annual "Pop-up Urban Design Studio" charrette enabling design and planning students from three local universities to work together in intercollegiate teams to create solutions for one of the region's iconic brownfield sites.

Through our work, CNU Illinois seeks to foster dialog that advances the themes of the Congress for the New Urbanism while paying special attention to the people and communities at the root of land-use related decisions. Through our outreach to members, partners and participants, we strive to strengthen the personal and professional ties within our community and in doing so, reinforce the network sup-

porting sustainable development. CNU Illinois is pleased to share the results of our organization's most recent efforts with you on the following pages. We invite you to join with us as we continue this work into the future.

For more information about the Congress for the New Urbanism, please visit www.cnu.org.





“Through a series of four planning case studies presented by our speakers, the common themes of land use, water, energy, community and economy emerged repeatedly as examples of unifying principles that cross organizational and professional boundaries and support holistic knowledge and greater awareness.” — Lesley Roth, 2014 CNU Illinois Chair

The Region, The City, The District, and Main Street

KNOWLEDGE: Four Planning Case Studies

section

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The Region, The City, The District

Stacey Meekins, CNU Illinois 7 Co-Chair

Our program was structured as a series of case studies of initiatives and projects arranged in a sequence of descending geographical scales. Throughout the case studies, a number of common trends could be seen that are indicative of the direction of the planning and urban design professions nationwide – a focus on sustainability, attention to the human impact on our land, efforts to provide people with better access to the natural world, and providing people with choices in transportation – all of which together create a more livable environment.

We began at the regional scale with the Millennium Reserve, one of the largest collaborative urban open space projects in the country. It is significant in many ways, not the least of which is that it

will give nearly one-half million people easier access to nature. It encompasses 140,000 acres from downtown Chicago to the Indiana border and southwest to the Village of Park Forest. It includes many neighborhoods within the City and thirty-seven suburban municipalities and has federal, state, and local support. A steering committee was established in 2013 to develop an action plan to focus investment in ecological restoration and economic redevelopment in the Calumet Region.

At the city scale, the Village of Park Forest presented their recent and ongoing efforts in sustainability. As an early model of a planned community, sustainability is not new to Park Forest. With a walkable downtown, a history of fostering diversity, and the fore-

sight to pilot several “green” initiatives within the Village, Park Forest was well on its way to leading communities in sustainability even before adopting its *Growing Green: Park Forest Sustainability Plan* in 2012. The plan won the 2013 CNU Illinois Charter Award for “Best Town Plan.”

Finally, the district scale zoomed in on 600 acres of Chicago’s Southside lakefront that once belonged to US Steel and is now being planned as a mixed-use community named Lakeside. The master plan for Lakeside includes over 13,000 new homes, 17.5 million square feet of commercial and retail space, and 125 acres of public space. The project aims to set a new standard of sustainability and will seek LEED-ND designation.



Four Planning Case Studies



THE REGION

Millennium Reserve: Shaping the Future of the Calumet Region

John Rogner

In late 2011, Illinois Governor Pat Quinn launched an initiative called Millennium Reserve, centered on the greater Calumet region in Illinois. It includes the Southeast Side of Chicago from Northerly Island south through the neighborhoods surrounding Lake Calumet to the far south suburbs of Cook County eastward to the state line. Most of the region is in the watersheds of the Calumet, Little Calumet and Grand Calumet watersheds.

The greater part of the region is part of the original Lake Michigan lake plain that receded in places as recently as several hundred years ago, leaving a landscape of low beach ridges of black oak and sand prairie separated by marshy wetlands. It was a difficult terrain to traverse and to settle, but gloriously wild country. Early settlers describe a stunning landscape of clear and overflowing waters, dune ridges and wet swales, oak woods, marshes, flower-spangled prairies, and exceptional beauty. It teemed with fish and wildlife.

Immigrants from eastern and northern Europe initially flooded into the region, later joined by people of Hispanic and African-American origin in the first half of the 20th century.

By the late 1800s, with a rail system already in place, “improvements” to the Calumet River and Harbor by the Army Corps of Engineers completed the transportation system necessary for development. What moved in were steel mills, metal finishers, shipyards, paint and chemical manufacturers, grain handlers, breweries, and later, landfills. Molten slag—a byproduct of steel smelting—was poured into low marshy areas to expand land for industry.



Early settlers describe a stunning landscape of clear and overflowing waters, dune ridges and wet swales, oak woods, marshes, flower-spangled prairies, and exceptional beauty.

By the mid-twentieth century the transformation was nearly complete. A single, vast wilderness had been reduced to small vestiges tucked in between the mills, waste heaps, and subdivisions. The Calumet wilderness had become one of the nation’s mightiest and richest industrial regions, supporting an equally rich diversity of human communities. Immigrants from eastern and northern Europe initially flooded into the region, later joined by people of Hispanic and African-American origin in the first half of the twentieth century.

The demise of the steel industry and a general recession in the early 1980s ended a century of heavy industry. Business went into a prolonged decline and human communities suffered the consequences. The majority of the region’s natural areas are owned and protected by local government but need management.

Since the 1980s a variety of plans and initiatives have been conceived in an effort to create a new vision for the region. Almost thirty years ago, the Lake Calumet Study Committee proposed a 2,500-acre wetland ecologi-

cal park and associated open space recreation area in the Lake Calumet vicinity. The Calumet Ecological Park Association was later formed to promote this idea. Momentum continued to build and in 1998 the National Park Service released a final *Calumet Ecological Park Feasibility Study* that better defined opportunities and challenges. The 2001 *Calumet Area Land Use Plan* and 2005 *Calumet Open Space Reserve*, both initiatives of the City of Chicago, further defined how open space, natural areas, and redevelopment could be harmonized into a single vision for the region. Nature and wildlife in the city is a powerful concept and Millennium Reserve was launched as the next opportunity to turn the concept into reality.



Millennium Reserve features the open natural spaces of the region and proposes to expand and knit these together into a single reserve system with a unique identity. But it also acknowledges the interrelatedness of natural and human communities and the need for a holistic vision for Calumet. It proposes to transform the region into a one-of-a-kind public destination that stimulates vigorous economic growth, protects and enhances natural ecosystems, and supports healthy and prosperous communities.

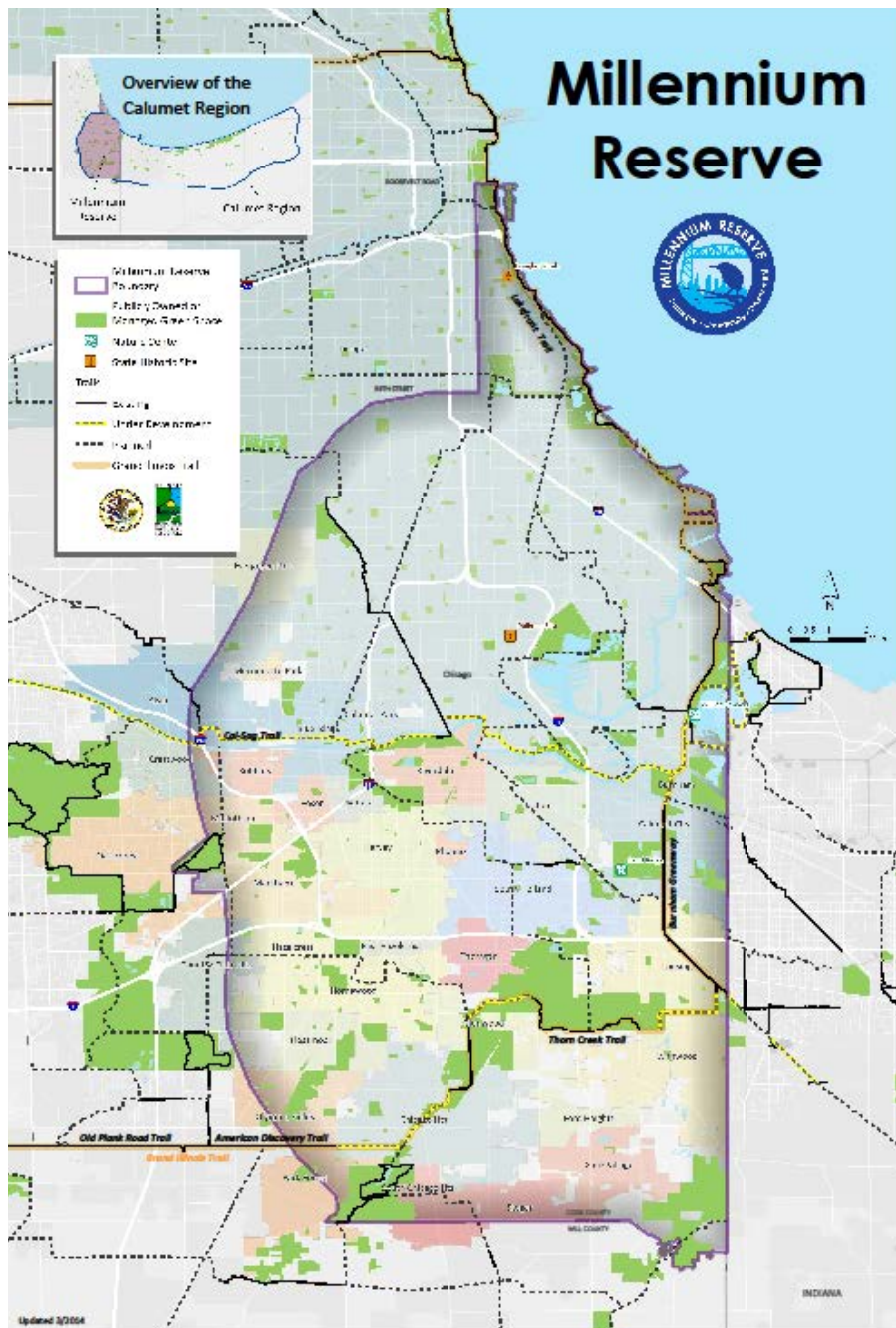
The concept was originally introduced as part of President Obama's "America's Great Outdoors" initiative to reconnect Americans to the outdoors and use science-based management practices to restore and protect our natural lands for future generations. In 2012, federal and local agencies announced commitments of over \$2 million to restore natural areas in the Millennium Reserve region, and also announced twelve model conservation projects by over a dozen partner organizations that have strategic goals and outcomes aligning with the Millennium Reserve region.

In March 2013 Governor Quinn created the Millennium Reserve Steering Committee through executive order. The committee is composed of public, not-for-profit, philanthropic, and business sector representatives who represent environmental, economic and community development interests. Their charge is to serve as a catalyst for innovative partnerships that will stimulate economic growth, restore and enhance natural ecosystems, support healthy and prosperous communities, and honor the region's cultural and industrial past.

From April - September 2013 the steering committee examined over ninety existing plans and initiatives that addressed the needs of the region for the purpose of identifying those that were most significant, and translating these into specific projects they could get behind. They also solicited public input into the process. By the end of 2013 they had identified over a dozen flagship projects to advance. These included:

- Create public access to Lake Calumet
- Develop and implement a Millennium Reserve Natural Areas Conservation Compact
- Implement a Millennium Reserve Industrial Jobs work plan
- Catalyze the redevelopment of brownfields
- Support National Park and National Heritage designations for the region
- Build out strategic connections missing in the Calumet area trail system
- Invest in and coordinate green infrastructure solutions to storm-water management





The region's richness of people and natural resources make it ripe for economic growth, tourism, recreational development, and land and water protection conservation.

These recommendations were contained in the steering committee's March 2014 report to the Governor and since then the committee has been actively supporting project implementation. It has also developed and is implementing a communications strategy that includes a website, development of a regional way-finding system, launch of a guidebook for the region, and a strategy for communicating the assets of the region.

Millennium Reserve provides a great opportunity for growth and change. The region's richness of people and natural resources make it ripe for economic growth, tourism, recreational development, and land and water protection conservation. It is also a place to demonstrate the mutual interdependence of the three pillars of a strong metropolis: economy, community, and environment.

For more information about the Millennium Reserve, please visit www.millenniumreserve.org.



John Rogner, U.S. Fish and Wildlife Service
Millennium Reserve Steering Committee Chair

John Rogner is currently the Coordinator for the Upper Midwest and Great Lakes Landscape Conservation Cooperative of the U.S. Fish and Wildlife Service. From 2009 - 2013 John served under an appointment by Illinois Governor Pat Quinn as the Assistant Director of the Illinois Department of Natural Resources. Prior to that he served as Field Supervisor of the Chicago Field Office of the U.S. Fish and Wildlife Service. From 1983 to 1991, John worked for the Chicago District of the U.S. Army Corps of Engineers. John has previously served as Chair of Chicago Wilderness, a coalition of over 240 organizations dedicated to conserving the biodiversity of the Chicago region. John has undergraduate and graduate degrees in biological sciences from Northern Illinois University.



THE CITY

Growing Green: Park Forest Sustainability Plan

Sarah Coulter with Kristin Ihnchak

Park Forest has a long-standing commitment to the “three E’s” of sustainability – environment, economy, and equity.

Community Background

As a planned community built in the 1950s and '60s, Park Forest was essentially designed as an early model for New Urbanism, with land use patterns that facilitate walkability to neighborhood shopping, schools, parks, and houses of worship. While the community is located near the edge of our region's developed area, it is a relatively dense, infill suburb. The Village is also racially, ethnically, and economically diverse, and has welcomed residents from all walks of life since its founding. In addition, the Village's Board of Trustees has made it a major budgetary goal to establish policies to achieve financial, environmental, and infrastructure sustainability.

The recommended regulatory updates center on creating mixed-use, pedestrian-friendly development, providing greater diversity in housing options, and encouraging sustainable development techniques.

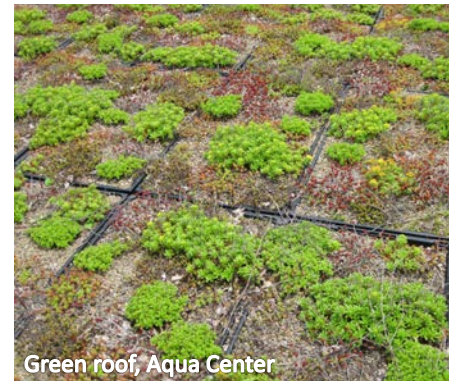
Adding to these foundational tenets, the Village has led a number of green initiatives in recent years to draw community attention to sustainable practices, such as establishing a rain barrel distribution program, fostering local food production via a farmers' market and food co-op, rehabilitating a forty-two-acre wetland and peat bog, and implementing demonstration projects for stormwater management and renewable energy. However, Village leadership felt that a more cohesive vision and action plan was needed to achieve the goal of becoming the greenest city in the Chicago metropolitan region. In 2011, Park Forest was granted technical assistance from the Chicago Metropolitan Agency for

The Village is racially, ethnically, and economically diverse, and has welcomed residents from all walks of life since its founding.

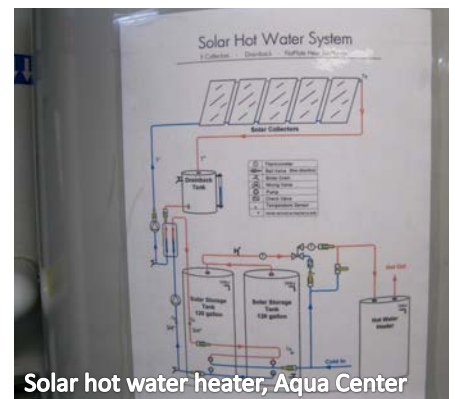
Planning (CMAP) to develop such a plan. Over the course of a year, CMAP worked with Park Forest to create the *Growing Green: Park Forest Sustainability Plan*, which was unanimously adopted as an element of the Village's comprehensive plan by the Village Mayor and Board of Trustees in May 2012. The final Sustainability Plan is comprehensive, detailed, pragmatic, and implementable. It was developed with the input of over 450 stakeholders, and has the strong support of the Village's governing body and management team.

Plan Background

Park Forest has embraced that true sustainability is achieved when there is a healthy interrelationship between the environment, economy, and equity. To that end, the Sustainability Plan includes almost ninety recommendations that span fourteen key topic areas, including: development patterns; transportation and mobility; open space and ecosystems; waste; water; energy; greenhouse gases; green economy; municipal policies and practices; education; community health and wellness; housing diversity; local food systems; and arts and culture. The Village specifically chose topics that were representative of the “three E’s.” In addition, over twenty



Green roof, Aqua Center



Solar hot water heater, Aqua Center



Farmers Market



Rain garden, Tennis & Health Club

The Village has led a number of green initiatives in recent years to draw community attention to sustainable practices such as establishing a rain barrel distribution program and implementing demonstration projects for stormwater management.

of the Plan's recommendations relate to regulatory updates that will foster a supportive physical framework for a sustainable community. The recommended regulatory updates center on creating mixed-use, pedestrian-friendly development, providing greater diversity in housing options, and encouraging sustainable development techniques.

Park Forest faces challenges that are common to many other communities in the region, such as aging infrastructure, flooding and stormwater management, dependence on private vehicles for transportation, and inefficient buildings. The Plan proposes pragmatic, flexible solutions to these issues that may be at least partially transferable to other communities. For example, instead of focusing solely on the certification of new green buildings in the Village (which can be expensive and lack wide applicability in a largely built-out community like Park Forest), the Plan proposes a series of water and energy efficiency solutions to help retrofit the Village's existing building stock over

time. In addition to posing innovative solutions, the Plan contains extensive references, resources, and documentation to provide guidance for those seeking additional information on its recommendations.

Plan Implementation Efforts and Outcomes

Each Plan section includes a detailed implementation approach, which identifies potential funding sources, responsible parties for carrying the Plan's recommendations forward, phasing information, and further references and resources. Park Forest has truly internalized that realization of a sustainable community can only be achieved through a sustained, comprehensive approach. In May 2012, within days of Board adoption of the Plan, The Chicago Community Trust awarded Park Forest sufficient funding to hire a full-time consultant to fulfill the role of Village Sustainability Coordinator. This grant has been renewed twice, allowing the Sustainability Coordinator to continue on for the foreseeable future. The Sustainability

Coordinator serves as the lead in coordinating governmental efforts as well as community-wide sustainability activities and has worked toward accomplishing many Plan recommendations. These include overseeing the creation of a bicycle and pedestrian plan as well as the Village's Zoning and Subdivision Ordinance update, initiating several community outreach and education programs, establishing a community garden program, and distributing priority action steps from the Plan to Village departments to ensure that they are moving forward with implementation.

One barrier to achieving good urbanism through plans is oftentimes lackadaisical implementation. To ward off the creation of a "shelf document," the Village chose over thirty quantitative indicators to include in the *Sustainability Plan* that set measurable goals for future progress. Many of the indicators chosen are strongly supportive of New Urbanist tenets, such as adding five new neighborhood commercial tenants by 2020; increasing transit ridership by thirty-three percent by 2020; and reducing vehicle miles traveled by ten percent by 2025. These indicators will be tracked on a regular basis and reported in an annual sustainability scorecard.

For more information about the Village of Park Forest, please visit www.villageofparkforest.com.



Create a bicycle and pedestrian plan.



Establish a community garden program.

Figure 1. Scorecard example

DEVELOPMENT PATTERNS	2013	2014	2015	2016	2017
Strategies Complete	0	5	5		
Strategies Underway	6	6	6		
PERCENT COMPLETE					
STRATEGY	0		50		100
1. Update Village's development regulations to require or incentivize sustainable development.					
Target Indicator: Update the Village's Zoning & Subdivision Codes by 2015.					
Measured Indicator: The Village's Zoning & Subdivision Codes were updated in 2014.					
2. Create a new walkable, mixed-use district for key areas.					
3. Create a new "urban residential" district that permits a variety of housing types.					
4. Permit accessory units in single family districts.					
5. Increase walkable access to commercial uses.					
Target Indicator: Add 5 neighborhood commercial tenants by 2015.					
Measured Indicator: 3 neighborhood commercial tenant have been added.					
6. Update subdivision regulations to encourage walkable neighborhoods.					



1: Development Patterns
2: Transportation and Mobility
3: Open Space and Ecosystems
4: Waste
5: Water
6: Energy
7: Greenhouse Gases
8: Green Economy
9: Local Food Systems
10: Municipal Policies and Practices
11: Education
12: Community Health and Wellness
13: Housing Diversity
14: Arts and Culture

Environment

Economy

Equity



Sarah Coulter, Village of Park Forest

Sarah Coulter is currently serving as the Sustainability Coordinator for the Village of Park Forest. Her role is to work with the Village staff, the residents and business owners on the implementation of the 2012 Sustainability Plan. Through Sarah's work, Park Forest has been the recipient of a number of awards and grants related to energy efficiency, community gardening, multimodal transportation and other areas related to sustainability. Currently she is leading Park Forest through the STAR Communities rating system as a member of the STAR Leadership Program. She is a LEED AP and member of the USGBC Illinois Chapter serving on the State and Local Government Committee for the chapter. Sarah is also a member of the Urban Sustainability Directors Network and the Prairie State Network of Sustainability Professionals.



THE DISTRICT

The image features a solid teal background. Two thick, dark blue lines are positioned diagonally. The upper line starts from the left edge and curves upwards and to the right, ending in a hook-like shape. The lower line starts from the left edge, curves downwards and to the right, and then curves back upwards and to the right, also ending in a hook-like shape. The text 'THE DISTRICT' is written in a bold, dark blue, sans-serif font, positioned between the two lines and slightly tilted to match their angle.

Building a New Community: Chicago Lakeside Development

Douglas Voigt

Encompassing 600 acres that stretch from 79th Street down to the Calumet River, Lakeside will be a community with places to shop, work and live. It will be mixed-use and walkable and have over two miles of lakefront accessible to the community. It will pioneer a neighborhood utility system that powers, heats, and cools its buildings. Additionally, it will provide a living laboratory to prototype and promote innovative solutions for energy, water, waste and technology. It will transform a former industrial site into a new sustainable community



Protecting the integrity of the world's largest freshwater asset, our Great Lakes Basin, means changing how we build and live in our cities in the future.

that integrates into the existing neighborhoods and delivers economic, social and commercial benefits. It will capitalize on uncommon collaborations to inform twenty-first century urban planning policy, not just the on the Southside, but at the City, regional and global scales as well.

One primary innovation of Lakeside is the use of infrastructure as the genesis for development. How energy is supplied, how mobility is created, and strategies for managing waste and water are all key parts of healthier living. The delivery strategy for these infrastructure innovations is based on a practical and comprehensive approach that embodies an open and collaborative exchange of information between project participants. These innovations are based on readily-available current technology. The solutions must be scalable and adaptable

over time. They must be cost effective, having a demonstrable environmental impact and have a transformative impact on current development practices.

As we think about the future of our cities, water management is a critical concern. Right now, in the City of Chicago and in the region, about two billion gallons of water per day flows back through the City's stormwater system to the Mississippi River and out into the Gulf of Mexico. Through the development at Lakeside, we are studying ways where we can actually return all of the site's runoff back

to the lake. The subsurface conditions enable us to explore stormwater solutions in a unique but very efficient way that we would not be able to do anywhere else.

In addition to water management, clean energy strategies are also part of the sustainability framework for Lakeside. We are learning a lot from other cities and we have engaged enthusiastic team members from around the world to explore innovative opportunities. We have consultants from Copenhagen who are helping us understand ways to deliver heat and power outside of traditional methods.

We are learning a lot from other cities and we have engaged enthusiastic team members from around the world to explore innovative opportunities.

into Lake Michigan cleaner than we could by sending it into the City's system. The real opportunity we have is that most of the site is landfill made of slag, which is the byproduct of the steel manufacturing process. Slag is a rock-like material that is naturally porous allowing water to seep into the ground quickly and return directly

For example, Copenhagen relies heavily on centrally-provided "district" heating to heat groups of buildings. As another example, Toronto has been using cold water taken from Lake Erie to cool nearly thirty-two million square feet of office buildings downtown. By eliminating cooling towers, not only is the demand for

potable water reduced but you also reduce the power load. At Lakeside we are fortunate that just over 1,000 feet from the site we have the Southside Infiltration Plant where we can extend the lines out to use that cooler lake water as a resource to cool buildings on the entire site. Also, because the site is landfill, there is still lake water forty feet below ground, providing an opportunity for vertical chilled-water systems for energy-efficient cooling.

In addition to respecting the unique geology of the site, there are also cultural attributes. Through our engagement with the existing community, with the institutions in the area, with the Alderman, as well as with the City, we have begun crafting a vision for how Lakeside can contribute to the entire community. Through that process, we are finding that the first phases of development at Lakeside may break traditional approaches. We are looking beyond just bringing

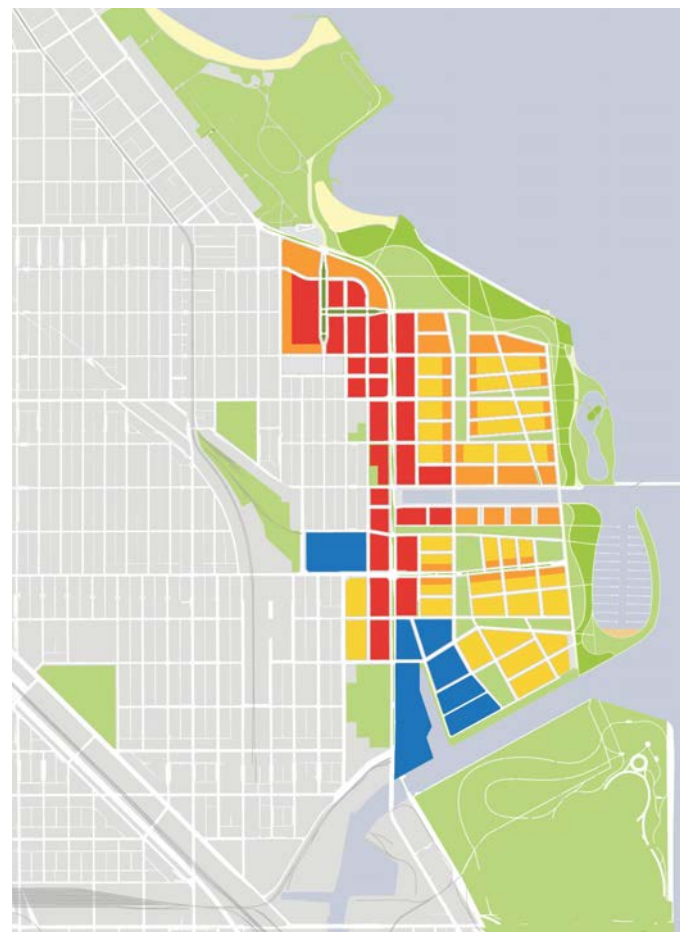
We are looking beyond just bringing retail to this part of the City, but also looking at ways to expand health care and education and perhaps access to more affordable energy.

retail to this part of the City, but also looking at ways to expand health care and education and perhaps access to more affordable energy. Lakeside can be an opportunity to restore jobs lost through years of de-industrialization through workforce development in both the forms of job training and job creation with goal of enhancing Chicago's green collar workforce and establishing new jobs in clean tech, advanced manufacturing and information and communication technology.

Through interviews conducted with local businesses, employers, and key stakeholders, specific "turning points" were identified to measure community impact. Those inflection points

will include expanding social anchors to increase social connectedness. They also include access to high-quality education and healthcare with focus on early childhood education. Housing will need to be economically stable and support age integration, and the physical environment should include public open space and enhance residents' health through safe and walkable neighborhoods.

In 2012 Lakeside's LEED-ND certified master plan received the Sustainia Community Award, an international award honoring outstanding sustainability performance, citing Lakeside as a transformative model for US city planning and one that could upend





traditional thinking. While we are probably looking at twenty to twenty-five years in terms of an implementation process for this new community, we can still provide a very transformative benefit, even in the early phases, by connecting the community back to the Lake Michigan. Of Lakeside's 600 acres, 125 are dedicated to public-access green space, completing Daniel Burnham's vision of uninterrupted lakefront access from downtown to Indiana. Protecting the integrity of the world's largest freshwater asset, our Great Lakes Basin, means changing how we build and live in our cities in the future. Reconnecting people back to this vast and vulnerable watershed is a first and important step towards realizing this change.

For more information about Lakeside, please visit www.chicagolakesidedevelopment.com. For more information about Skidmore, Owings and Merrill, please visit www.som.com.



Douglas Voigt, Skidmore, Owings and Merrill

Doug Voigt is the Director of Urban Design and Planning at the Chicago architectural firm of Skidmore, Owings and Merrill. Since joining SOM in 1995, Doug has focused on complex urban plans and architectural projects. As a designer and planner, he works closely with city leaders, institutions, and developers across the globe. Over the last two decades, he has been able to unite disparate stakeholders under a cohesive vision, transforming abstract ideas into physical realities. This approach allows for the positioning of new ideas that holistically address the possibilities of the site, program, energy, water, waste, transportation, and air quality within the parameters of economic realities and urban design excellence, while scripting more sustainable models for high performance infrastructure and livable communities.

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Featured Case Study: Main Street

Clayton Jirak, CNU Illinois 7 Co-Chair

The afternoon program featured local planning examples from the Village of Orland Park and showcased their dedication to human-scale development and walkable neighborhoods. Karie Friling, Director of Development Services for the Village of Orland Park, presented Orland Park's Main Street redevelopment and discussed the many improvements and amenities that have been made to create a mixed-use, people-friendly, identifiable town center. Features such as a multi-modal pedestrian bridge, adding more sidewalks, and increasing overall density through a Transit Oriented Development (TOD) next to the Metra station were presented as examples.

Orland Park Mayor, Daniel J. McLaughlin, gave the keynote address outlining the many projects and initiatives taking place in the Village of Orland Park. His vision for improving the quality of life for residents included increasing the amount of parks, trails, and bike paths within the Village. Mayor McLaughlin's years of dedication and tireless work resulted in Orland Park being named as one of Chicago's "Best Places to Live" by Chicago Magazine in 2014 and "Village of the Year" in 2013 by the Home Builders Association of Greater Chicago (HBAGC).

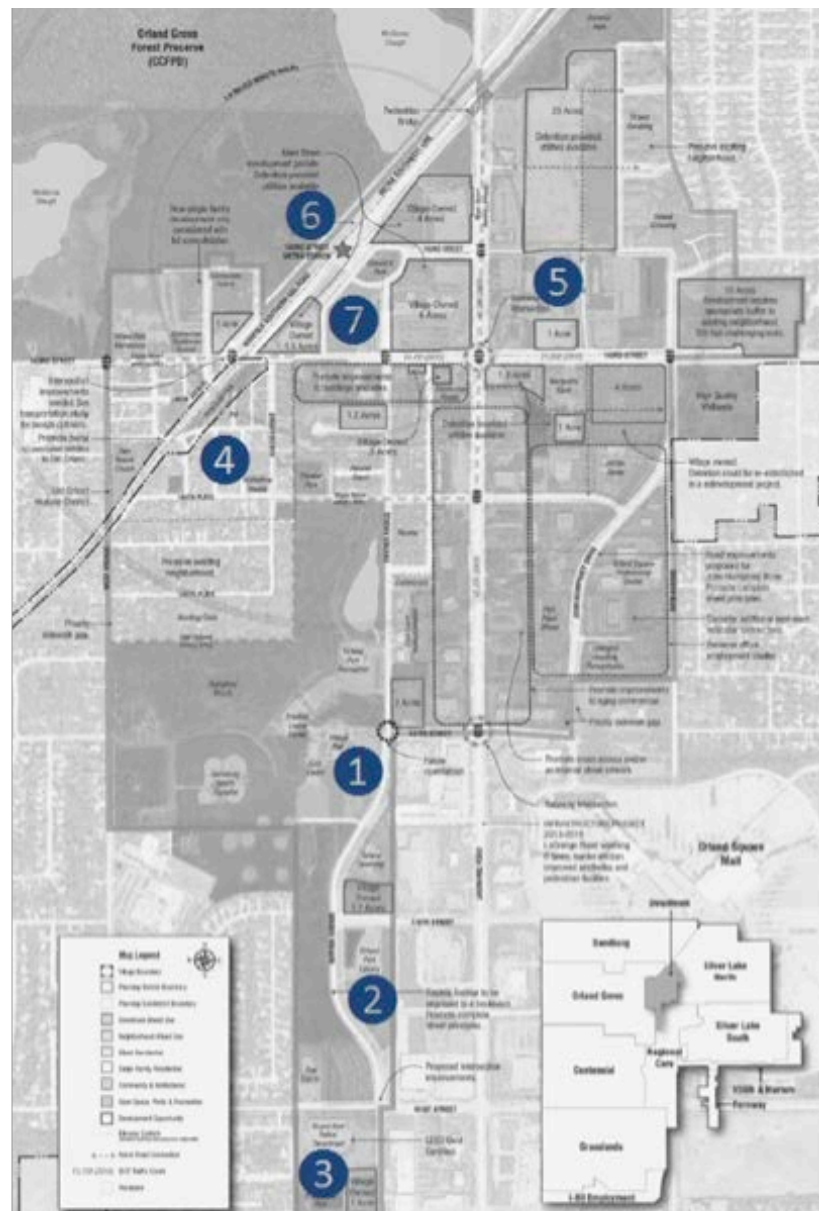
Finally, the afternoon concluded with a bus and walking tour showcasing many examples of New Urbanist planning and design throughout the Village of Orland Park. Stops included the Civic Center, Village Hall, the Public Library, the LEED-Gold Police Station, the Old Orland Historic District, the Orland Park Crossing Lifestyle Center, the 143rd Street Metra Station and the Ninety 7 Fifty on the Park. The Ninety 7 Fifty on the Park is a new, cutting-edge, mixed-use development just steps from public transit and equipped with all the most modern amenities for a luxury residential building. Several small groups took tours of the building and saw a model apartment and many of the amenities this development

offers to its residents. It should also be noted that CNU Illinois recognized the Ninety 7 Fifty on the Park with their "Best Building" Charter Award in 2013.

The tour concluded with a reception for the conference attendees, the conference presenters, the Mayor, and Village of Orland Park employees. The Mayor gave a short speech which concluded by thanking everyone for participating and allowing the Village to co-host this successful conference.



- 1 Civic Center/ Village Hall
- 2 Orland Park Public Library
- 3 Police Station
- 4 "Old Orland" Historic District
- 5 "Orland Crossing" Lifestyle Center
- 6 143rd Street Metra Station
- 7 The Ninety 7 Fifty on the Park



The Village of Orland Park



MAIN STREET

Downtown Orland Park & The 143rd Street Metra Station

Karie Friling

The vision of a new downtown for Orland Park was initiated by Mayor Daniel McLaughlin nearly two decades ago. The objective was to transform the area around the 143rd Street Metra Station from a blighted industrial district into a new mixed-use, pedestrian-friendly Town Center. Frequently referred to as the “Triangle,” this area of Village-owned property is currently being redeveloped as Orland Park’s new downtown center. Now known as “Main Street,” the redevelopment area connects to three adjacent districts that will help integrate it into the existing community. Those adjoining precincts include; the Civic Corridor consisting of award-winning and LEED-accredited municipal buildings sited in a linear public green space; the Old Orland Historic District comprised of vintage buildings that once formed the original Village downtown; and the Orland Crossing lifestyle center that provides modern shopping amenities within a well-planned pedestrian streetscape environment.

The University of Chicago Medical Center choose the location because Orland Park had a vision and UCMC shared that vision and wanted to be a part of making it a reality.

The transformations currently taking place on Main Street began back in 2000 with a planning study of the 143rd Street Metra Station funded by the Regional Transportation Authority (RTA). In 2004 the Village adopted the zoning changes necessary to support new mixed-use development and created a TIF district for the Triangle. In 2005 a new and enlarged train station replaced the existing facility at the 143rd Street Metra stop. During the next seven years

roadway and pedestrian infrastructure improvements were installed in the area, including the LaGrange Road Pedestrian Bridge and the new Crescent Park town square. Also during that time, the Village completed property acquisitions within the Triangle and selected a developer for what would become the first development in the district. Project construction began in 2011 and was completed in 2013. Also in 2013, the Village adopted a new Comprehensive Plan as a guiding document to ensure that Mayor McLaughlin’s vision for Orland Park would be carried forward into the future.

Prominently sited across from Crescent Park, and named for its street address on Crescent Park Circle, “The Ninety 7 Fifty on the Park” includes 295 luxury residential units and approximately 4,000 square feet of first floor commercial space. The development includes numerous residential amenity spaces including a theater room, a business center, a fitness center and a luxurious private lounge overlooking an exterior swimming pool. Residential parking is provided in a four-story parking deck that is completely wrapped by the residential units so as not to be visible from

Both the financial returns and market acceptance demonstrate that The Ninety 7 Fifty was outperforming every measure and reached stabilization well before initially projected.

With the expectation that it would be a catalyst to spur future developments in the Main Street district, the first project to be constructed was a luxury apartment community developed as a public/private partnership between the Village and developer Flaherty & Collins Properties. In addition to owning the land, the Village made the bold policy decision to also finance the project. Given the economic climate at that time the project was being planned there was no near-term foreseeable market for condominium sales. The Village would likely have to wait for years before a for-sale market returned and meanwhile the life of the twenty-three-year TIF would continue to count down. Recognizing the shift in the housing market, the Village decided that luxury rental apartments were the correct market segment to target. Within the financial deal’s structure the Village agreed to finance \$62 million that would be paid back through project revenues. The Village would also receive shares of the profits. The agreement also stipulated that the Village would be taken out of the deal entirely within ten years.

the street. The total amount of required residential parking was reduced as a TOD (Transit Oriented Development) adjacent to existing commuter rail service.

As of July 2014, The Ninety 7 Fifty was ninety-four percent leased, running well above initial projections. It had generated \$425,053 in new property taxes and \$949,583 of excess revenue. Market absorption of the residential units was initially forecast at a rate of 14.5 units per month but was running at a rate of 20.20 units per month. Initial residential rents (including parking) were originally forecast at \$1.60 per square foot but a rate of \$1.75 per square foot was actually being realized. The Ninety 7 Fifty was also enjoying a residential rental renewal rate of eighty-four percent compared to a national average rate of forty-seven percent. Both the financial returns and market acceptance demonstrate that The Ninety 7 Fifty was outperforming every measure and reached stabilization well before initially projected.

In addition to being successful in its own right, The Ninety 7 Fifty is also fulfilling its role as a catalyst to spur additional developments. In 2014, the Village of Orland Park and the University of Chicago Medical Center announced the next phase of development within the Main Street district. This Phase II development will include 120,000 square feet of medical facilities constructed on 3.48 acres of Village-owned property. The project will include a first floor CVS Pharmacy, a 580-space parking deck and a restaurant out lot. The development represents \$65 million in private investment and will bring over 100 new professional jobs and approximately 22,400 annual visitors to Main Street. The overall direct economic impact is estimated at \$34 million. The

UCMC choose the location because Orland Park had a vision and UCMC shared that vision and wanted to be a part of making it a reality. This project is expected to break ground in the spring of 2015 and the Village will continue to pursue additional development phases for Main Street in the coming years.

It has been nearly a two-decade journey from Mayor McLaughlin's initial vision to the physical reality that is taking shape in the Village today. These are the key lessons we have learned along that journey. First, have a Vision and stick with it. Site plans will change but the Vision should not. Second, creating change requires strong leadership. Mayor McLaughlin has been our champion

through a lot of "gut check" moments when he was willing to put his personal and political capital on the line in support of the Vision, even in the face of strong opposition. Third, you have to focus on the big picture and think outside the box. This means being firm, yet flexible with private sector partners. Fourth, and perhaps most importantly, educate, educate, educate your stakeholders whether they are residents or members of the development community. And lastly, be patient. It takes time to build great communities but in the end it's all worthwhile.

For more information about the Village of Orland Park, please visit www.orlandpark.org.



Karie Friling, Village of Orland Park

Karie Friling is the Director of Development Services for the Village of Orland Park. She oversees a department of 30 employees and is responsible for all development related activities and projects within the Village including the Planning, Building, Transportation- Engineering, and Economic Development functions. Prior to joining the Village of Orland Park in 2006, Karie served as the Economic Development Director for the City of Peoria. She holds a Masters of Public Administration from Southern Illinois University and a Bachelor of Arts in Public Administration/Political Science from Western Illinois University.



Keynote Address: Vision & Leadership

The Honorable Daniel J. McLaughlin

I am a life-long Southsider, married to my wife Pat for thirty-nine years. We have four children, all of whom grew up in Orland Park. I started a furniture business at seventeen and shortly after worked with my father and brother to start an asphalt paving and maintenance business that I ran for nineteen years. During that time Pat and I started Park Promotions which we ran for twenty years. In 1991 I left the family business to start a new career as the Executive Director of the Plumbing Contractors Association of Chicago until 2013 and then moved to my current position as Executive Director of the Builders Association of Chicago. In addition to the business path, I got involved in the community early. I started out fighting City Hall as my neighbors and I fought for a neighborhood park. Shortly after, I was appointed to an advisory board and then in 1983 I ran for Village Trustee, serving for eight years. Since 1993 I have served as Mayor.

repairing water main brakes. Planners, however, have the task of looking at how the village will develop over the next twenty or thirty years or more. Planners are usually busy looking at drawings and considering alternate traffic routes etc., but how many of you think of yourselves as salesmen? You need to sell your ideas to coworkers, developers, the municipal officials and the community. It doesn't matter how good your plan is if you can't get your points across to "close the deal." My advice to you is to take sales training.

2. Plan for People Not Cars. Whenever a plan is brought to me I ask, "How is this pedestrian-friendly or how do we make this pedestrian-friendly?" We just approved a Mariano's supermarket and luxury apartment development bordering an existing neighborhood. I thought this was the perfect opportunity to "Plan for People Not Cars." We eliminated car access from the development into the neighborhood but made wide landscaped



identify which officials can and can't envision those benefits and work with them differently. Also, make sure that elected officials deeply involved in a project get appropriate public recognition.

4. WWDD. While driving down 143rd one day I saw a subdivision entrance sign in a pile of bricks. When I drove by two weeks later I was not happy to see the pile of rubble still there. My first thought was, "What Would Disney Do?" You wouldn't see that kind of a mess in Disney World for even a half hour. I proceeded to sit down with our management team and developed my own kind of WWDD program. Don't hesitate to use some of the best performers as an example and as a model for performance. You don't have to settle for what's just ok.

5. Idea Book. I always have a notebook to write down ideas as I see or hear something that might be beneficial to the Village; in my car, on my nightstand, in my pocket, even on vacation. Write down even the silliest or most remotely possible ideas to revisit later. I couldn't count the number of ideas that came from a book I read or from something that someone said that sparked an idea that I wrote down. A few years ago I read a book called *The Experience Economy*, on how successful businesses give their customers unique experiences. Starbucks was an example. It wasn't too many years ago that a cup of coffee was just a cup of coffee,

Some people can envision the future or how projects will play out and benefit a community, and some can't. You need to identify which officials can and can't envision those benefits and work with them differently.

In all my previous positions I have always joined the trade associations and attended as many training and educational programs that I could. Sometimes you leave with a tremendous amount of useful information and sometimes you might leave with only one take-away, but you always learn something. Today I have five key points I want to touch on in terms of trying to leave you with some take-aways that can help you as planners.

1. Planners Think to the Future. Most village departments and employees are putting out fires and providing immediate fixes like filling pot holes or

and inviting walkways from the neighborhood into the development. We will watch closely to see if, in fact, we encouraged people to walk and bike into this development and the restaurants nearby.

3. Elected Officials Are People Too. Most people like to avoid conflict, especially elected officials because their conflicts very often end up on the front page. You need to work closely with the appropriate elected officials to discuss potential conflicts and include them in the process of how to avoid those conflicts. Some people can envision the future or how projects will play out and benefit a community, and some can't. You need to

bought at a gas station or made at home. Now, go into a Starbucks with baristas, fancy coffees, wireless Internet access and upholstered seating and you have an experience you want to return to. Well I want to take that theory into running a municipality that has a strong retail base. I have numerous ideas to make people want to shop in Orland Park, not the least of which is having an inviting and exciting downtown.

My four children grew up in Orland Park and I didn't like that they and their friends always thought that the Orland Square Mall was our downtown. As I traveled on vacations or attended numerous US Conference of Mayors programs around the country I realized that the one thing that many successful and exciting towns had that Orland Park didn't was a bustling downtown core. So twenty-two years ago I started the long tedious process of acquiring the properties we call the downtown Triangle. Metra gave us a grant to hire planners and committed to building a new train station. I can't go through twenty years

Whenever a plan is brought to me I ask, "How is this pedestrian-friendly or how do we make this pedestrian-friendly?"

of planning, changing plans and the community reaction because we will be here all day. But I can tell you that there was major pushback from parts of the community because our plans included relocating several well-thought-of small businesses. We were also proposing a new apartment building which gave many people visions of housing projects. In addition, to kick start the development, we agreed to finance the \$65 million apartment building.

In future development phases, the downtown will have two more large buildings around the town square park. Another page from my Idea notebook, and in keeping with *The Experience Economy*, is that I will be working to make the building on the east side of the park replicate a building in Boston that has a

two-to-three story arch built through the middle of the building. The open arch, I believe, will have the effect of inviting people into this active area of pedestrians, sidewalk cafes and entertainment.

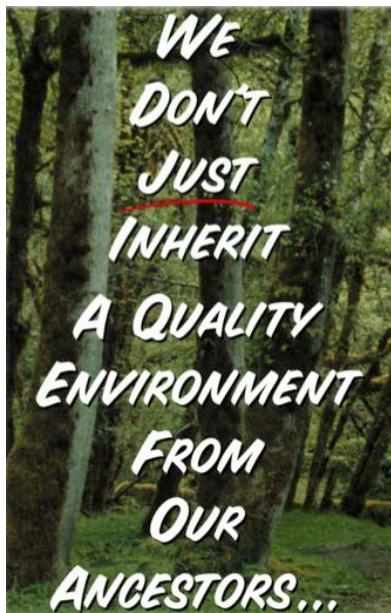
The last point I will leave you with is not to hesitate to hit the rewind button. Timing is everything and even if something has been shot down in the past it could be the time just wasn't right. For example, as a Trustee, I worked with then Mayor Owens to hold a Taste of Orland Park festival. It went over like lead balloon. Fast forward twenty years and we tried it again and it has become one of the most successful events in the southwest suburbs. There just weren't enough restaurants in the area when we first tried it.

I opened my address by saying that I hoped you would get some take-aways from my talk. I don't want anyone to say that they didn't so I brought an Idea notebook for each of you to have and use. Now I can feel that everyone definitely got something new to take away.



Plan for People, not cars!





WE BORROW IT FROM OUR CHILDREN.

It is hard to imagine a better community to live in than Orland Park. We have beautiful neighborhoods, safe streets, some of the best schools in Illinois, and a commercial tax base that is the envy of nearly every community in the state.

Yet, Orland Park's desirability has led to unprecedented growth and with it, problems which threaten the very quality of life so important to all of us: continuing development and loss of open space, traffic congestion and increased costs resulting in the need for more schools and maintenance of Village infrastructure.

The Issue

On November 7, 2000, residents of Orland Park will be asked to decide on an issue critical to the future of our community.

Passage of a \$20 million bond issue will make it possible for the Village to purchase nearly 300 acres of land, wildlife habitats, natural prairie land and open areas for additional recreational and educational use.

OPEN LAND SITES
VILLAGE OF ORLAND PARK
200 & WILSON Avenues

A total of nearly 300 acres throughout Orland Park have been identified by the Village as potential open land sites. The Open Lands Initiative will add permanent open space to each area of the village and provide additional recreational and educational sites for everyone.

- Expanded outdoor trails for hiking and biking
- Enhanced wildlife habitats
- Preservation of natural forests
- Areas for serenity and solitude
- Expanded educational opportunities

OPEN LANDS PURCHASE - COST TO TAXPAYERS

Purchasing 300 acres for the Open Lands Initiative will cost the Village of Orland Park approximately \$20 million, to be paid back over a twenty year period. Cost breakdown for a family living in a home with an assessed valuation of ...

Assessed Valuation	Annual Increase in Taxes
\$200,000	\$1.20
\$300,000	\$1.80
\$400,000	\$2.40

* Once the bonds are paid back, the increase will be eliminated.

POTENTIAL COST TO TAXPAYERS FOR NOT PURCHASING OPEN LANDS

Most of the nearly 300 acres identified for potential purchase are on the market or already purchased by developers.

ANALYSIS ON TAXPAYER OVERSIGHT

According to the Institute of Transportation Engineers, the average home produces nearly ten vehicle trips daily, and that means those same 900 new homes (mentioned above) would add nearly 9,000 vehicle trips to Orland Park's already crowded streets each day. This significant increase in traffic levels will ultimately require additional road maintenance and repair throughout the Village at taxpayers' expense.

BOTTOM LINE

Your vote on this issue is a vote for Orland Park's future - no matter how you choose to cast it. It's a simple choice between accepting a temporary, extremely modest increase in property taxes to pay for added lower lands, wildlife habitats and prairies ... or leaving the identified sites open to more development, increased traffic and permanent property tax increases to pay for new schools, education and Village services.

YOU HAVE THE FACTS. IT'S UP TO YOU!



The Honorable Daniel J. McLaughlin, Village of Orland Park

Daniel McLaughlin was first elected Village Trustee in 1983 and is now completing his 21st year as Mayor. Under Mayor McLaughlin's leadership, Orland Park initiated numerous programs to improve the quality of life in Orland Park including the Open Lands program (unique to municipalities), the Arts Program, Smart Living Orland Park, extensive biking and walking paths and development of a downtown. These programs have won numerous awards and Orland Park has been named by Money Magazine as one of America's Most Livable Cities. Mayor McLaughlin is a member of the U.S. Conference of Mayors, Southwest Conference of Mayors and serves as an officer of the Metropolitan Mayors Conference. He has served on the Regional Water Supply Planning Group and served as Chairman of a State-wide Task Force on a Uniformed Building Code.

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“Our events are opportunities for participants to not only receive professionally-relevant information, but also to connect that knowledge to their own personal experiences and to have the chance to interact with other participants. This year’s conference included three such participation opportunities.” — Lesley Roth, 2014 CNU Illinois Chair

Interact, Inform, & Experience

EXPERIENCE: Fostering Local Understanding

section

2

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Regional Heritage Luncheon

A Conversation with Tom Nelson, Flossmoor Station Brewing Company

Hosted by Ben Skelton, Cyclone Energy Group



“What we learned doing our first Net Zero Energy building is how hard the challenge is and how long it takes to actually achieve. But having the goal gave purpose to a lot of stakeholders who might not otherwise have worked so hard together.” — Ben Skelton, CEO, Cyclone Energy Group

Excerpts from the Q&A Lunch Session:

Tom: (Flossmoor Station Restaurant and Brewery was) planned in '94. An old train station building, it took two years to get it up and running. They ran through a lot of hurdles as any restaurant would go through. They've been brewing great beer since '96. They've won numerous awards. They were voted the best small brew pub in the United States in 2006. I've been there since last October, for about a year now. We do a lot of creative brewing. For example, we do a lot of barrel-aging. Flossmoor Station is known for beers that are aged in bourbon barrels. Flossmoor is also known for its railroad history.

Ben: Do you want to give a little background on the Flossmoor Station itself?

Tom: Yes. From what I understand, Flossmoor Station was built for the Flossmoor Country Club so that all of Chicago

executives could come down on the train in the summer and play golf. It became kind of a resort town, it's destination town. Eventually it became so popular that they built maybe five golf courses in the area. You have Flossmoor, you have Ivanhoe, Olympia Fields which will be hosting the Amateur next year. I'm sure there are others nearby. People loved it so much that they decided to move down there year-round. The train station was built in 1906, just to service the country club at Flossmoor. At the time is was Homewood Country Club but it got hit by lighting and burned down. They rebuilt it in 1917 and renamed the station Flossmoor Station. It operated from 1906 until 1971 until Amtrak took over and Metra put in their station and then the building was vacant for a while. They put in some small shops and that didn't work out. And then the Armstrongs, who lived in Flossmoor, acquired the building in 1994.

Ben: One notable topic is that a lot of the beers then are rail themed.

Tom: Yes. We have Pullman Brown Ale named after George Pullman, famous for the Pullman sleeper cars. He built a town just south of Chicago called "Pullman" for all company the people that worked for him. There was a notorious incident in 1894 with a strike. He and the Governor brought in the militia and there was a lot of turbulence. And the federal government came in and there was a trial and everything and the town was eventually absorbed by Chicago. It's now the Pullman District. Another beer we have is our Panama Limited Red Ale, which is also a line that ran from Chicago down to New Orleans. It pretty much ran down the same track that today services New Orleans. It was a luxury line that featured Pullman sleeper cars and fine dining. Another beer that we have is the Zephyr. Some of you who've been to the Museum of Science and Industry know that the Zephyr, also known as the Silver Streak, was a line that ran from Denver to Chicago. In fact they did the Dawn to Dusk run in 1934 for World's Fair. Other beers would be like the Gandy Dancer, which is the fellow who worked on the rail line. Basically the motion of using the gandy looked like a dance. The gandy was the

piece of equipment manufactured in Chicago by the Gandy Manufacturing Company. So there's kind of play on words there. A gandy was also a kind of slacker in between a bum and a loafer, which they called a seasonal worker. Very popular in the '20's, like he'd only worked when he had to.

Ben: Brewing, I've read, is a pretty water intensive process and we've been talking a lot about water this morning. I've read articles that it's anywhere from six to ten gallons per gallon of beer produced.

Tom: Yeah it's amazing how much water you go through. We produce about 450 gallons of beer every time we brew but I would imagine that just in the initial process that we're using upwards of 1,000 gallons. You're going to lose beer absorbed in the grain, you going to lose beer through evaporation. You lose beer, or water, through just what's left over in the lines when you transfer from tank to tank. A lot of water is used for cleaning as well. We try to be as stingy as we can. Water isn't cheap anymore. We get our water from Lake Michigan and it's a great source of water, some of the best brewing water in the world. We're very lucky to have that. You know, they say it's the beer that made Milwaukee famous. No, it's the water.

Ben: Does Flossmoor participate? There's an NRDC (National Resource Defense Council) has a program called "Brewers for Clean Water."

Tom: Yes, we're a member of that.

Ben: Ok. Is that more of just an advocacy thing? How does that play into your operations?

Tom: Well, we support any legislation that provides clean water. Without clean water we're not going to be able to brew good beer. I get really nervous when companies like BP want to dump into Lake Michigan. Indiana wants to do it for revenue but Michigan and Illinois have something to say about that. We're very nervous about things like that. Anything we can do to maintain clean water is essential to our industry. Not

just at Flossmoor, but the big breweries, Goose Island, Lagunitas, who just came into Chicago. Actually one of the reasons they moved to Chicago was the availability of water because they're from Northern California, right now a drought going on, and their only option is to use desalinated water out of the Bay. It's a serious issue that's only going to get worse as the population grows.

Ben: So where do you source your other ingredients?

very nervous about having a brewery in downtown Flossmoor. If you've been to Flossmoor, downtown isn't much. You've got a Library, a Post Office, some small shops and then lots of dwellings. Urban, very urban. The Armstrongs won their hearts over by giving back to the community. We do lots of fund-raisers, lots of charity work. They are tied in with the local schools by doing barbecues and cookouts. In fact I even did root beer brewery tours in June for the kids. (Laughter.) Kind of showed them how to make root beer.

"We get our water from Lake Michigan and it's a great source of water, some of the best brewing water in the world. We're very lucky to have that. You know, they say it's the beer that made Milwaukee famous. No, it's the water."

— Tom Nelson, Flossmoor Station Brewing Company

Tom: Most of our grain is from Canada and North Dakota. We do get some grain from England and Germany. Our malting company, that supplies our grain, is in South Holland so we actually just drive over and pick it up. So the grain isn't grown locally but the supply depot is so we can go, like I'm going today, after this meeting, to go pick up grain for tomorrow's brew. The cool thing about the grain process is that the spent grain that we use, people use to throw it away. We actually have a farmer that will come out, on demand, when we brew and pick up the grain and feed it to his livestock. And it's something that we really enjoy. It's a luxury a lot of breweries don't have. They end up having to dump it and it ends up in landfill. Spent grain can be used as fertilizer as well. The farming industry loves it. It's free feed for their livestock.

Ben: So Flossmoor Station has been local for quite a while now. How do you have connectivity with the community?

Tom: From what I understand, during the construction phase that the local clientele, or local citizens, were

And we do events, like Flossmoor Fest. We have Oktoberfest this Saturday. If you're not doing anything, come on by. Starts at two. Brat in one hand, beer in the other. What could be better, you know? (Laughter.) Actually one of our most popular events is Christmas at the Brewery, which is the last Sunday before Christmas every year. I think this year it will be the 21st. We do carriage rides, Santa and the elves. It's kind of a family event. We also tie that in with the Twelve Beers of Christmas where we do twelve unique beers that you won't find anywhere else. We tap a different beer every day. It's kind of like an Advent Calendar around beer. (Laughter.) We have a lot of fun with that.

For more information about Flossmoor Station Brewing Company, please visit www.flossmoorstation.com

Regional Luncheon Menu

Dunning's Gourmet Market
Purveyor for Regional Heritage Luncheon

Homemade Bratwurst, Pasta Primavera, Potato
Pierogies, Kale Salad, Lentil Burritos, Smoked
Pork Chops with Onion & Apple Slaw



“I’ve lived in this area my whole life. My husband works in the steel industry and my family does economic development in Northwest Indiana. I’m part Irish and part Italian. My staff and my customers embody a whole range of ethnic influences. We enjoy sharing this rich heritage with you through our food.”

— Maureen Mader, Owner, Dunning's Gourmet Market



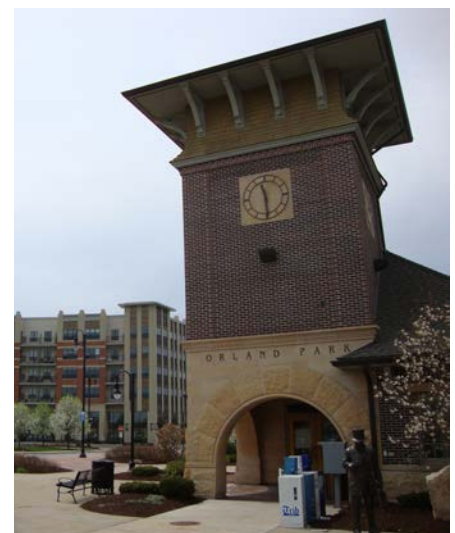


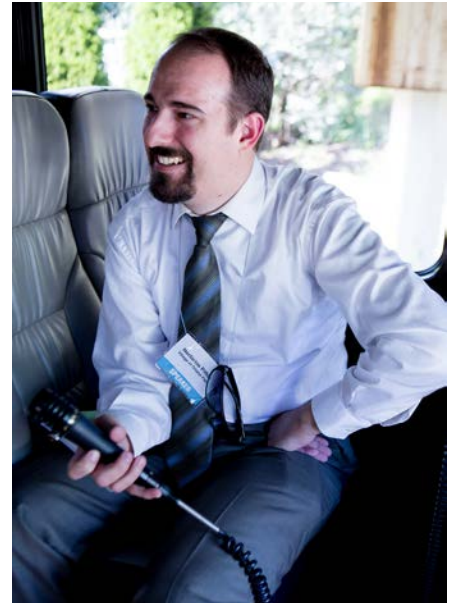
Guided Tour of Downtown Orland Park and The Ninety 7 Fifty

Led by Karie Frilling & Nectarios Pittos, Village of Orland Park



“From a new urban development standpoint, the homes along the north end of West Avenue and in Orland Park’s Old Orland Historic District provide the historical examples and context from which we might one day craft a form-based code.” — Nectarios Pittos, Village of Orland Park







“The program gave me a chance to learn about a number of interesting projects around the area. I will definitely follow up and get more information about the various projects.”
— Participant, Orland Park Tour







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CNU Illinois and SNU Illinois Pop-Up Urban Design Studio

Charrette Summary by Justin Palmer, 2014 SNU Illinois Chair

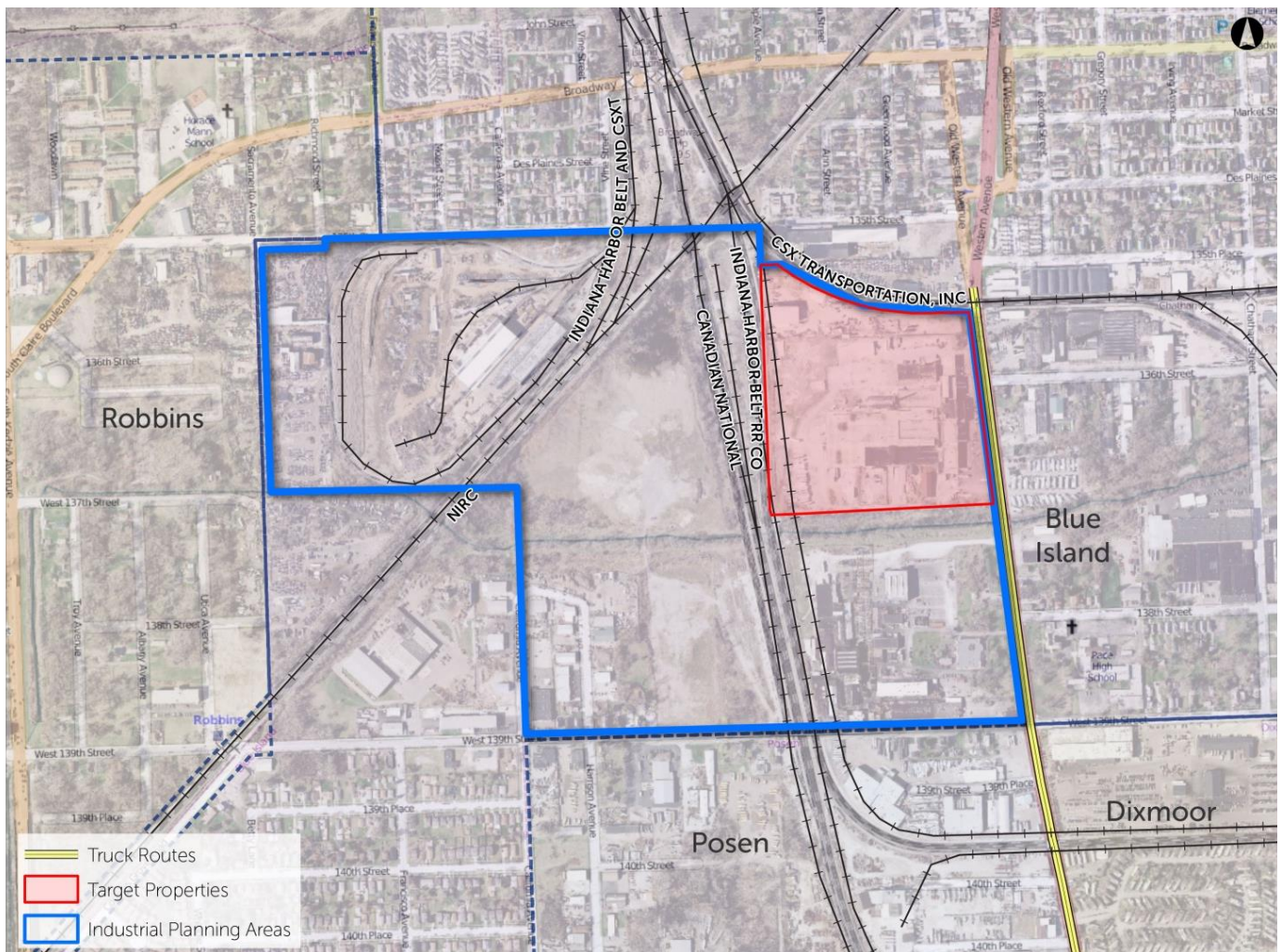
Along with this year's event co-host, DePaul's Chaddick Institute for Metropolitan Development, CNU Illinois and the Illinois Chapter of the Students for the New Urbanism hosted the second annual Pop-up Urban Design Studio enabling planning and design students from DePaul, Judson and the University of Illinois-Chicago to come together in intercollegiate teams for a two-hour, peer-led charrette. The event allowed students to meet, share their knowledge, and learn from each other. This year's charrette developed strategies for the Libby, McNeill & Libby Canning Plant facility brownfield site in Blue Island, Illinois. Information about the

charrette site was generously provided by the City of Blue Island and Chicago's Center for Neighborhood Technology.

The Libby, McNeill & Libby Canning Plant, located at 13636 South Western Avenue, is a multi-story concrete and masonry industrial plant that was constructed between 1917 and 1919 to serve as the main Midwest processing plant for the Libby, McNeill & Libby Company, one of the world's leading producers of canned foods. By 1919, when the Blue Island plant was completed, Libby, McNeill & Libby was the second-largest producer of canned foods in the country. Despite the continued demand for Libby

products, the company made the decision to stop packaging foods at the plant in 1968. As urban and industrial sprawl replaced the area farms that had once supplied the plant, the company was forced to transport produce from other areas. In a December 31, 1967 Chicago Tribune article, company Vice President Richard Griffith cited "the high cost of transportation of farm products" as the primary reason for the shutdown.

The building, designed by Philip Larmon, general superintendent for the Libby Company, is locally significant as an excellent and well-preserved example of a large-scale industrial manufacturing



plant and is one of the largest industrial buildings in Blue Island. The plant is a massive grouping of inter-connected concrete and brick structures ranging from two to four stories. The main block of the building stretches 588 feet along South Western Avenue. Four large wings extend west from the rear of the main block, spaced to provide access for rail spurs that brought products directly to and from the building. The two-story office features walls of red face brick with Classical Revival terra-cotta detailing.

The Libby Canning facility is located just south of Blue Island’s central district which is approximately sixteen miles south of the Chicago Loop. The City of Blue Island is a hub for Metra commuter trains that includes six stations. The Libby Canning Plant is closest to two stations (the Rock Island - Vermont and the Rock Island - Robbins) but they are not within walkable distance. The City is bisected by Western Avenue which has high traffic volume running adjacent to the Libby Canning Plant.

Blue Island’s history dates back to the 1830s as a commercial center in the southern Cook County region and became a worldwide brick-making capitol in the 1850s as the Calumet Sag Channel was completed. Recent census data shows Blue Island having a population of 23,706 comprised of 51% female and 49% male. The median age is 31.3 years with the largest population aged between 0 and 19 years at 32.9% with the second largest group aged between 20 and 39 years at 29.3% of the population.

Blue Island’s labor force is made up of 11,522 citizens which makes up 66.9% of the population. Of those eligible for the labor force, 92% are employed. The majority work in education services, health care, social assistance, arts, entertainment, food services, manufacturing, and retail trade. The median household income is \$42,721 with the largest percent of the population (20.5%) earning \$50,000-\$74,999. The number of people over the age of 25 with at least a high school diploma make up 66% of the population and 11.8% hold at least a bachelor’s degree.



Team I: Accessible for All

Joe Cunanan, Aaron Jenkins, Amanda Kannard, Gary Scott
Summary by Aaron Jenkins

One of the current issues with the area is the lack of accessibility to the possible proposed development of the brownfield. We really wanted to focus on an accessible mixed-use development on this site which included renovation of the existing factory site, new buildings surrounding the existing factory site, the addition of a Metra station and Pace Bus Stop, and ample amounts of green space.

Our proposal for this structure called for it to be a multi-use building that consisted of loft apartments, a museum which would pay homage the Libby Plant, and incubator space geared toward artists and other creative class types. We felt that it was important that this structure not be demolished, how-

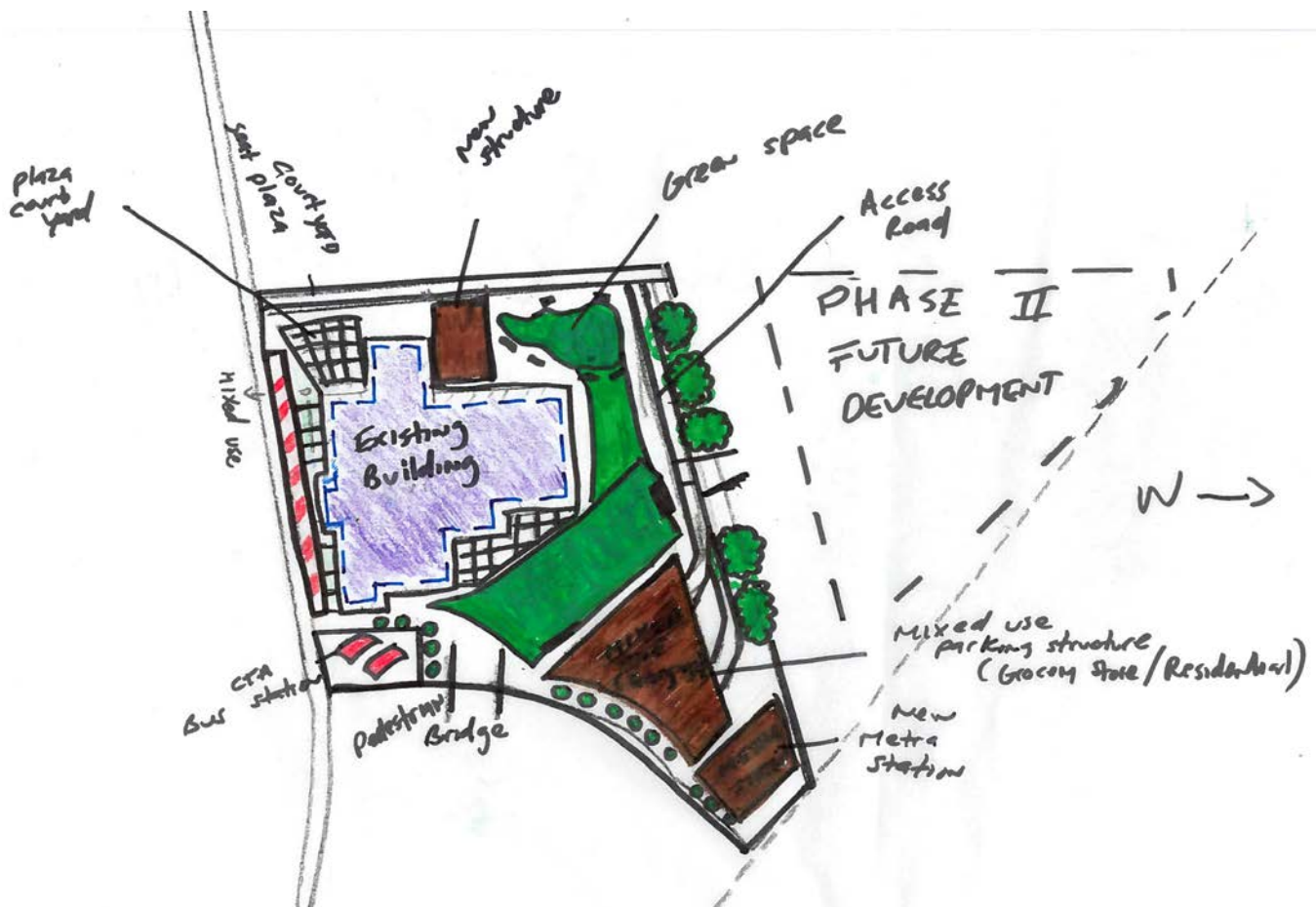
ever renovated, and serve as the focal point and central anchor of the site.

New Builds: The Libby Plant currently is fronted with a parking lot that is largely unused. In order to create a more walkable and vibrant area, we proposed that a new structure be built in front of the plant that would include a small pedestrian plaza between the two buildings. The pedestrian plaza strip would

connect to two larger plaza areas at both ends. We as a group agreed that the Libby Plant should not be hidden by the new proposed building which would be constructed in front of the factory; therefore the structure would only be two stories, purposed for retail.

The proposed redevelopment of the factory site will result in a substantial increase in traffic; therefore adequate

Accessibility may have been the most important component when designing this plan. Whether it was through mass transit, automobile, biking, or walking, we wanted to create a development that was accessible for all.





parking is imperative for both residents and visitors. The southeast corner of the lot calls for a parking garage that includes retail and residential units, the anchor is to be a grocery store. The garage will connect to the new Metra Station. The idea behind this is for those exiting the train station to have an easy stop to get some grocery shopping done before they head to their residential units on the site.

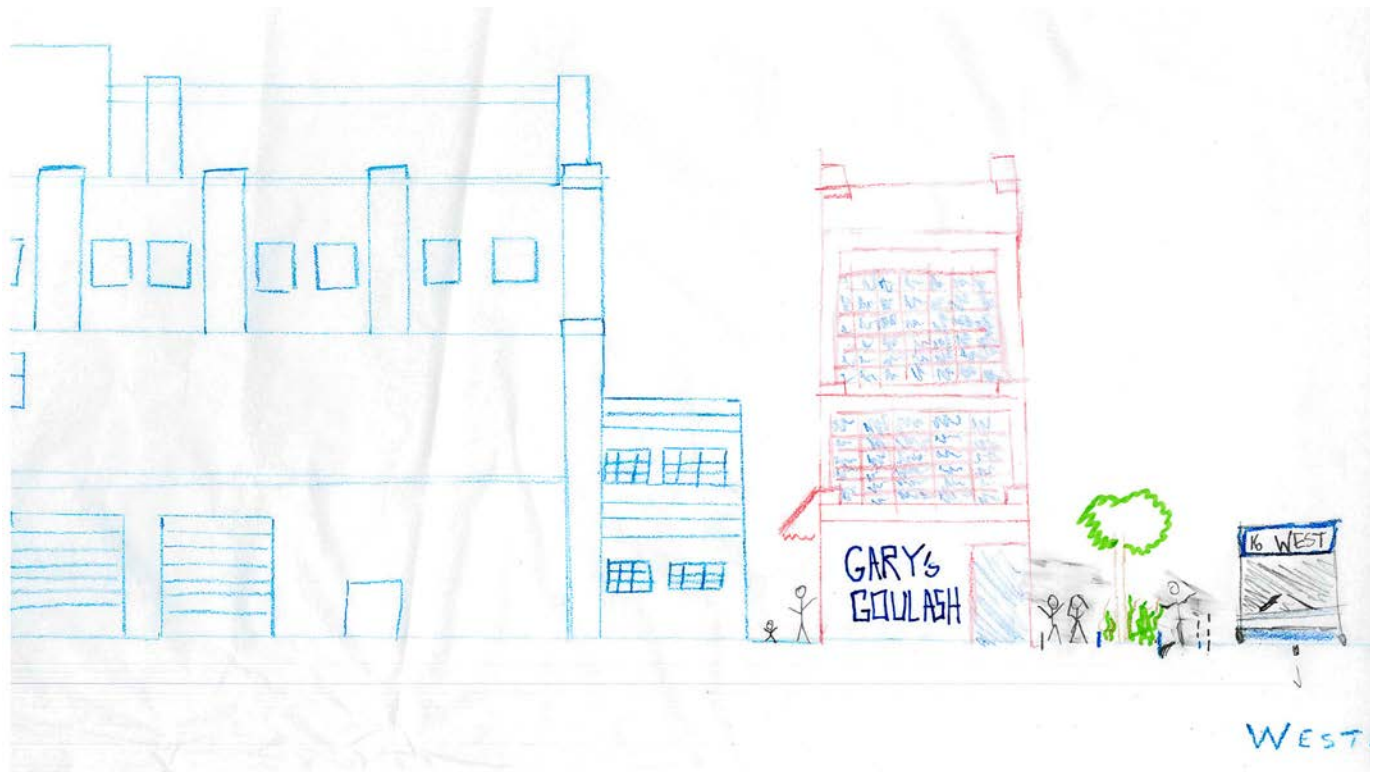
Green Space: Green space was another important amenity that was prioritized to implement into the plan. The largest piece of green space will be placed between the Existing Libby building

and the new mixed use parking garage. Other small areas of space will be scattered throughout the site.

Accessibility: Accessibility may have been the most important component when designing this plan. Whether it was through mass transit, automobile, biking, or walking, we wanted to create a development that was accessible for all. Allowing for a truly walkable area it was important to eliminate the parking lot that fronted the Libby building and replace it with a mixed use parking garage that was strategically placed near the new train station. This is also why the proposed two-

story structure was designed with a zero setback. This allows a much more enjoyable and safer experience for the pedestrian. A new access road off of Western Avenue for travelers traveling from surrounding neighborhoods will be constructed to go around the property connecting to the parking garage.

Future Development: The plan has earmarked the land just east of the redevelopment site for future development, possibly a phase two. Please note that a pedestrian bridge has been implemented into the plan to connect these developments.



Team 2: Blue Island Farms

Ute Brantsch, Ryan Forst, Kevin Graham-McHugh, Justin Kohls
Summary by Ute Brantsch

The Former Libby Canning Facility site is bordered on two sides by active freight rail lines, which isolate it from the surrounding community. We were interested in finding uses that engage, benefit and connect to the community of Blue Island. After conducting a short, non-scientific survey (we asked ourselves if we wanted to live there) we concluded that residential development of the site was inappropriate. Active freight lines are dangerous, noisy and are areas with a higher concentration of pollutants.

We recommend buffering the area around track with trees suited to the environmental conditions.

The team recommends adaptive re-use of the building and retaining historic features (taking advantage

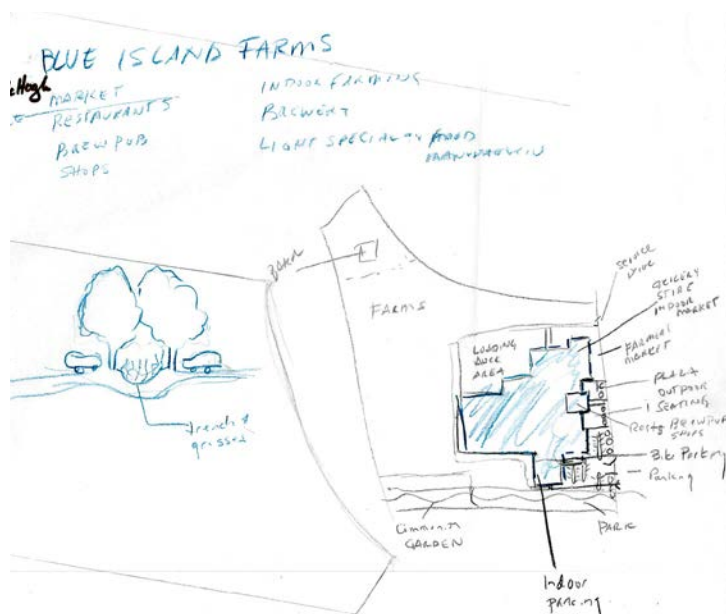
Sustainability should be a factor in all aspects of development. A green roof or solar panels should be considered.

of historic tax credits) while customizing interiors to suit tenants. In keeping with the site's history, we recommend that development of the building and the surrounding land focus on various food enterprises such as growing food, specialty manufacturing of food (i.e. jams, jellies, cheese, brewing and baked goods), farm-to-table restaurants and retail markets. Specifically, the former office areas at the front and center of the structure could host restaurants and a brewpub. The main floor of the factory, facing Western Avenue, could house businesses open to the public—to the north a year round indoor farmers market and to the south a

brewery. On the floors above, and in the wings at the back, hydroponic vegetable farms, fish farms, bakeries, artisanal/gourmet foods manufacturing would be appropriate businesses.

Indoor car and bicycle parking would be at the southern end of the building, closest to the creek. Public open space would be located on this side of the site as well as community gardens. Access would be from Western on a permeable shared driveway. Bike racks would also be located in front of the market area.

Sustainability should be a factor in all aspects of development. A green roof or solar panels should be considered.



The area around the building appears to be an impermeable concrete surface used for parking. The team recommends it be replaced with pervious surfaces as appropriate. The site plan calls for the following changes:

- An appropriately timed stop light and pedestrian island should be installed at 136th Street to make it easier for pedestrians from the nearby neighborhoods to cross Western Avenue.
- A plaza (permeable pavers) at 136th would front the office section of the building, providing a connection to Western Avenue and an area for outdoor dining.
- An area for outdoor farmers' markets would be located on the northeast side facing Western Avenue.
- Sustainable parking (shade trees, trenches for storm water) would be available south of the plaza (facing Western Avenue).
- The area along the creek (south side of the site) would be converted to park/open space, creating opportunities for passive recreation/wildlife habitats.
- Community gardens would be located here.

- To the north of the structure, a service road would allow access to loading docks behind the factory.

- All remaining land would be used for organic urban farming/orchards. Zoning changes might also accommodate a barn for goats (milk and cheese production), and/or chickens.

- A petting zoo at the barn could engage community children on weekends.

Partnerships with area schools are also possible. A local high school has an agriculture program and nearby Richard J. Daley College (7500 South

Pulaski - in conjunction with Windy City Harvest and the Chicago Botanical Society) offers a Certificate program in sustainable urban horticulture.

Since the site was formerly used for manufacturing food, we are assuming (for purposes of this plan) that it is not contaminated and will not require extensive remediation. Blue Island Farms would have a positive impact on the area by creating jobs (farming, manufacturing and retail), increasing area dining and shopping options, contributing to area educational programs and improving storm water management.

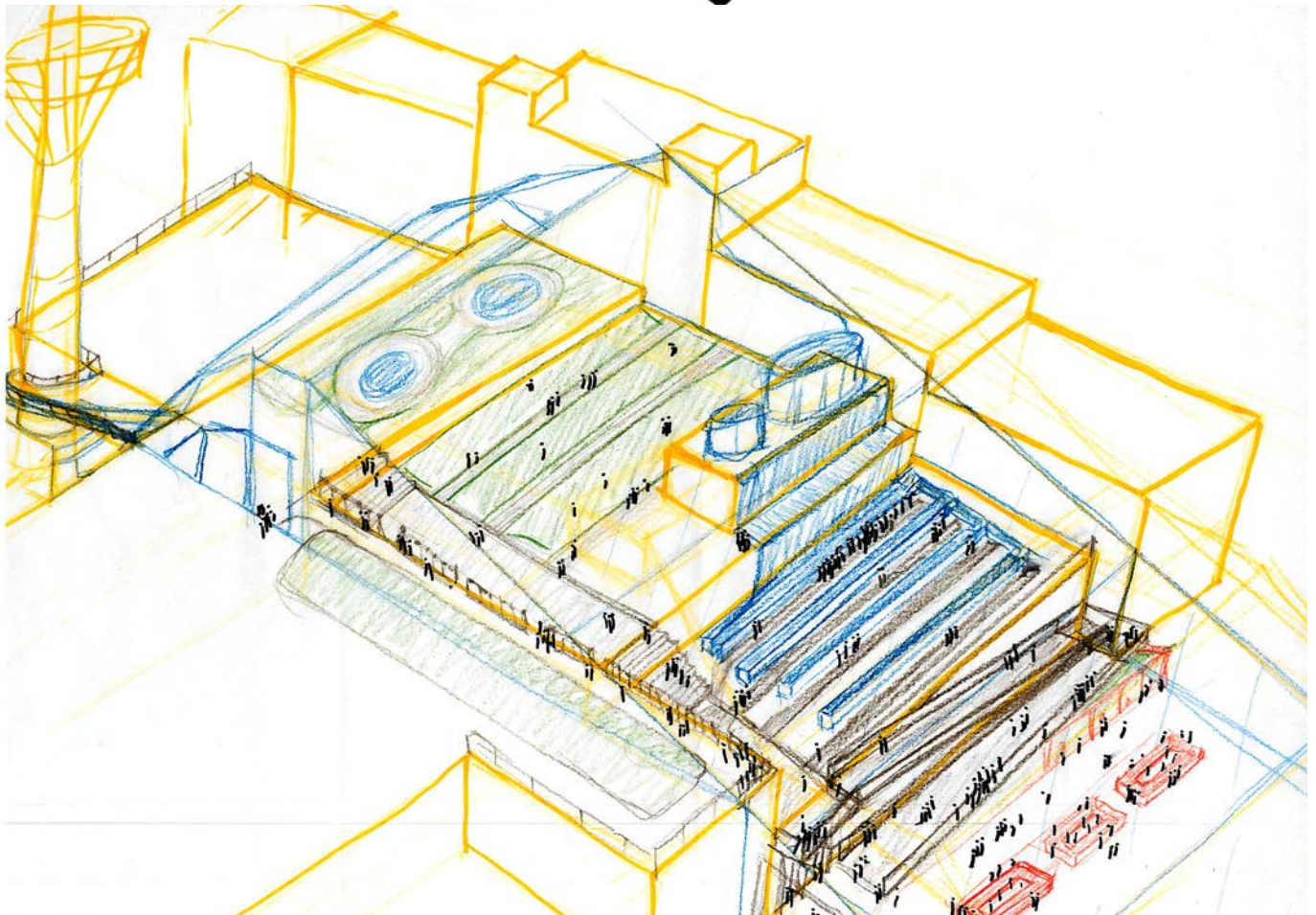
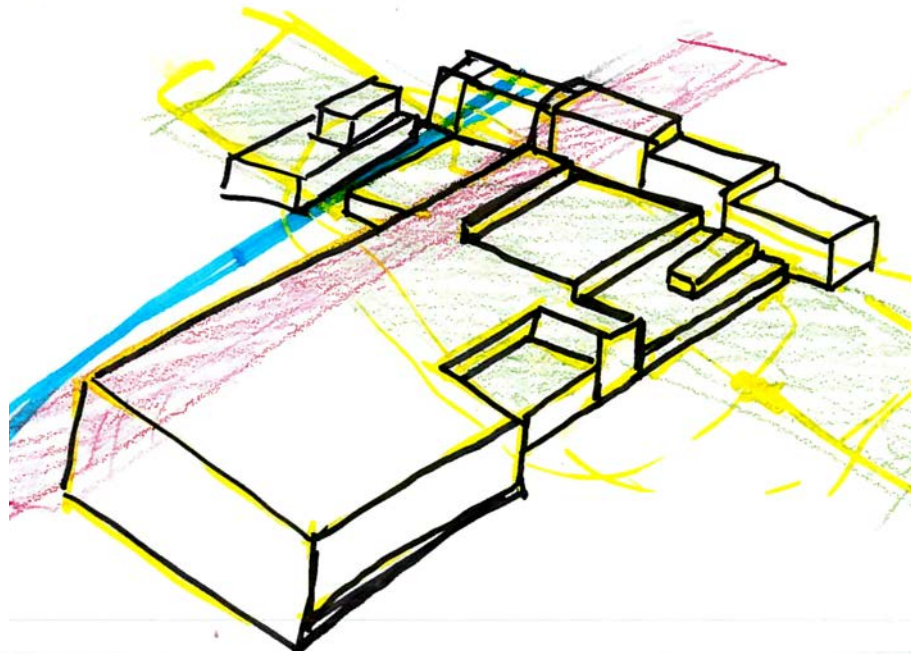


Team 3: Growing What We Can

Lauren Klabunde, Rodolfo Moreno, Justin Palmer, Matthew Stegeman
Summary by Matthew Stegeman

Our team proposes transforming Blue Island's former Libby, McNeill and Libby canning facility into a modern vertical farm, park, and community space.

The terraced roof of the current structure would become a multilevel indoor urban farm with the addition of a new, sloping glass enclosure facing the south. Abundant natural light and modern hydroponics systems would extend the growing season year-round and help to provide essential produce that would otherwise be shipped from thousands of miles away. The massive size of the building would allow industrial-scale farming that could serve regional needs and employ hundreds of local workers.



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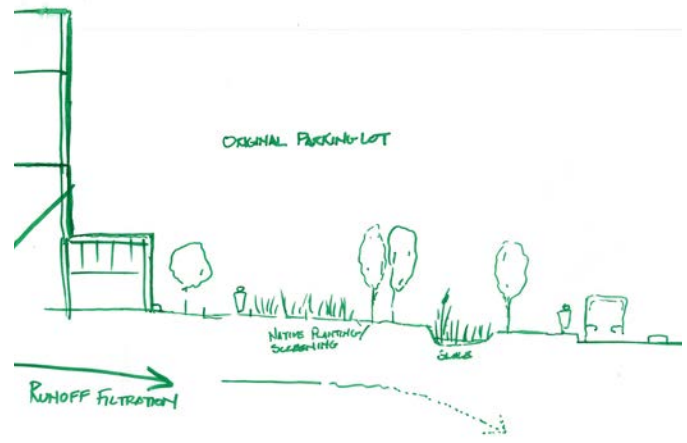
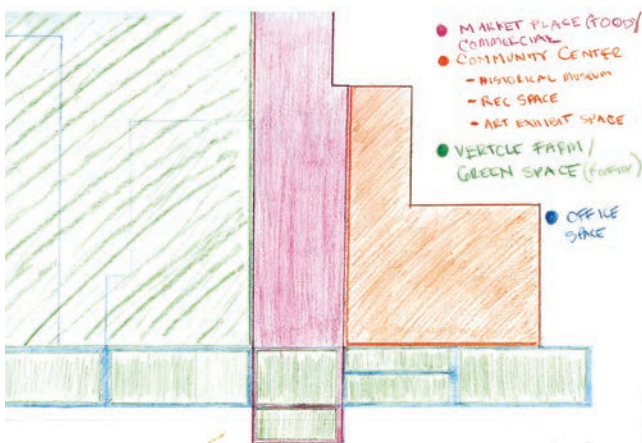
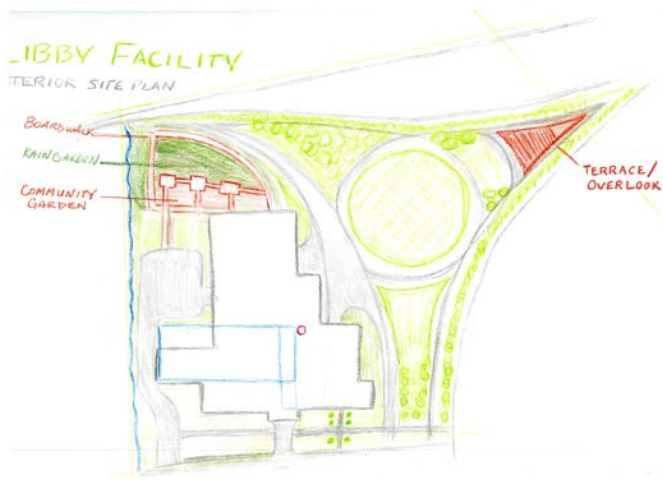
The building's east-west axis would become a central market, where the building's industrial tenants and other local farmers could sell their produce. This would help provide healthy food options in a neighborhood that currently lacks a grocery store. Other portions of the site's interior would be repurposed into community spaces, recreational facilities, and a museum dedicated to the history of Libby and Blue Island.

The vast exterior of the site, formerly used for freight rail and trucking connections, would be repurposed into a community park. A large central open space would allow for festivals and events, while a community garden at the southwest would allow neighbors to grow and sell their own food.

The signature design features of the park would showcase the site's industrial history. Distinct pavers

would mark the paths of rail spurs that formerly entered the building, and a stepped tower structure at the north-west corner would provide a remarkable vantage point over Blue Island Crossing, where four matched rail bridges still carry hundreds of freight trains each day.

"Growing What We Can" would grow industry, community, and identity in a space that has been vacant since 1985. Instead of shipping canned meats all over the world, the new Libby facility would bring healthy food to Blue Island and the greater Chicago region. In the process, it would transform a massive industrial eyesore into a new sustainable enterprise that enriches the surrounding community.





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Appendix:

Chronology of Previous CNU Illinois Conferences & Program Schedule

CNU Illinois 7 builds upon the work of previous state conferences. The CNU Illinois 7 organizers would like to acknowledge the contributions of the Board, organizers, sponsors, presenters, volunteers, and attendees of those conferences. We would not have had the opportunity to deliver our program without the pathway created by those efforts. Thank you to all those involved.



CNU ILLINOIS 1: First Annual State Conference

September 28, 2007
DuPage County Auditorium,
Jack Knuefer Administrative Center
421 North County Farm Road
Wheaton, Illinois



CNU ILLINOIS 2: Sustainable Urbanism & LEED-ND In Practice Workshop

October 9, 2008
Chicago Cultural Center
5th Floor Washington Room
78 East Washington Street
Chicago, Illinois



CNU ILLINOIS 3: Context Sensitive Street Design; How Illinois is Responding to the Challenges and Opportunities

October 8, 2009
Plainfield Village Hall,
Community Room A
24401 W. Lockport Street
Plainfield, Illinois



CNU ILLINOIS 4: Rethinking Stalled Development In Chicagoland; Where Do We Go From Here?

Co-sponsored by the City of Elgin
October 7, 2010
The Centre
100 Symphony Way
Elgin, Illinois



CNU ILLINOIS 5: Redefining Convenience

March 15, 2012
Inland Steel Building
30 West Monroe Street
Chicago, Illinois



CNU ILLINOIS 6: Creating Common Ground

October 24, 2013
Chicago Architecture Foundation
224 South Michigan Avenue
Chicago, Illinois
A printed journal summary of CNU-IL6 is available through Amazon.com



READY, SET, Plan!

The Orland Park Civic Center, Jane Barnes Annex
14750 Ravinia Avenue, Orland Park, IL 60462

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