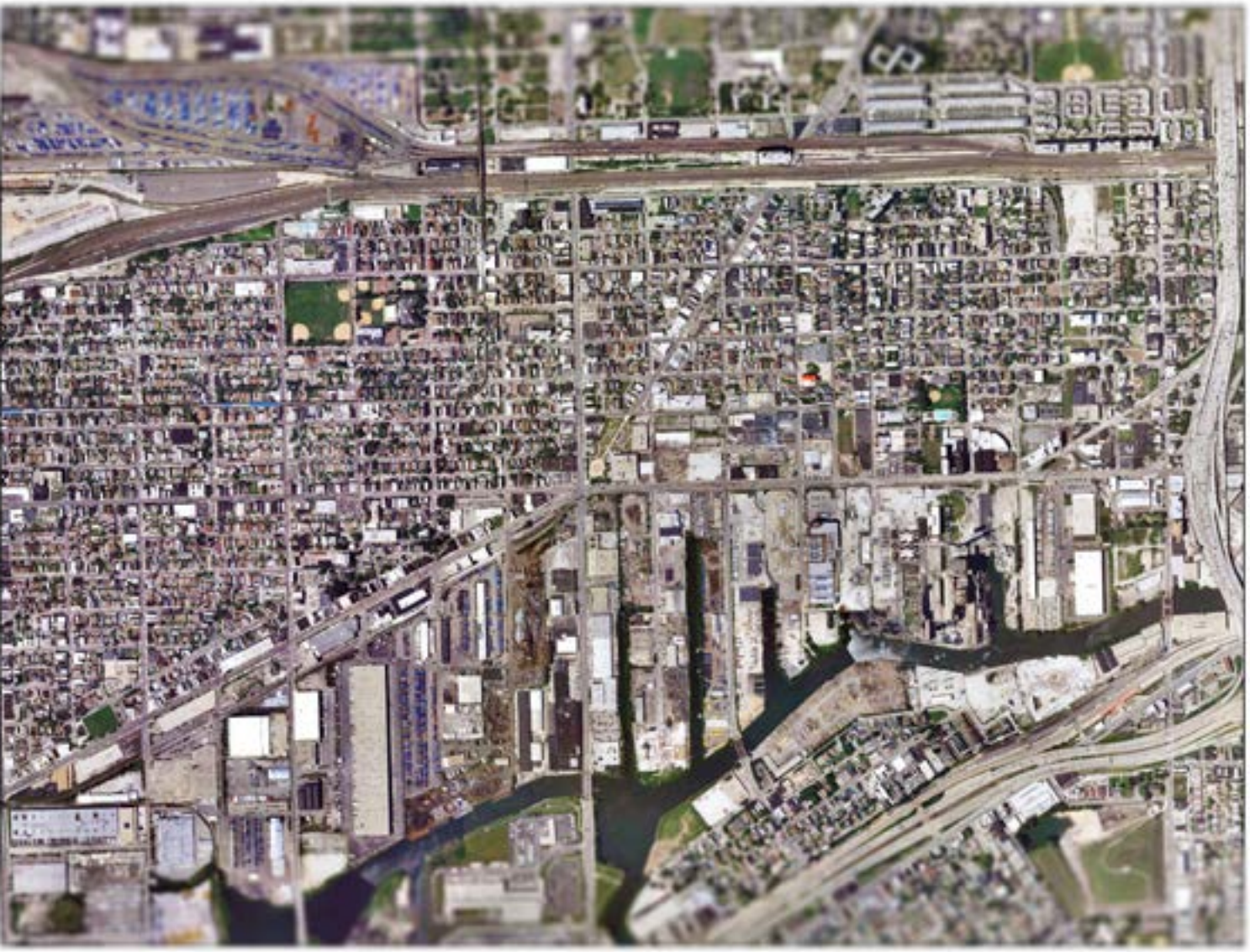
MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION

LITTLE VILLAGE FRAMEWORK

-Draft-
for Public
Comment

★ Department of Planning and Development ★ Department of Public Health ★ Department of Transportation ★



MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION

DPD
CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

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Little Village

Industrial Corridor Modernization

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Select aerial photos courtesy of Pictometry

1 EXECUTIVE SUMMARY

Little Village Industrial Corridor

EXECUTIVE SUMMARY

The Little Village Industrial Corridor Framework is part of a comprehensive land use analysis conducted on Chicago's industrial policies and the 26 designated corridors that encompass the majority of the city's industrial landscape. This Framework is a component of Mayor Rahm Emanuel's Industrial Corridor Modernization Initiative, which is intended to review each of the city's industrial corridors to promote employment and economic activity.

Chicago's industrial corridors are designated areas with special land use provisions that support manufacturing, transportation, warehousing, and other industrial uses. Each corridor has unique assets and characteristics that collectively function on behalf of the entire city, in which companies expand, relocate, and depend upon each other as their needs evolve within a changing economic landscape.

Consisting of 1,252 acres along the Sanitary and Ship Canal and Stevenson Expressway (I-55), the Little Village Industrial Corridor is part of the first group of corridors to undergo a comprehensive planning process for modern land use needs and demands. The review is required due to ongoing corridor issues involving transitioning land and continued investment within the industrial corridor.

The current Little Village Industrial Corridor planning framework was developed by the Department of Planning and Development (DPD), the Department of Transportation (CDOT), and the Department of Public Health (CDPH) in conjunction with a working group of community organizations and key stakeholders. It is meant to be immediately actionable, yet flexible, as the corridor grows through public and private investments that leverage existing assets and maximize strategic development opportunities that will benefit the planning area and the entire city. The plan is subject to review and adoption by the Chicago Plan Commission as a formal roadmap for the implementation of its goals and strategies. Individual projects and associated funding may require additional review and approval by the City Council and other agencies.

The framework identifies corridor employment trends over time and makes recommendations to encourage industrial development for continued employment growth within the corridor. The recommendations also address sustainability as a way to confront the health and environmental impacts of potential industrial development to the neighboring community. The plan also identifies infrastructure improvements to enhance transportation and circulation and design guidelines to encourage best practices for industrial sites within the industrial corridor.

Improvements identified in the framework plan, including infrastructure, transit and open space, will be implemented through new and existing financial tools, including the industrial corridor fee, Tax Increment Financing (TIF), state and federal sources, developer contributions and other sources.

KEY RECOMMENDATIONS

Land Use

Re-affirm the industrial corridor designation for Little Village to encourage new development that will provide job growth and mitigate the impacts of industrial uses on non-compatible uses by revising the industrial corridor's boundaries. Furthermore, the framework seeks to continue to promote economic growth and job creation through the expansion of existing businesses and the attraction of new businesses.

Transportation

Conduct further planning studies to analyze freight traffic for the Little Village Industrial Corridor and other adjacent Southwest side industrial corridors in order to provide strategies to address the transportation impacts of future industrial development. The framework also provides strategies and proposes specific infrastructure projects to make the industrial corridor and adjacent streets more accessible and safe for all users.

Sustainability

As a land use plan for the industrial corridor, the Framework sets a vision for future industrial development to implement sustainable best practices, which will ultimately address issues such as air and water quality. These strategies include the implementation of on-site renewable energy, increased landscaping and encouraging the use of alternative fuel vehicles for industrial operations. DPD, along with CDPH, is working toward updating and modifying tools that it has readily available to regulate new industrial development within the corridor. The Framework defines sustainability as the intersection between economic, environmental and societal

considerations. The Framework attempts to provide strategies that reflect this intersection and address health and environmental impacts of development through the lens of sustainability

Design Guidelines

Promote the development of new and expanded industrial facilities that address the economic, environmental, social, cultural and health conditions of the adjacent community and the City as whole. The guidelines associated with the Little Village Industrial Corridor and DPD's updated sustainable development policy will incorporate best practices that address these environmental issues.

STAKEHOLDER PARTICIPATION

This Framework is a summary of the key findings and recommendations that developed from the public process and is complementary to the materials that were presented at the public meetings. A summary of the public meetings and the concepts discussed, along with the presentations from the public meetings can be found on DPD's website here.

Additionally, the Framework was developed in coordination with the Pilsen and Little Village Preservation Strategy. The preservation strategy is a comprehensive, community-based effort to preserve the culture, character and affordability of the community.

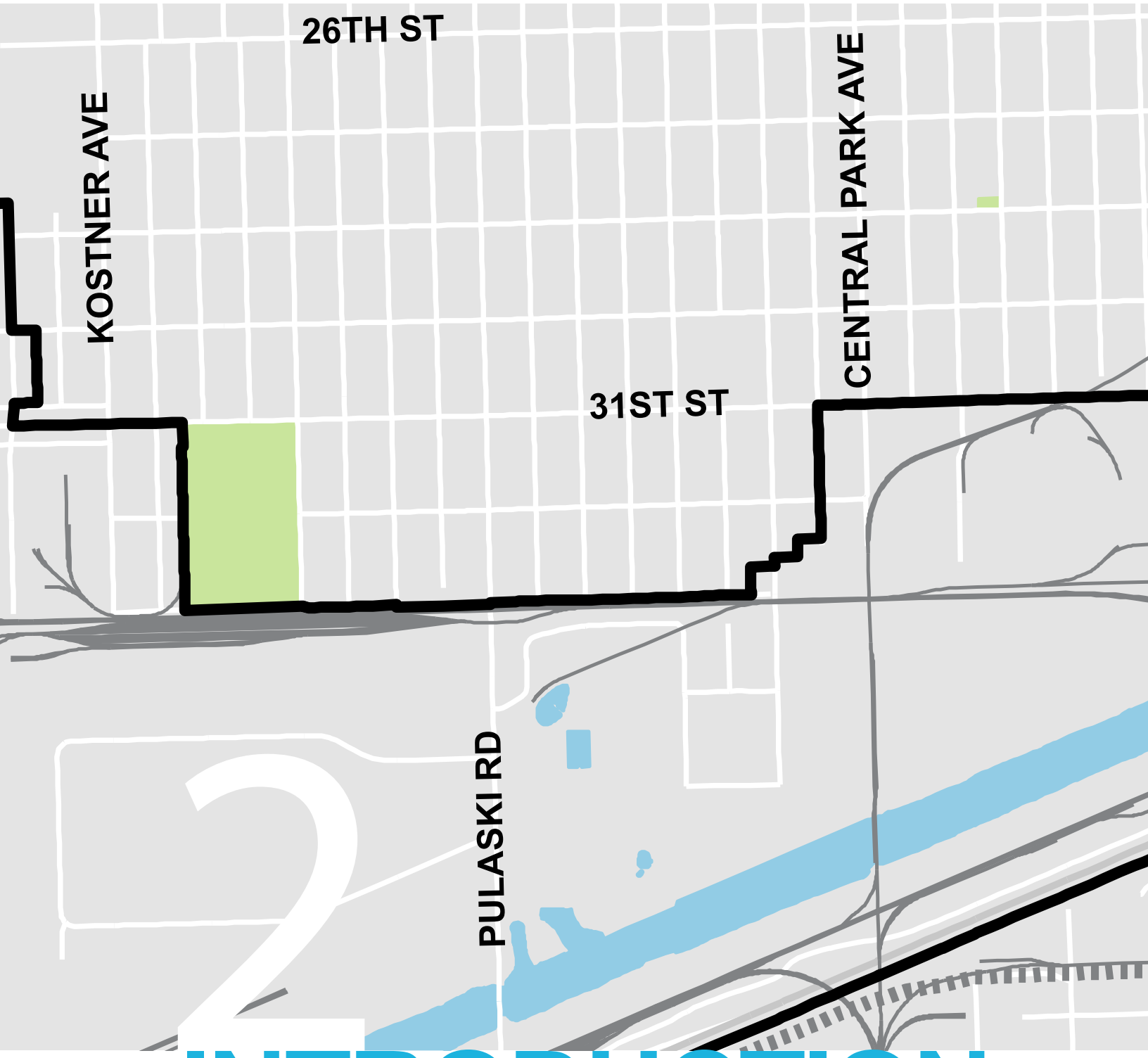
Planned for the Pilsen and Little Village neighborhoods, the multi-faceted strategy includes:

- Enhanced affordability requirements for market rate housing developments
- New housing resources to help existing residents avoid displacement caused by gentrification
- A designated landmark district to preserve the area's unique architecture
- The strategies outlined in this Framework to increase sustainable, head-of-household jobs
- Open space improvements that enhance neighborhood character and livability

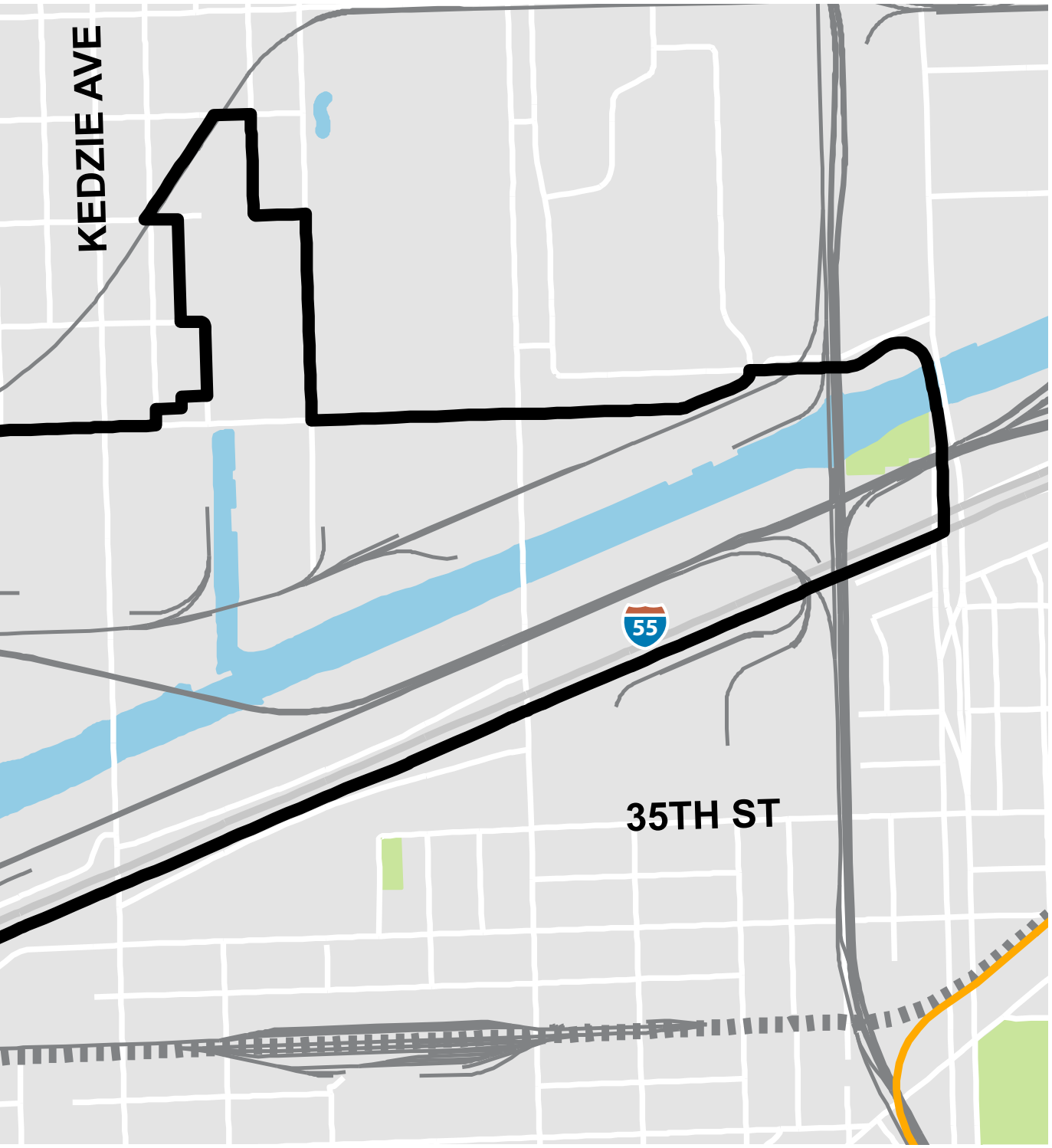
Participation by community stakeholders was critical to the framework planning process. Initiated in April 2018, public engagement included input by more than 100 individuals over the course of six community meetings, three working group meetings and numerous individual meetings. The offices of Aldermen George Cardenas, Alderman Edward Burke, Alderman Ricardo Munoz, and Alderman Danny Solis were also involved in the process.

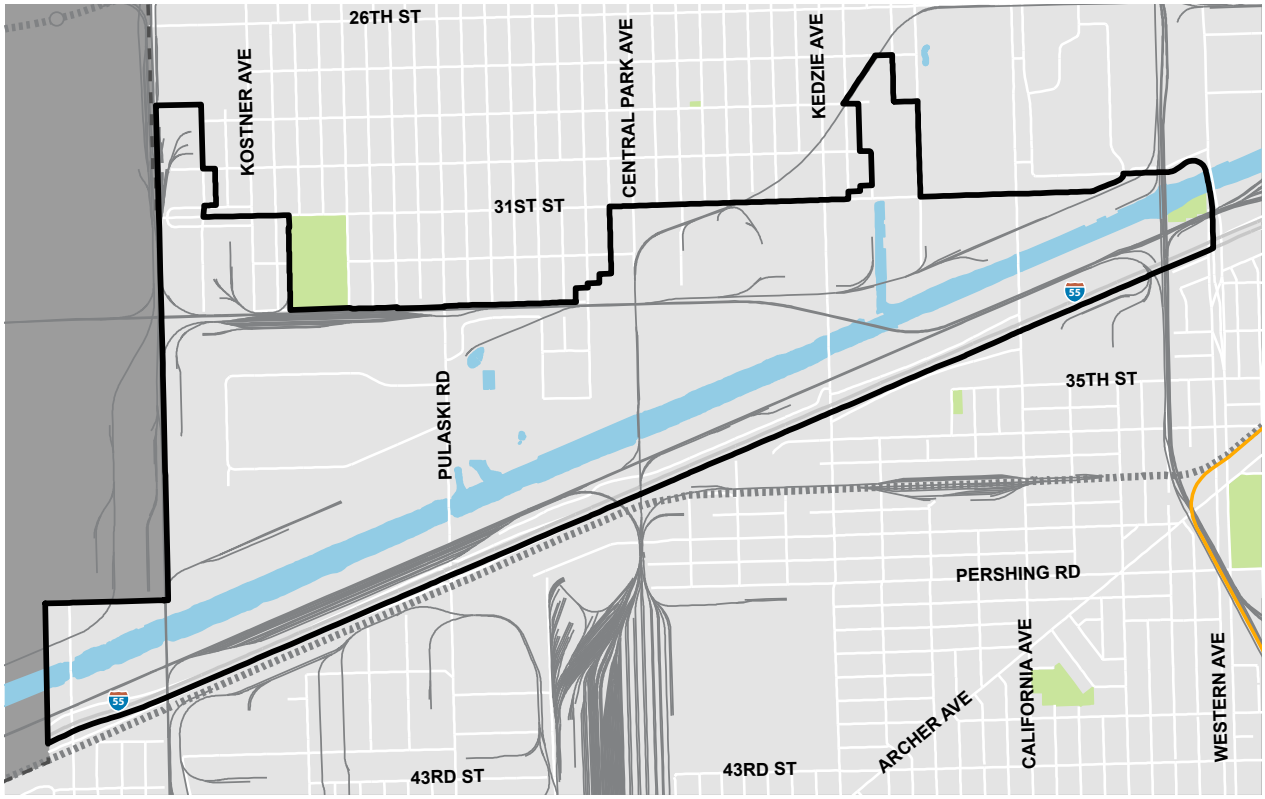
DPD, CDOT and CDPH would like to acknowledge the thoughtful participation of the following organizations:

- Enlace Chicago
- Esperanza Health Centers
- Hilco
- Latinos Progesando
- Lawndale Business Renaissance Association
- Little Village Chamber of Commerce
- Little Village Environmental Justice Organization
- The Marshall Square Resource Network
- OPEN Center for the Arts
- Openlands



2 INTRODUCTION


KEDZIE AVE
55
35TH ST



INTRODUCTION

The Industrial Corridor Modernization Initiative revisits the purpose and goals of Chicago's Industrial corridors almost 20 years after their initial designations.

The process for the Little Village Industrial Corridor included the review of previous plans that impact the Little Village Industrial Corridor and compared their goals and projections with existing conditions, including an analysis of health and environmental data. Transportation challenges, sustainability and infrastructure within the corridor were defined as main building blocks for future growth and investment.

The resulting framework plan provides a succinct summary of the purpose and approach and provides concise implementation strategies for improvements that primarily relate to land use, transportation and sustainability.

The framework's three main goals are to:

- **Maintain the Little Village Industrial Corridor as an employment center**
- **Provide better access for all modes within and around the Little Village Industrial Corridor**
- **Incorporate best practices for new development within the Little Village Industrial Corridor to improve economic, environmental and social conditions**

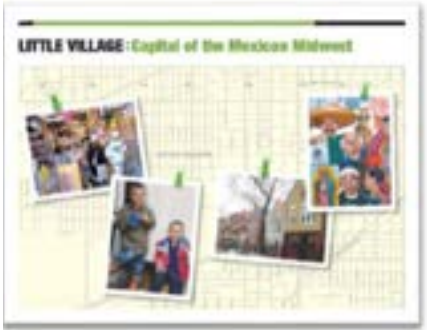

1
Maintain the Little Village Industrial Corridor as an Employment Center
2
Provide Better Access for all Modes within and around the Little Village Industrial Corridor
3
Incorporate best practices for new development within the Little Village Industrial Corridor to improve economic, environmental and social conditions

3 CONTEXT

Crawford Power Generation Plant, Pulaski Road & 35th Street

LITTLE VILLAGE INDUSTRIAL CORRIDOR PREVIOUS PLANS

At least 10 plans and studies have been completed since 2005 that provide recommendations which are relevant to the Little Village Industrial Corridor and its surrounding area. Some common themes expressed in previous plans range from land use recommendations, to identifying infrastructure needs and the need to support and expand Chicago's industrial base and emerging business growth. The Little Village Framework has been built around these recommendations and themes, while considering the citywide industrial corridor system. This Framework supersedes all previous recommendations in these plans that pertain to the Little Village Industrial Corridor.



QUALITY OF LIFE PLAN
2005

Participating Organizations

- Enlace Chicago

Priority Recommendations

- Established recommendations for new open spaces and Transit Oriented Development. Also calls for preservation and enhancement of the Industrial Corridor.

FISK AND CRAWFORD REUSE TASK FORCE REPORT
2012

Participating Organizations

- Department of Planning and Development
- Delta Institute

Priority Recommendations

- Provides principles and recommendations for redevelopment of the Fisk and Crawford sites.

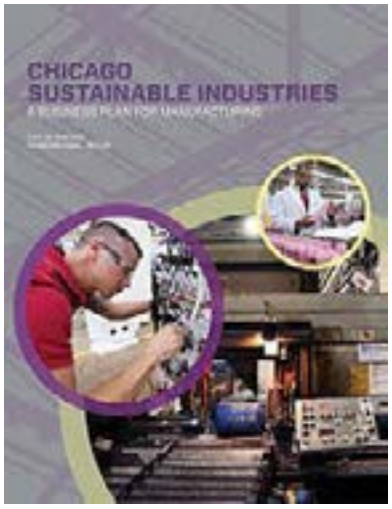
QUALITY OF LIFE PLAN
2013

Participating Organizations

- Enlace Chicago

Priority Recommendations

- Calls for the enhancement and creation of new open spaces and the creation of safer, cleaner physical environments.



CHICAGO SUSTAINABLE INDUSTRIES
2013*

Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Established a comprehensive plan to support and expand Chicago's industrial base. Includes 14 policies and 32 action items.

MANUFACTURING INCUBATOR FEASIBILITY STUDY
2014

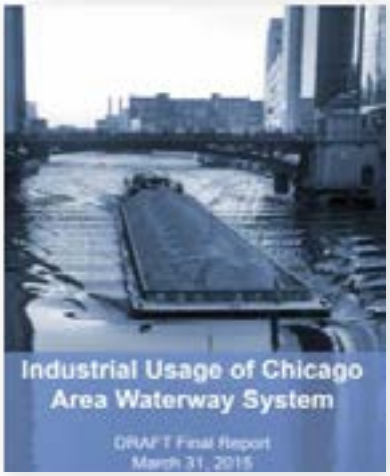
Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Identified demand for new incubators, especially involving food

**Adopted by the Chicago Plan Commission*



INDUSTRIAL WATERWAY USAGE SYSTEM
2015

Participating Organizations
- Department of Planning and Development

Priority Recommendations
- Assessed existing dock infrastructure for industrial users along the river

BROWNFIELD REDEVELOPMENT STRATEGY
2016

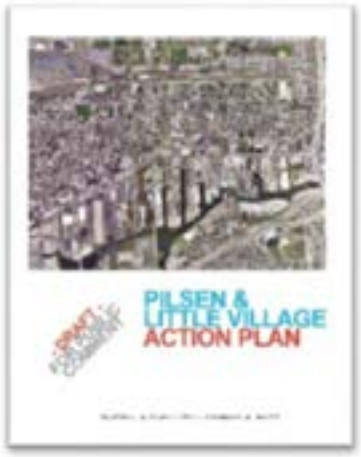
Participating Organizations
- The Delta Institute
- Little Village Environmental Justice Organization

Priority Recommendations
- Presents re-development scenarios for various vacant sites

SOUTHWEST INDUSTRIAL CORRIDORS STUDY
2016

Participating Organizations
- Department of Planning and Development

Priority Recommendations
- Research on the industrial sub-market in the Pilsen, Little Village and Stevenson Industrial Corridors.



PILSEN & LITTLE VILLAGE ACTION PLAN
2017

Participating Organizations

- Department of Planning and Development
- Chicago Metropolitan Agency for Planning (CMAP)

Priority Recommendations

- Summary of issues and opportunities facing the communities of Pilsen and Little Village, focusing specifically on land use, economic development, open space, cultural assets, and industrial land uses.

MSRN COMMUNITY PLAN
2018

Participating Organizations

- Marshall Square Resource Network
- Chicago Department of Public Health

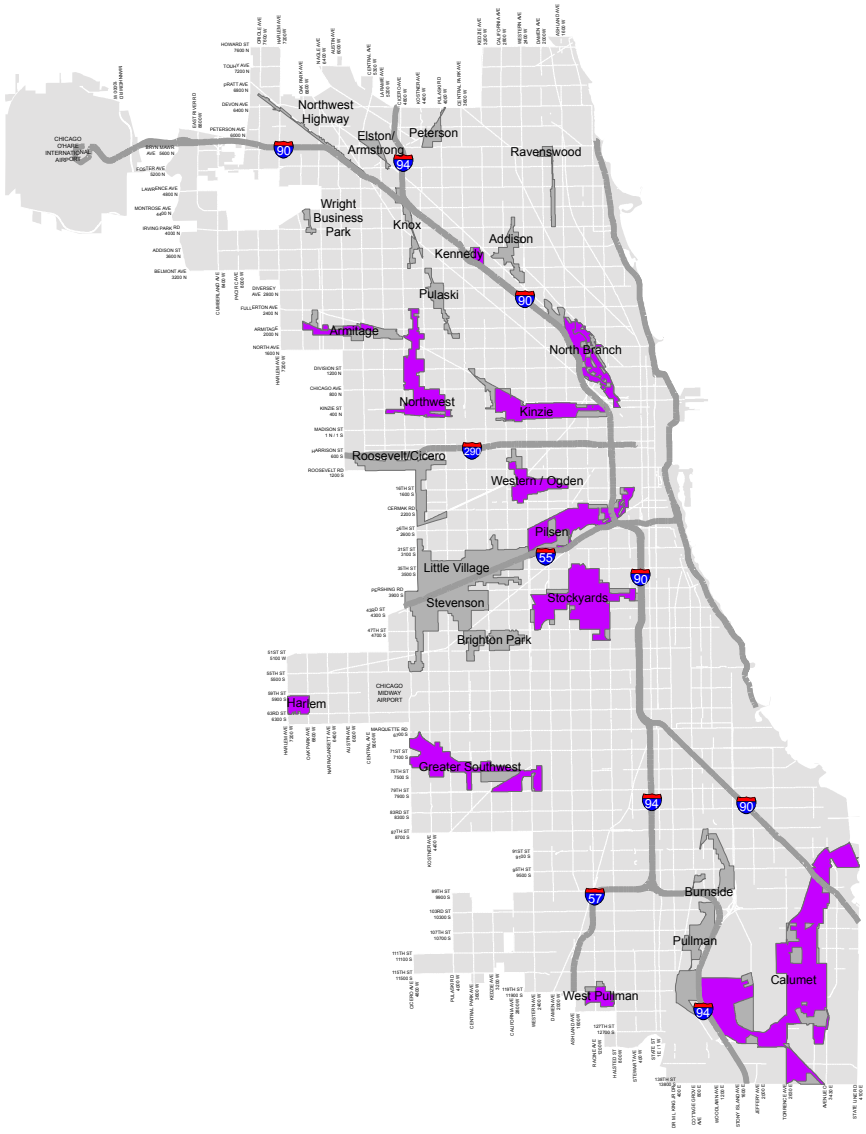
Priority Recommendations

- Provides strategies and goals to address community health issues

INDUSTRIAL CORRIDOR SYSTEM

Most of Chicago's industrial corridor policies date to the early 1990s, when the City started to identify formal boundaries around critical industrial areas as a planning and development tool that recognized the importance of manufacturing and related sub-sectors as part of a diversified economy. Today, the City's 26 formal industrial corridors range in size from 70 to 3,500 acres. Containing about 12 percent of all city land, they provide secure and predictable work environments for manufacturing and related uses. Among the key industrial corridor provisions is a requirement for the Chicago Plan Commission to review any zoning change that departs from a Manufacturing (M) use, along with standard City Council review.

The City refined the M zoning district designation starting in 1988 with the advent of the Planned Manufacturing District (PMD) designation, which was created by the City Council and applied to portions of select corridors possessing heavy industrial uses. PMDs can be a tool, where appropriate, to foster the city's industrial base. The Little Village Industrial Corridor does not contain land with the PMD designation.



Chicago's Industrial Corridors & Planned Manufacturing Districts

Map Key

- Expressway
- Rail
- Major Streets
- Existing PMDs
- Industrial Corridor

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CITYWIDE INDUSTRIAL EMPLOYMENT TRENDS

In 2016 the DPD analyzed job trends in each of the 26 Industrial Corridors using data from the U.S. Census Bureau Longitudinal-Employer Household Dynamics Program (LEHD) from 2002 – 2014, which was downloaded using the OnTheMap online application. The initial analysis focused on Core Jobs and was based on the methodology developed for the Chicago Sustainable Industries plan and the Fulton Market Innovation District Plan. Core jobs were defined as those employment sectors that are most associated with the Industrial Corridor System. DPD analyzed the census data by grouping individual 2-digit NAICS sectors with similar sectors. Each industrial corridor was classified based on the predominant core jobs category listed below.

Core Jobs Classifications

- Manufacturing
- Moving, Storing Goods and Materials, Utilities, and Construction
- Information, Technology, and Management
- Business Support Services.

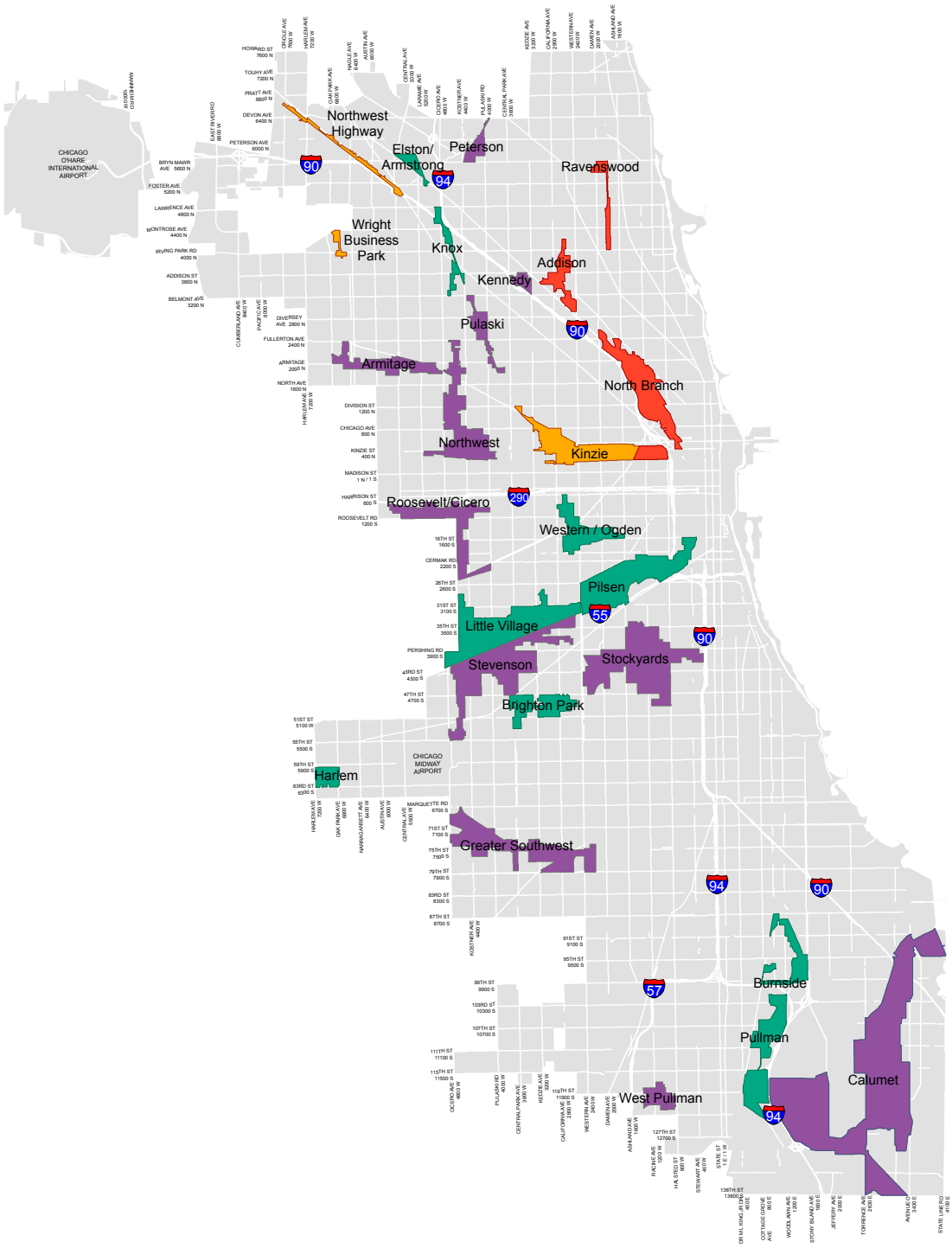
From 2002 to 2014, Manufacturing and Moving and Storing of Goods and Services were the predominant core job types in many of the industrial corridors on the South, Southwest and West sides of the City. Meanwhile, six corridors on the Near West, Northwest and North sides experienced a significant transition toward other core job types, including Information & Technology and Business-to-Business.

A more in-depth analysis was completed to determine the composition of other job sectors as part of the framework plan that was developed for the North Branch Industrial Corridor. The analysis added 3 jobs classifications based on the 2-digit NAICS codes.

Additional Jobs Classifications

- F.I.R.E. (Finance, Insurance, & Real Estate), Education, and Health Care
- Leisure and Hospitality
- Other

The Census data is useful to compare jobs between industrial corridors and between Chicago and other cities or to measure where people live that work in a particular geography. However, the Census data is limited in industry detail and timeframe. In 2018 DPD gained access to the Quarterly Census of Employment and Wages (QCEW) provided by the Illinois Department of Employment Security through a shared data agreement. This new data includes recent employment counts, from 2005-2017. The QCEW data also includes more detailed NAICS classifications associated with the employment counts (see page 19).



Chicago's Industrial Corridors Employment Trends

Map Key

- Expressway
- Rail
- Major Streets

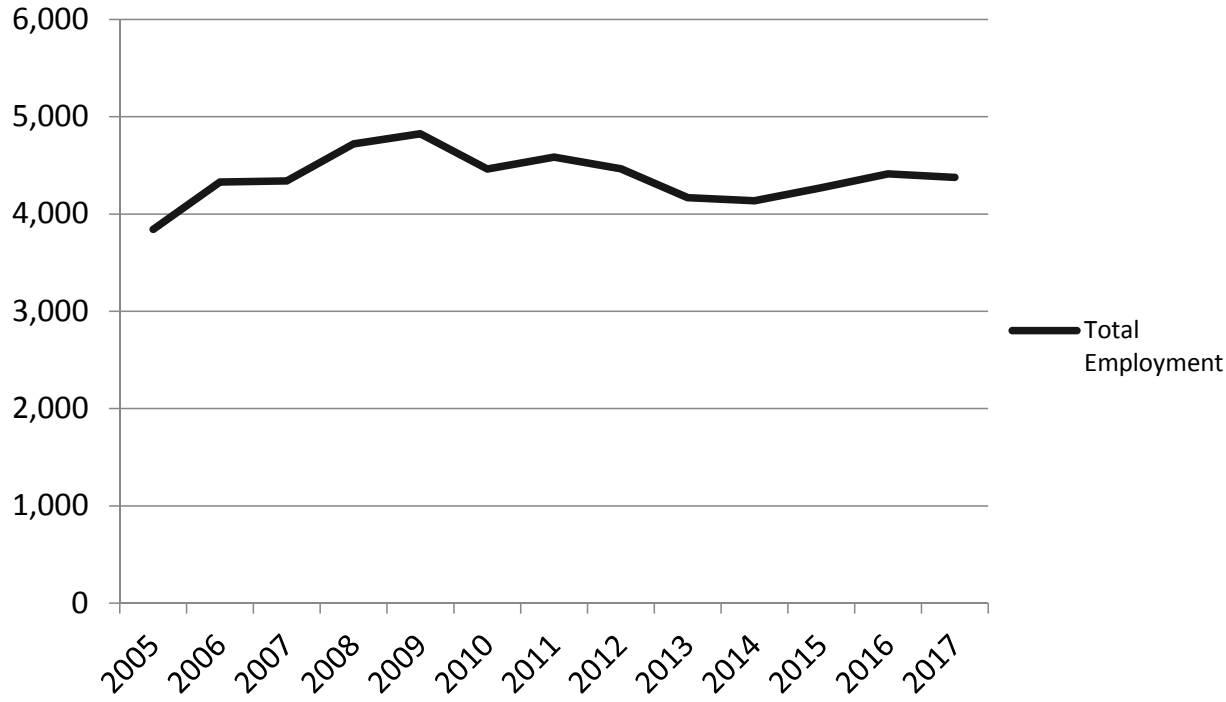
Manufacturing - (Largest number of jobs are in manufacturing and are stable or growing)

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

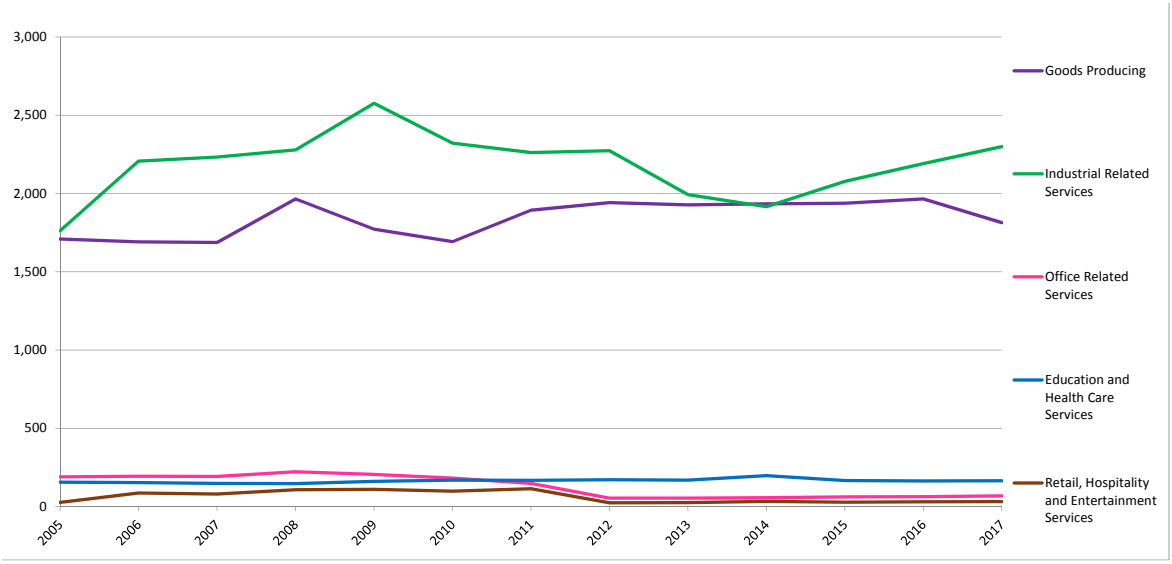
Business to Business - (Largest number of jobs are in business support services which is increasing with info & tech rising in east Kinzie)

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

Little Village Industrial Corridor - Total Employment (2005-2017)



Little Village Industrial Corridor - Employment by Sector (2005-2017)



LITTLE VILLAGE INDUSTRIAL CORRIDOR EMPLOYMENT TRENDS

DPD analyzed QCEW data for the corridor from 2005-2017. The analysis organized the jobs into 5 categories or sectors that can be associated with different types of land uses. The categories are listed below.

Goods Producing – businesses that produce goods from raw materials or other materials. This category includes sectors such as manufacturing, agriculture, mining and similar businesses. Goods Producing businesses are typically associated with industrial land use categories.

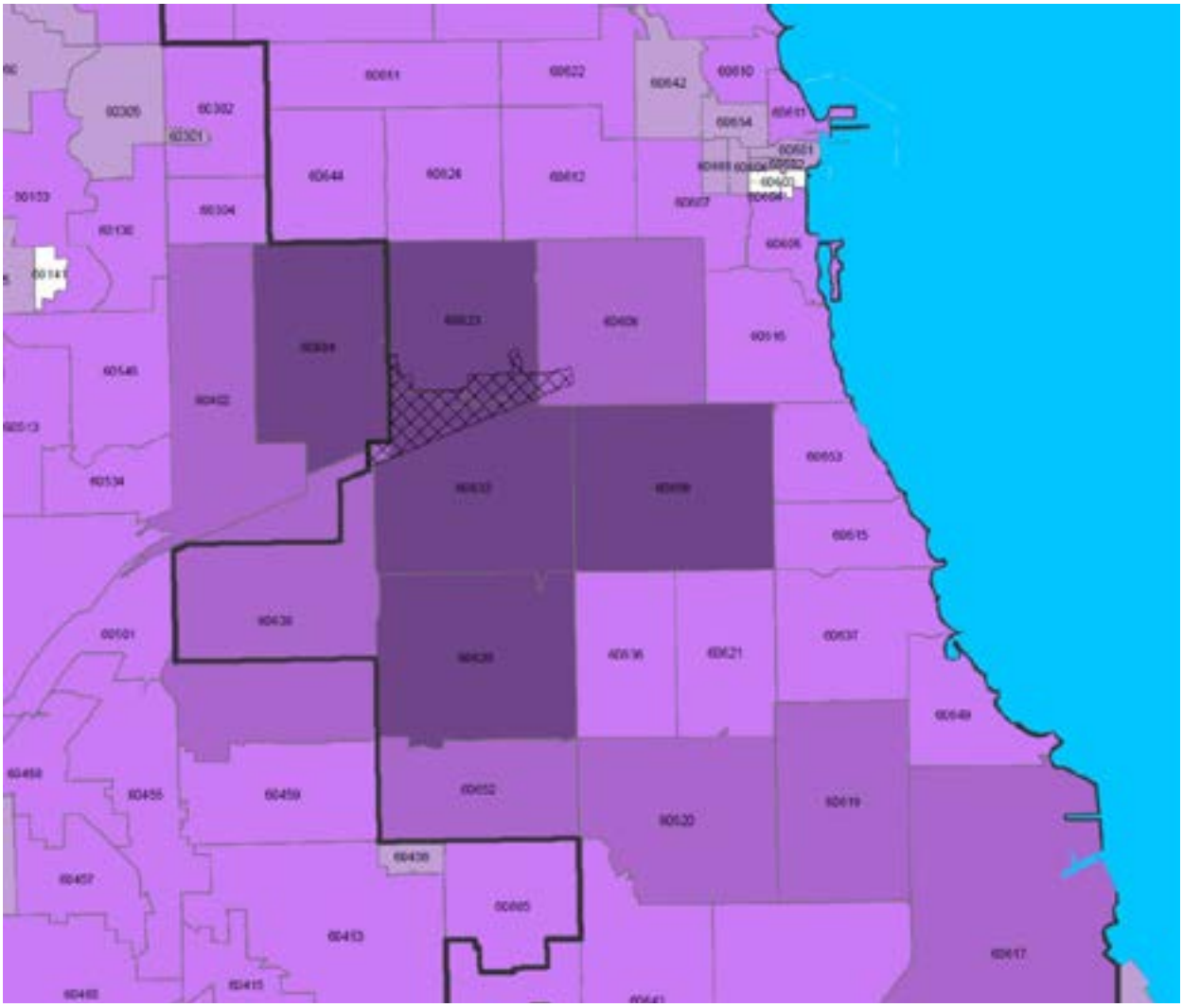
Industrial Related Services – businesses that primarily provide services to other businesses and have operations that typically involve industrial space like a warehouse, outdoor storage or activities. This category includes companies related to transportation, warehousing, wholesale, construction, utilities, waste related services, commercial equipment rentals, security services, pest control, maintenance services, caterers, and similar businesses. Industrial Related Services are typically associated with industrial, transportation, utility and auto related land use categories.

Office Related Services – businesses that provide services to other businesses and individuals in an office setting. This category includes companies related to information, technology, research and development, finance, insurance, real estate, leasing services, doctor and dental offices, travel agents, employment services, nonprofit organization offices, and similar businesses. Office Related Services are typically associated with commercial land use categories.

Education and Health Care Services – businesses and organizations providing education and health care services in large buildings and/or campus like settings. This category includes Primary and Secondary Schools, Colleges and Universities, business and trade schools, hospitals and other health care centers, residential care facilities, and similar businesses. Education and Health Care are typically associated with schools and institutional land use categories.

Retail, Hospitality and Entertainment Services – businesses that provide retail, personal, hospitality and entertainment services in commercial areas. This sector includes retail stores, hotels, restaurants, salons, theaters, bars, and similar businesses. Retail, Hospitality and Entertainment are typically associated with retail and commercial land use categories.

Little Village Industrial Corridor - Employees by Zip Code



LITTLE VILLAGE INDUSTRIAL CORRIDOR EMPLOYMENT TRENDS

The employment trends analysis shows that the corridor has continued to grow as an industrial jobs center. Total employment increased by 14% or over 500 jobs from approximately 3,800 in 2005 to more than 4,300 in 2017. The majority of jobs added during this period are associated with businesses that operate in primarily industrial land uses. The Industrial Related Services sector added over 500 jobs or an increase of 31%, rising from approximately 1,700 in 2005 to 2,300 in 2017. Jobs in the Goods Producing sector remained steady, increasing by roughly 100 jobs or 6% over the same period. At the same time jobs in the Office Related Services sector decreased by nearly 120 jobs from approximately 190 in 2005 to 70 in 2017.

About 2,200 Chicagoans worked in the cooridor in 2015, which represents about 40% of the 5,300 jobs in the corridor in 2015, based on U.S. Census Bureau OnTheMap data. There is a high concentration of employees that work in the corridor and live in the ZIP codes directly adjacent or very near to the corridor's boundary. The above map shows the concentration of where workers employed in the industrial corridor live. Dark purple ZIP codes have a higher concentration of residents that work at businesses within the corridor. In 2015, almost 700 employees lived in the 60623, 60629, 60632 and 60609 ZIP codes (4 dark purple ZIP codes that are within the Chicago boundary) which represents approximately 13% of all jobs in the corridor.

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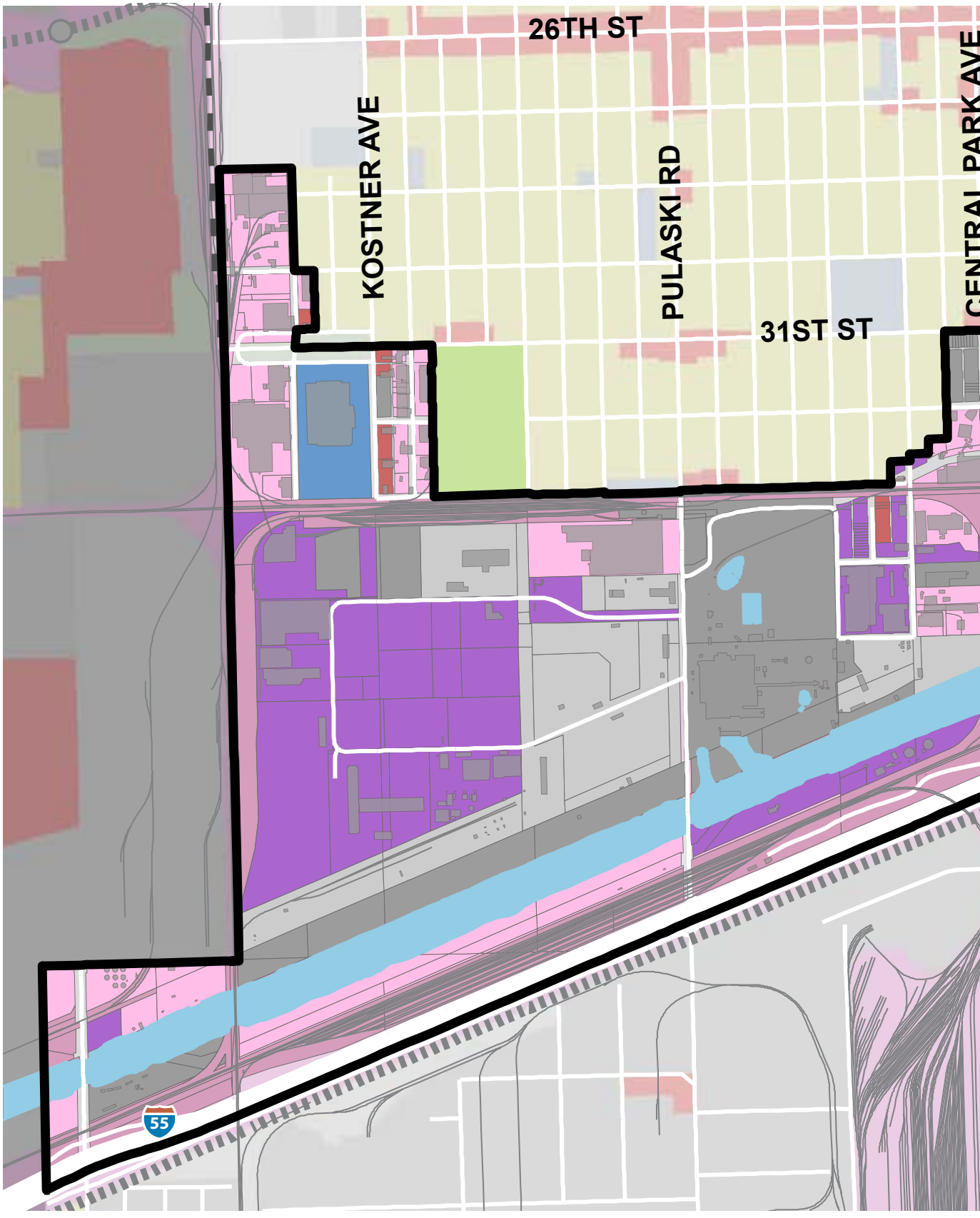
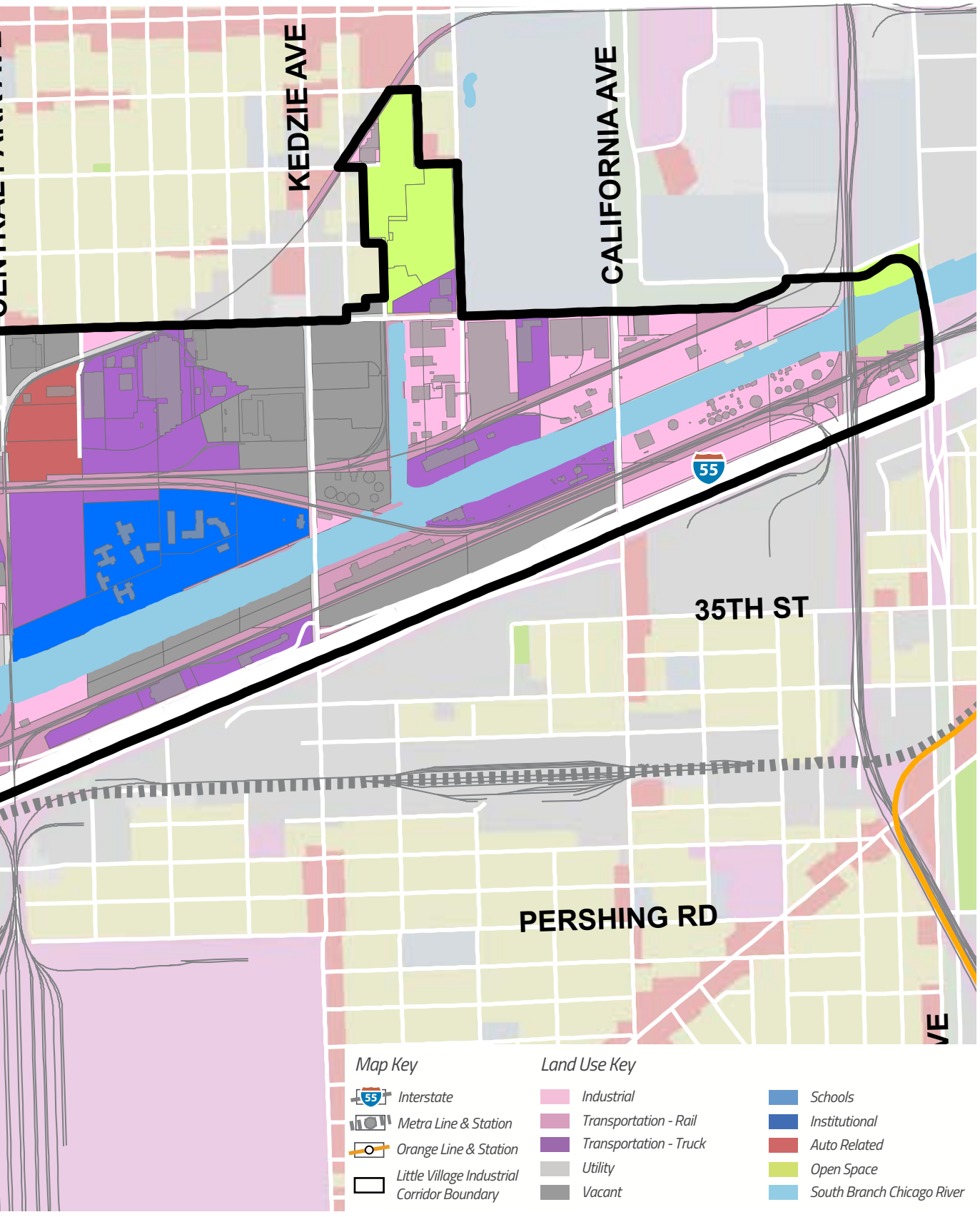
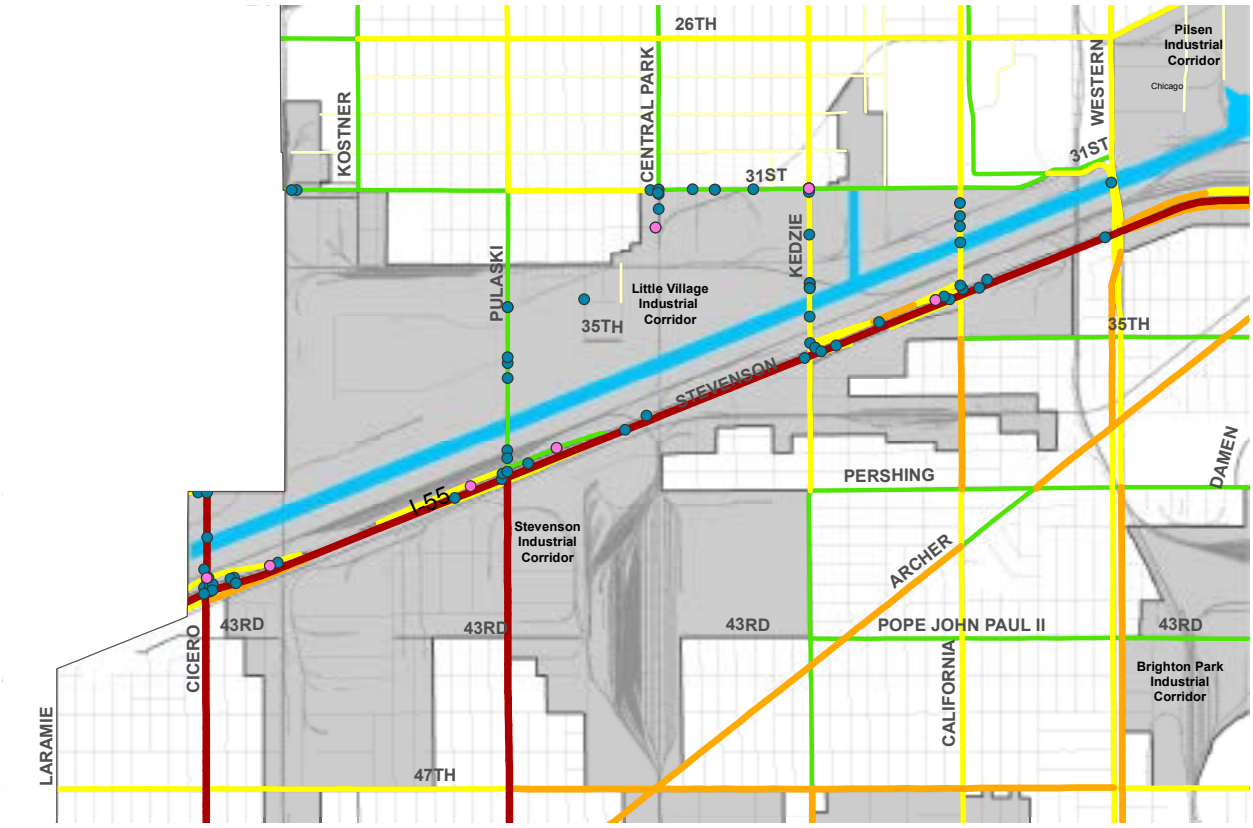
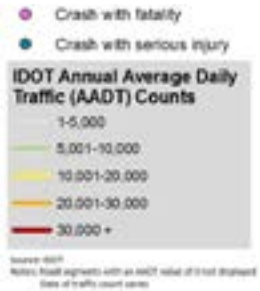
EXISTING LAND USE




KEDZIE AVE
CALIFORNIA AVE
55
35TH ST
PERSHING RD
Map Key
Interstate
Metra Line & Station
Orange Line & Station
Little Village Industrial Corridor Boundary
Land Use Key
Industrial
Transportation - Rail
Transportation - Truck
Utility
Vacant
Schools
Institutional
Auto Related
Open Space
South Branch Chicago River





TRANSPORTATION EXISTING CONDITIONS

Most of the traffic within the Little Village Industrial Corridor occurs along the Stevenson Expressway (I-55), with over 181,300 Annual Average Daily Traffic (AADT). The major streets along the corridor have significantly less AADT. However, there are no recent truck traffic counts in the industrial corridor, which would be useful in substantiating the percentage of truck traffic along the major streets in relation to overall traffic numbers.

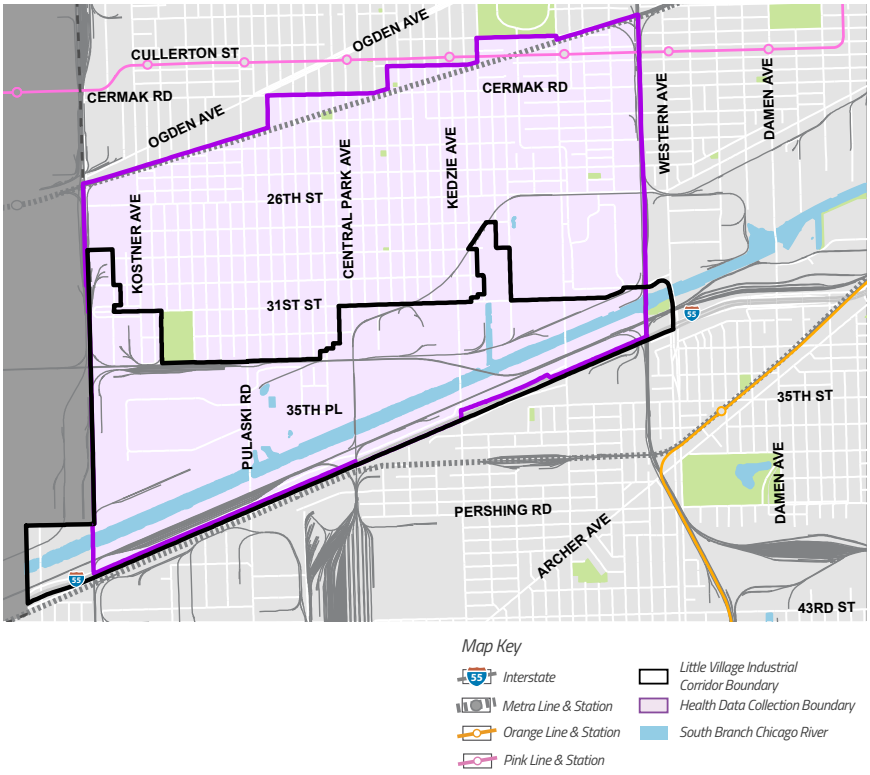
Community input during this planning process (mentioned in detail later in this plan) discovered that residents have noted significant truck traffic along certain major streets. One roadway corridor to note is 31st Street, which is one of the major streets having significant truck traffic, according to community input. Along with these observations, there are several serious injury crashes and a fatal crash along this corridor, according to Illinois Department of Transportation (IDOT) crash data from a five-year period (2012-2016). Further research is needed to determine the specific issues and potential recommendations for 31st Street.

Beyond 31st Street, the five-year crash data for the industrial corridor does not indicate any major issues or trends to note outside of the serious injury and fatal crash clusters near the entrance and exit ramps to/from the Stevenson Expressway.

HEALTH & ENVIRONMENT DATA

To inform this planning process, the Little Village community requested information about air quality and health in their area. CDPH provided a range of data on health status, demographics, and ambient air, recognizing that the same environmental conditions affect populations differently based on community characteristics. The analysis represented conditions for all of South Lawndale, rather than Little Village or specific areas near the Industrial Corridor. That is because most current data sources, including hospitalization records, health surveys, and the U.S. Environmental Protection Agency (U.S. EPA), are only available at the community area or ZIP code level; for smaller geographies, they become less reliable. More detailed information about the data and limitations can be found in the appendix.

The goal of this report was to show current conditions in South Lawndale. Identifying specific sources of air pollution and describing how air quality contributes to health disparities were beyond the scope of this plan. However, CDPH and its partners are committed to understanding these issues. We will continue to enhance our data sources and conduct analyses to inform new environmental protections, especially for the city's most vulnerable communities.



General Health Indicators

South Lawndale Health Indicators	Relative to Chicago	Source
Life Expectancy	Similar	Chicago Health Atlas
Maternal, Infant Health	Better	Chicago Health Atlas
Obesity and Diabetes	Worse	Chicago Health Atlas
Lung Cancer	Better	Chicago Health Atlas

Air Quality Indicators

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

GENERAL HEALTH INDICATORS

To broadly characterize health in the South Lawndale community, CDPH looked at data for a range of indicators, including:

• Life Expectancy: The average

number of years a person may expect to live

• Maternal and Infant Health: rates of preterm birth, low birthweight, very low birthweight; number of infant (aged under one year) deaths

• Obesity: Adults with a Body Mass Index (BMI) of 30 or greater; students with a BMI greater than the 95th percentile

• Diabetes: Diabetes prevalence in adults; Rate of people who died due to diabetes

• Lung Cancer: Lung cancer incidence; Lung cancer death rates

The health status in South Lawndale is generally similar to other Chicago communities for life expectancy, maternal and infant health, and lung cancer. Rates of obesity and diabetes are higher. Detailed health information for South Lawndale, including trends over time and differences based on age, gender, and race-ethnicity can be found at www.chicagohealthatlas.org, a website where CDPH shares data on 160+ health-related indicators.

RESPIRATORY HEAITH INDICATORS

Certain conditions like asthma, COPD, and heart disease make people more susceptible to negative health outcomes due to air pollution – and air pollution can itself be a cause of these health conditions. Among residents of South Lawndale, the prevalence of hospitalization rates due to these conditions is similar to the citywide average. These data describe current health status and they cannot be used to attribute health outcomes to specific pollution exposures. In any case, they indicate that many people with asthma, COPD, and heart disease live in areas near the industrial corridor.

Respiratory Health Indicators

Health Indicators	Relative to Chicago	Source
Young Child Asthma Hospitalization	Similar	Chicago Health Atlas
Asthma and COPD Prevalence	Similar	500 Cities
Heart Disease Prevalence	Similar	500 Cities

AIR QUALITY INDICATORS

Based on information from the US EPA, South Lawndale sees a higher burden of air pollution relative to the rest of Illinois. These are rough estimates of air pollution and in some cases are based on models and projections. They should not be relied upon alone to make decisions and they do not tell us that pollution is causing specific health issues in South Lawndale, but they can offer guidance on where policymakers should focus mitigation strategies.

• Ninety-five percent of the Illinois population experiences equal or less exposure to Particulate Matter (PM) 2.5, small air particles that pose certain health risks, than the population in South Lawndale. Since 2013, particulate matter is generally decreasing in absolute terms across the nation; however, the data suggest this is still a concern in South Lawndale.

• Diesel particulate matter is also high, with 89% of the Illinois population experiencing equal or less exposure.

• Certain chemicals have been shown to cause respiratory health problems. The Respiratory Hazard Index (74th percentile) shows that more of these harmful chemicals are in the air in South Lawndale relative to most other communities in Illinois.

• While Ozone is a relatively lower concern in South Lawndale (17th percentile) than elsewhere in Illinois, it is important to note that Cook County's Ozone concentrations still do not meet the National Ambient Air Quality Standards.

• The Traffic Proximity and Volume Index considers a 500-meter radius from the roadway. South Lawndale ranks in the 40th percentile due to the location of the Stevenson Expressway, but this indicator does not diminish community concerns about traffic around the Industrial Corridor.

Health Impact Pyramid - "Changing the Context"

COMMUNITY VULNERABILITY AND ASSETS

According to the U.S. EPA, certain communities are especially vulnerable to the effects of pollution 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. The U.S. EPA's EJScreen draws upon all this data to identify vulnerable communities.

Overall, according to the EJScreen, community characteristics in South Lawndale make this community more vulnerable to pollution than nearly all other communities in Illinois. Both community demographics and the prevalence of illnesses that can be exacerbated by air pollution highlight the particular importance of addressing air pollution in this area.

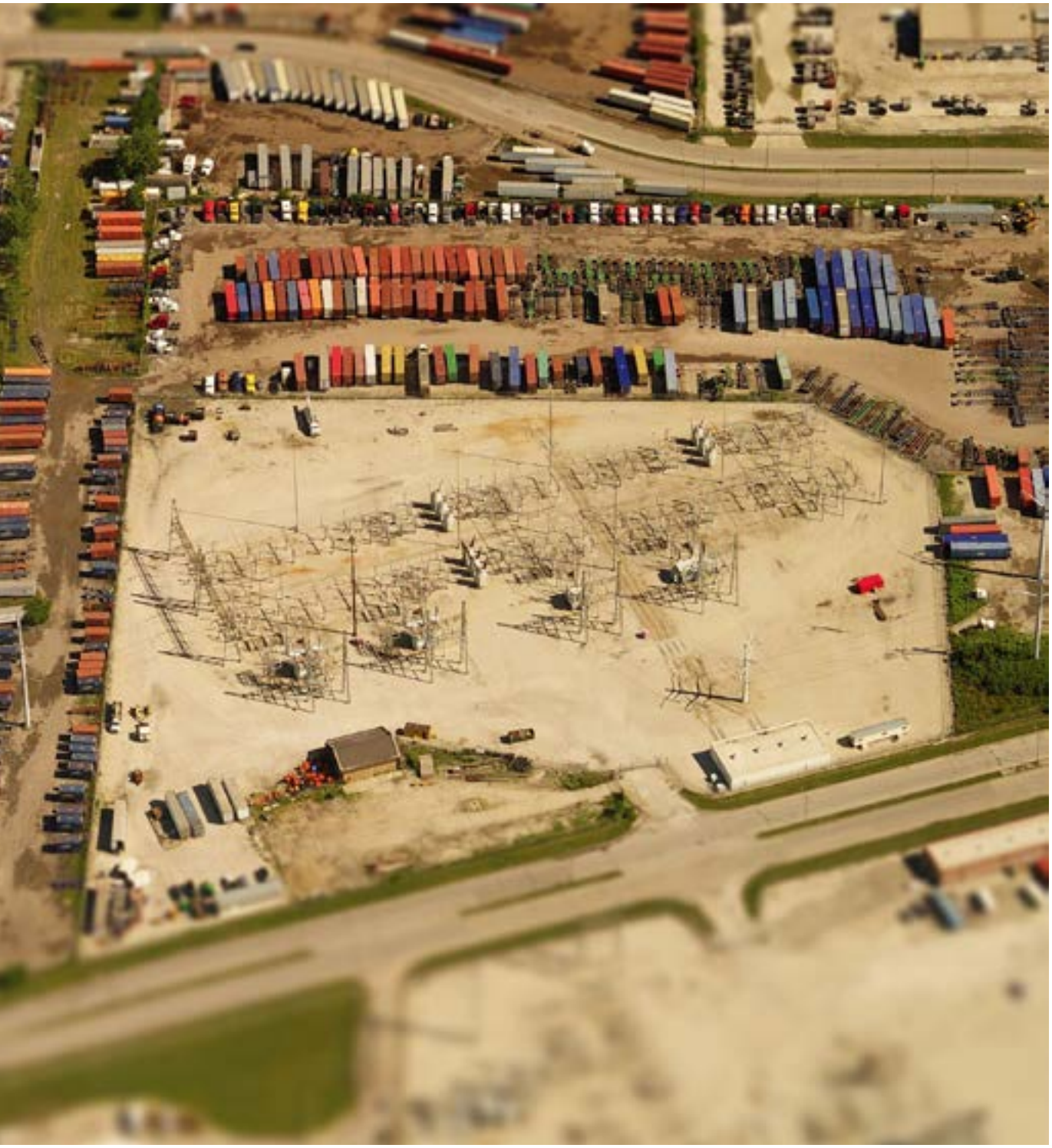
South Lawndale is also a resilient community, with strong family and community structures, where people work together to support each other. That might account for why health indicators are reasonably strong despite socioeconomic stresses.

The community's inherent resiliency can provide opportunities to build upon when implementing the sustainability strategies outlined in the Industrial Corridor plan.

ADVANCING PUBLIC HEALTH THROUGH PLANNING

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. With this Industrial Corridor plan, the City moves 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 prevent or mitigate exposure to pollution in the first place. That is where city policymakers can have the greatest impact on health.

4 LITTLE VILLAGE FRAMEWORK



Kostner Avenue and & 36th St.

GOAL #1: MAINTAIN THE LITTLE VILLAGE INDUSTRIAL CORRIDOR AS AN EMPLOYMENT CENTER

The industrial corridor benefits from close proximity to downtown, nearby communities with the potential to provide a modern industrial workforce, strong adjacent retail corridors; and close proximity to the Sanitary and Ship Canal, I-55 corridor and the BNSF railroad Corwith Intermodal Facility. The economic base of the industrial corridors along I-55 is primarily focused around the manufacturing, transportation and warehousing, and wholesale trade sectors, based on research conducted in 2016. Employment within the Little Village Industrial Corridor in these sectors represented approximately 82% of all jobs in 2017. Employment in the transportation and warehousing sectors increased by 22% since 2005 with jobs in increasing by more than 500 jobs between 2005 and 2017.

Freight movement both into and out of the region is forecasted to increase through 2040 based on projections from CMAP.'s ON TO 2050 Comprehensive Regional Plan for Northeastern Illinios. The proximity of the Little Village Industrial Corridor to I-55, with multiple access points, can provide a strategic advantage to attract new companies and investments. The growth and development of the industrial corridor must be coordinated with other improvements to appropriately accommodate related needs involving transportation, sustainability and transit. The following strategies provide a framework for maximizing the Little Village Industrial Corridor as an economic engine and vital job center.

The Hatchery Business Incubator

Food Manufacturing at The Hatchery

STRATEGIES

Strategy 1.1: Facilitate business expansion and relocation to the Little Village Industrial Corridor

The public process confirmed that the community is interested in maintaining the Little Village Industrial corridor as an employment center, with the ultimate goal of providing high quality jobs for Little Village residents.

The city provides economic development incentives to local industrial businesses, more details on these can be found here. The Lawndale Business Renaissance Association (LBRA) is the City's delegate agency working through Local Industrial Retention Initiative (LIRI). LBRA provides businesses with information and assistance on local resources available to companies looking to expand and/or relocate in the Little Village Industrial Corridor. Through the U.S. Department of Commerce Manufacturing Extension Partnership (MEP), the Illinois Manufacturing Excellence Center (IMEC) provides assistance to small and medium sized manufacturing enterprises (SMEs) in Illinois to be more competitive in the global marketplace. IMEC can provide technical assistance and connect businesses with state and federal funding for process improvement and workforce development.

IMEC and LBRA should expand their efforts to, for example, encourage the best practices listed in 1.2 below, provide information on how companies can capitalize on the local workforce noted in 1.4 below and encourage the use of alternative fuel vehicles for freight operation listed in 3.2. Likewise, the City, LBRA and IMEC should work with businesses and community stakeholders to improve efforts to support existing businesses and attract mutually beneficial redevelopment of vacant and underutilized spaces within the Little Village Industrial Corridor

Strategy 1.2: Promote partnerships to provide job readiness

It has been estimated that Chicago's manufacturing base will require 5,200 new workers per year over the next 10 years due to worker retirements. There are numerous programs and resources available to organizations and companies to help identify and train workers to fill these positions. Through it TIFworks program, the city can provide funding to companies to train workers to acquire new skills. IMEC can connect companies with state and federal resources to develop apprenticeship and on the job training programs. The City, IMEC, LBRA and other local and regional partners should work with business and community stakeholders to improve outreach and assistance effort that help companies access existing resources and connect with jobseekers in Little Village and surrounding communities. Leveraging these partnerships to recruit and train skilled labor locally and citywide will be required in order to provide the next generation of manufacturing workers.

Strategy 1.3: Incorporate sustainability best practices in new development to encourage a modern employment center

Design guidelines are a tool to provide consistent and predictable criteria for developers, businesses, community members, elected officials and government agencies to review land use proposals. The Chicago Sustainable Development Policy, first initiated in 2004 and subsequently updated in 2017, is a mechanism to ensure that developments over a certain size and in specific locations address a range of sustainability issues. The strategies are categorized by the types of benefits provided, such as higher energy efficiency, better stormwater management and hiring of hard-to-employ individuals. Guidelines for the Little Village Industrial Corridor will further promote the development of new and expanded industrial facilities that address the economic, environmental, social, cultural and health conditions of the adjacent community and the City as whole (see Design Guidelines in the Appendix).

The guidelines and future updates to the City's Sustainable Development Policy update should incorporate strategies that address unique environmental issues associated with the Little Village Industrial Corridor. As in past updates of the Sustainable Development Policy, 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.

Strategy 1.4: Encourage innovative and sustainable models of industry within the Little Village Industrial Corridor for quality job creation

Business expansion and relocation within the Industrial Corridor will require the prioritization of select strategies from the updated Sustainable Development Policy (see strategy 1.3). While all new and expanded industrial users within the corridor will be required to implement sustainability in the development of their sites, businesses whose practices and products are inherently sustainable, such as urban agriculture, food and advanced manufacturing, have been identified as a priority for the industrial corridor. Community stakeholders, in partnership with the LIRI and city agencies, can collaborate to encourage relocation of these users to the industrial corridor.

Method Factory, Calumet Industrial Corridor

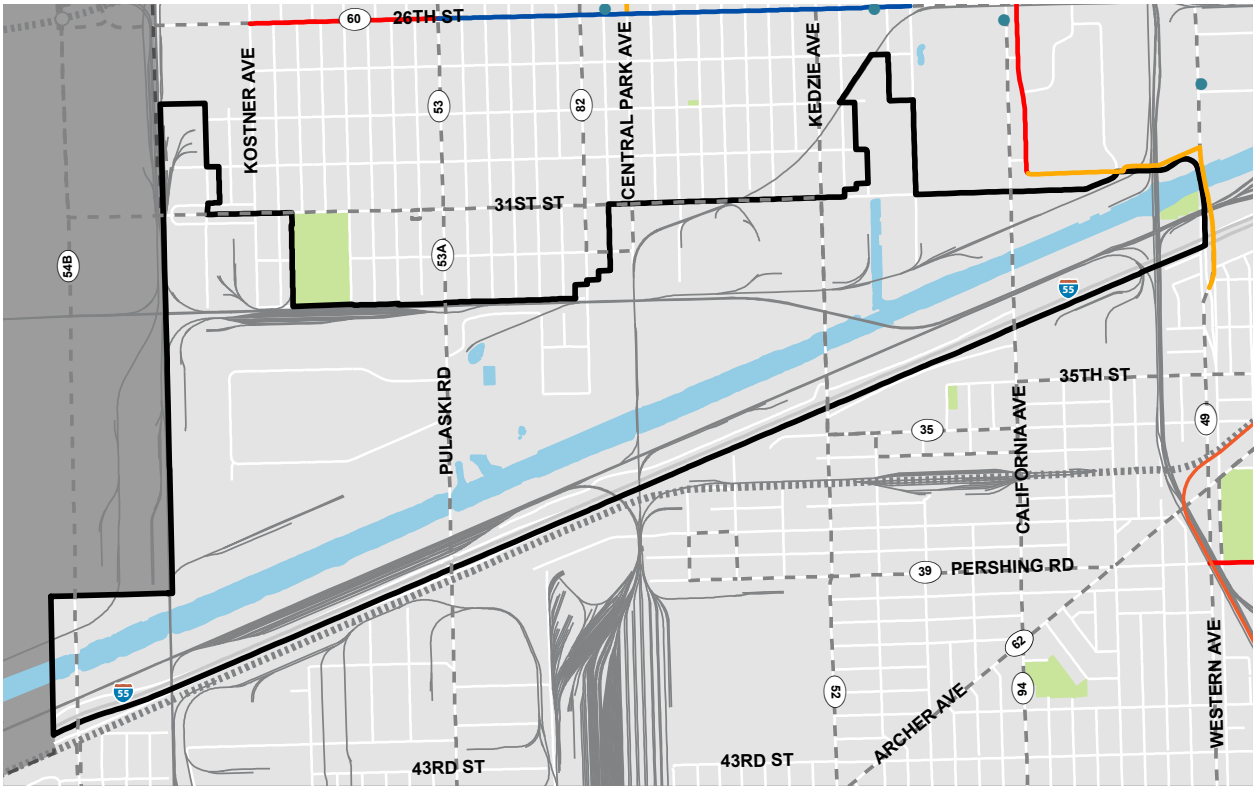
GOAL #2: PROVIDE BETTER ACCESS FOR ALL MODES WITHIN AND AROUND THE LITTLE VILLAGE INDUSTRIAL CORRIDOR

Chicago's prominence as one of the world's leading industrial centers is directly related to its location at the nexus of a national transportation network. Each of the City's industrial corridors has its own geographic assets and other attributes and the Little Village Industrial Corridor is no different, with its proximity to the Stevenson Expressway, highly active rail networks and the Sanitary and Ship Canal. These assets have historically contributed to the development of the industrial corridor and the community's growth as a working class neighborhood.

To effectively support continued growth within the Little Village Industrial Corridor, more efficient travel options must be developed to support local companies, their workers, and nearby residents. Priority should be given to improvements involving existing walking and transit networks, new facilities for people biking, and those which reduce the burden of truck traffic to neighboring communities and on residential streets. Investments should reflect each travel mode's ability to contribute to improving roadway capacity, reducing congestion and air pollution, and expanding transportation options for workers and residents.

Given the proximity of expressway interchanges and major arterial streets and the industrial activity within the corridor, cars and trucks will continue to be a component of the local transportation network. More effective traffic management will be crucial to manage travel times. New internal industrial streets and multi-modal connections for walking, biking, access to transit and driving can help reduce travel distances while providing alternative routes to relieve pressure on congested streets and intersections and support new employment within the corridor.

Ongoing changes in transportation bring both challenges and opportunities for improving the built environment and it is important that such impacts are addressed as projects are developed within the industrial corridor. As individual projects implement strategies that address traffic and sustainable impacts, the City recognizes that a comprehensive evaluation of demands on existing transportation resources should be conducted for the Little Village Industrial Corridor and other corridors on the Southwest side that share similar characteristics.



Map Key

- Metra Line & Station
- Orange Line & Station
- CTA Bus Routes
- Divvy Stations
- Bike Lane
- Buffered Bike Lane
- Shared Lane
- Little Village Industrial Corridor Boundary

STRATEGIES

Strategy 2.1: Continue to assess existing traffic and roadway conditions within the City's industrial corridors on the Southwest Side

The Chicago Department of Transportation (CDOT) will coordinate efforts with upcoming transportation initiatives to assess existing conditions within and around the Little Village Industrial Corridor. This will involve working with transportation agency partners to best coordinate efforts and community stakeholders to verify preliminary findings. These assessments will also take into consideration the impacts of industrial development on surrounding transportation corridors.

Strategy 2.2: Assess the feasibility of establishing an East/West industrial access road

Truck traffic has been noted anecdotally as an issue in the Little Village Industrial Corridor from community and field observations during this planning process. Some of the issues identified as a result of truck traffic include truck traffic on residential streets, pedestrian safety, and air quality issues. This suggests a need for an alternate East/West industrial road between Pulaski Road and Kedzie Avenue, which will alleviate some of the industrial traffic burden off the existing corridors. An East/West industrial access road is a complex proposal that would require feasibility and engineering studies to assess the multiple potential alignments.

Strategy 2.3: To enhance access, improve the Little Village Industrial Corridor to better serve all modes

To ensure that corridors in and around the industrial corridor comply with the Complete Streets Design Guidelines, CDOT will continue to assess and implement projects that increase safety and improve access for all users of the roadway. This includes providing new or upgraded infrastructure for people walking, biking and taking transit such as bicycle facilities, safety improvements at intersections, and repaired sidewalks throughout the study area. For transit access, these improvements could include bus priority treatments to reduce bus delay such as short stretches of bus lanes, bumpouts at bus stops, queue jumps, and other signal treatments. Specifically, CDOT will assess access and safety concerns along 31st Street from Kedzie Avenue to Pulaski Road, where there is a concentration of crashes near major intersections and anecdotal information noting potential issues. Potential improvements along this portion of 31st Street should not only improve the ability of all modes, but should also prioritize pedestrians, especially in areas where adjacent existing and proposed land uses are residential and institutional.

Strategy 2.4: Assess viaduct clearance projects for North/South and East/West viaducts outside of the Industrial Corridor

Low viaduct clearance on key arterials often forces truck traffic onto residential streets and cause congestion as a result of damaged trucks under viaducts. In order to allow trucks to remain on arterials and access key highway ramps on I-55, viaduct clearance projects will have to be considered for key viaducts around the industrial corridor.

Strategy 2.5: Modernize traffic signals and timing to alleviate traffic congestion

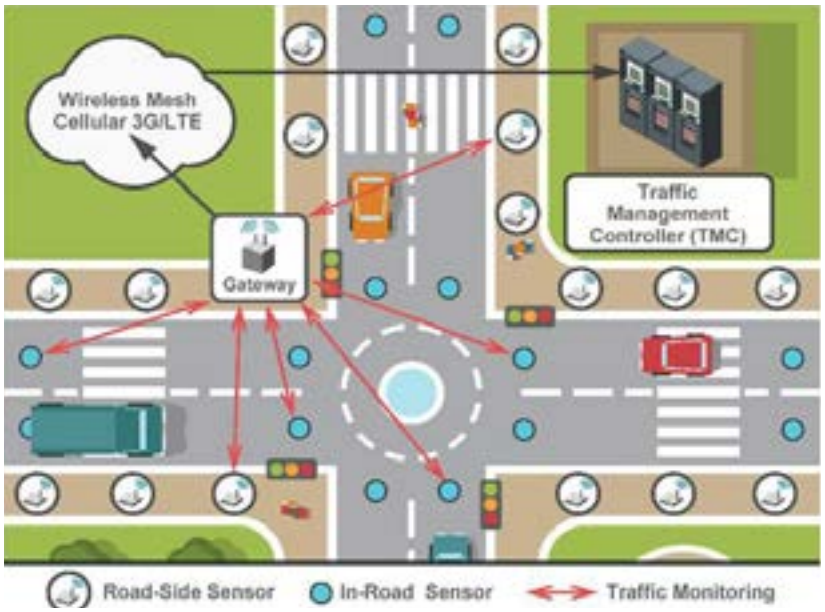
The performance of the existing road network should be improved through more modern transportation infrastructure and intelligent traffic control technologies, including "smart signals," transit signal prioritization (TSP) and other devices that assess, predict, and manage traffic volumes through more coordinated signalization in real-time. Modernized traffic signal equipment will improve the efficiency and safety of the industrial corridor and contribute toward the reduction of air pollution by minimizing vehicle idling.

Strategy 2.6: Coordinate appropriate corridor improvements to faciliate transit access to the corridor

In order to facilitate access to the industrial corridor for workers, CDOT and CTA will coordinate the implementation of amenties that, along with other improvements, will provide transportation choices for employees of the industrial corridor.

Strategy 2.7: Evaluate existing bus stops along 31st Street and Kedzie Avenue in coordination with CTA

The #35 route serves the industrial corridor on a north-south route on Kedzie Avenue and, to the west, between Kedzie and Cicero Avenues along 31st Street. Community members noted this corridor should be reviewed by CTA and CDOT for opportunities to improve transit access; not all bus stops were perceived as conveniently located and some stops were seen as too closely spaced. In addition, potential impacts to this route from future development proposals or other improvements along 31st Street should be reviewed in coordination with CTA.



Strategy 2.5: Intelligent Transportation Systems

GOAL #3: INCORPORATE BEST PRACTICES FOR NEW DEVELOPMENT WITHIN THE LITTLE VILLAGE INDUSTRIAL CORRIDOR TO IMPROVE ECONOMIC, ENVIRONMENTAL AND SOCIAL CONDITIONS

Like transportation, changes in industrial practices and demands provide unique opportunities and challenges for improving the built environment. The health indicators analyis performed by CDPH demonstrated a need for pollution mitigation strategies. As a result, this plan focuses on ways to improve environmental conditions, including air quality, through sustainability best practices.

These strategies address issues of health and environmental impacts by analyzing the industrial corridor through the lens of sustainability. As a land use plan for the industrial corridor, the City is setting a vision for future industrial development to implement sustainable best practices, which will ultimately address issues such as air and water quality.

These strategies include the implementation of on-site renewable energy, increased landscaping, and encouraging the use of alternative fuel vehicles for industrial operations.

DPD, along with CDPH, is working toward updating and modifying tools that it has readily available to regulate new industrial development within the corridor. The Framework defines sustainability as the intersection between economic, environmental and social considerations and provides strategies that reflect this intersection.

Testa Produce, Inc., Racine Avenue & 45th Street

STRATEGIES

Strategy 3.1: Preserve the waterway infrastructure of the Chicago Sanitary and Ship Canal for industrial users

Commerce on the waterway system is small when compared to Chicago's massive trucking and rail industries, and has been generally declining in recent years. Nonetheless, waterway access remains critical for certain industries that transport raw materials including sand, gravel, scrap metal, and certain minerals. One barge is the equivalent of 70 truckloads or 16 rail cars of raw materials.

Strategy 3.2: Encourage the use of alternative fuel vehicles for freight operations

Site developers and fleet operators are encouraged to participate in the Chicago Area Clean Cities Coalition, a designated U.S. Department of Energy Clean Cities coalition, and leverage technical and potential funding assistance. Electrification of transportation is an important way to address pollution and climate change issues that impact large metropolitan regions. The number of offerings and models of electric trucks is rapidly growing and in the near future many fleets and operators, especially around the large metropolitan areas, will be adopting electric trucks. To support this expected growth, CDOT will assist private fleets prepare and consider how they will need to adapt and plan for the build-out of charging infrastructure needed for the electric trucks. The City will develop a guide for how new developments can assess the electrical requirements to install medium- and heavy-duty vehicle charging infrastructure.

Due to the higher purchase cost of clean fleet technologies, incentives are needed to encourage and accelerate local market adoption. CDOT will help accomplish this by reducing the cost of new and repowered hybrid- and electric-powered commercial vehicles through the Drive Clean Chicago incentive program. Leveraging over $20 million in Federal Congestion Mitigation and Air Quality (CMAQ) funding, the City of Chicago will continue operating Drive Clean Chicago to provide innovative, point-of-sale incentives for commercial fleets to deploy the latest advanced technology, low emissions vehicles.

The City of Chicago is leading by example and committed to expanding its use of electric vehicle (EV) and reducing greenhouse gas emissions in its own operations. An EV public service fleet transition for the City not only reduces emissions detrimental to the public health of Chicagoans, it also reduces local government operating costs through streamlined fleet operations. The City aims to have a 25% EV passenger fleet by 2023. With the assistance of a Federal grant, the City will add nearly 200 EVs and supportive charging stations to the fleet.

Strategy 3.3: Support improvement and remediation of the Collateral Channel to enhance the local environment for people and nature

The Collateral Channel is owned by the Metropolitan Water Reclamation District (MWRD). It is bounded on the east by a City fleet site, which also provides a location to store and repair City barges and boats. At the northern terminus of the channel there are two sewer outfalls and during heavy rain events the water can fill with sewage, creating noxious smells. Just across 31st Street from the outfall is La Villita Park (completed in 2014), which was created by remediating land once owned by an asphalt shingle company. The land to the west is now vacant. Over the past 15 years, various organizations have suggested that the channel be improved as a wetland and a place for people to visit. To do this, the sewer outfalls will have to be addressed by potentially expanding the length of the pipes to reach the Sanitary and Ship Canal. If this issue is addressed, work can begin on wetland improvements similar to those now underway in the North Branch Canal.

Strategy 3.4: Increase public access and use of open space along the river's edge

In order to comply with the Chicago Zoning Ordinance and the Chicago River Design Guidelines, any new development along the Sanitary and Ship Canal requires a setback of 30 feet Exceptions are made if an industrial user intends to use barges to load and off-load materials or to allow for barge parking. New industrial users will be encouraged to provide open space adjacent the required setback as a way to address air and water quality issues. Such open space also provides a recreational amenity for empoyees to use.

Strategy 3.6: Rooftop Solar Installation

Strategy 3.5: Support the development of El Paseo as an opportunity to provide access for people biking and walking to the employment center

El Paseo is a proposed at-grade trail which follows the abandoned BNSF rail line in Little Village from California to 33rd Street. This portion of the line ends at a historic swing bridge over the Sanitary and Ship Canal. Approximately 330 people who work in the Little Village Industrial Corridor could use El Paseo to get to their jobs because they also live near the trail. In addition, the 5,300 workers in the industrial corridor could use the trail before and after work for their community, exercise or visiting the commercial districts in Little Village and Pilsen.

Strategy 3.6: Encourage owners of large, flat roofed industrial buildings to use their roofs for solar, greenhouses or other sustainable purposes

The State of Illinois recently passed the Future Energy Jobs Act (FEJA). This ground-breaking legislation will save and create clean energy jobs and provide job training. It creates significant consumer and environmental benefits, accelerates the growth of solar and wind energy in Illinois, expands energy efficiency and provides specific programs in low-income neighborhoods.

The large rooftops of industrial buildings provide opportunities for new solar power generation. New and existing manufacturers will be encouraged to program their rooftops for solar to provide energy for their own uses or for community solar programs. Community solar programs could provide significant savings on monthly utility bills to subscribing residents in the Little Village community area and also provide monthly savings and income to manufacturers with solar on their rooftop. The FEJA legislation is providing hundreds of millions of dollars to support community solar programs in low income neighborhoods.

In the Pullman Industrial Corridor on the City's south side, Gotham Greens installed a climate controlled greenhouse facility on the rooftop of the Method Products manufacturing plant. The greenhouse opened in 2015, and per the company, the 75,000 square foot facility represents the world's largest and most productive rooftop farm. The facility annually grows up to 10 million heads of leafy greens and herbs, year-round, for retailers and restaurants across Chicagoland.

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

CDPH is charged with the enforcement of environmental regulations within the City of Chicago, and the protection of public health and safety for certain industrial facilities. DPD and CDPH typically collaborate in reviewing issues with these facilities. DPD's zoning role is to determine whether industries are located in areas where the

surrounding uses are consistent with the industrial nature of these types of facilities. CDPH reviews industrial operations to ensure that environmental impacts are minimized. In 2014 and then again in 2018, CDPH issued updated regulations for the storage of pet coke and manganese. DPD also adopted additional zoning regulations for these industries. CDPH, with the support of DPD and City Environmental Lawyers, will review additional regulations that take into account national best practices for industrial users that handle and process metal and other bulk materials.

CDPH typically will consider an operator's enforcement history before issuing new permits and include requirements in response to past issues, as appropriate. CDPH will also advise the Illinois Environmental Protection Agency (IEPA) on permit applications in Little Village. The IEPA has developed and implemented a public participation strategy in environmental justice communities. When CDPH receives notice of an IEPA permit requested in Little Village, CDPH will supply information about potential cumulative industry impact or residents' concerns in the area to inform the IEPA's decision-making, when deemed appropriate.

Furthermore, DPD will include CDPH in the review of proposed industrial planned developments in the city as part of the planned development review process, prior to approval by the Chicago Plan Commission. CDPH will then work with DPD to recommend enhanced environmental controls that are tailored to the proposed industrial uses, if deemed necessary.

Stormwater Landscape

Strategy 3.2: Electric commercial vehicle

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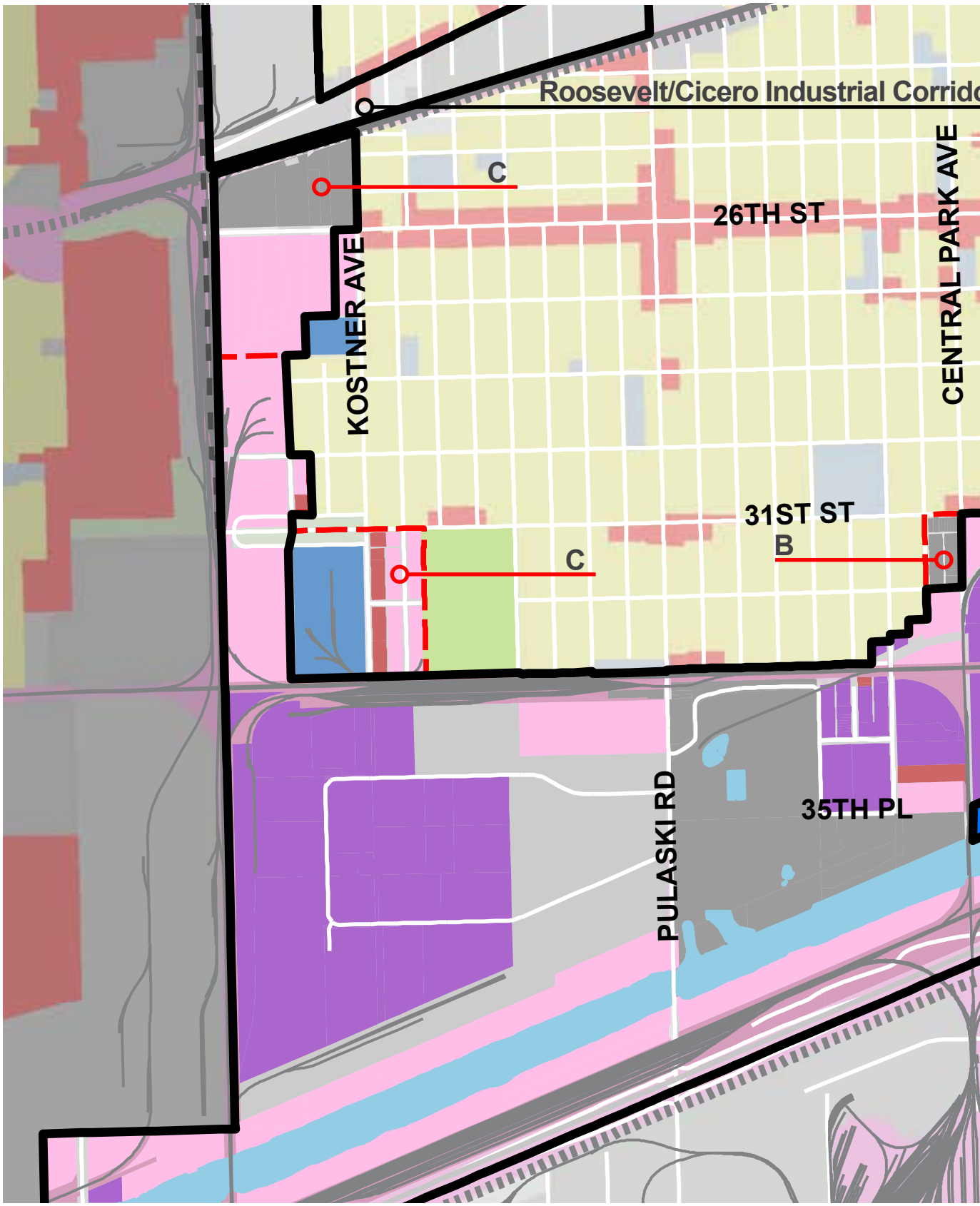
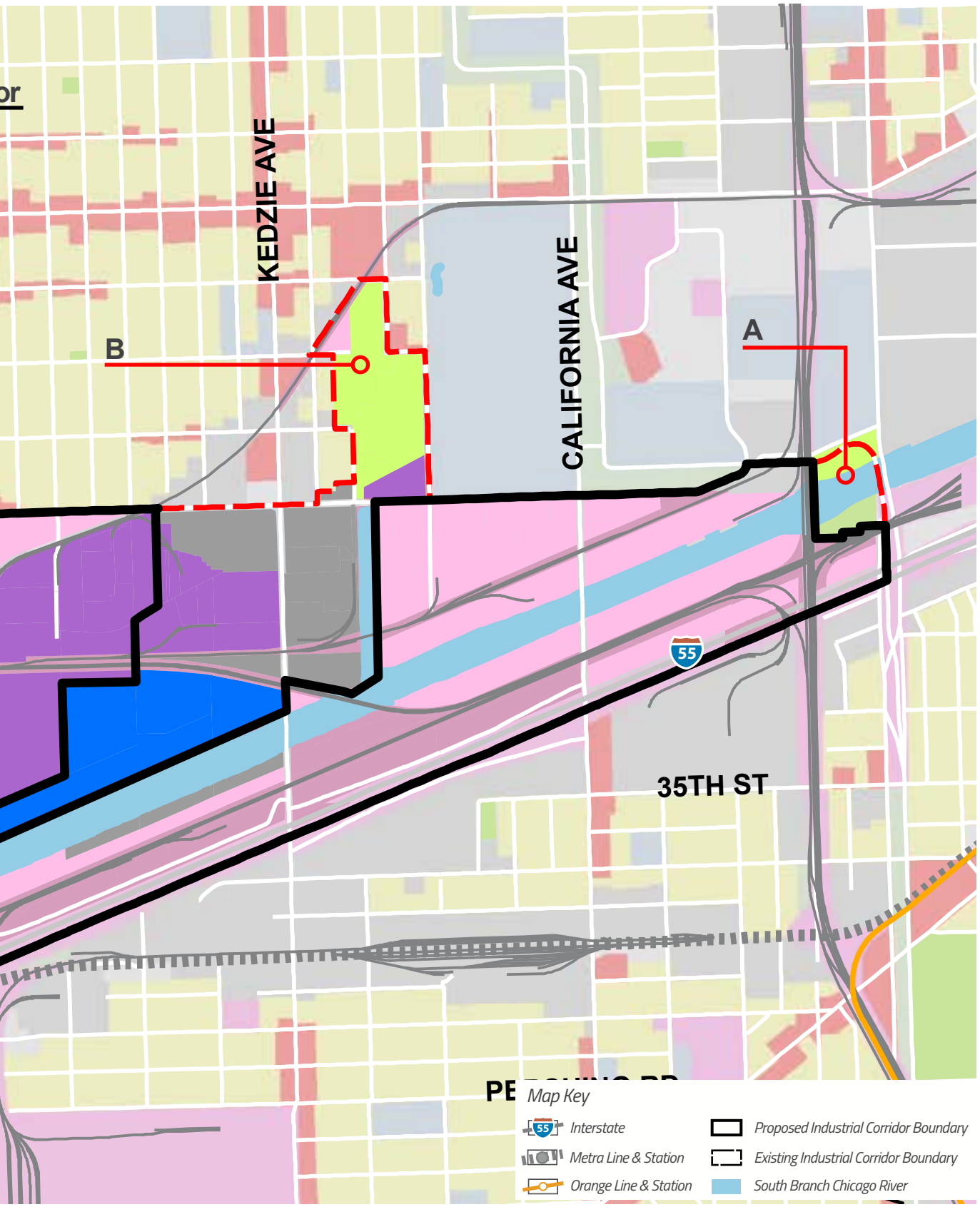
5 IMPLEMENTATION


Roosevelt/Cicero Industrial Corrido
C
26TH ST
KOSTNER AVE
CENTRAL PARK AVE
31ST ST
B
C
PULASKI RD
35TH PL


KEDZIE AVE
CALIFORNIA AVE
B
A
55
35TH ST
Map Key
Interstate
Metra Line & Station
Orange Line & Station
Proposed Industrial Corridor Boundary
Existing Industrial Corridor Boundary
South Branch Chicago River

IMPLEMENTATION

Implementation of the Litte Village Industrial Corridor framework strategies requires coordinated action from multiple City departments, elected officials, land owners, developers, businesses, community groups and other stakeholders.

The goal of this framework is to provide a reference that facilitates property owners, the community and City agencies to work together from a common understanding when reviewing and refining future development projects within the industrial corridor.

INDUSTRIAL CORRIDOR BOUNDARY REVISIONS

Several recent investments and pending developments have been made or proposed within the industrial corridor that no longer support industrial uses. As a result, this framework is proposing that revisions to the industrial corridor boundary to be consistent with new and proposed land uses.

It is important to note that the industrial corridor boundary is a planning desgination and revising the industrial corridor boundary will not affect the zoning designation of parcels affected by the boundary revision. Rather, the revision provides a framework for the community, the City and ultimately the Chicago Plan Commission to review any future proposed zoning changes.

EASTERN REVISIONS

Minor revisions to the eastern boundary of the industrial corridor (noted as area A on the map on pg. 46) are proposed to remove the Richard J. Daley park and boat launch from the industrial corridor.

CENTRAL REVISIONS

La Villita Park, the proposed Focal Point development at 31st Street and Kedzie Avenue and the Paul Simon Job Corps training center are all recent investments that no longer support industrial uses.

The industrial corridor boundary revisions in this area of the map (noted as Area B on pg. 46) would remove the parcels that make up these projects, but also other adjacent parcels to serve as buffers and support future proposed zoning changes in these areas.

WESTERN REVISIONS

Little Village Lawndale High School (LVLHS) campus, built in 2005, and Piotrowski Park are significant uses in or near the industrial corridor. Of the three areas proposed for industrial corridor boundary revisions, the western portion (noted as Area C) still contains parcels that support industrial uses. However, their proximity to LVLHS and Piotrowski Park and their peripheral location along the industrial corridor, position these parcles for use changes in the future.

This Framework also proposes extending the industrial corridor's boundary to the North to include Unilver's existing planned development and the vacant sites located North of 31st Street and Kostner Ave. In addition to preserving existing industrial users and supporting industrial uses on vacant sites, the new boundary will create contiguity between the Little Village Industrial Corridor and the Roosevelt/Cicero Industrial Corridor.

Focal Point Development

FUTURE ACTIONS

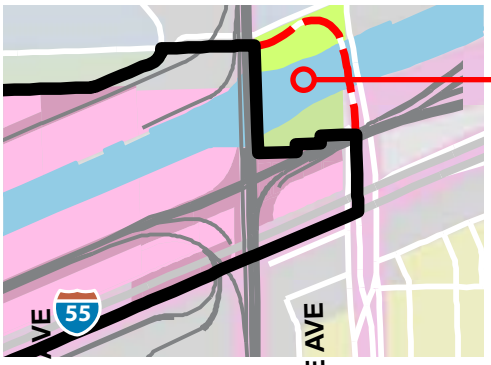
The strategies proposed as part of this Framework are intended to be immediately actionable. However, the City acknowledges that further study and planning is required to implement some of the strategies and that their implementation will require coordination amongst various city departments and community partners.

DPD, CDOT and CTA recognize that an evaluation of demands on the existing transportation infrastructure of the Little Village Industrial Corridor and the Southwest side industrial corridors should be conducted, and have identified this work as part of this framework's transportation strategies. CDOT has begun the process of scoping and identifying funding for the implementation of these strategies.

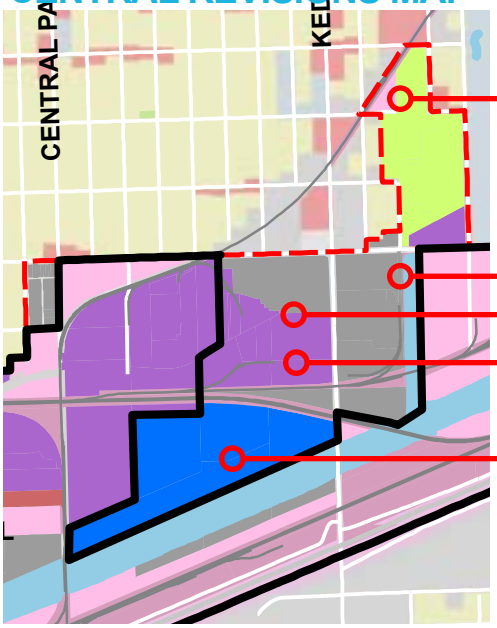
DPD will update the sustainable development policy in order to expand its guidelines to incorporate mitigation strategies for industrial use, ultimately improving impacts the health and environment of Little Village.

In addition to being included in the review of future industrial planned developments, CDPH is committed to increasing its understanding of how air quality contributes to health inequities in Chicago. CDPH, in collaboration with City departments and other stakeholders, will establish a baseline of environmental conditions and health and social vulnerabilities at the community level to inform decision-making. Building on Healthy Chicago 2.0 and the City's Resiliency Plan, the assessment will provide transparent, science-based data on environmental health in Chicago.

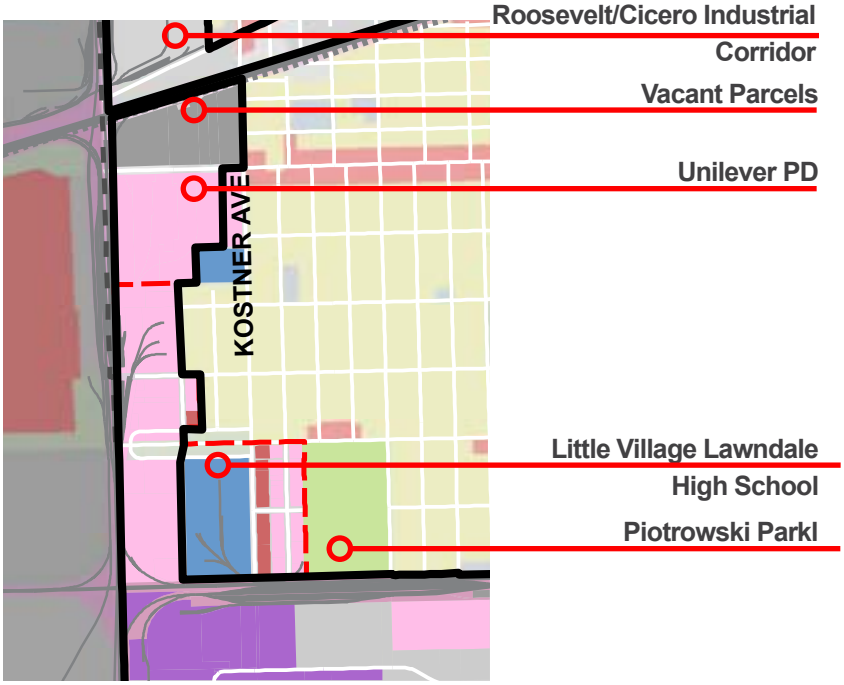
EASTERN REVISIONS MAP



CENTRAL REVISIONS MAP



WESTERN REVISIONS MAP



6 APPENDIX

Little Village Lawndale High School Campus

EXISTING PLANNED DEVELOPMENTS

PD 1425 – Peoples Gas Central Field Service Shop
4227 W. 35th Pl.

PD 1424 – Hilco – Proposed Business Park

3409 – 3701 S. Pulaski Road

PD 1343 – Chicago U-Pick-A-Part

September 14, 2016
3110 – 3250 S. St. Louis Avenue

PD 1280 – Unilever Foods
4401 – 4559 W. 26th St.

PD 1249 – Nealy Foods
3348 S. Pulaski Road

PD 1212 – Hospital, retail (Focal Point)

3201 – 3345 W. 31st Street

PD 874 – Lakeshore Recycling Systems

3152 S. California Ave.

PD 864 – Little Village Lawndale High School

3120 S. Kostner Ave.

PD 581 – Paul Simon Chicago Job Corps Center

3348 S. Kedzie Ave.

Focal Point Development

Exchange 55/Hilco Business Park

Peoples Gas Facility

HEALTH & ENVIRONMENT DATA SOURCES

Table Title	*Indicator Name*	*Individual indicators (for composite indicators only)*	*Indicator Source (aggregate)*	*Indicator Source (primary)*
Key Health Indicators	Life Expectancy	Not applicable	Chicago Health Atlas (may be broken on website)	Vital records (death certificates)
Key Health Indicators	Maternal Infant Health	Low Birthweight	Chicago Health Atlas	Vital records (birth certificates)
Key Health Indicators	Maternal Infant Health	Very Low Birthweight	Chicago Health Atlas	Vital records (birth certificates)
Key Health Indicators	Maternal Infant Health	Infant Mortality	Chicago Health Atlas	Vital records (death certificates)
Key Health Indicators	Maternal Infant Health	Preterm births	Chicago Health Atlas	Vital records (birth certificates)
Key Health Indicators	Obesity and Diabetes	Child Obesity	Chicago Health Atlas	Healthy Chicago Survey
Key Health Indicators	Obesity and Diabetes	Adult Obesity	Chicago Health Atlas	Healthy Chicago Survey
Key Health Indicators	Obesity and Diabetes	Diabetes Prevalence	Chicago Health Atlas	Healthy Chicago Survey
Key Health Indicators	Obesity and Diabetes	Diabetes deaths	Chicago Health Atlas	Vital records (death certificates)
Key Health Indicators	Lung cancer	Lung cancer incidence	Chicago Health Atlas	Illinois Cancer Registry
Key Health Indicators	Lung cancer	Lung cancer deaths	Chicago Health Atlas	Vital records (death certificates)
Air Quality	PM 2.5	Not applicable	EJScreen	EPA monitoring and modelling
Air Quality	Diesel particulate matter	Not applicable	EJScreen	EPA National Air Toxics Assessment
Air Quality	Respiratory Hazard Index	Not applicable	EJScreen	EPA National Air Toxics Assessment
Air Quality	Ozone	Not applicable	EJScreen	EPA monitoring and modelling
Air Quality	Traffic Proximity and Volume	Not applicable	EJScreen	US Department of Transportation
Respiratory Health Indicators	Young Child Asthma Hospitalization (age 0-4)	Not applicable	Chicago Health Atlas (website is broken)	Illinois Department of Public Health
Respiratory Health Indicators	Asthma and COPD prevalence	Asthma prevalence in adults	500 cities	Behavioral Risk Factor Surveillance System modeled at small geographies
Respiratory Health Indicators	Asthma and COPD prevalence	COPD prevalence in adults	500 cities	Behavioral Risk Factor Surveillance System modeled at small geographies
Respiratory Health Indicators	Heart Disease Prevalence	Not applicable	500 cities	Behavioral Risk Factor Surveillance System modeled at small geographies

Year(s)	Geographic level	Reference
2015	Community area	http://www.chicagohealthatlas.org/
2015;2011-15	Community area	http://www.chicagohealthatlas.org/
2015;2011-15	Community area	http://www.chicagohealthatlas.org/
2015;2011-15	Community area	http://www.chicagohealthatlas.org/
2015;2011-15	Community area	http://www.chicagohealthatlas.org/
2012-2013	Community area	http://www.chicagohealthatlas.org/
2016;2012-2016	Community area	http://www.chicagohealthatlas.org/
2016;2012-2016	Community area	http://www.chicagohealthatlas.org/
2015;2011-2015	Community area	http://www.chicagohealthatlas.org/
2010-2014	Community area	http://www.chicagohealthatlas.org/
2015	Community area	http://www.chicagohealthatlas.org/
2013	Community area aggregated from census block group	https://www.epa.gov/sites/production/files/2017-09/documents/2017_ejscreen_technical_document.pdf; See 'Details on Environmental Indicators in EJScreen' (pp. 31-64) for this indicator plus 'Buffer reports' (p.28) and 'Appendix B - Buffer reports' (p. 80) for methods to aggregate census block group estimates into a community area estimate
2011	Community area aggregated from census block group	https://www.epa.gov/sites/production/files/2017-09/documents/2017_ejscreen_technical_document.pdf; See 'Details on Environmental Indicators in EJScreen' (pp. 31-64) for this indicator plus 'Buffer reports' (p.28) and 'Appendix B - Buffer reports' (p. 80) for methods to aggregate census block group estimates into a community area estimate
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2014	Community area aggregated from census block group	https://www.epa.gov/sites/production/files/2017-09/documents/2017_ejscreen_technical_document.pdf; See 'Details on Environmental Indicators in EJScreen' (pp. 31-64) for this indicator plus 'Buffer reports' (p.28) and 'Appendix B - Buffer reports' (p. 80) for methods to aggregate census block group estimates into a community area estimate
2014	Zip Code (60623)	http://www.chicagohealthatlas.org/
2014	Census tracts	https://www.cdc.gov/500cities/methodology.htm
2014	Census tracts	https://www.cdc.gov/500cities/methodology.htm
2014	Census tracts	https://www.cdc.gov/500cities/methodology.htm

IMAGE CREDITS

1. By Mark LS - Own work, CC BY-SA 4.0, https://commons.wikimedia.org/w/index.php?curid=62229832

2. https://files.ontario.ca/dust-03.jpg

3. https://files.ontario.ca/dust-05.jpg

4. https://files.ontario.ca/dust-07.jpg

5. https://files.ontario.ca/dust-10.jpg

6. https://www.eldredgeinc.com/wp-content/uploads/2017/08/20170803.jpg

7. https://planning.lacity.org/PolicyInitiatives/UrbanDesign/IndustrialDesignGuidelinesHighRes_6_23_2011.pdf

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Industrial Case Study Testa Produce

DESIGN GUIDELINES

PURPOSE

The Design Guidelines are an appendix to the Little Village Framework and are to be used in conjunction with the framework document. Like the Framework, the guidelines apply to the Little Village Industrial Corridor. The purpose of the guidelines is to support and supplement the recommendations of the framework's three primary 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***

The guidelines are meant to provide guidance to accomplish the framework recommendations while allowing flexibility and collaboration between private development and the public review process. The guidelines support achievement of these goals through design best practices for industrial sites. Innovative proposals that reflect the spirit of these principles are preferred over the strict or rigid application of any given guideline.

Public realm guidelines are intended to assist property owners and public agencies, such as the Chicago Department of Transportation (CDOT) and the Chicago Transit Authority (CTA), when planning infrastructure and service improvements. The Chicago River Design Guidelines provide specific guidance for treatment of the river's edge on industrial sites and should be used in conjuction with this Framework and Design Guidelines. All guidelines defer to current Chicago Zoning and Landscape Ordinances and reference CDOT's Complete Streets guidelines.

Guideline content may be updated from time-to-time as needed to assist residents, business owners, property owners, property managers, builders, developers, architects, planners and other stakeholders in making decisions regarding changes to properties and the public realm.

TABLE OF CONTENTS

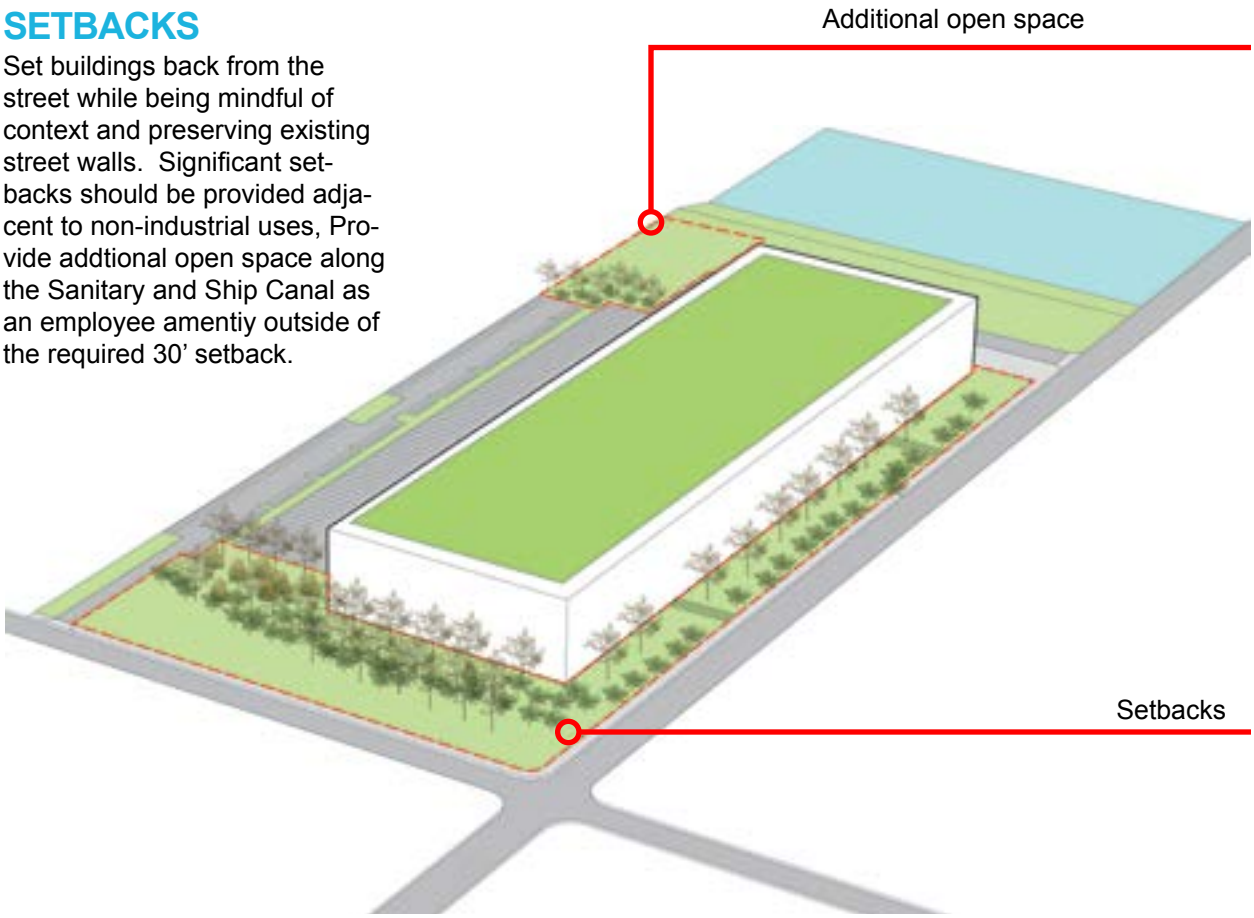
Industrial Case Study - Method Factory

SITE LAYOUT

The layout of industrial sites needs to be consistent and thoughtful of existing context. Generally, proposals should reinforce existing street walls and locate loading, parking and other industrial activities away from the public way, behind proposed buildings.

SETBACKS

Set buildings back from the street while being mindful of context and preserving existing street walls. Significant setbacks should be provided adjacent to non-industrial uses, Provide addtional open space along the Sanitary and Ship Canal as an employee amentiy outside of the required 30' setback.

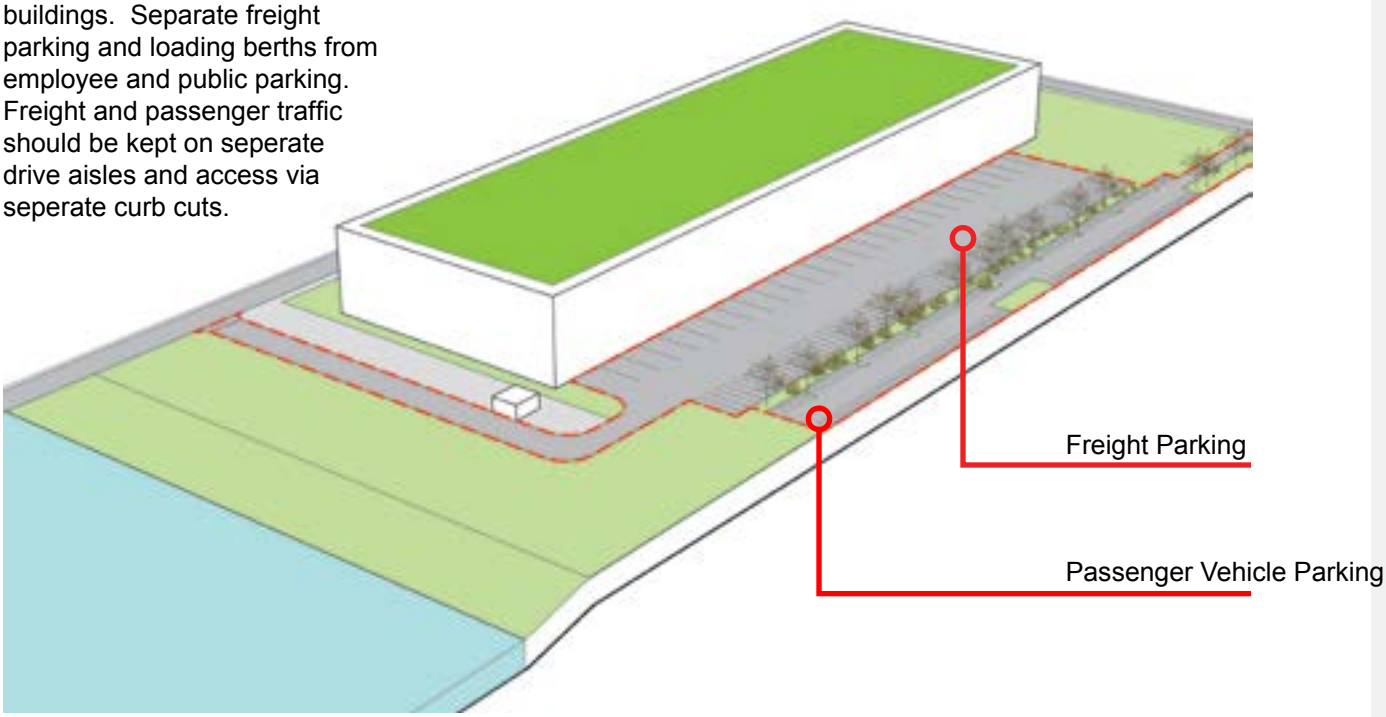


TRANSIT ACCESS

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

PARKING

Parking areas should be located away from the street and screened by any proposed buildings. Separate freight parking and loading berths from employee and public parking. Freight and passenger traffic should be kept on seperate drive aisles and access via seperate curb cuts.



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 Devlopment Policy, conisder providing indoor bike parking and showers for employees. Coordinate with CDOT for potenital placement or relocation of Divvy stations.

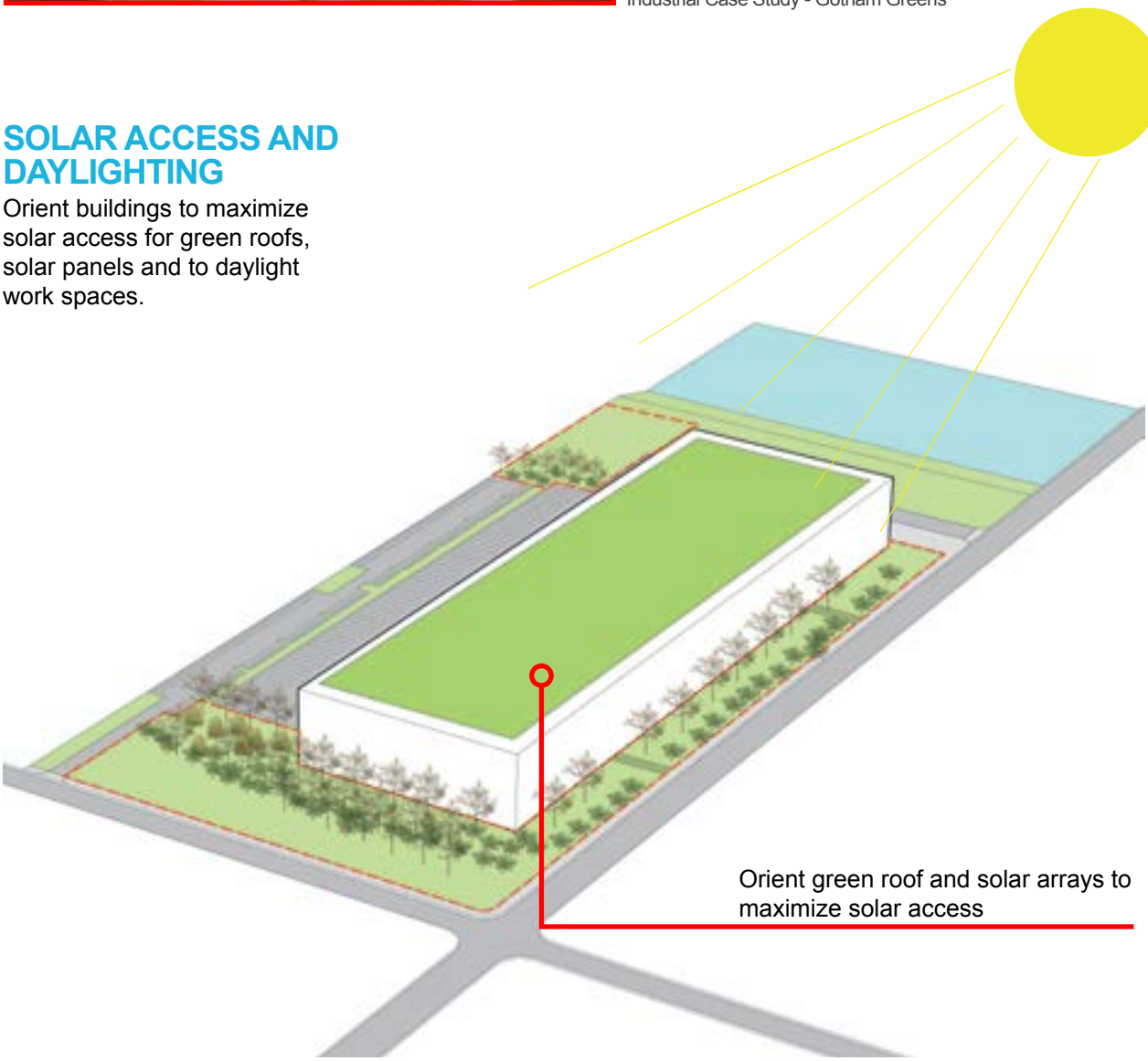
BUILDING ORIENTATION

The Little Village Industrial Corridor provides property owners opportunities for the implementation of rooftop urban agriculture and solar power generation for their site's own use or for community solar programs. Buildings should be oriented to maximize solar access for these purposes and should be designed structurally to, at least, be solar ready for future retrofit.

Industrial Case Study - Gotham Greens

SOLAR ACCESS AND DAYLIGHTING

Orient buildings to maximize solar access for green roofs, solar panels and to daylight work spaces.



SCREENING AND BUFFERING

Industrial activities should be screened from the public way. Screening can be accomplished via fencing , vegetation or solid walls, depending on the intesity of industrial uses on-site.

LANDSCAPE

Plant additional trees to visually screen industrial uses from the public way. Setbacks from the public way provide an opportunity to provide additional ground cover and trees. Where appropriate, utilize berms as a screening and landscaping technique. Tree planting should be considered as an air quality mitigation strategy.

FENCING

Fencing should be appropriate for the intensity of industrial activity being screened. Whenever possible and appopriate, fencing that provides screening of fugititve dust should be implemented, on the entire perimeter of a site.

LOADING & ACCESS

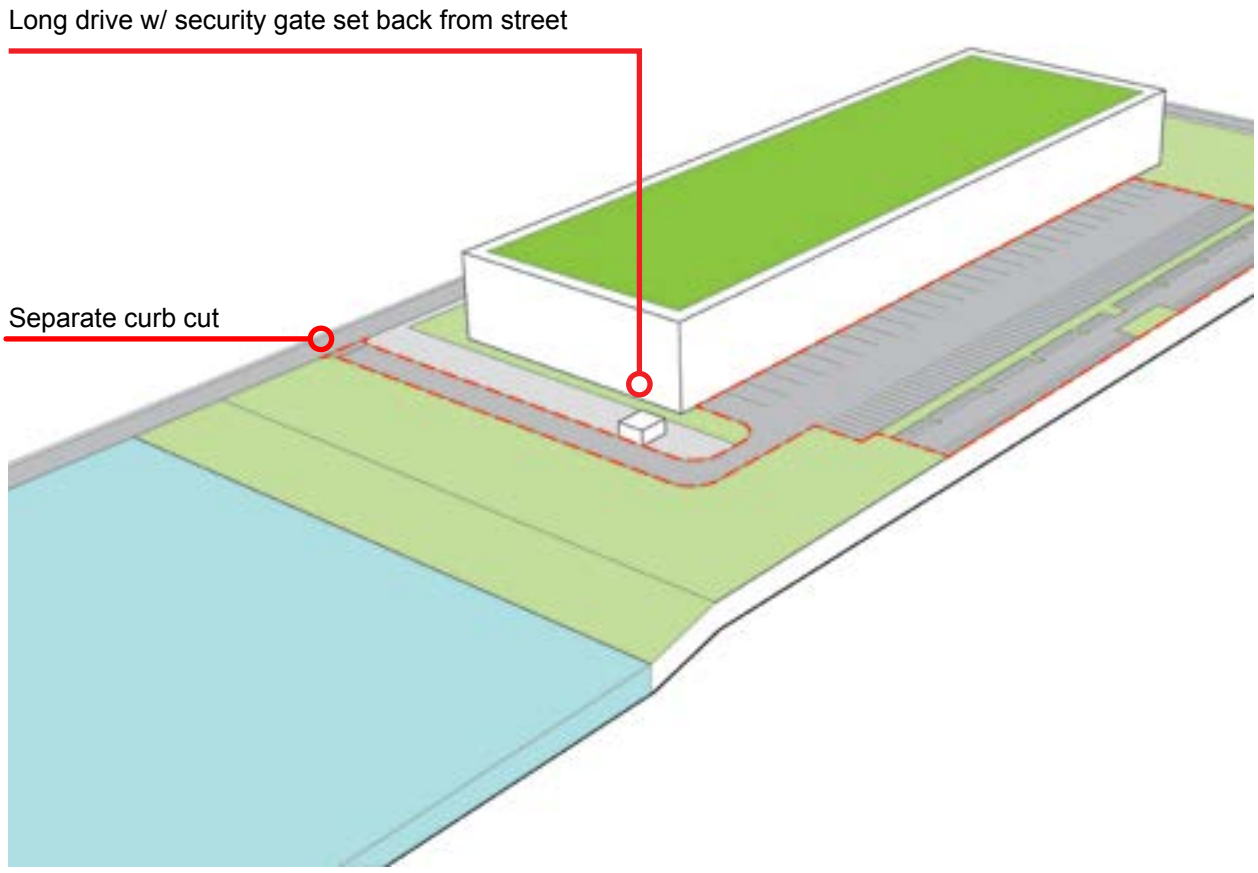
Loading and access should be designed to minimze congestion on existing roadways. It should also consider pedestrian safety and experience.

MINIMIZE CURB CUTS

In order to provide a safe and comfortable environment for pedestrians, curb cuts should be kept to a minimum and should always provide a consistent pedestrial travel path. Additionally, they should be located to minimize congestion and designed with the safety of all users of the public way in mind.

MINIMZE QUEING AND IDLING

Provide long drive aisles for freight vehicles and set back access points within the site to eliminate queing in the public way. Implement an anti-idling policy consistent with the City of Chicago's, keeping driver safety and comfort in mind. See Transportation, Distribution and Logistics (TDL) facilities for more details.



TDL FACILITIES

Due to its proximity to the Stevenson Expressway, active rail network and the Sanitary and Ship Canal, the Little Village Industrial Corridor is a desirable location for transportation, distribution and logistics (TDL) companies. Operations typically present at TDL companies include:

- Truck and trailer maintenance
- Truck and trailer washing
- Railyard
- Trailer loading and unloading
- Warehousing
- Bulk packaging
- Fueling

While the City currently does not currently regulate, license or issue environmental permits for TDL facilities, the below are recognized as best management practices for pollution prevention, which can be incorporated into new planned developments within the corridor for these uses

ANTI-IDLING POLICY

Adopt and enforce a site idling policy consistent with the City's Diesel Idling Reduction Law: 9-80-095. An anti-idling policy should not sacrifice driver safety or comfort. Consider alternatives such as a driver waiting room, electricity sources for refrigeration and heating units or other seasonal practices as needed.

FUGITIVE DUST REDUCTON

TDL facilities are not required to have air permits based on their sources and emissions; however, fugitive dust remains an issue. Unpaved roads and product transfer provide fugitive emissions that should be controlled to the extent possible. Facilities should adopt speed limits on site, conduct regular spraying and street sweeping, and inspect roadways from the facility to the public right of way regularly to ensure tracking out is kept to a minimum.

FLUID AND WASTE MANAGEMENT

Limit amount of fluids kept on-site to what is needed and store indoors. Track inventory carefully and dispose of waste on a regular basis. If materials need to be stored outdoors, store on a paved surface with a roof or covering. If materials frequently leak or spill during transfer, consider berming and covering to minimize contact with stormwater. Label storm drains to prevent illicit discharges. All outdoor dumpsters should be kept closed with a lid.

VEHICLE MAINTENANCE AND INSPECTION

Wash areas for trucks and trailers should be in a designed area that is covered, with a properly graded pad that drains to the combined sewer system or a sump. Surrounding areas should be graded to flow away from the pad. Have a policy for inspecting for spills, leaks and debris before the trucks leave the facility. Inspect truck parking areas on a regular basis for leaks or spills. Conduct all vehicle maintenance indoors. If that is not possible, conduct on a paved surface with drip pans or containers under the vehicles.

LANGUAGE ACCESS

Ensure that all policies and trainings are culturally and linguistically appropriate. Facilities should evaluate what languages other than English are predominantly spoken and provide the necessary translations.