Industrial Corridor Modernization

Little Village

Public Meeting Series #1
August 8 & 9, 2018

Rahm Emanuel, Mayor

David Reifman, Commissioner
Dept. of Planning and Development

- dpd@cityofchicago.org
- cityofchicago.org/dpd

Agenda – Public Meeting Series #1

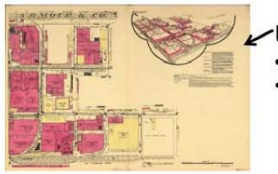
- **Meeting Objective**
  - Present background data
  - Explain project scope and how City departments are involved
  - Present proposed strategies and gather feedback
  - Engage as many people as possible!

- **Data Overview**
  - Health and the Environment
  - Land Use
  - Transportation
  - Sustainability

- **Potential Strategies/Feedback Stations**

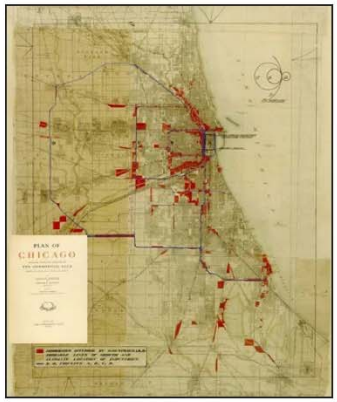
- **Next Steps**
  - Facilitator Report Out
  - Comment Cards
  - Questions

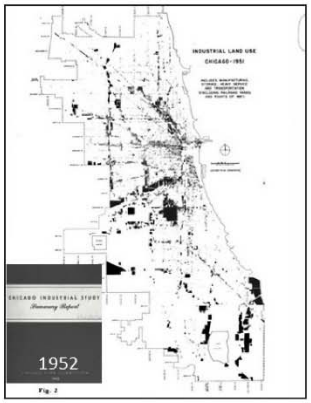
Chicago's Industrial Corridor System

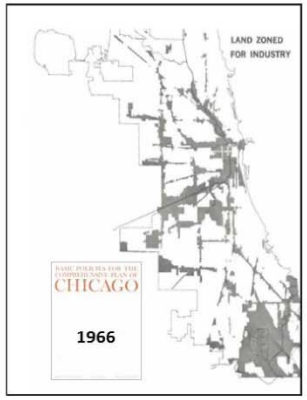


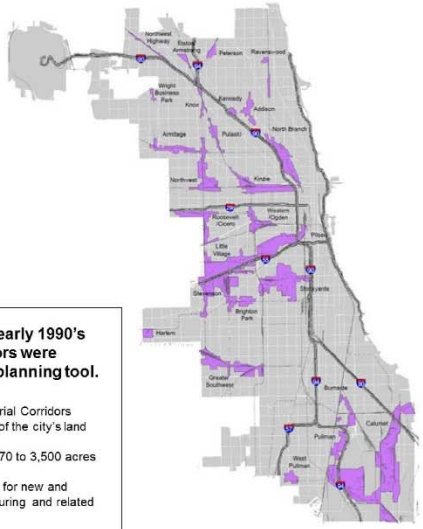
Union Stockyards (1865)

- 1st planned Industrial District
- 475 acres



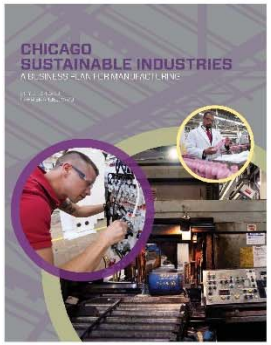






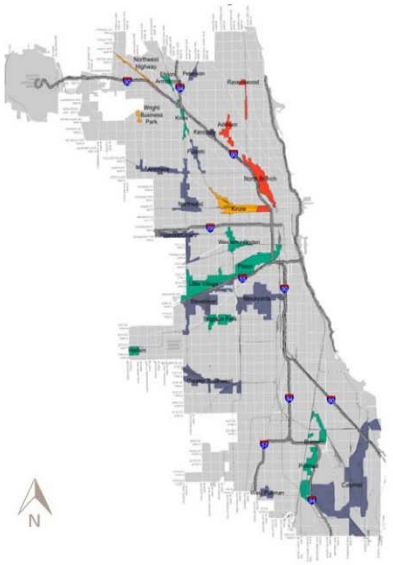
Beginning in the early 1990's Industrial Corridors were established as a planning tool.

- Chicago's 26 Industrial Corridors contain about 12% of the city's land
- Range in size from 70 to 3,500 acres
- Offer industrial land for new and expanded manufacturing and related uses



2011-2013

- Identifies immediate strategies and actions that will positively impact small- and medium-sized manufacturers;
- Offers a balanced assessment of manufacturing's role in the local economy;
- Reaffirms the City's commitment to production-oriented businesses



Industrial Corridor Employment Trends (2015)

Manufacturing
(Largest number of jobs are in manufacturing and are stable or growing)

Manufacturing and Moving & Storing Goods
(Largest number of jobs in both manufacturing and the distribution and storage of goods and are stable or growing)

Business to Business
(Largest number of jobs are in business support services and are stable or growing

Info & Tech
(Largest number of jobs are either information technology and management or business support services and are stable or growing)

Industrial Corridor Modernization Initiative

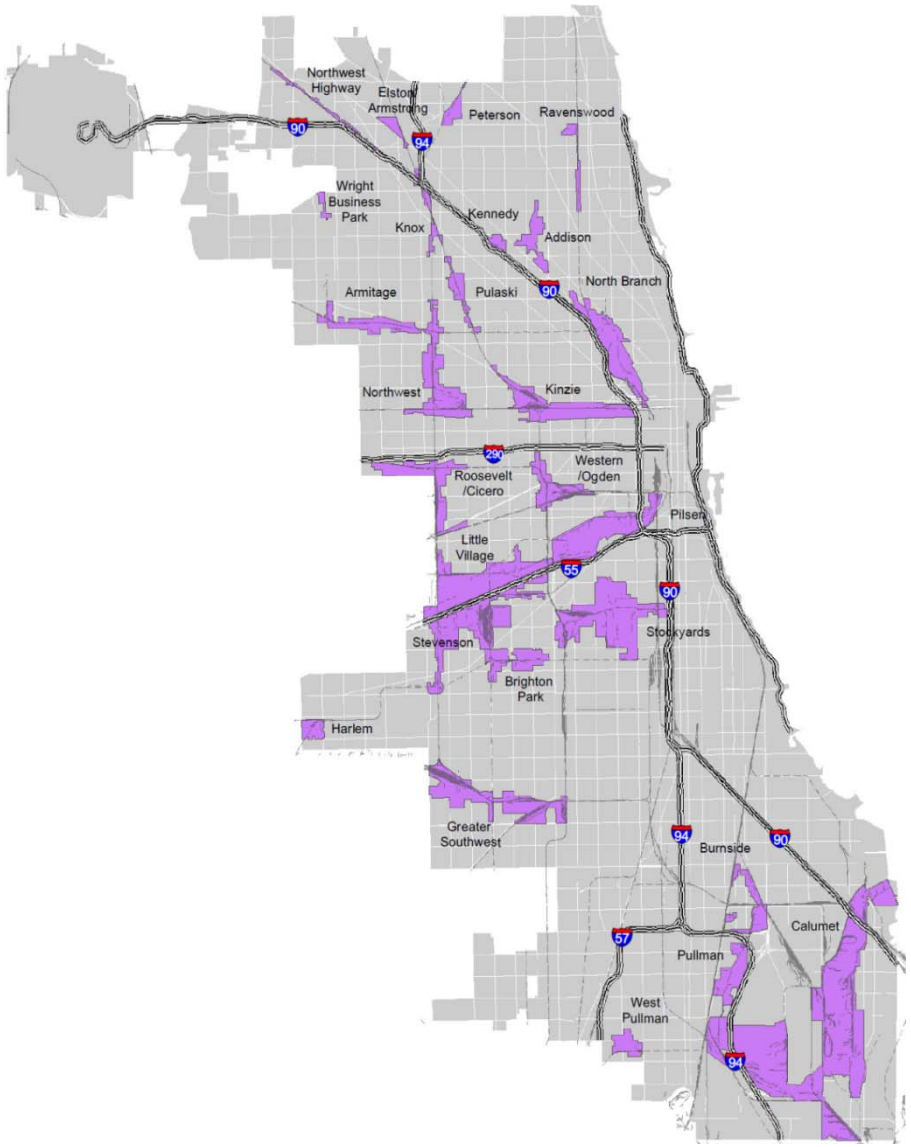
In 2016, DPD began evaluating Chicago's 26 Industrial Corridors in order to:

- Better understand the industrial marketplace
- Evaluate the need for updates to land regulations necessary to promote job creation
- Respond to changing employment trends by recommending physical improvements to public spaces

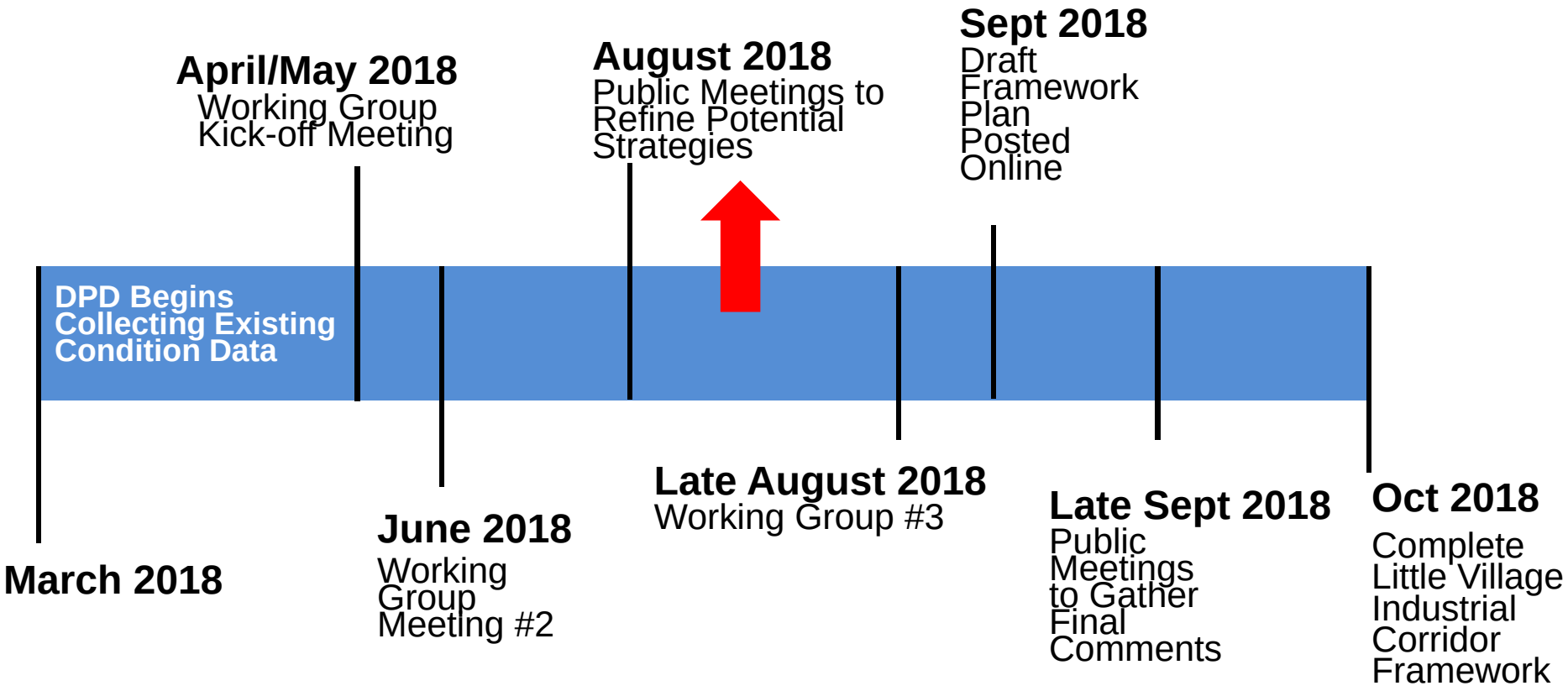
Eventually, each corridor study will result in:

1. **A new land use framework reflecting trends specific to that area**
2. **Design and/or sustainability guidelines if applicable**

Many planning recommendations will require further study, engineering and funding.

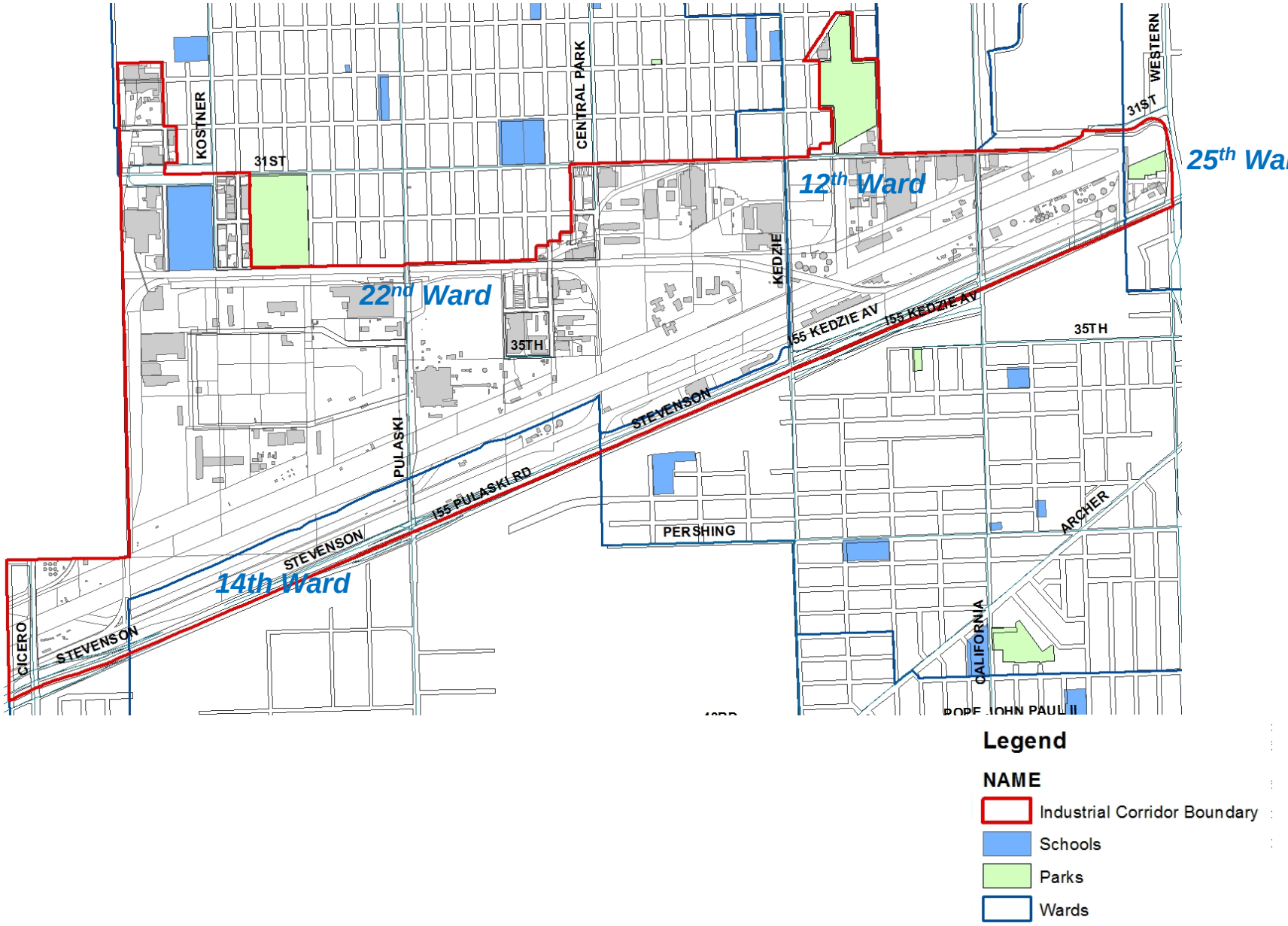


Proposed Timeline



Little Village Industrial Corridor

Boundary



Proposed Goals

1 **Maintain the Little Village Industrial Corridor as an Employment Center**

2 **Provide Better Access for all Modes within and around the Little Village Industrial Corridor**

3 **Incorporate best practices for new development within the Little Village Industrial Corridor to improve economic, environmental and social conditions**

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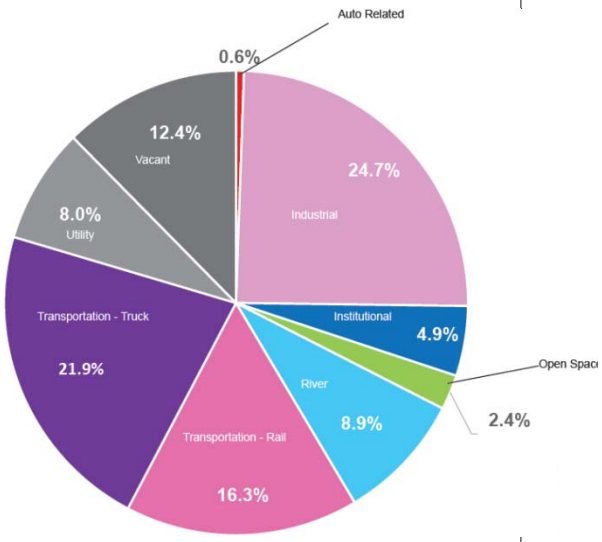
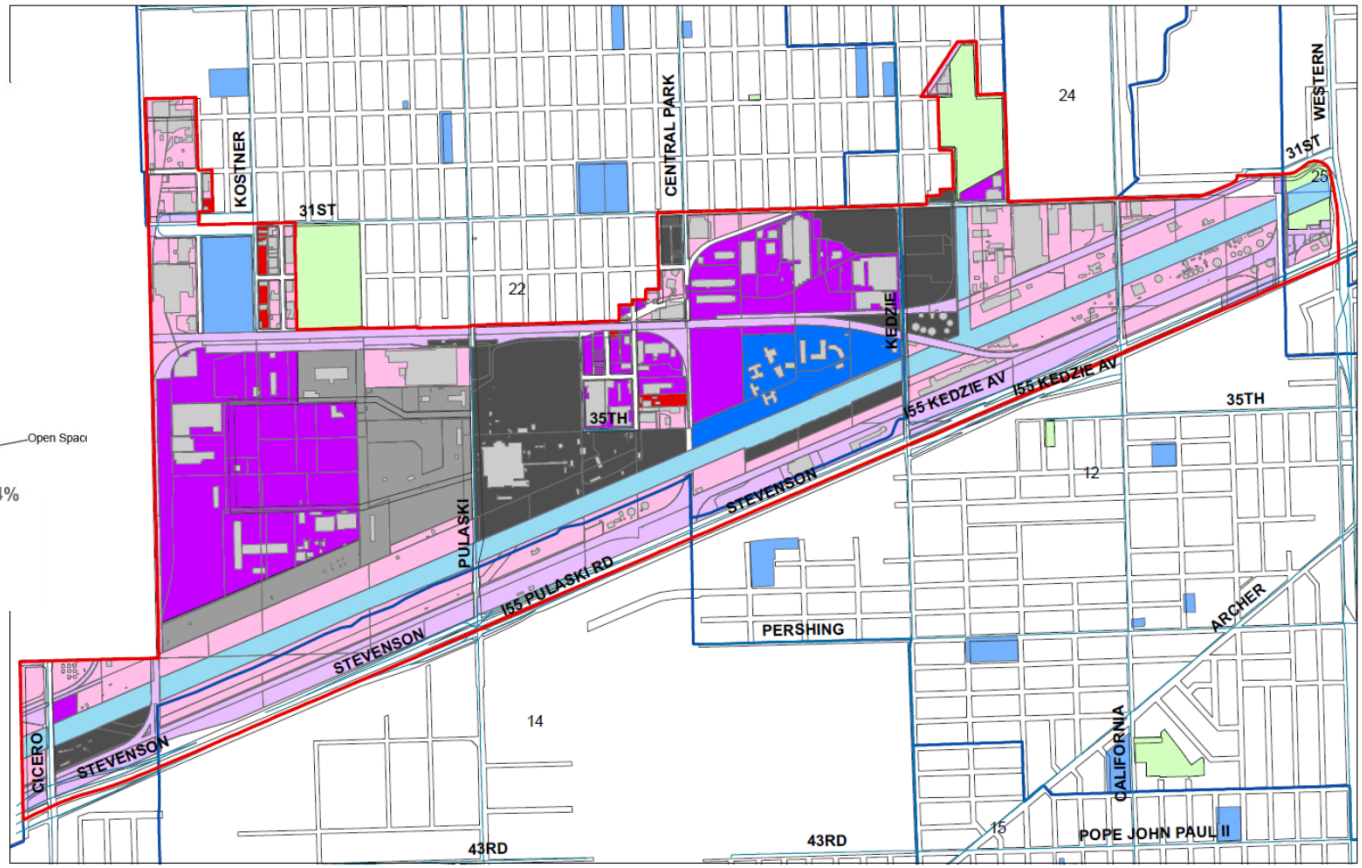
Existing Conditions: Land Use





Legend

- Industrial Corridor Boundary
- Wards
- Schools
- Parks

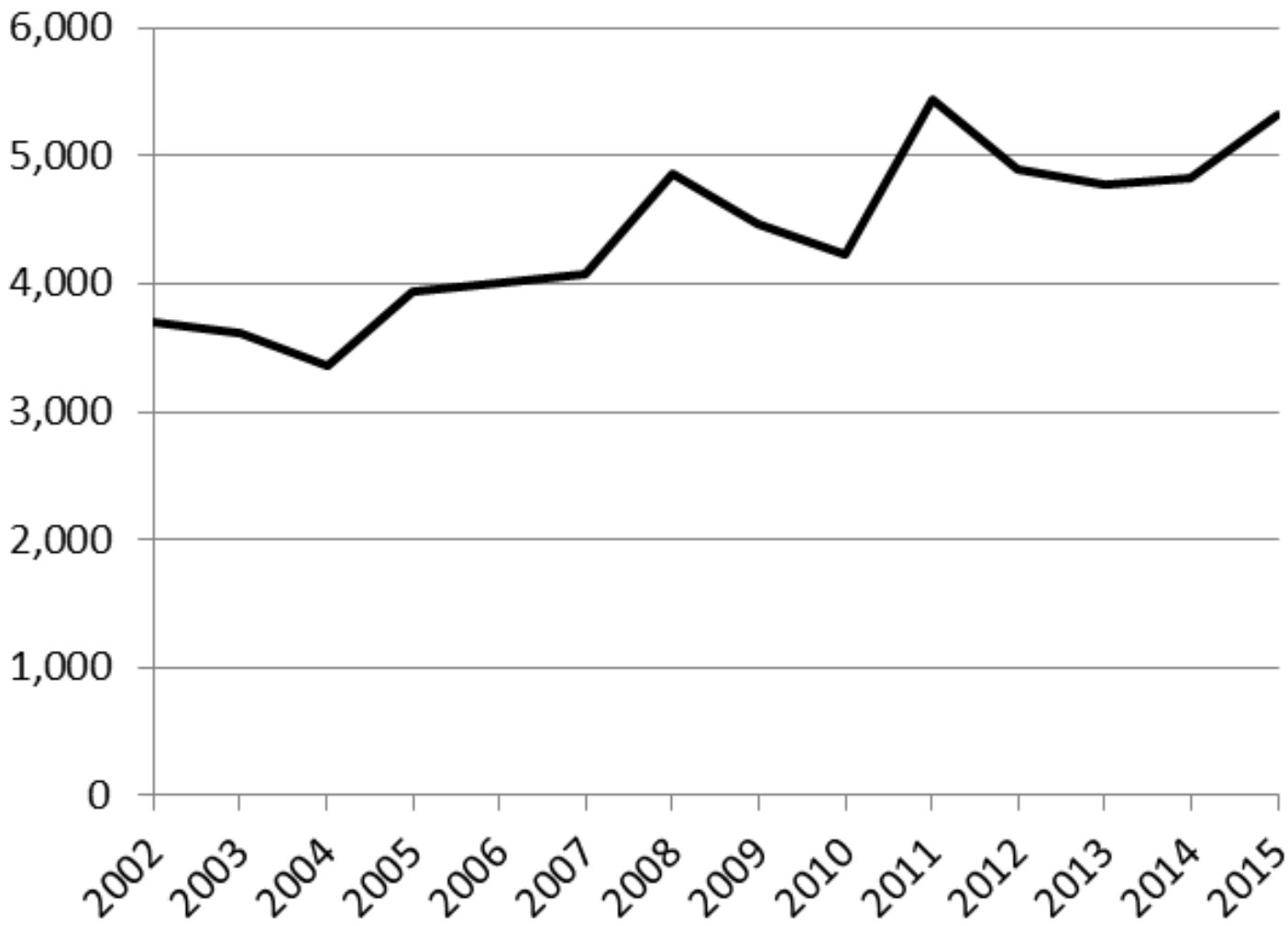
Land Use

- Auto Related
- Industrial
- Institutional
- Open Space
- River
- Transprotation Rail
- TransportationTruck
- Utility
- Undefined
- Vacant

Land Use - Employment Trends

Little Village Industrial Corridor – Total Employment 2002-2015

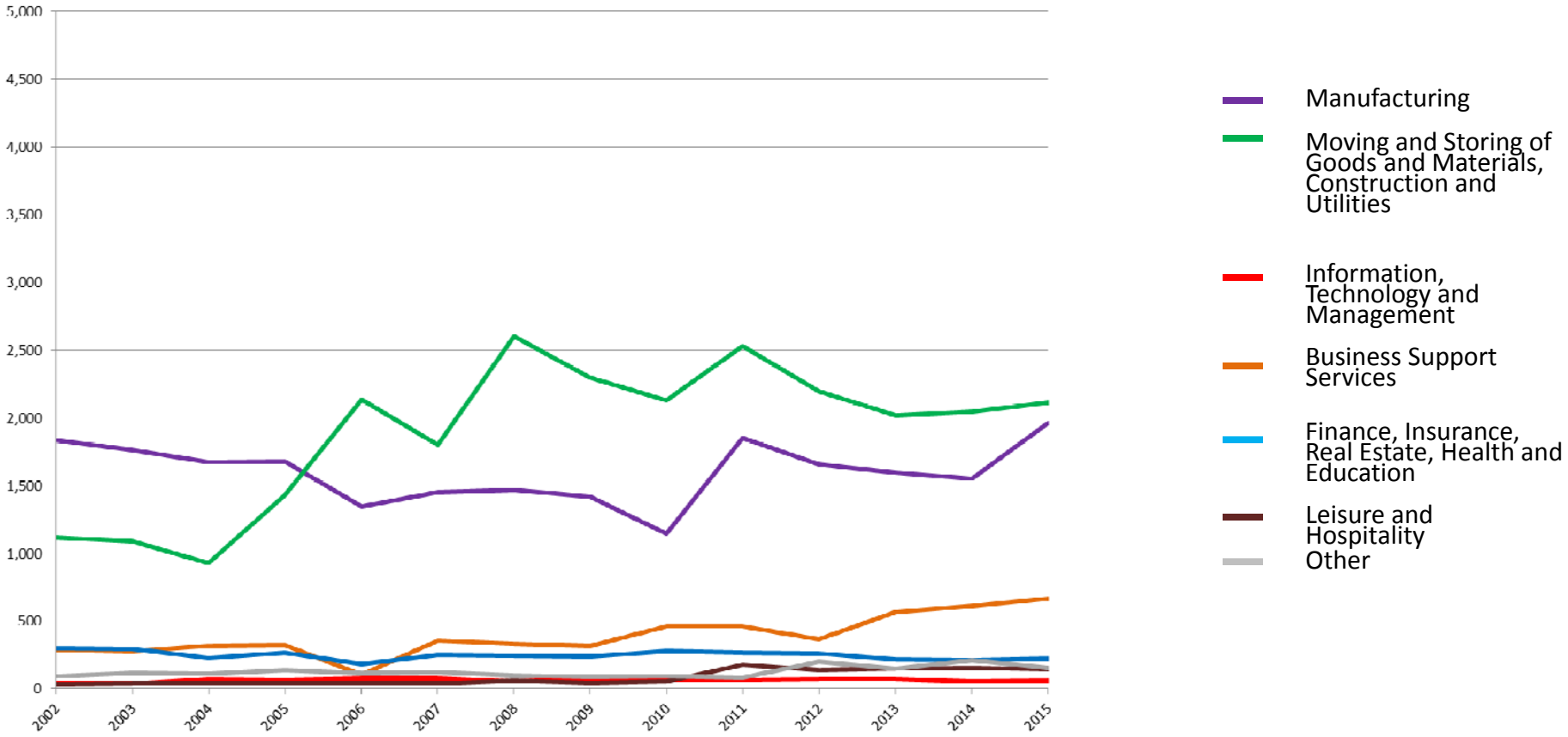
- Total employment ***increased*** 44%



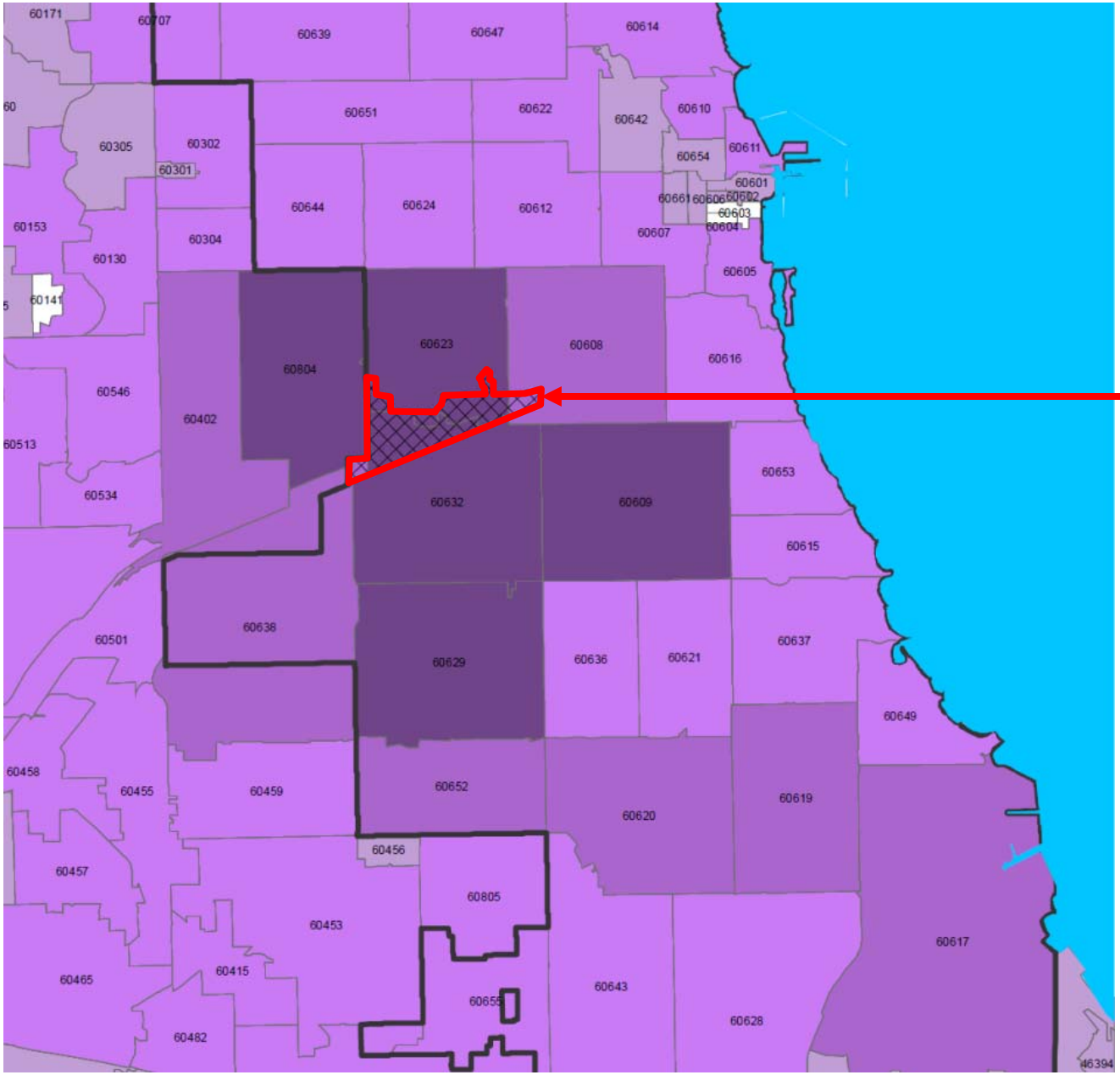
Land Use - Employment Trends

- Moving and Storing of Goods and Materials, Construction and Utilities ***increased*** **89%**
- Manufacturing jobs ***increased*** **7%**
- Business Support Services ***increased*** **130%**

Little Village Industrial Corridor 2002-2015



Employment Trends: Where workers live



Where workers live that work in the Little Village Industrial Corridor: 2015

Study Area

City of Chicago

Little Village Industrial Corridor Boundary

Zip Codes and Number of Employees

0

1-10

11-50

51-100

101-232

For Feedback Today

Potential Strategies: Land Use

Maintain the Little Village Industrial Corridor as an employment center

- Facilitate business expansion and relocation to the Little Village Industrial Corridor
- Mitigate environmental effects between different uses through design guidelines that incorporate best practices for industrial site and landscape design, including physical buffers between heavy industrial uses and residential or institutional uses
- Encourage innovative and sustainable models of industry within the Little Village Industrial Corridor for quality job creation
- Promote partnerships to provide job readiness

Proposed Goals

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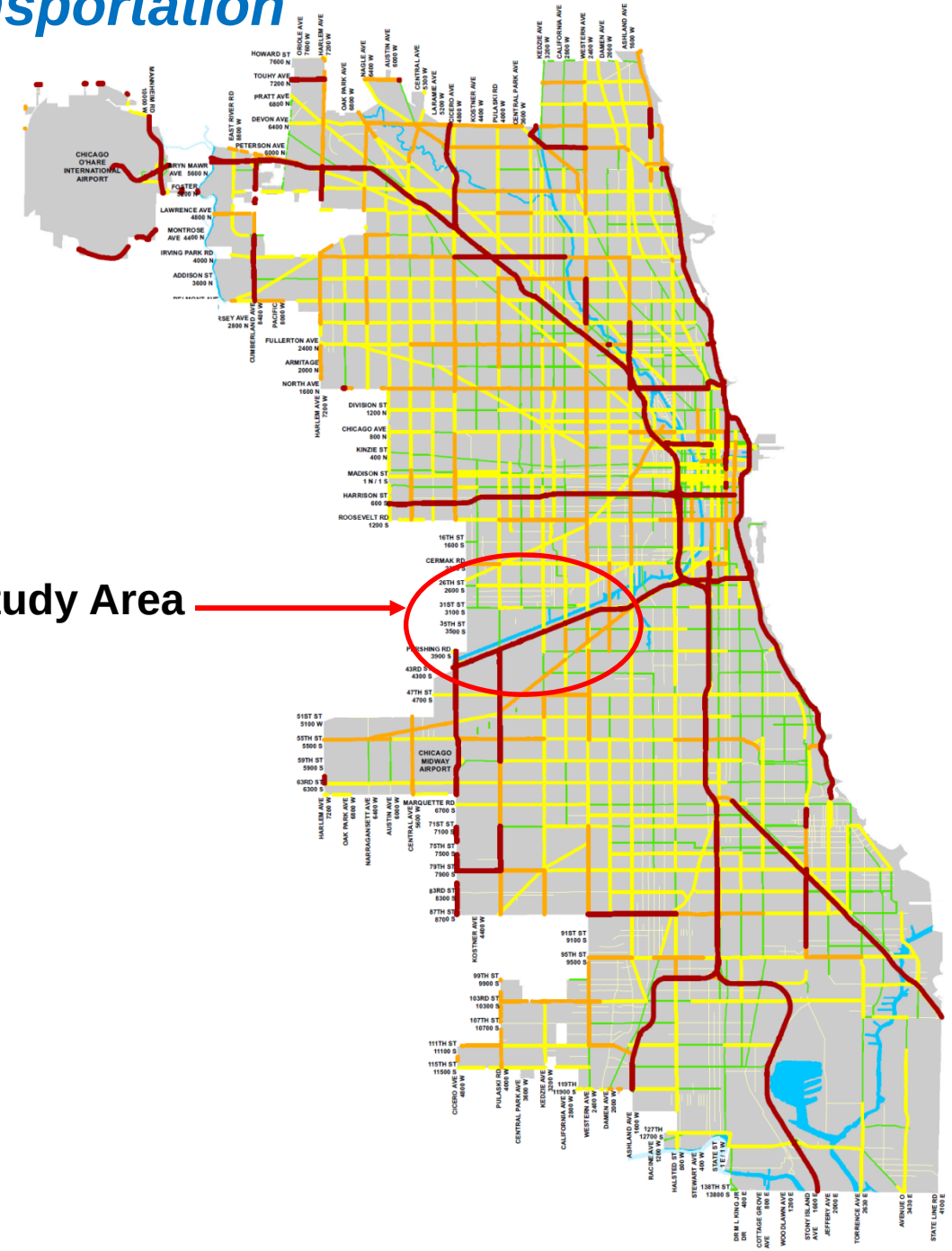
Existing Conditions: Transportation

City-wide Traffic Counts:



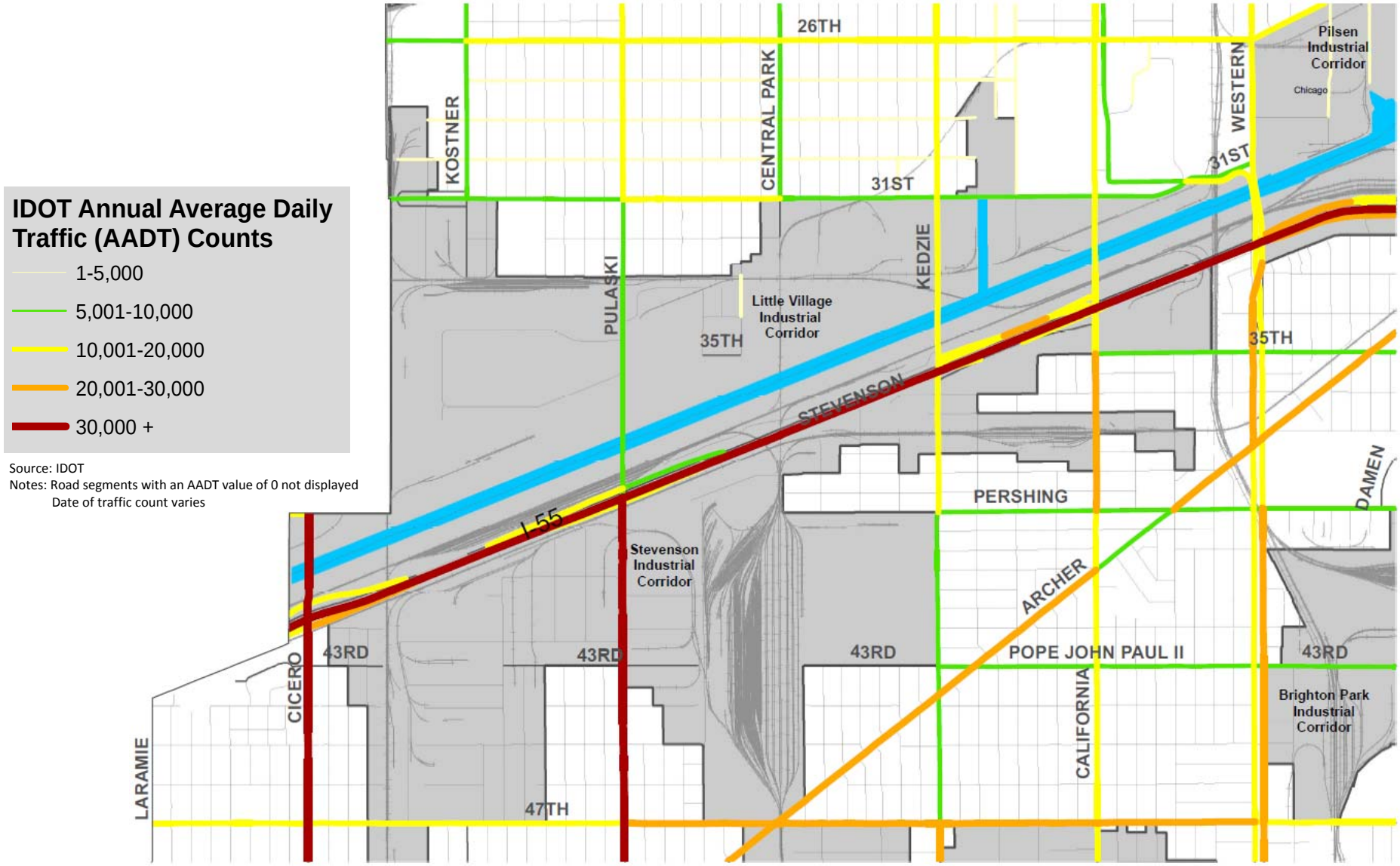
IDOT Annual Average Daily Traffic (AADT) Counts

- 1-5,000
- 5,001-10,000
- 10,001-20,000
- 20,001-30,000
- 30,000 +

Source: IDOT
Notes: Road segments with an AADT value of 0 not displayed
Date of traffic count varies

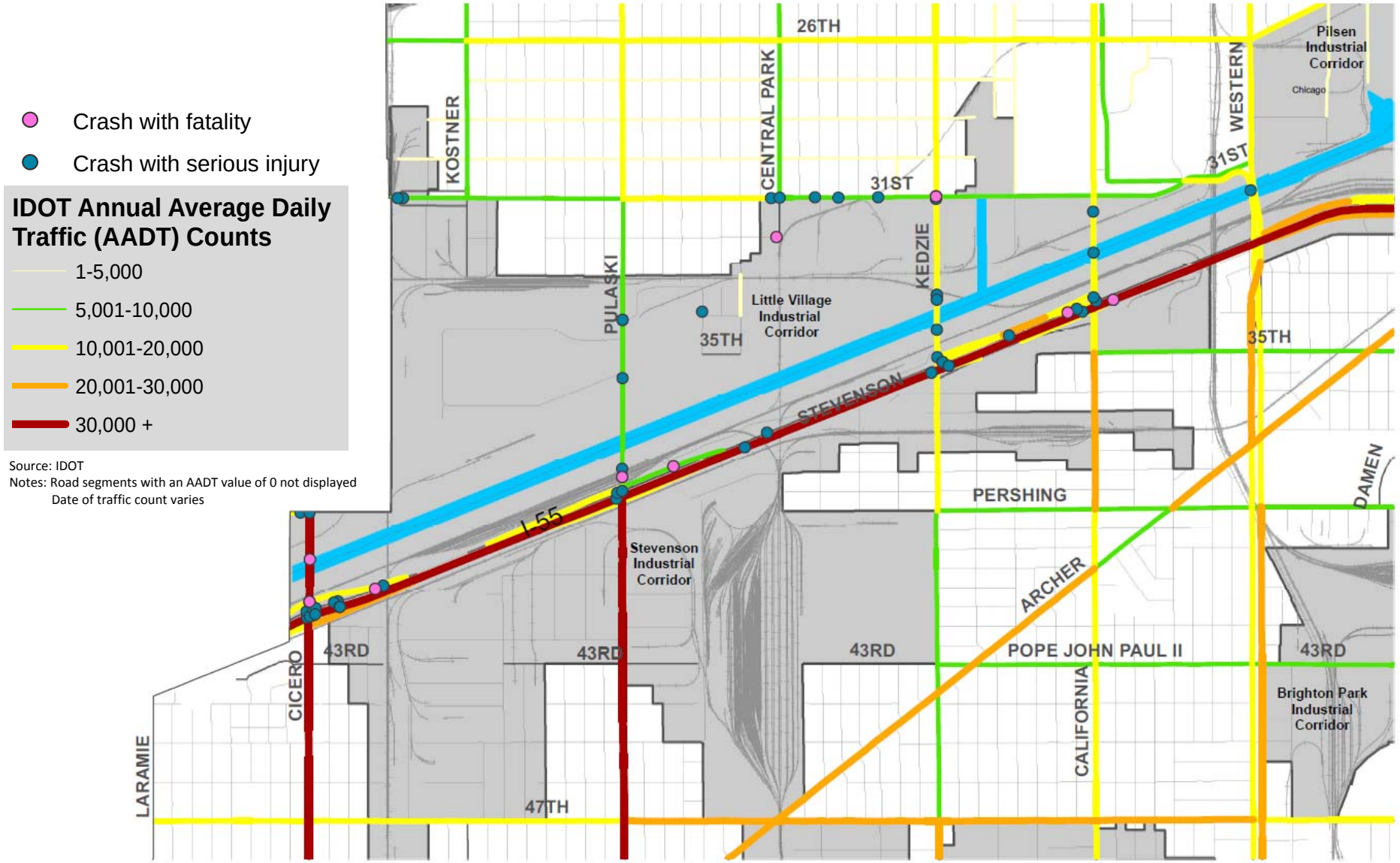
Existing Conditions: Transportation

Study Area Traffic:



Existing Conditions: Transportation

Study Area Traffic With Crashes:



For Feedback Today

Potential Strategies: Transportation

Provide better access for all modes within and around the Little Village Industrial Corridor

- To enhance workplace access, improve the Little Village Industrial Corridor to better serve all modes
- Coordinate this Industrial Corridor Plan with several upcoming transportation studies that assess existing traffic and roadway conditions and transportation management flow within the City's industrial corridors in the Southwest Side
- Assess the feasibility of establishing an East/West industrial access road
- Improve pedestrian safety along West 31st Street between South Kedzie Avenue and South Pulaski Avenue
- Assess viaduct clearance projects for North/South and East/West viaducts outside of the Industrial Corridor
- Modernize traffic signals and timing to alleviate traffic congestion
- Add bus shelters and Divvy stations adjacent to the Little Village Industrial Corridor, where appropriate
- Coordinate with CTA to mirror existing bus stops on both sides of the street (or merge stops) along 31st Street

Proposed Goals

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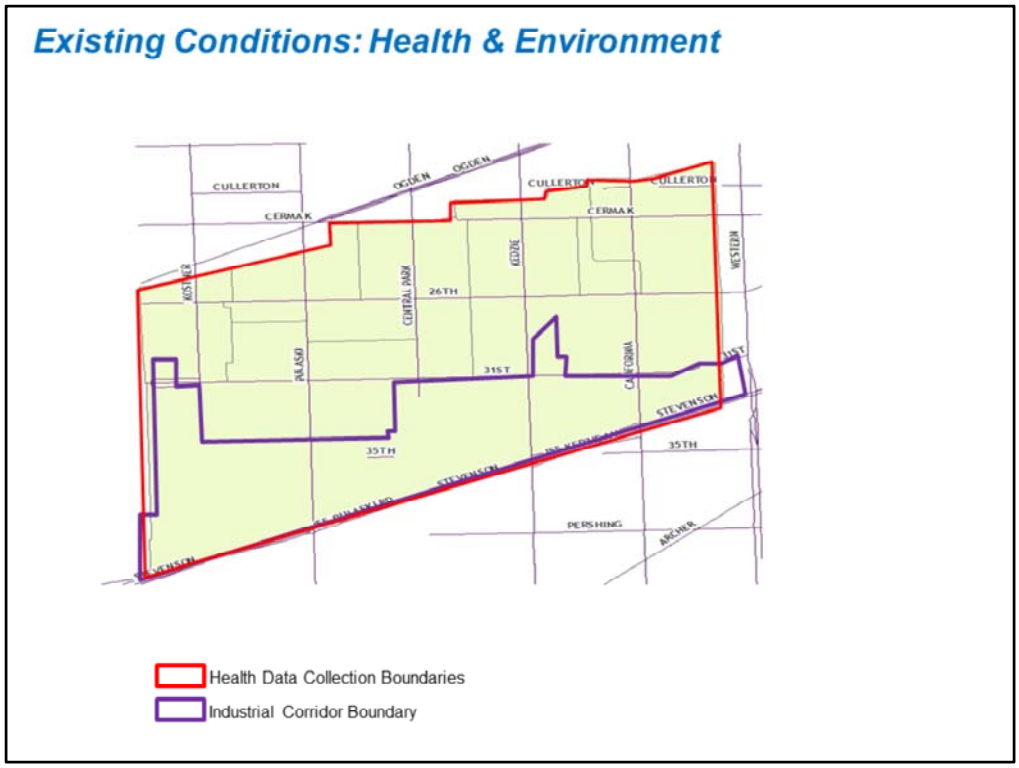


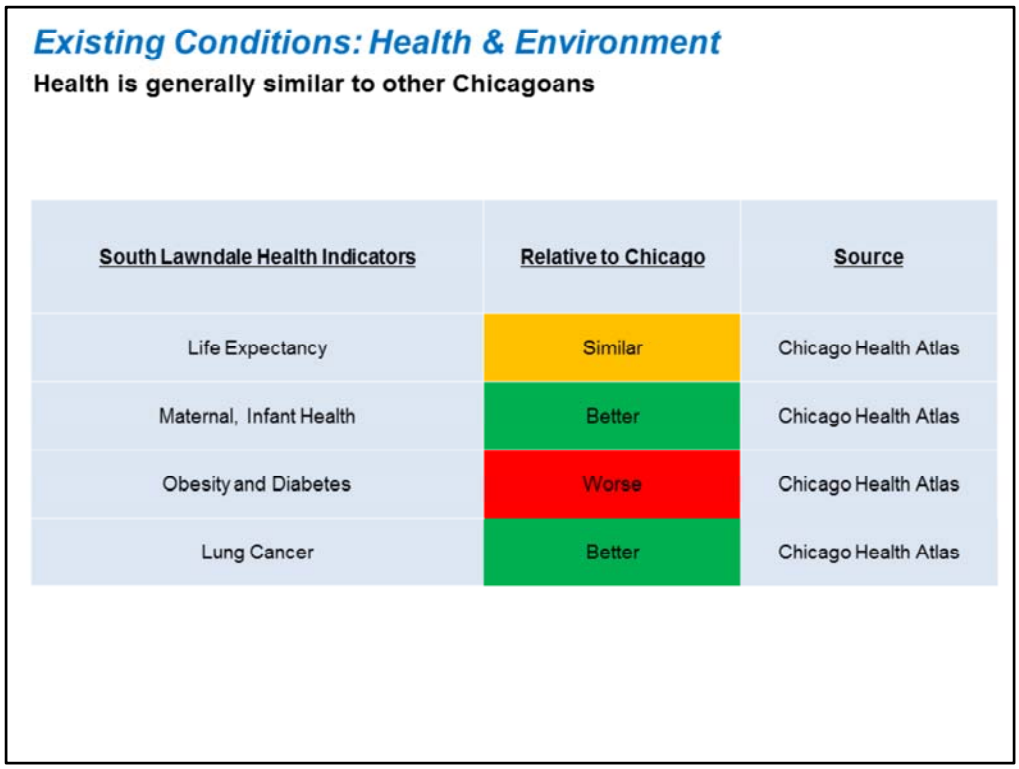
The following remarks were made at the public meetings by City of Chicago Department of Public Health Staff:

Thanks to DPD for inviting me to join the discussion today. As this group moves forward with Industrial Corridor planning, we appreciate that everyone is committed to making decisions that are informed by health indicators and potential impacts. I'd like to acknowledge CDPH Epidemiologist Emile Jorgensen who prepared this data. Thank you, Emile!

Today I'll share data about overall health status and ambient air quality. It's also important to understand how environmental indicators and demographic indicators come together in a community. We know that the same amount of air pollution can affect populations differently based on health status and socioeconomic characteristics – that's what I'll call air pollution vulnerability.

Before I dive into the data, let's talk briefly about data sources for this presentation. First is the Chicago Health Atlas, a website where CDPH shares data on 160+ health indicators collected through public health surveillance systems, administrative data sets, hospitalization data, and the Healthy Chicago Survey. This presentation also draws upon data from the US EPA, US Department of Transportation, and a project called 500 Cities that uses statistical modeling of census data and health survey data (BRFSS) to provide community level health estimates. You'll see these sources noted throughout.

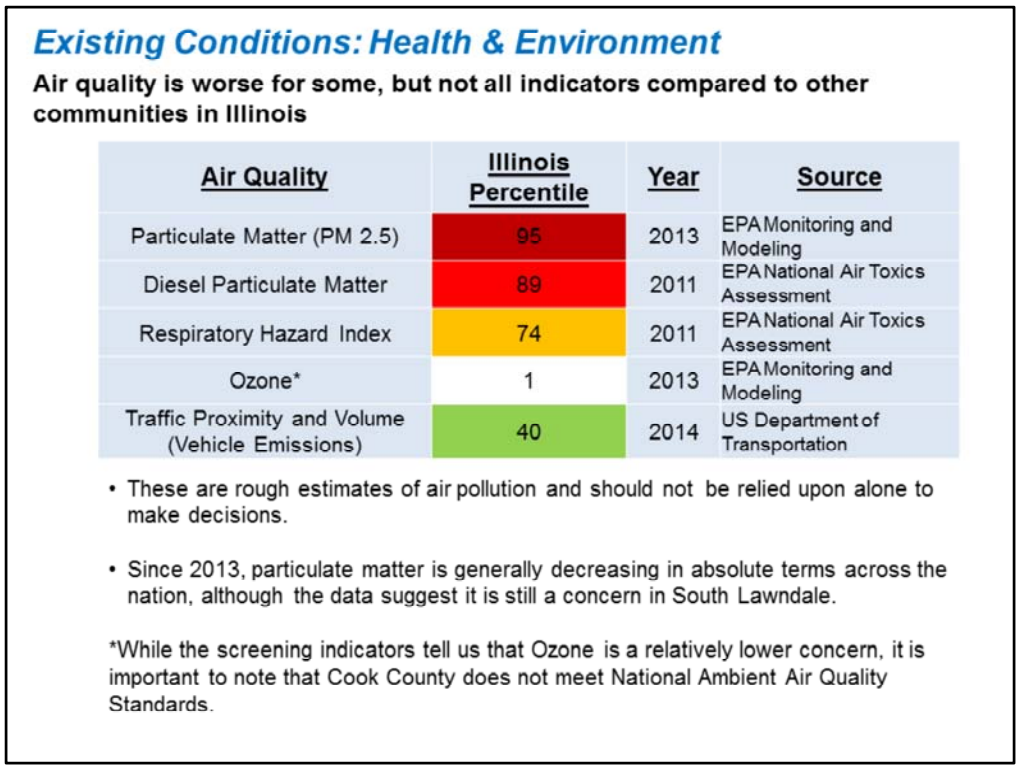
All data has its limitations. For the purposes of this planning effort, we are using data that reflect all of South Lawndale. That's because many of our data sources are only available at that level of analysis – for smaller geographies, the data become less reliable. [[We cite the best available data here, but recognize that these sources have the potential to under-represent Latinx populations. Where possible, we apply statistical methods to get a more accurate estimate, while also working to improve our data collection methods to better reach these populations.]] I'll note places where other data limitations apply.



The following remarks were made at the public meeting by City of Chicago Department of Public Health Staff:

This slide provides a general overview of health status indicators in South Lawndale.

You'll see that, based on some key indicators, health is generally similar to other Chicago communities. However, rates of obesity and diabetes are higher. For instance, the child obesity rate in South Lawndale is 32%. You can visit chicagohealthatlas.org to get detailed information about many health indicators for South Lawndale, see trends over time, and look at differences based on age, gender, and race-ethnicity.



Existing Conditions: Health & Environment

Air quality is worse for some, but not all indicators compared to other communities in Illinois

Air Quality	Illinois Percentile	Year	Source
Particulate Matter (PM 2.5)	95	2013	EPA Monitoring and Modeling
Diesel Particulate Matter	89	2011	EPA National Air Toxics Assessment
Respiratory Hazard Index	74	2011	EPA National Air Toxics Assessment
Ozone*	1	2013	EPA Monitoring and Modeling
Traffic Proximity and Volume (Vehicle Emissions)	40	2014	US Department of Transportation

- These are rough estimates of air pollution and should not be relied upon alone to make decisions.
- Since 2013, particulate matter is generally decreasing in absolute terms across the nation, although the data suggest it is still a concern in South Lawndale.

*While the screening indicators tell us that Ozone is a relatively lower concern, it is important to note that Cook County does not meet National Ambient Air Quality Standards.

The following remarks were made at the public meetings by City of Chicago Department of Public Health Staff:

Relative to the rest of Illinois, South Lawndale sees a higher burden. Percentiles are a way to see how South Lawndale compares to everyone else in Illinois. Percentile rank ranges from 99 to 1. 99 indicates the worst level, where 99%, or basically all, other communities have lower levels of exposure. These are rough estimates of air pollution. They shouldn't be relied upon alone to make decisions, but they can point us in the direction of where we need to focus more precise measurement of air pollution.

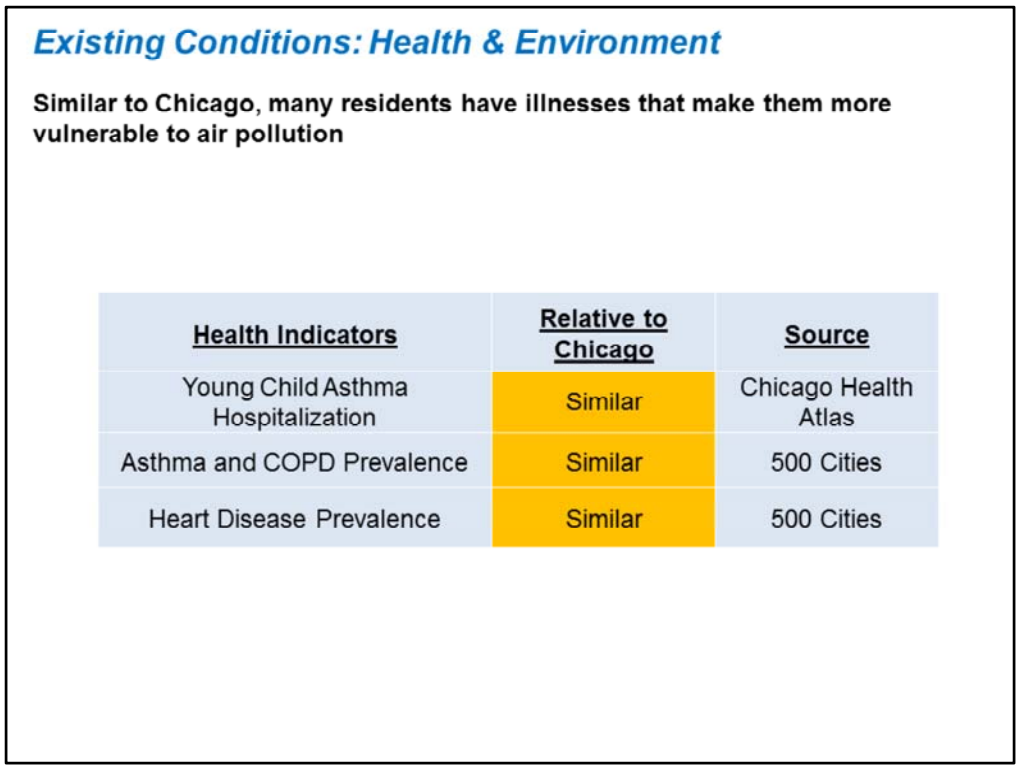
The PM 2.5 indicator means 95% of the Illinois population experiences equal or less exposure. You can see that diesel particulate matter is also quite high, and respiratory hazards is elevated. Ozone and traffic proximity/volume are comparatively low in South Lawndale.

Since 2013, particulate matter is generally decreasing in absolute terms across the nation, [[although the data suggest it is still a concern in South Lawndale.]]

When we think about health impacts from air pollution, we need to know both the size of the particle and what's in the air. For the Respiratory Hazard Index, certain chemicals have been shown to cause respiratory health problems. These indicators tells us how much of these harmful chemicals are in the air in South Lawndale relative to other communities in Illinois.

We were surprised to see results for Traffic Proximity and Volume, given what we know from community feedback. This indicator does not diminish community concerns about traffic; it actually looks at something different. The index considers a 500 meter radius from the roadway, so the ranking for South Lawndale is due to the location of the highway. [[This indicator includes all types of vehicle traffic.]]

[[While these screening indicators tell us that Ozone is a relatively lower concern in South Lawndale, it is important to note that Cook County's air quality does not meet the National Ambient Air Quality Standards.]]



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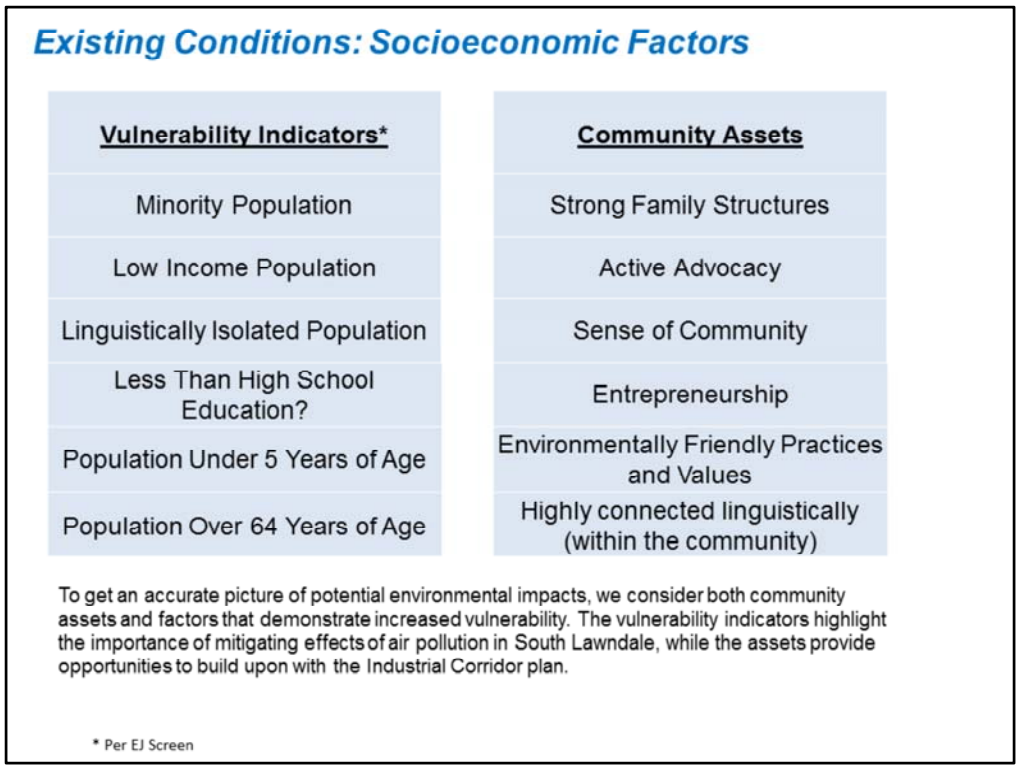
We know that conditions like asthma, COPD, and heart disease make people more susceptible to negative health outcomes due to air pollution – and that air pollution can cause these health outcomes. In South Lawndale, as in the rest of Chicago, many residents have these illnesses. 500 Cities data presented here cannot be used to attribute these health outcomes to specific pollution exposures.

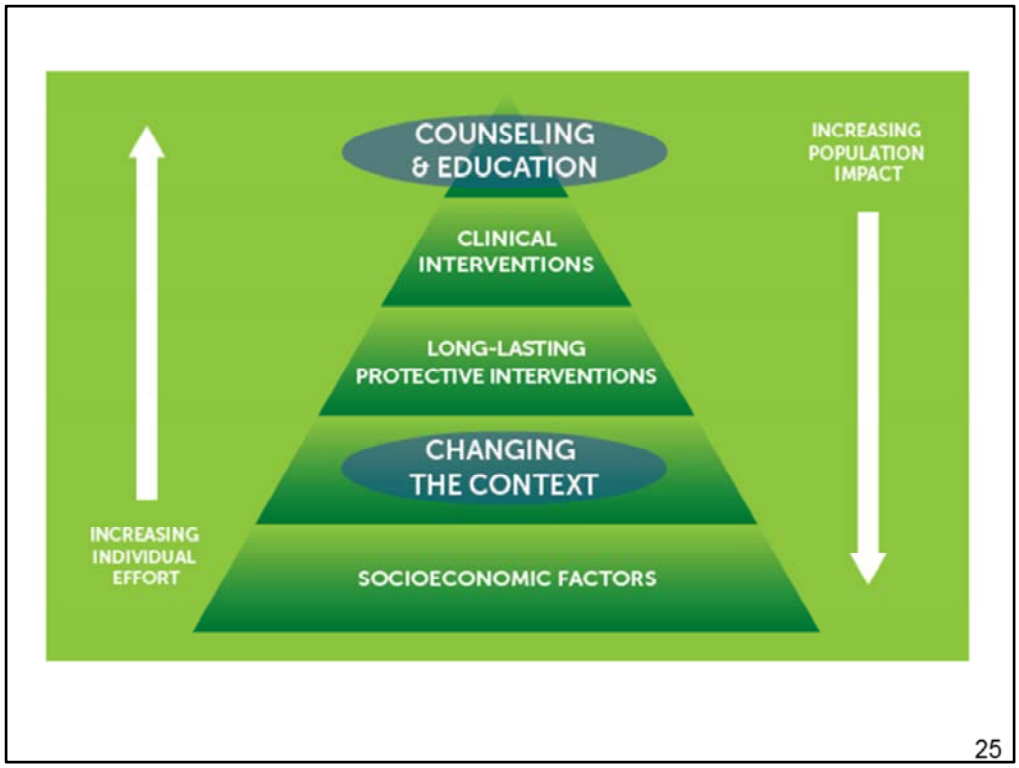


The following remarks were made at the public meetings by City of Chicago Department of Public Health Staff:

As I mentioned before, air pollution places a greater burden on some communities. The US EPA's EJScreen tool provides information to help identify communities that may be especially vulnerable based on demographic indicators like race, socioeconomic status, English proficiency, and level of education. These community characteristics may make it more difficult for residents to access necessary care, prevent exposure, and advocate for protections.

Overall, according to the EJScreen, community characteristics in South Lawndale make this community more vulnerable to pollution than most other communities in Illinois.

However, South Lawndale is a resilient community, with strong family structures, where people work together to support each other. That might account for why health indicators are reasonably strong despite socioeconomic stresses. Both community demographics and the prevalence of illnesses that can be exacerbated by air pollution highlight the particular importance of mitigating the effects of air pollution in this area. However, the community's characteristics provide opportunities to build upon when attempting to impact "socioeconomic factors" and "changing the context" through planning.



The following remarks were made at the public meetings by City of Chicago Department of Public Health Staff:

Public health is different from health care. Where health care focuses on providing services to individuals, public health works toward policies, systems, and environmental changes that promote health for whole populations. That's where we can have the greatest impact.

With this Industrial Corridor plan, we move from individual level interventions to minimize air pollution exposure – like asking people to stay indoors during high pollution events – to focusing instead on ways to mitigate exposure to pollution through environmental best practices. In order to do that, we rely on close partnerships with other departments who help us think about ways to change the community context through planning.

For Feedback Today

Potential Strategies: Sustainability

Incorporate best practices for new development within the Little Village Industrial Corridor to improve economic, environmental and social conditions

- Prioritize and/or add strategies from the sustainable development policy for implementation in new industrial developments
- Preserve the waterway infrastructure of the Chicago Sanitary and Ship Canal for industrial users
- Encourage the use of alternative fuel vehicles for freight operations
- Support the development of El Paseo as an opportunity to provide access for people biking and walking to the employment center
- Support improvement of the Collateral Channel to enhance the local environment for people and nature
- Increase public access and use of open space along the river's edge
- Educate industrial building owners about the benefits of community solar and available funding options

Chicago Sustainable Development Policy

Chicago's **Sustainable Development Policy** requires projects receiving public funding or needing special approvals to incorporate sustainable design elements (requirements vary by project type)

The policy was updated in 2016 to:

- Reflect changes in market developments since 2004
- Incorporate broader environmental context
- Recognize innovation in sustainable design
- Increase flexibility in meeting the City's sustainability goals
- Create environmental, social and economic value in development projects

The tools is intended to be **flexible** and can be amended as new information or best practices become appropriate to incorporate.

Potential Strategies: Sustainability

Chicago Sustainable Development Policy 2017.01.12

DPD
CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT

Compliance Options	Points Required		Sustainable Strategies Menu																														
			Health	Energy								Stormwater						Landscapes				Green Roofs		Water		Transportation							Solid Waste	Work Force	Wildlife	
						Choose one			Choose one			Choose one												Choose one										Choose one	
Compliance Paths	Starting Points	Number of Optional Points Required New Construction / Substantial Rehab / Moderate Rehab	1.1 Achieve WELL Building Standard	2.1 Designed to earn the Energy Star	2.2 Exceed Energy Code (5%)	2.3 Exeed Energy Code (10%)	2.4 Exeed Energy Code (25%)	2.5 Exeed Energy Code (40%)	2.6 Onsite Renewable Energy (3%)	2.7 Onsite Renewable Energy (5%)	3.1 Exceed Stormwater Ordinance by 25%	3.2 Exceed Stormwater Ordinance by 50%	3.3 100% Stormwater Infiltration	3.4 Sump Pump Capture & Reuse	3.5 100-year detention for lot-to-lot buildings	3.6 100-year Detention for Bypass	4.1 Working Landscapes	4.2 Natural Landscapes	4.3 Tree Planting	4.4 Achieve Sustainable Sites Certification	5.1 Green Roof 50-100%	5.2 Green Roof 100%	6.1 Indoor Water Use Reduction (25%)	6.2 Indoor Water Use Reduction (40%)	7.1 Proximity to Transit Service	7.2 Bikeshare Sponsorship	7.3 Bike Parking Residential	7.4 Bike Parking Commercial & Industrial	7.5 EV Charging Stations	7.6 EV Charger Readiness	7.7 CTA Digital Displays	8.1 80% Waste Diversion	8.2 Workforce Development	9.1 Bird Protection (Basic)	9.2 Bird Protection (Enhanced)
Options Without Certification																																	
All Options Available	0	100 / 50 / 25	40	30	20	30	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	5	5	10	5	5	10	10	5	10
Options With Certification																																	
LEED Platinum	95	5 / 0 / 0	40	NA	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	NA	NA	NA	20	10	20	NA	NA	NA	5	NA	NA	NA	5	5	NA	10	5	10
LEED Gold	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10
LEED Silver	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	NA	20	NA	5	NA	NA	10	5	5	10	10	5	10
Green Globes 4-Globes	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10
Green Globes 3-Globes	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10
Green Globes 2-Globes	70	30 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	NA	20	NA	5	NA	NA	10	5	5	10	10	5	10
Living Building Challenge	100	0 / 0 / 0	40	NA	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	NA	NA	NA	20	NA	NA	NA	NA	NA	NA	NA	NA	10	5	NA	NA	10	5	10
Living Building Challenge Petal	90	10 / 0 / 0	40	NA	20	30	40	50	NA	NA	10	20	40	5	5	5	5	NA	5	20	10	20	10	20	NA	5	NA	NA	10	5	5	10	10	5	10
Enterprise Green Communities*	80	20 / 0 / 0	40	NA	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	NA	NA	10	5	5	10	10	5	10
PassiveHouse	70	30 / 0 / 0	40	NA	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	5	5	10	5	5	10	10	5	10

*only available to affordable housing projects funded by DPD's Housing Bureau

Planned Development Projects (PD) - New Construction	100 points required
TIF Funded Development Projects (TIF) - New Construction*	100 points required
DPD Housing, Multi-family (>5 units) Projects (DPD-H MF) - New Construction	100 points required
PD, TIF, DPD-H MF and Class L - Renovation Projects*	
Moderate Renovation Projects	25 points required
Substantial Renovation Projects	50 points required

*does not apply to TIF assistance of less than $1M (including but not limited to TIF-NIP, TIF Purchase Rehab, Streamlined TIF and SBIF programs)

Moderate Renovation Projects = projects including partial or minor upgrades to building sytems and minor repairs to the exterior envelope

Substantial Renovation Projects = projects including new and/or upgraded building systems and extensive repairs to the exterior envelope

Potential Strategies: Sustainability

Potential Prioritization

Energy						
		Choose one			Choose one	
2.1 Designed to earn the Energy Star	2.2 Exceed Energy Code (5%)	2.3 Exeed Energy Code (10%)	2.4 Exeed Energy Code (25%)	2.5 Exeed Energy Code (40%)	2.6 Onsite Renewable Energy (3%)	2.7 Onsite Renewable Energy (5%)
30	20	30	40	50	10	20
NA	NA	NA	NA	NA	NA	NA
NA	NA	NA	NA	50	10	20
NA	NA	NA	40	50	10	20
NA	NA	NA	NA	50	10	20
NA	NA	NA	40	50	10	20
NA	NA	NA	40	50	10	20
NA	NA	NA	NA	NA	NA	NA
NA	20	30	40	50	NA	NA
NA	NA	NA	NA	NA	10	20
NA	NA	NA	NA	NA	10	20

Onsite renewable energy includes:

- solar power,
- geothermal power,
- wind power

Potential Strategies: Sustainability

Potential Prioritization

Landscapes			
4.1 Working Landscapes	4.2 Natural Landscapes	4.3 Tree Planting	4.4 Achieve Sustainable Sites Certification
5	5	5	20
NA	NA	NA	20
5	NA	5	20
5	5	5	20
5	NA	5	20
5	NA	5	20
5	5	5	20
NA	NA	NA	20
5	NA	5	20
5	5	5	20
5	5	5	20

Potential Strategies: Sustainability

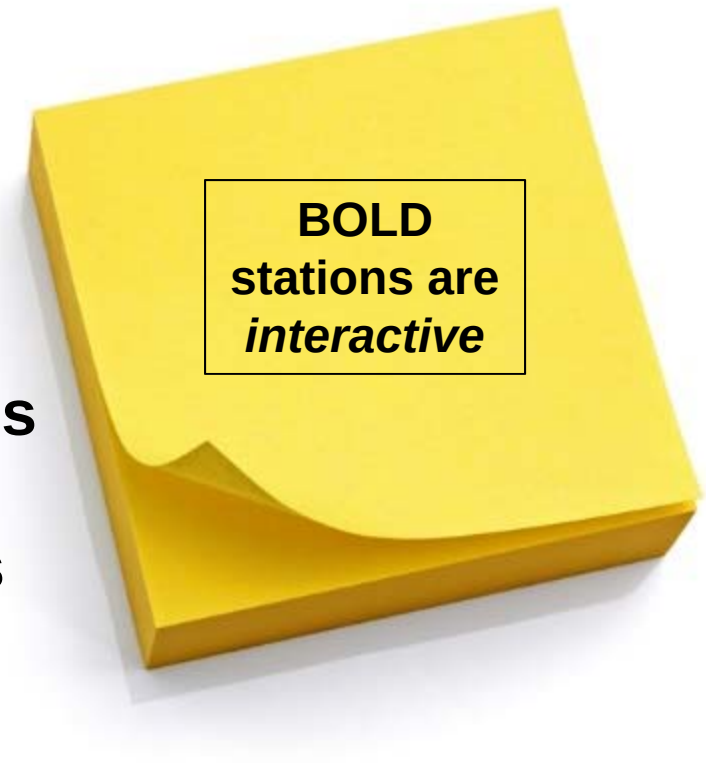
Potential Prioritization

Transportation						
7.1 Proximity to Transit Service	7.2 Bikeshare Sponsorship	7.3 Bike Parking Residential	7.4 Bike Parking Commercial & Industrial	7.5 EV Charging Stations	7.6 EV Charger Readiness	7.7 CTA Digital Displays
5	5	5	5	10	5	5
NA	5	NA	NA	NA	5	5
NA	5	NA	NA	10	5	5
NA	5	NA	NA	10	5	5
NA	5	NA	NA	10	5	5
NA	5	NA	NA	10	5	5
NA	5	NA	NA	10	5	5
NA	NA	NA	NA	10	5	NA
NA	5	NA	NA	10	5	5
5	5	NA	NA	10	5	5
5	5	5	5	10	5	5

EV Charger Readiness Projects can earn points for providing parking spaces with panel capacity and dedicated conduit to fully power a Level 2 Electric Vehicle charger for at least 20% of their total parking spaces.

Information and Feedback Stations

1. Job Trends and Opportunities in Little Village
2. Roles of City Departments
3. Public Health Data
4. Land Use Map and Trends
5. **Land Use Proposed Strategies**
6. Transportation Data
7. **Transportation Proposed Strategies**
8. Sustainable Development Policy
9. **Sustainability Proposed Strategies**
10. **Community Priorities**
11. **Kid's Visioning Table**
12. **Comment Cards**



Facilitator Report Back

1. Land Use Proposed Strategies

2. Transportation Proposed Strategies

3. Sustainability Proposed Strategies

4. Community Priorities

Proposed Timeline