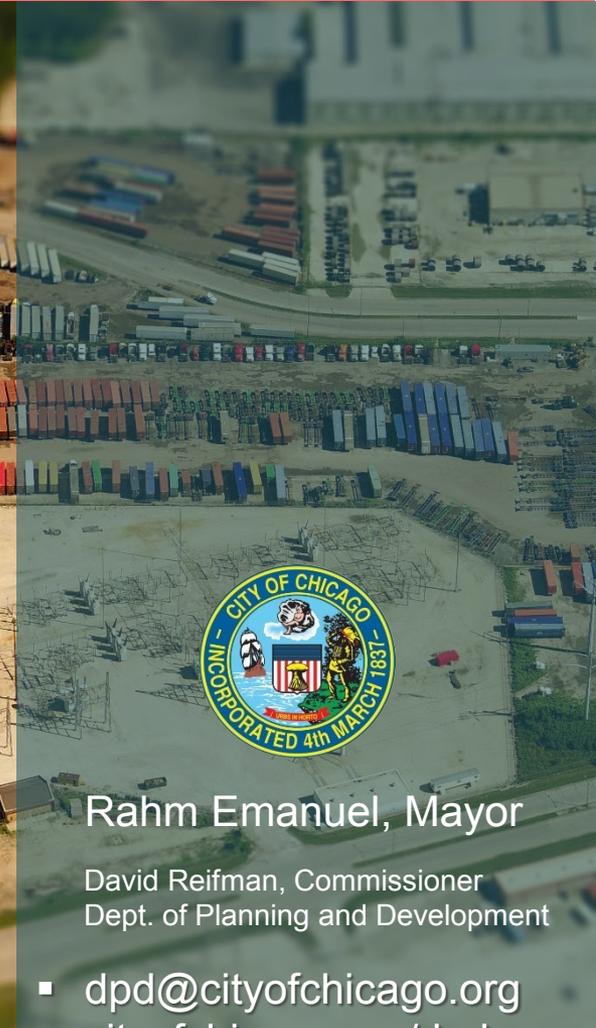


Industrial Corridor Modernization

Little Village



Rahm Emanuel, Mayor

David Reifman, Commissioner
Dept. of Planning and Development

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

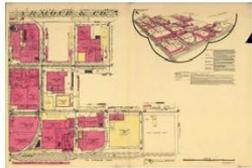
Public Meeting Series #2
January 22, 23 and 24, 2018

Meeting Agenda

1. Project overview and status
2. Community engagement to date
3. Refined Framework strategies:
 - Land Use
 - Transportation
 - Sustainability
4. Proposed boundary changes
5. Next steps

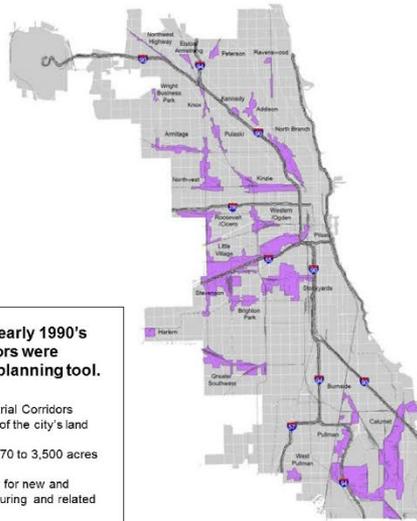
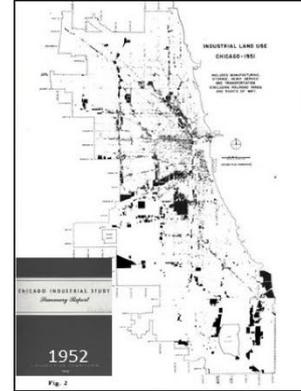
We will pause for small group discussion and report out after each topic is presented.

Re-cap: Chicago's Industrial Corridor System



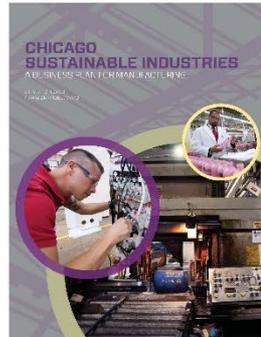
← Union Stockyards (1865)

- 1st planned Industrial District
- 475 acres



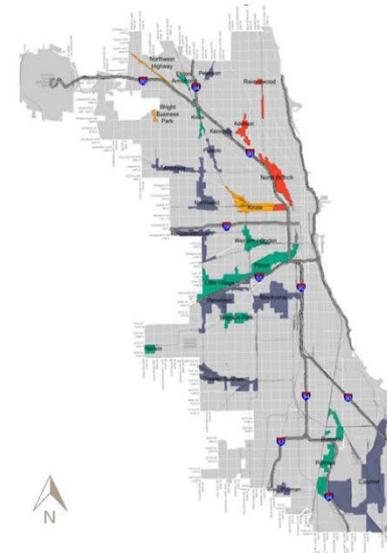
Beginning in the early 1990's Industrial Corridors were established as a planning tool.

- 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)

Re-cap: Industrial Corridor Modernization Initiative

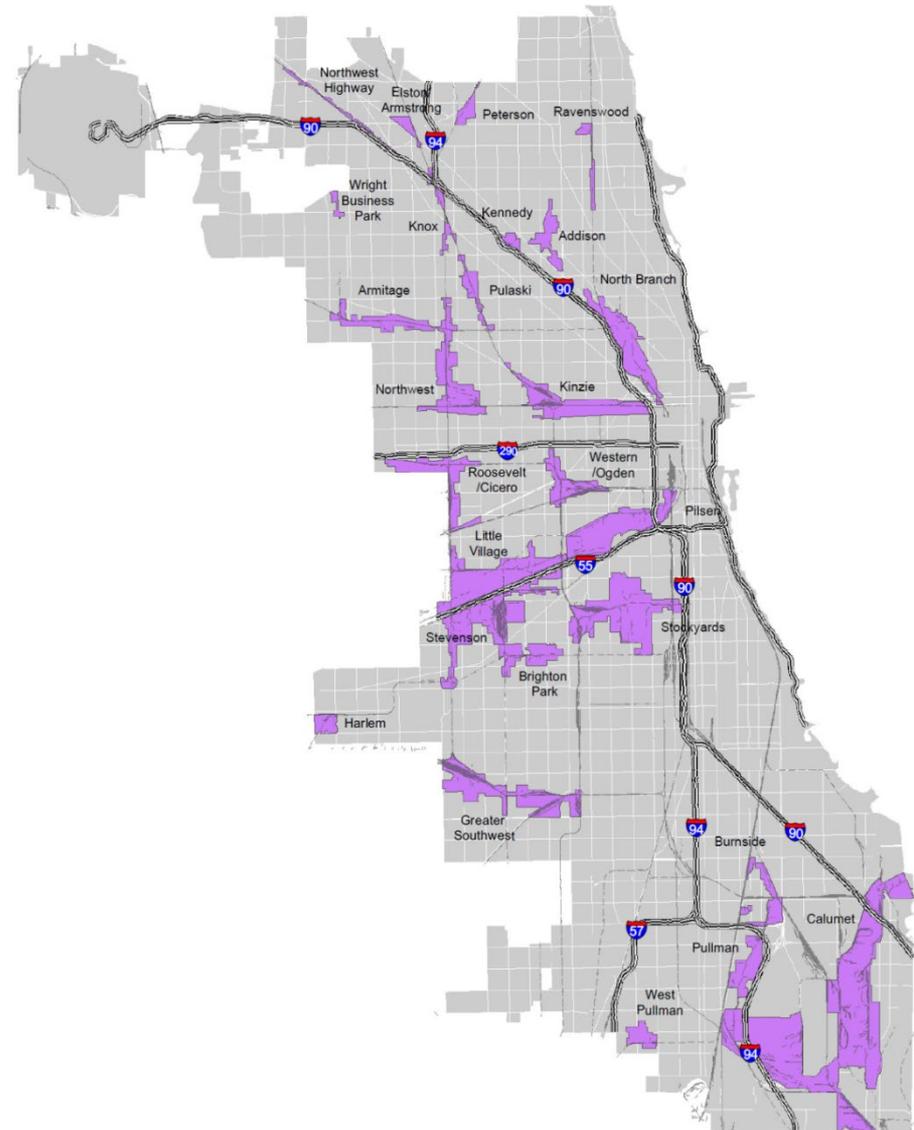
In 2016, DPD began evaluating Chicago's 26 Industrial Corridors in order to:

- 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

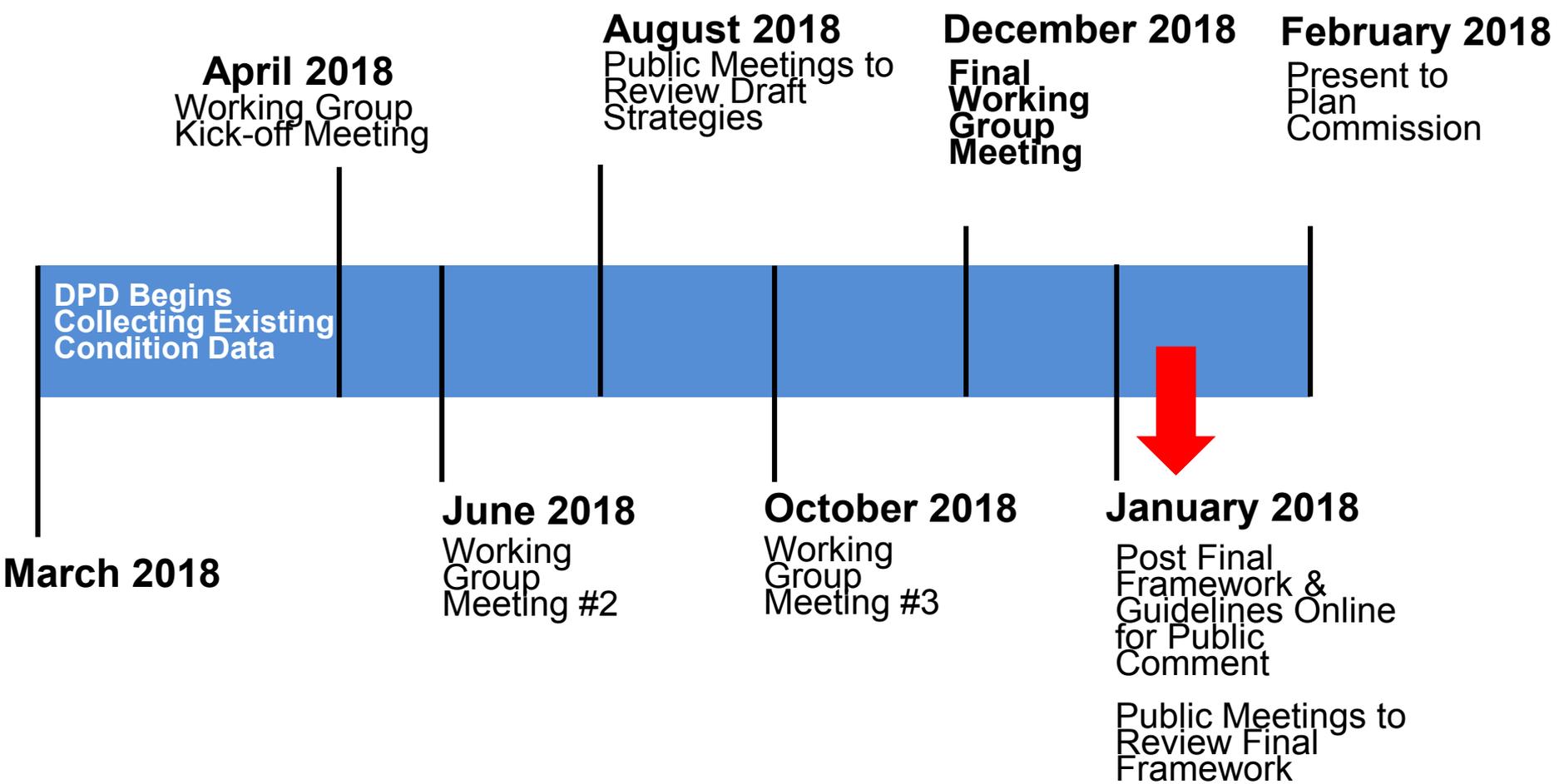
Eventually, each corridor study will result in:

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



Public Engagement Summary

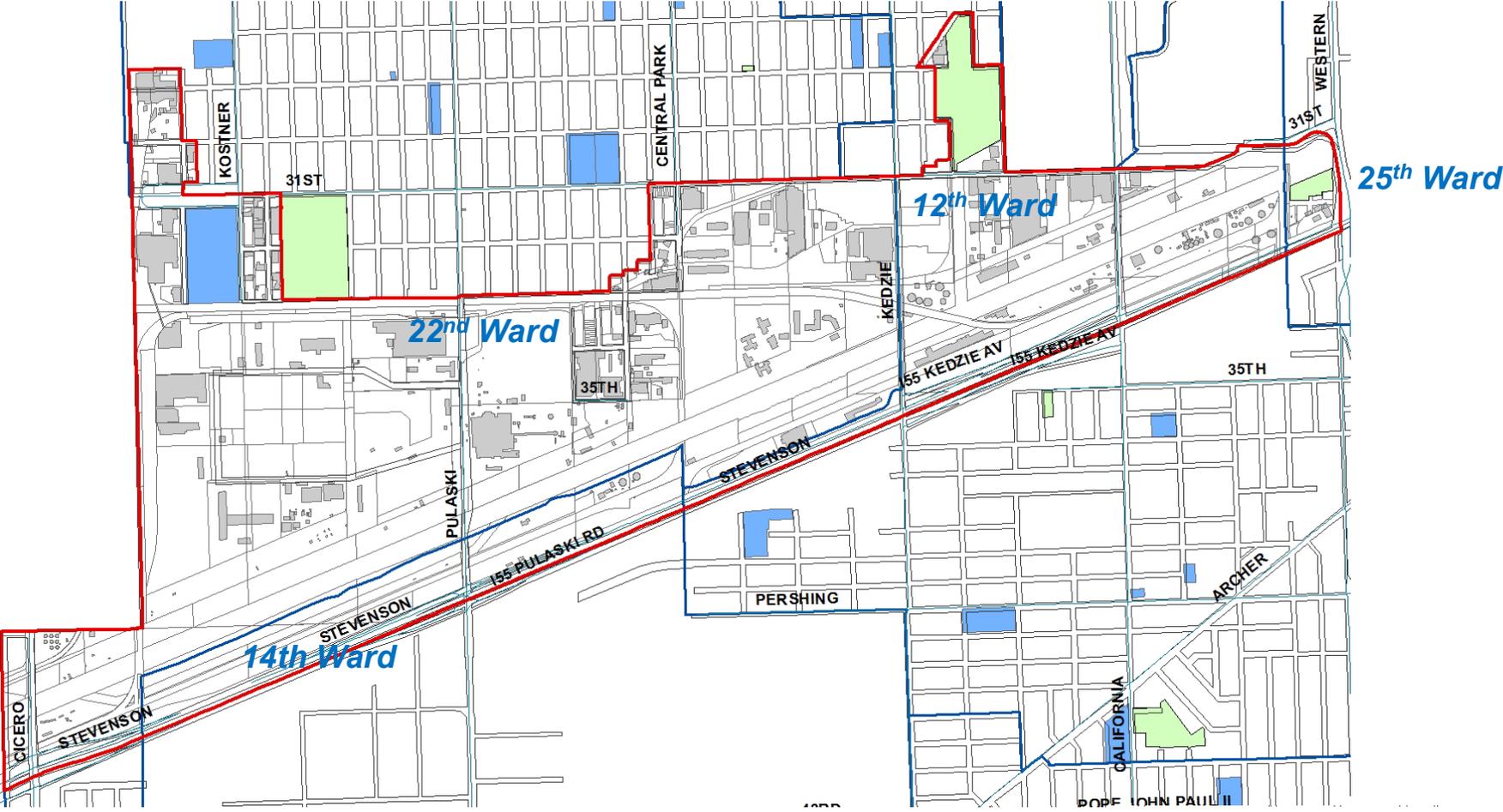
Date	Meeting	Key Content Presented
4/26/18	Working Group Meeting #1	<ul style="list-style-type: none">• Introduced the Industrial Corridor Modernization Process• Reviewed existing conditions data• Introduced proposed topic areas and plan goals
6/22/18	Working Group Meeting #2	<ul style="list-style-type: none">• Refined project goals & proposed community priorities• Proposed strategies to meet project goals• Extended timeline for public meetings milestone
8/8 & 8/9, 2018	Public Meetings (3 sessions)	<ul style="list-style-type: none">• Reviewed existing conditions and presented Health and Environment Data• Presented draft community priorities and strategies• Facilitated interactive feedback activities for all ages
10/12/18	Working Group Meeting #3	<ul style="list-style-type: none">• Presented revised strategies• Presented non-compatible uses within the industrial corridor• Discussed potential revisions to the industrial corridor boundary• Extended project completion timeline
12/14/18	Working Group Meeting #4	<ul style="list-style-type: none">• Presented proposed draft industrial corridor boundary revisions• Presented revised strategies• Presented sample design guidelines
1/22, 23 & 24, 2019	Public Meetings (3 sessions)	<ul style="list-style-type: none">• Review & discuss proposed final strategies and design guidelines• Review & discuss proposed industrial corridor revisions

What We've Heard....

- Interest in high quality jobs for the community, particularly in agriculture and food manufacturing.
- Traffic congestion and truck traffic, particularly along 31st Street is a public safety concern.
- Proposed changes to the Sustainable Development Policy need to be effective in addressing air quality.
- An understanding of how land use changes may affect housing affordability.
- A strong desire for more time in the project schedule to allow for additional community feedback.
- Simultaneous translation should provided at public meetings.

Little Village Industrial Corridor

Existing Boundary



Legend

- NAME**
-  Industrial Corridor Boundary
 -  Schools
 -  Parks
 -  Wards

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**

Project 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**

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Land Use

Maintain the Little Village Industrial Corridor as an employment center

- Strategy 1.1: Facilitate business expansion and relocation to the Little Village Industrial Corridor
- Strategy 1.2: Promote partnerships to provide job readiness
- Strategy 1.3: Incorporate sustainability best practices in new development to encourage a modern employment center
- Strategy 1.4: Encourage innovative and sustainable models of industry within the Little Village Industrial Corridor for quality job creation

Land Use

Maintain the Little Village Industrial Corridor as an employment center

CASE STUDY

THE HATCHERY FOOD BUSINESS INCUBATOR

- Supports small business food manufacturing
- Provides job training & readiness in food manufacturing
- Is an innovative model for food manufacturing
- Incorporates sustainable best practices



Land Use

Implementation: 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.

Land Use

Implementation: Chicago Sustainable Development Policy

During 2019, a working group of sustainability experts will be assembled to discuss and provide recommendations for prioritization of existing strategies or the addition of new strategies.

Prioritized and new strategies could include:

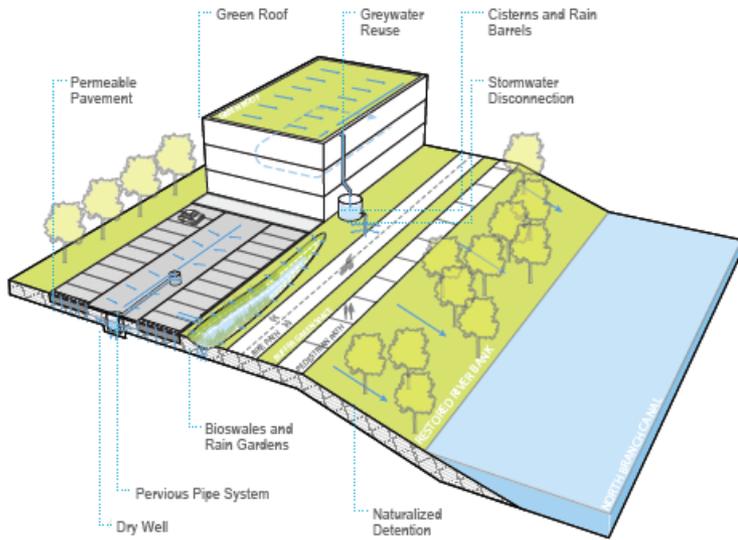
- On-site renewable energy
- Sustainable landscapes
- Rating system adoption, such as Sustainable SITES;
- Implementation of electric vehicle charger readiness for freight operations
- Clean construction principles
- Guaranteed living wage
- Local hiring
- Ability to work in one's native language

Prioritization or addition of new strategies requires research documenting how the strategies have or will address the issues in the corridor.



For Feedback Today

Land Use Design Guidelines



GREEN INFRASTRUCTURE & STORMWATER MANAGEMENT Concept For Illustrative Purposes Only.



ANTI-IDLING POLICY

Land Use

Feedback

Pause for Discussion at Your Table

Proposed Goals

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

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Transportation

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

- Strategy 2.1: Continue to assess existing traffic and roadway conditions within the City's industrial corridors on the Southwest Side
- Strategy 2.2: Assess the feasibility of establishing an East/West industrial access road
- Strategy 2.3: To enhance access, improve the Little Village Industrial Corridor to better serve all modes

Transportation

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

- Strategy 2.4: Assess viaduct clearance projects for North/South and East/West viaducts outside of the Industrial Corridor
- Strategy 2.5: Modernize traffic signals and timing to alleviate traffic congestion
- Strategy 2.6: Coordinate appropriate corridor improvements to facilitate transit access to the corridor
- Strategy 2.7: Evaluate existing bus stops along 31st Street and Kedzie Avenue in coordination with CTA

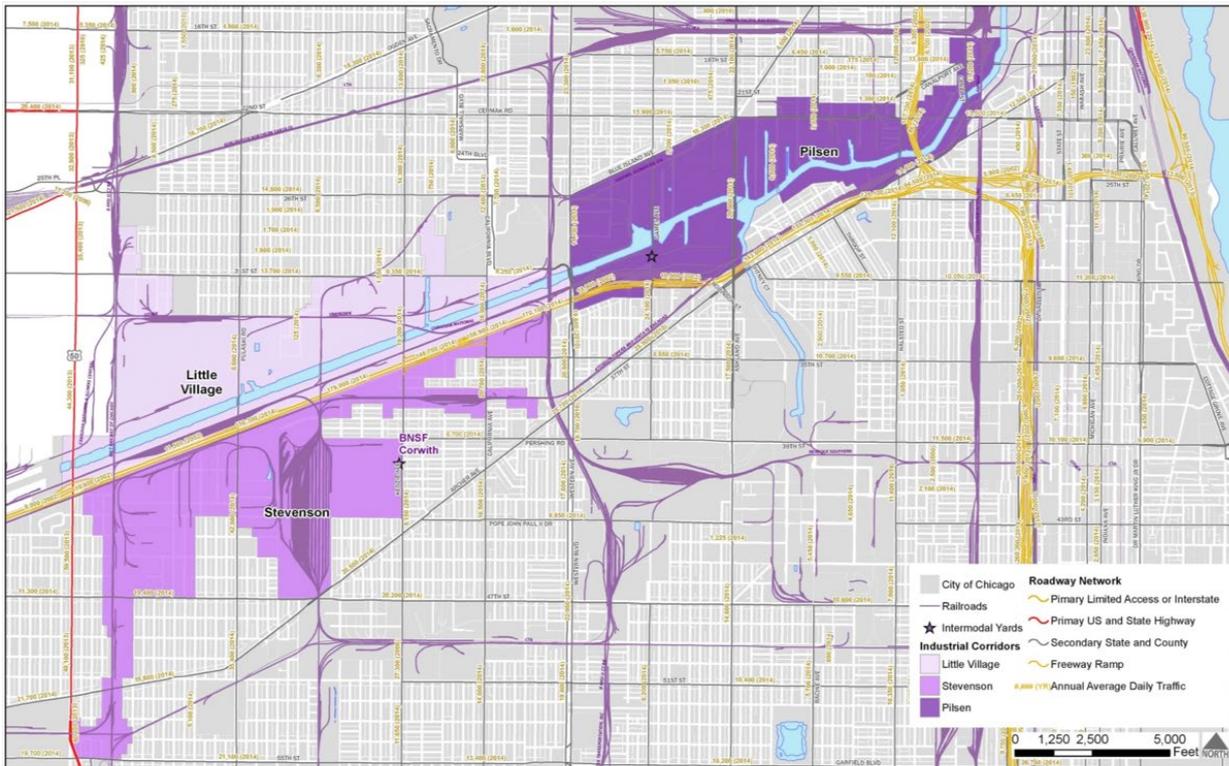
For Feedback Today

Transportation

Implementation: Future Planning

Transportation Study for Industrial Corridors on Southwest Side will seek funding to:

- Better understand traffic conditions for industrial corridors as a system
- Identify opportunities to make the corridors more accessible and safer for all users



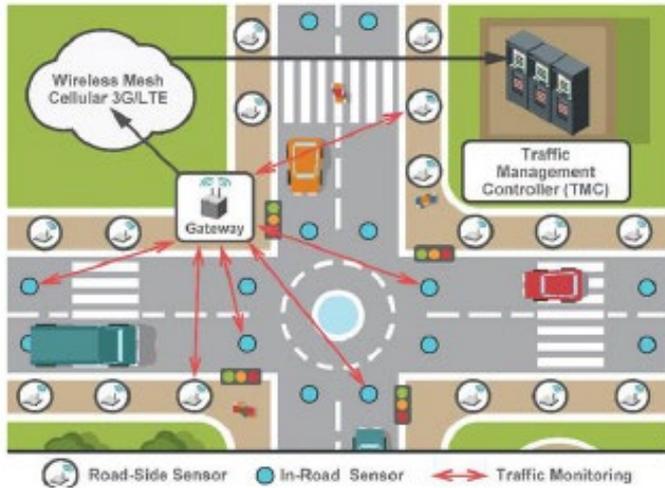
City of Chicago, Southwest Industrial Corridors - Annual Average Daily Traffic

SOURCE: IDOT Illinois Highway Information System (IHIS) and Illinois Roadway Information System (IRIS)

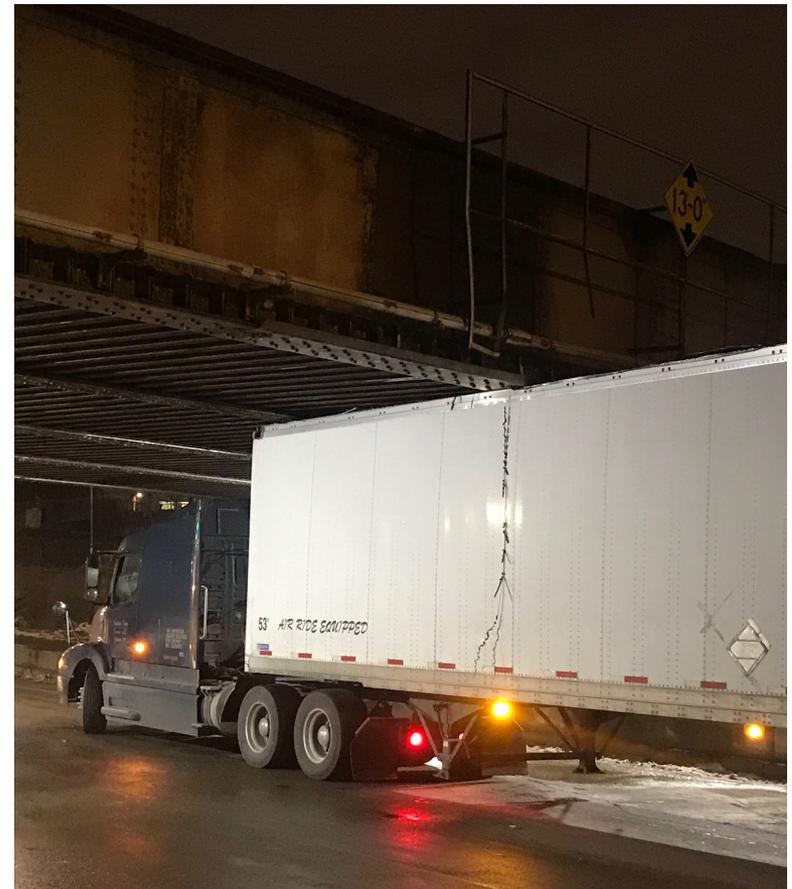
Transportation

Implementation: Future Planning

Implement Intelligent Transportation Systems



Assess viaduct clearance



Transportation

Design Guidelines

PEDESTRIAN ACCESS

Provide clear pedestrian access from the public way and parking areas to all main building entrances. Active uses such as office space should face the public way to enhance the pedestrian scale of the building. Proposed developments at intersections should coordinate with CDOT to provide pedestrian safety improvements such as new ADA ramps and high visibility crosswalks.



BICYCLE ACCESS

Bicycle parking should be provided at highly visible areas near building entrances. Per the Chicago Sustainable Development Policy, consider providing indoor bike parking and showers for employees. Coordinate with CDOT for potential placement or relocation of Divvy stations.



For Feedback Today

Transportation

Design Guidelines

TRANSIT ACCESS

Coordinate with CTA for opportunities to improve bus stop access, spacing, and amenities



Transportation

Feedback

Pause for Discussion at Your Table

Proposed Goals

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

Sustainability

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

- Strategy 3.1: Preserve the waterway infrastructure of the Chicago Sanitary and Ship Canal for industrial users
- Strategy 3.2: Encourage the use of alternative fuel vehicles for freight operations
- Strategy 3.3: Support improvement and remediation of the Collateral Channel to enhance the local environment for people and nature
- Strategy 3.4: Increase public access and use of open space along the river's edge

Sustainability

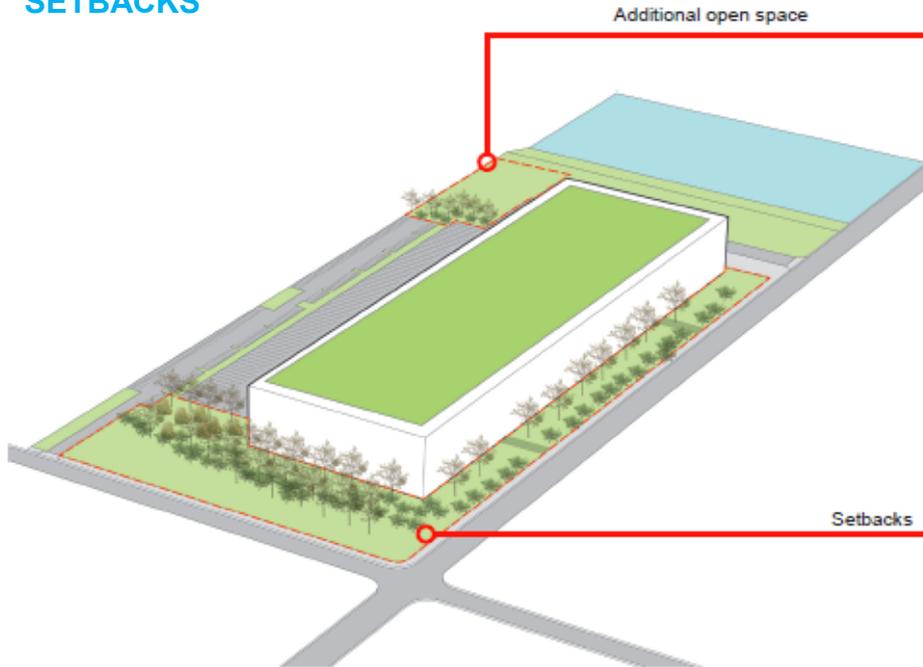
Incorporate best practices for new development within the Little Village Industrial Corridor to improve economic, environmental and social conditions

- Strategy 3.5: Support the development of El Paseo as an opportunity to provide access for people biking and walking to the employment center
- Strategy 3.6: Encourage owners of large, flat roofed industrial buildings to use their roofs for solar, greenhouses or other sustainable purposes
- Strategy 3.7: Support CDPH in the development and implementation of enhanced regulations for industrial users such as bulk storage, rock crushing and metal recyclers

Sustainability

Design Guidelines

SETBACKS



ALTERNATIVE FUEL VEHICLES



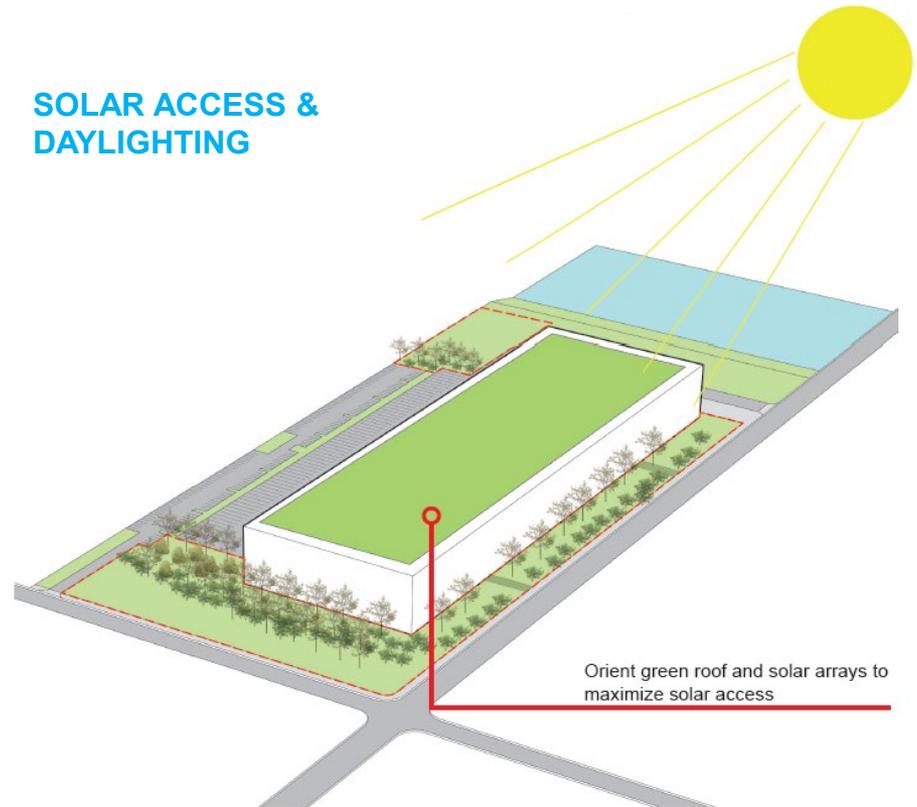
Sustainability

Design Guidelines

SUSTAINABLE USES OF INDUSTRIAL ROOFTOPS



SOLAR ACCESS & DAYLIGHTING



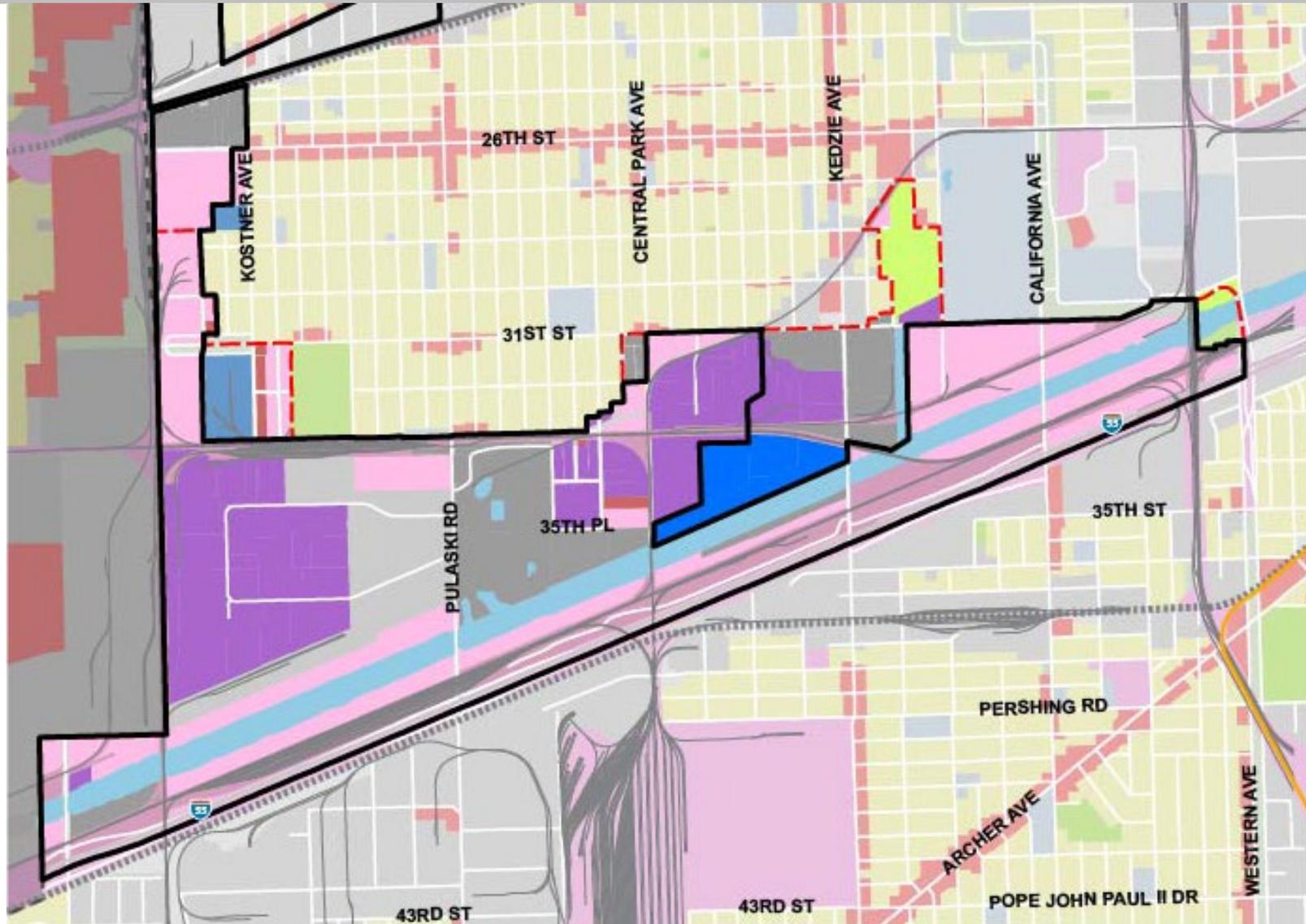
Orient green roof and solar arrays to maximize solar access

Sustainability

Feedback

Pause for Discussion at Your Table

Industrial Corridor Boundary Revisions



For Feedback Today

Industrial Corridor Boundary Revisions

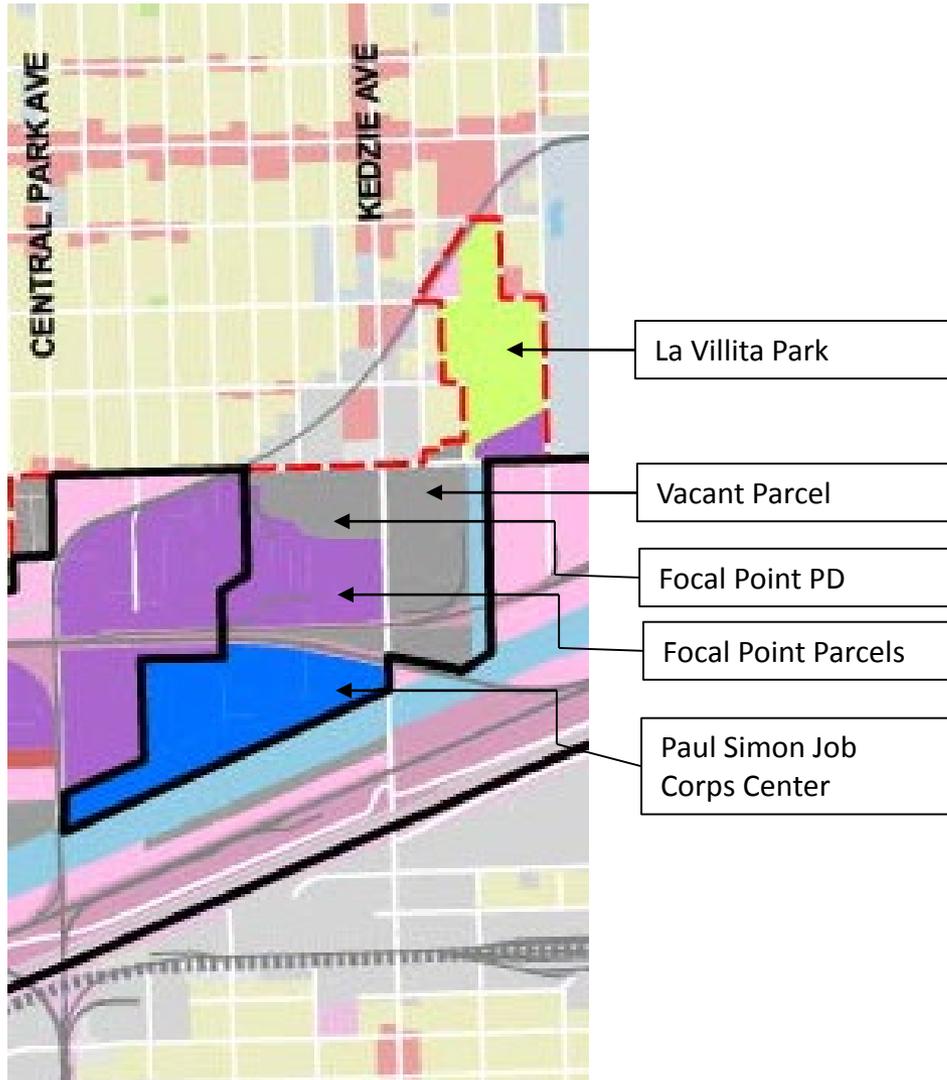


Daley Park – Boat Launch

- Existing Open Space
- Non-supportive of Industrial Uses



Industrial Corridor Boundary Revisions

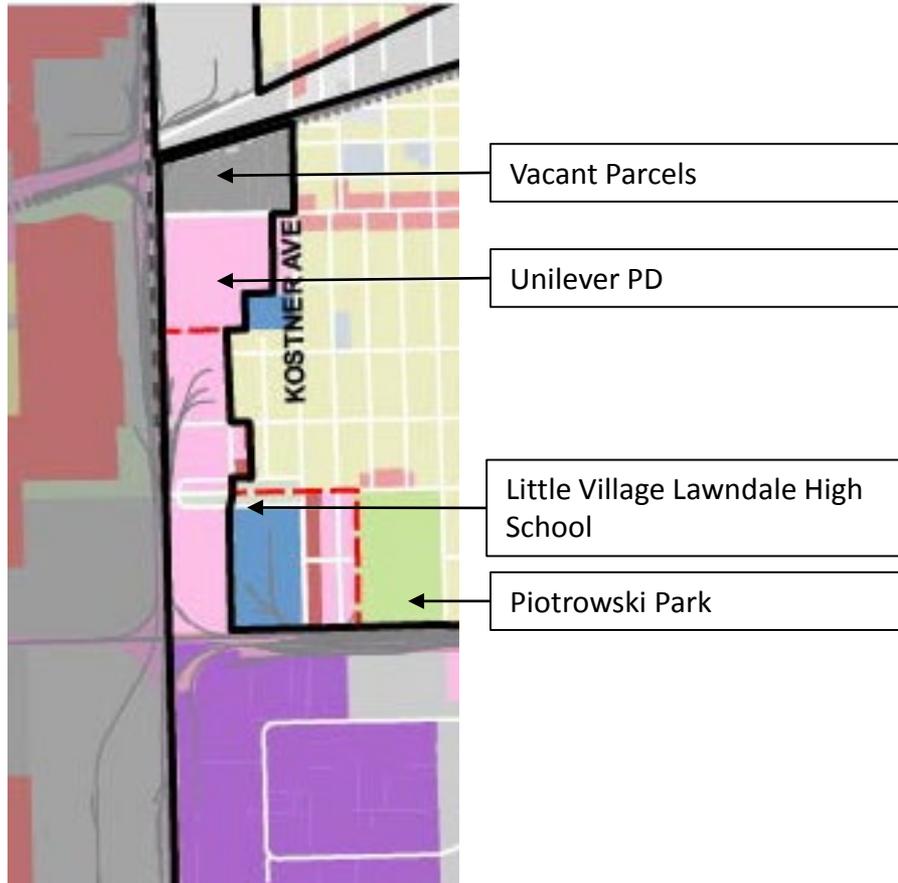


Kedzie & 31st

- Existing or future uses include:
 - Open Space
 - Institutional (schools & hospital)
 - Residential (dormitory)
- Non-supportive of Industrial Uses



Industrial Corridor Boundary Revisions



Kostner & 31st

- Existing uses include:
 - Open Space
 - Institutional (schools)
 - Commercial (Retail)
- Extend industrial Corridor North to create contiguity with Roosevelt/Cicero Industrial Corridor

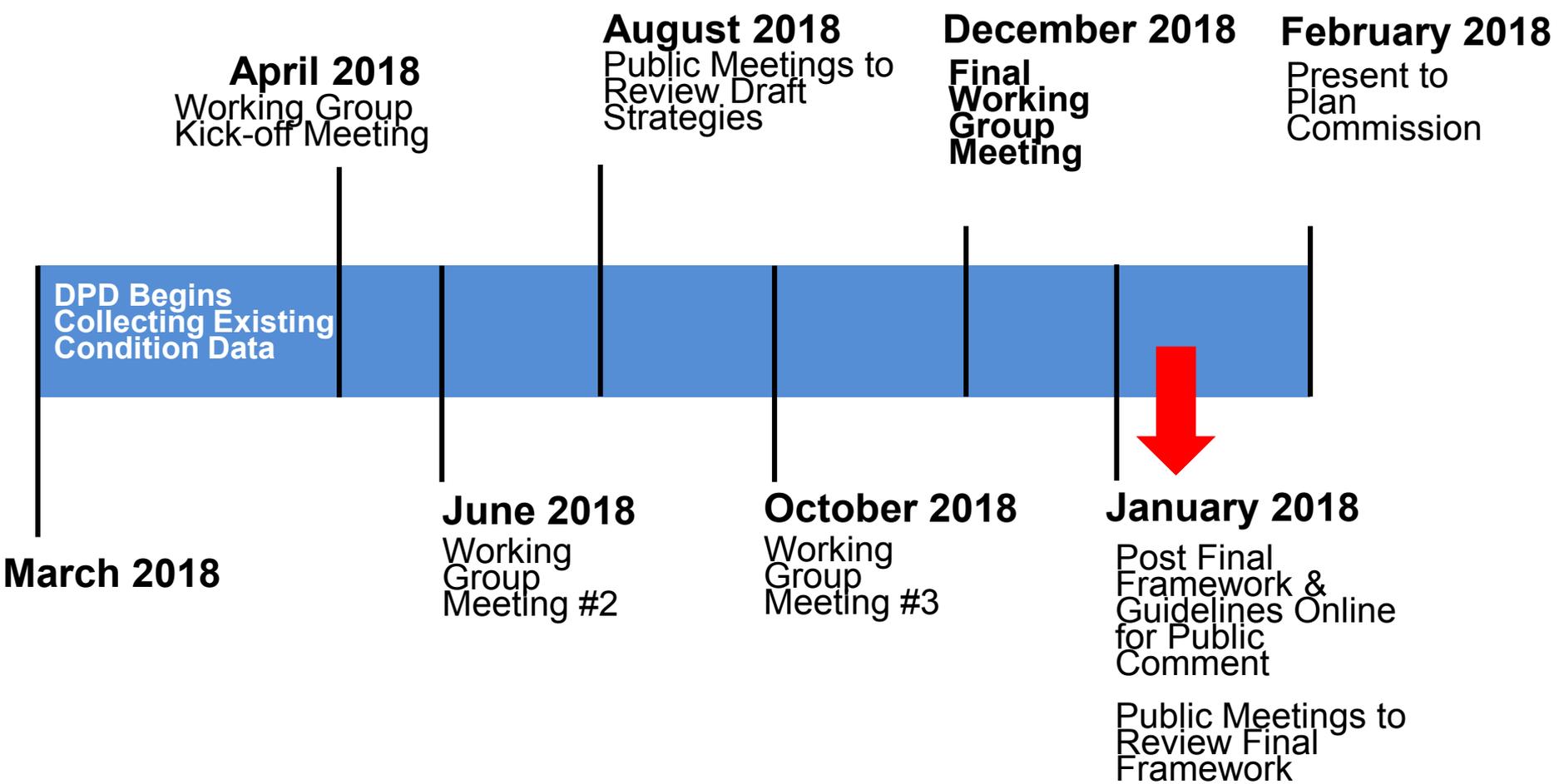


Industrial Corridor Boundary Revisions

Feedback

Pause for Discussion at Your Table

Proposed Timeline



Next Steps – Public Comment

DPD will take written comments until February 15, 2019 by e-mail at dpd@cityofchicago.org.

Through U.S. Mail at:

Department of Planning and Development
Division of Planning, Design and Historic Preservation
c/o Gerardo Garcia
121 N. LaSalle St.
Suite 1006
Chicago, IL 60602

Comment can also be offered in person at the Chicago Plan Commission meeting:

February 21, 2019 at 10 a.m.
City Council Chambers (2nd floor)
City Hall
121 N. LaSalle St.
Chicago, IL 60602

Next Steps – Complementary Planning Efforts

Goals of the Pilsen and Little Village Preservation Strategy

Housing Affordability and Preservation

- Increase ARO requirements to align with what the community is already asking for from developers
- Establish new affordable housing programs

EI Paseo Multi-use Trail

- Connect communities along the trail network
- Increase access to active, public open space
- Incorporate community culture into the design

Industrial Corridor Modernization

- Maintain as an employment center
- Provide better access for all transportation modes
- Incorporate sustainability best practices for new development