

INDUSTRIAL CORRIDOR MODERNIZATION

Little Village



PUBLIC MEETINGS SUMMARY

January 22, 23 & 24, 2019



CHICAGO DEPARTMENT OF
PLANNING & DEVELOPMENT





MEETINGS

On January 22, 23 and 24, 2019, the City’s Department of Planning and Development (DPD) co-hosted the second round of the Little Village Industrial Corridor Modernization (LVICM) public meetings with the Department of Public Health (CDPH) and the Department of Transportation (CDOT).

Three meetings were held at the following locations and times:

- Tuesday, January 22nd, 2019; 3pm – 5pm
Little Village Branch Library
2311 S. Kedzie Ave
Chicago, IL 60623
- Wednesday, January 23rd, 2019; 6pm – 8pm
Rauner YMCA
2700 S. Western Ave.
Chicago, IL 60623

- Thursday, January 24th, 2019; 11am-1pm
Toman Branch Library
2708 S. Pulaski Rd.
Chicago, IL 60623

Approximately, 43 stakeholders participated in the meetings over the course of three days. Approximately, 134 stakeholders were invited to attend via e-mail by DPD. The working group was encouraged to share the meeting invitations with their memberships. The meetings were also advertised on DPD’s website several weeks before they occurred. Stakeholders listened to a presentation which included a project overview and status, refined framework strategies for the LVICM, proposed industrial corridor boundary revisions, and next steps for the project. Following each portion of the presentation, city staff facilitated a large group discussion, gathered feedback and answered questions.

Below is a summary of the

primary feedback received at the public meetings:

FRAMEWORK GOALS

- Community health and urban agriculture opportunities should be prioritized
- There is a desire to see more creative uses located in and attracted to the industrial corridor
- Comments were made that the framework should include connections to the surrounding community’s legacy and culture
- Expanded information on existing businesses was requested
- More health and transportation data was requested before the community is asked to make decisions about the future of the industrial corridor
- Developers in the industrial corridor should provide funding for data

collection and public infrastructure costs

- There was a desire for the framework to include procedural strategies in each section about community participation in the decision making process
- Stakeholders do not want any additional Transportation, Distribution and Logistics (TDL) businesses to be located in the industrial corridor
- Questions and concerns were raised about how the Framework relates to housing affordability

ALTERNATIVE FUELS AND ENERGY

- The framework should create opportunities for renewable energy access (and bill reduction) in neighborhoods surrounding the industrial corridor
- Stakeholders were not

supportive of natural gas as an alternative fuel. Stakeholders would like for hemp or biodiesel vehicles to be considered instead

- There is a desire to make alternative fuel vehicles required, not “encouraged” or “supported”
- Stakeholders would like to see solar panel installations on vacant sites, not just rooftops
- A desire was expressed for the electrification of CTA buses in the neighborhood

URBAN AGRICULTURE

- A desire exists for urban agriculture projects to include community agriculture ownership opportunities

COMMUNITY PROCESS

- There was a request to allow for more time in the planning process until after the February 2019

election

- Requests were made for more engagement with industrial corridor businesses, high school students, perimeter residents, and general youth engagement
- More clarity is desired about the implementation of the industrial corridor strategies and the ability of the community to weigh in on future development decisions

COMMUNITY HEALTH

- There was a desire for CDPH to evaluate stronger or new regulations for TDL operations
- Determine a threshold for cumulative pollution in the area
- Opportunities exist for certain industrial users to provide sweeper trucks in the public ways around their facilities

OPEN SPACE



- Comments were made supporting open space opportunities in and around the industrial corridor. Other comments were made regarding concerns that locating open space near industrial businesses that generate pollution is not safe for community members
- Requests were made to coordinate collateral channel projects with other organizations, such as MWRD
- There was a desire by some stakeholders that parks should be prioritized along the sanitary and ship canal, not industrial uses

SUSTAINABILITY

- A request was made to include adaptive reuse as a recommended sustainable practice
- There was concern about how the sustainability design guidelines would be implemented
- More clarity was requested on how revisions to the sustainability policy could be made to ensure that the corridor’s environmental issues could be addressed
- Stakeholders would like to better understand the process for environmental remediation

TRANSPORTATION

- Specific recommendations for anti-idling enforcement should be included
- Comments were made that Little Village is not currently a safe, appropriate place to ride bikes
- There were comments

that industrial roads should not be placed near schools, parks or daycares

- Concerns were raised that the framework places too much focus on transportation improvements
- There is a perception by stakeholders that proposed strategies seem to invite more trucks to the area especially in terms of creating the E/W industrial road
- There is a desire to connect 31st street bus to the Orange Line
- There was a request for the city to increase enforcement capacity to prevent trucks on residential streets
- Issues with traffic congestion as a result of at-grade train crossings were identified by stakeholders
- There were requests to study truck routes city-wide and count trucks and traffic patterns in Little Village
- There were requests to assess the feasibility of bike lanes rather than presenting them as a definite strategy
- Comments were made that viaduct heights should be better signed. Viaduct clearance projects could invite more trucks to the neighborhood.

BOUNDARY CHANGES

- There were requests for more time to understand the implications of proposed boundary changes

JOBS

- There was desire for a direct pipeline for Little Village youth to get training/access to industrial corridor jobs
- There is a desire for high quality jobs, full-time opportunities that pay a living wage and for these opportunities go to Little Village residents



STAY INFORMED

DPD, CDOT and CDPH are reviewing feedback from these public meetings and exploring further data collection and analysis. The City will move forward in the following ways:

1. CDOT will begin a transportation study on 31st Street and develop a work plan for other transportation recommendations, including a Southwest Industrial Corridors transportation study
2. CDPH will develop a work plan for comprehensive public health and air quality recommendations

3. DPD will continue to evaluate land use within the context of industrial corridors on the Southwest Side

The City will update stakeholders when changes or follow-up documents to the draft Little Village Framework become available. Please email DPD with any questions, or if you would like to be added to our contact database:

DPD@cityofchicago.org