

ARMITAGE INDUSTRIAL CORRIDOR FRAMEWORK PLAN

Meeting Summary Report: Working Group #1 – Armitage Industrial Corridor Plan

October 1, 2024, 4PM – 6PM

Background

As part of the ongoing effort to develop a comprehensive Industrial Corridor Plan for the Armitage Corridor, the Department of Planning and Development (DPD), in collaboration with UrbanWorks, SB Friedman, and supporting partners, hosted a virtual Working Group session on October 1, 2024. This session marked the first opportunity for residents, business owners, and other key stakeholders to convene, exchange perspectives, and voice specific concerns regarding the corridor and its distinct zones.

To ensure robust community input, the 90-minute session was designed with breakout rooms, allowing participants to engage in focused discussions and provide detailed feedback on identified topics of interest.

Engagement and Strategy

The goal of this Working Group was to maximize outreach to a diverse range of community members, ensuring inclusive participation in shaping the future of the corridor. The session was structured around two breakout rooms, each lasting 45 minutes, where participants could explore three key focus areas: Land Use, Jobs, and Infrastructure.

Process

The format of the session was tailored to solicit targeted input from the community, particularly from the perspectives of residents, business owners, and youth. DPD and the consultant team prioritized gathering detailed insights, building on previous engagement efforts to ensure the plan reflects the community's evolving needs.

To facilitate participation, the Working Group meeting was held virtually, providing an accessible platform for attendees to engage in discussions and share their feedback.

Session Format

DPD and the consultant team began the session with a presentation highlighting past planning efforts in the corridor and the status of the Armitage Industrial Corridor Framework Plan. This initiative seeks to address ongoing concerns and opportunities, while developing strategies to guide future improvements within the corridor.

The presentation reviewed existing conditions and draft goals for the corridor, including trends in land use, investment patterns, development activities, vacancy rates, economic development incentives, and business and residential trends. The focus was on identifying areas of opportunity for future growth and investment.

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Purpose of the Meeting

The session aimed to:

- Review feedback from prior public engagement events and present data collected on emerging trends in the Armitage Industrial Corridor (AIC).
- Collaborate with the DPD and the City to craft a comprehensive plan that will guide future land use decisions and investments within the AIC.
- Encourage participants to actively contribute by asking questions, providing feedback, and sharing their perspectives. Their input will play a pivotal role in shaping the final plan and the future direction of the corridor.

Participant Descriptions of AIC

Participants were asked to share three words that best describe the AIC. Common words used include:

Community	Changing	Old
Future	Transit	Opportunity
Progress	Potential	Mixed Use
Manufacturing	Disastrous Property	Mom/Pops
Long	Stability	Energy
Adaptable	Employment	Movement
Railroad	Neighborhood	Access
Factories	Industrial	Jobs
Storage Units	Example	Opportunities
Growth	Urban	New Street Construction
Legacy Businesses	Residential	Sustainability
Creative Manufacturing	Cooperation	Residential Opportunities

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Breakout Room Discussions

The breakout sessions focused on three key topics: Land Use, Jobs, and Infrastructure. Participants were directed to engage deeply with each topic, answering specific questions to generate actionable insights for the planning process.

Notes from the discussions

Topic 1 - Land Use

Q1 – What do you think the impact would be on the industrial corridor (IC) if the uses changed from industrial uses to commercial, residential, or institutional uses (or a mix)?

Concerns:

- **Noise and Traffic Impacts:**

- Residential development next to industrial uses could lead to conflicts due to increased noise levels from industrial activities, especially in areas already impacted by the railroad corridor. *(Work Group #1)*
- Increased residential or mixed-use development could alter traffic patterns, bringing more private vehicles into the area, which could create congestion and pedestrian safety concerns. *(Work Group #1)*

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- Increased residential presence could lead to conflicts with industrial truck traffic, with semi-trucks cutting through residential areas and causing disruptions. (*Work Group #2*)
- **Job Loss and Economic Shifts:**
 - Transitioning from industrial to commercial, residential, or institutional uses may result in job losses, particularly in traditional manufacturing sectors. (*Work Group #2*)
- **Displacement and Resistance to Residential Development:**
 - Converting industrial areas to residential may face community resistance, especially from those concerned about changes in neighborhood character or increased density and renters. (*Work Group #1*)
 - Industrial users may feel pressured or displaced by a shift to mixed-use or residential development, especially smaller manufacturers. (*Work Group #2*)
- **Environmental and Public Health Impact:**
 - Increased truck traffic contributes to environmental degradation, including pollution, respiratory health issues, and damage to infrastructure (e.g., broken tree limbs and stop signs). (*Work Group #2*)
- **Compatibility with Existing Industrial Operations:**
 - Balancing residential and industrial uses is crucial, as industrial activities may not mix well with residential development and could lead to complaints and conflicts. (*Work Group #1*)
- **Manufacturing's Role in the Corridor:**
 - There is concern that manufacturing should not be eliminated, as it remains essential to the local economy and community identity. (*Work Group #2*)

Ideas:

- **Opportunities for Mixed-Use and Residential Development:**
 - Adding residential uses could increase property values, making the area more attractive for investment, and could transform vacant or rundown buildings into vibrant mixed-use corridors. (*Work Group #1*)
 - Residential or mixed-use development is seen as a positive opportunity for growth, allowing employees to live closer to work and contributing to the local tax base. (*Work Group #2*)

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- **Transit-Oriented Development (TOD):**
 - Proximity to the Metra rail line is advantageous for residential development, providing access to public transportation and attracting young professionals. (*Work Group #1 & Work Group #2*)
- **Live/Work Lofts and Light Industrial:**
 - Converting properties into live/work lofts could balance residential and industrial uses, retaining light industrial elements that cater to artists, entrepreneurs, or small businesses. (*Work Group #1*)
- **Environmental Improvements:**
 - Reducing truck traffic and focusing on environmentally friendly transportation options could improve local air quality and reduce public health risks. (*Work Group #2*)
- **Retention and Beautification of Manufacturing:**
 - Some industrial businesses have used programs like SBIF (Small Business Improvement Fund) to beautify their buildings, and there is support for retaining manufacturing while also investing in building improvements. (*Work Group #2*)
- **Enhancing Community Amenities and Services:**
 - More residential units could bring new amenities like restaurants, cafes, and retail services, enhancing the local economy and creating a more active neighborhood. (*Work Group #1*)
- **Support for Non-Profit and Service Organizations:**
 - Residential development could bring new families, creating opportunities for local non-profits to expand their services. (*Work Group #2*)

Q2 – What are the benefits and tradeoffs of adding more supportive industrial uses within the AIC?

Concerns:

- **Potential Conflicts with Residential Areas:**
 - Certain supportive industrial uses, like recycling facilities or raw material processing plants, could introduce noise, odors, or visual clutter into residential areas, which may face resistance from the community. (*Work Group #1*)
 - Waste and recycling facilities near residential areas are problematic due to increased truck traffic, noise, debris, rodents, and cleanliness concerns. (*Work Group #2*)

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- **Oversight and Monitoring:**

- Concerns about oversight of waste/recycling facilities, with third-party vendors often operating without proper supervision, leading to safety issues. (*Work Group #2*)

Ideas:

- **Supporting Circular Economy Initiatives:**

- Promoting recycling and material reuse within the AIC could support a circular economy, aligning with sustainable development goals and reducing waste. (*Work Group #1*)

- **Employee Training and Apprenticeship Programs:**

- Creating training centers or apprenticeship programs could provide local residents with skills needed for manufacturing jobs, benefiting both the community and local businesses. (*Work Group #2*)

- **Alternative Supportive Services:**

- Beyond waste and recycling, supportive services could include workforce development programs for manufacturing and trade skills, which would help the local economy. (*Work Group #2*)

- **Buffer Zones and Design Standards:**

- Introducing buffer zones or landscape barriers to separate industrial and residential uses could minimize noise, visual impact, and pollution concerns. (*Work Group #1 & Work Group #2*)

Q3 – Are there any areas in the IC where the uses conflict?

Concerns:

- **Noise and Traffic Conflicts:**

- Noise from industrial operations (e.g., air compressors) and increased truck traffic has caused conflicts, particularly near residential areas. (*Work Group #1*)
- Truck parking, idling engines, and pollution from industrial traffic are frequent issues, impacting nearby residents' quality of life. (*Work Group #2*)

- **Vacant Industrial Properties:**

- Vacant or underutilized industrial properties, such as the Bone Roofing site and Zenith plant, are a concern, as these properties could be better utilized. (*Work Group #1 & Work Group #2*)

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Ideas:

- **Alternative Uses for Vacant Sites:**
 - Vacant industrial sites could be repurposed for housing or mixed-use developments that align with current community needs. (*Work Group #1 & Work Group #2*)
- **Preserving and Supporting Manufacturing:**
 - There is a desire to protect and support existing manufacturing businesses while ensuring that the industrial identity of the corridor is not lost. (*Work Group #2*)
- **Community Engagement and Maintenance:**
 - Collaboration between businesses and residents could help address conflicts and foster a positive relationship, with industrial users contributing to neighborhood upkeep. (*Work Group #1 & Work Group #2*)

Topic 2 – Jobs

Q1 – How can the AIC’s location near schools like Prosser (career and technical training in manufacturing/construction, transportation) and ITW Speer Academy (STEAM training) be used to support job training and workforce development?

Concerns:

- Lack of interaction between businesses and local schools like Prosser Academy for vocational training and workforce development. (*Work Group #1*)
- Limited engagement with local schools, with many businesses not having strong or consistent relationships with Prosser or ITW Speer Academy. (*Work Group #2*)
- Insufficient touchpoints for connecting local job seekers with opportunities in the corridor. (*Work Group #1*)
- Difficulty in finding local employees due to lack of relevant training and resources. (*Work Group #1*)
- High school internships have been hit-or-miss, with concerns about the reliability and job readiness of students. (*Work Group #2*)

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- Some participants emphasized the need to focus on jobs for older graduates, like two-year or four-year college graduates, as many manufacturing jobs require skills beyond high school education. *(Work Group #2)*

Ideas:

- Engage local schools and community colleges to provide vocational training aligned with the workforce needs of AIC businesses. *(Work Group #1)*
- Utilize school training programs, such as those at Prosser and ITW Speer Academy, to offer technical and career training that aligns with manufacturing and construction jobs in the AIC. *(Work Group #2)*
- Host job fairs and community events, such as those at Intentional Sports, to create more touchpoints between job seekers and employers. *(Work Group #1)*
- Support multilingual workforce development initiatives (e.g., Polish and Spanish) to cater to the diverse local community. *(Work Group #1)*
- Emphasize skill development beyond technical skills, supporting both entry-level and higher-level positions in manufacturing and other industries. *(Work Group #2)*
- Expand opportunities to office roles and internships in various sectors within manufacturing, offering part-time roles for high school students. *(Work Group #2)*
- Develop workforce programs for college graduates, helping them secure stable jobs in manufacturing and supporting community stability. *(Work Group #2)*
- Integrate STEAM training with manufacturing to ensure students gain relevant technical skills for the modern workforce. *(Work Group #2)*
- Prioritize hiring residents and provide career growth opportunities through training programs. *(Work Group #1)*

Q2 – How can we keep existing jobs and attract new ones to the area?

Concerns:

- Difficulty in retaining businesses and attracting new ones without adequate financial support and incentives. *(Work Group #1)*

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- High costs for modernization, as many buildings in the area are outdated and require significant investment to remain usable. (*Work Group #2*)
- Slow responses from city agencies, which prevent businesses from resolving problems before they escalate. (*Work Group #2*)
- Dependence on SBIF (Small Business Improvement Fund) grants for property improvements, with uncertainty about future funding availability. (*Work Group #2*)

Ideas:

- Utilize financial incentives, such as TIF (Tax Increment Financing) and SBIF, to support the modernization and expansion of businesses. (*Work Group #1*)
- Offer tax credits, grants, or subsidies to encourage investment in the area. (*Work Group #1*)
- Provide technical assistance and resources to help businesses navigate funding opportunities. (*Work Group #1*)
- Expand TIF funding to help businesses offset the high costs of modernization and property improvements, making older buildings more attractive to new businesses. (*Work Group #2*)
- Reinstate or extend SBIF grants in areas like Galewood-Armitage to continue supporting local businesses in improving their facilities and retaining jobs. (*Work Group #2*)
- Acknowledge that some industrial uses may not return to the area, and explore alternative uses for vacant industrial properties, considering new types of businesses that contribute to the local economy. (*Work Group #2*)
- Welcome non-industrial tenants, such as technology or service-based industries, to bring diverse employment opportunities to the area. (*Work Group #2*)

Other Suggestions for Improving Job Retention and Attraction:

- **Attracting Amenities to the Area:**
 - More amenities, like local services (e.g., a Walgreens), would make the area more attractive to residents and employees. (*Work Group #2*)
 - Clarify what qualifies as an "amenity" to ensure a shared understanding of desirable businesses in the area. (*Work Group #2*)

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- **Improving Infrastructure and Streetscape:**

- Add more bike lanes to make the area more accessible for employees and residents, promoting healthier commutes and reducing traffic congestion. (*Work Group #2*)
- Address the impact of ongoing construction to prevent disruption to local businesses and maintain accessibility for customers and employees. (*Work Group #2*)

Topic 3 – Infrastructure

Q1 – Are there any other areas that experience flooding that you are aware of?

Concerns:

- **Flooding Issues:**

- Severe flooding at the intersection of Laramie and Grand has negatively impacted businesses and residents, with standing water remaining for weeks, causing damage to properties and disrupting operations. (*Work Group #1*)
- Persistent flooding has been reported at the intersection of Nashville Avenue and Armitage for the past 25 years, with little progress on CDOT's plans to address the issue. (*Work Group #2*)
- Flooding occurs along Major Avenue, with water backing up from the sewer system during heavy rain, causing confusion over where to seek help. (*Work Group #2*)
- Ongoing flooding problems in the Petra and Holum areas, particularly after heavy rain, have been noted. (*Work Group #2*)
- Sewer backups in multiple locations indicate broader infrastructure issues. (*Work Group #2*)

- **Truck Traffic Conflicts:**

- Conflicts occur between trucks and residential areas, particularly at the intersection of Cortland St. and Narragansett Ave, where trucks back into residential yards, causing property damage. (*Work Group #1*)

- **Impact on Emergency Services:**

- Freight traffic causes delays for emergency services located north of the Metra tracks, affecting response times to areas south of the tracks. (*Work Group #2*)
- There is a need for additional emergency services south of the Metra tracks to ensure timely responses during emergencies, including flooding. (*Work Group #2*)

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- **Abandoned and Neglected Buildings:**

- Abandoned buildings, such as the Zenith plant, pose safety risks and damage the neighborhood's image. There are also concerns about scrappers entering these buildings, raising safety issues. (*Work Group #2*)
- The lack of accountability from property owners of abandoned sites is a significant concern, as these properties negatively affect community morale. (*Work Group #2*)

Ideas:

- **Roadway and Drainage Improvements:**

- Infrastructure improvements are needed at flood-prone intersections like Laramie and Grand to enhance water drainage and prevent future flooding. (*Work Group #1*)
- Accelerate flood mitigation plans in areas like Nashville Ave and Armitage, and explore new strategies like additional curbing, sewer upgrades, and permeable pavement. (*Work Group #2*)

- **Improving Truck Routing and Loading Dock Locations:**

- Relocate loading docks to the rear of industrial buildings to prevent trucks from entering residential areas and reduce conflicts. (*Work Group #1*)

- **Enhancing Emergency Response:**

- Establish emergency service facilities south of the Metra tracks to avoid freight traffic delays and ensure better response coverage for all areas. (*Work Group #2*)
- Create contingency plans for emergency response during extreme weather events to mitigate infrastructure issues. (*Work Group #2*)

- **Addressing Abandoned Properties:**

- Hold property owners of abandoned sites accountable through stricter regulations, and track absentee owners to ensure neglected properties are maintained. (*Work Group #2*)
- Explore opportunities to redevelop or repurpose abandoned sites like the Zenith plant, with community input to align with neighborhood needs. (*Work Group #2*)

Q2 – What solutions could be implemented in this area to reduce conflicts?

Concerns:

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- **Lack of Bike Lanes and Pedestrian Facilities:**

- Insufficient bike lanes and pedestrian infrastructure create unsafe conditions for cyclists and pedestrians, particularly for those commuting to businesses like Radio Flyer. (*Work Group #1*)
- Major streets like Grand Avenue, Fullerton Avenue, and North Avenue lack bike lanes, and speeding vehicles make these streets dangerous for cyclists and pedestrians. (*Work Group #2*)

- **Truck Traffic Conflicts with Residential Areas:**

- Trucks entering residential streets like Cortland and Armitage cause damage to parkways, fences, and neighborhood aesthetics. (*Work Group #2*)

- **Emergency Response Challenges:**

- Freight trains delay emergency response access to areas south of the Metra tracks, which could worsen if rail traffic increases in the future. (*Work Group #2*)

Ideas:

- **Enhancing Bike and Pedestrian Infrastructure:**

- Add dedicated bike lanes along major roads to improve commuting safety and pedestrian facilities, such as sidewalks, crosswalks, and bus stops. (*Work Group #1*)
- Implement protected bike lanes on high-traffic streets like Grand Avenue, Fullerton Avenue, and North Avenue to make them safer for cyclists. (*Work Group #2*)

- **Traffic Calming and Street Improvements:**

- Install speed traps and speed bumps on residential streets to reduce speeding. (*Work Group #2*)
- Explore traffic calming methods like narrowing lanes or adding traffic circles to manage vehicle speeds. (*Work Group #2*)

- **Implementing Buffer Zones and Barriers:**

- Create buffer zones between industrial and residential areas using landscaping, planters, or bollards to reduce conflicts with trucks. (*Work Group #1 & Work Group #2*)
- Use green buffers to separate industrial and residential areas, protecting parkways from truck damage and enhancing pedestrian and cyclist safety. (*Work Group #2*)

- **Improving Street Lighting:**

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- Install "double-decker" lighting to improve visibility and deter illegal activities, particularly in high-traffic areas. (*Work Group #1*)

Q3 – Are there roads that need bike lanes or streets that need safer pedestrian facilities (sidewalks, crossings, bus stops)?

Concerns:

- **Unsafe Pedestrian Crossings and Lack of Sidewalks:**
 - Streets like Grand Avenue and Fullerton Avenue are hazardous for pedestrians due to potholes, lack of crosswalks, and high-speed traffic. (*Work Group #2*)
 - Areas like Armitage and Cortland need safer pedestrian facilities, with a focus on reducing the number of lanes to limit truck traffic. (*Work Group #2*)
- **Lack of Natural Buffers Between Industrial and Residential Areas:**
 - The absence of green spaces and natural buffers between industrial activities and residential or institutional areas exacerbates noise, flooding, and urban heat island effects. (*Work Group #1*)

Ideas:

- **Creating Green Buffers to Reduce Conflicts:**
 - Use public rights-of-way to plant trees and greenery to create natural buffers between industrial and residential areas. (*Work Group #1*)
 - Plant trees along streets like Armitage and Cortland to enhance the neighborhood's appearance and improve air quality. (*Work Group #2*)
- **Implementing Bioswales and Stormwater Management Systems:**
 - Utilize bioswales and interconnected stormwater management systems to address flooding and integrate with existing parks and open spaces. (*Work Group #1*)
- **Traffic Calming Measures and Infrastructure Upgrades:**
 - Roads like Armitage and Cortland could undergo a "road diet" to reduce lanes, making them safer for pedestrians and cyclists. (*Work Group #2*)

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- The planned reconstruction of Armitage Avenue and Nashville Avenue in 2026, which includes sewers, water lines, and curb installations, could address both flooding and traffic concerns. *(Work Group #2)*

Q4 – Are there places that need green spaces or improved infrastructure?

Concerns:

- **Limited Greenery and Tree Canopy:**

- Areas such as Armitage and Cortland lack sufficient trees, contributing to a less welcoming environment and urban heat issues. *(Work Group #2)*
- There is a need for more trees and greenery along major streets to enhance aesthetics and provide shade during summer. *(Work Group #2)*

Ideas:

- **Planting Trees Along Targeted Streets:**

- Plant trees along Armitage and Cortland to create a green corridor and improve the neighborhood's visual appeal. *(Work Group #1 & Work Group #2)*

- **Encouraging Community Involvement in Tree Planting:**

- Engage community members and organizations like the Galewood Tree Ambassador program to advocate for more tree planting efforts. *(Work Group #2)*
- Use public-private partnerships to fund tree planting initiatives in industrial corridors. *(Work Group #2)*

- **Leveraging Existing Programs for Green Initiatives:**

- Use existing programs, such as the CRGI (Chicago Region Green Infrastructure), to focus on planting trees and creating green spaces in targeted areas. *(Work Group #1 & Work Group #2)*

Executive Summary

The two working groups provided important points of view on the challenges and opportunities facing the industrial corridor (IC) - with a focus on land use, job retention and creation, and infrastructure improvements. Both groups talked about the potential negative impacts of converting industrial areas to residential or mixed-use developments, which included: increased

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noise from industrial activities, traffic congestion, and potential conflicts between new residents and existing industrial operations. Additionally, there were concerns about job losses in traditional manufacturing sectors and the displacement of smaller businesses as land use changes. Community resistance to new housing developments was also noted, especially in areas where increased density might alter neighborhood character. Environmental issues such as pollution from truck traffic were seen as significant public health concerns.

On the flip side, both groups identified opportunities for revitalization through mixed-use and transit-oriented development (TOD), especially given the proximity to public transportation like the Metra rail line. Such developments could raise property values, attract young professionals, and reduce the need for car travel. The groups also saw potential in live/work spaces that could integrate residential and light industrial uses, preserving the area's industrial heritage while meeting the needs of modern businesses and residents. Green buffer zones between industrial and residential areas were recommended to mitigate noise and pollution impacts, alongside efforts to reduce truck traffic and improve air quality through sustainable transportation solutions.

Regarding jobs, both groups emphasized the need for stronger collaboration between local schools and businesses to better align vocational training programs with industry needs. There was concern that current high school internship programs may not adequately prepare students for the job market, highlighting the need to expand workforce development efforts to include higher education graduates and multilingual training programs. This approach would support both entry-level and higher-skilled positions, creating a broader and more prepared local workforce.

To retain and attract businesses, the groups stressed the importance of financial incentives such as Tax Increment Financing (TIF) and the Small Business Improvement Fund (SBIF). These programs were seen as essential to help businesses modernize outdated buildings and remain competitive in the area. The high costs associated with these upgrades, coupled with slow responses from city agencies, were cited as barriers to retaining businesses. Both groups recommended expanding financial support and continuing programs like SBIF to sustain local businesses and attract new investment.

Infrastructure challenges, particularly flooding, were a major focus of concern. Both groups cited ongoing flooding issues at key intersections such as Laramie and Grand, and Nashville and Armitage, which have caused disruptions for businesses and residents. Truck traffic conflicts with residential areas and the lack of safe bike and pedestrian infrastructure were also highlighted. The groups proposed solutions such as improved drainage systems, truck routing changes, and the addition of protected bike lanes to create safer and more efficient transport routes. Addressing the

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issue of abandoned industrial properties was also a priority, with suggestions to redevelop or repurpose these sites to improve the area's overall appearance and economic vitality.

In summary, the working groups emphasized the need for a balanced approach that preserves the industrial identity of the IC while promoting smart growth and development. Key recommendations included strengthening partnerships between businesses and educational institutions, providing sustained financial support for modernization, and addressing critical infrastructure issues. By adopting these strategies, the IC can evolve into a vibrant, sustainable district that meets the needs of both businesses and residents.

List of Invitees and attendees

Tom Startek	Star-tech Glass	Business	Yes
Darius Augustine	Alpina Manufacturing	Business	Yes
Stephanie Lee	Meskan Foundry	Business	Yes
Daniel Jordan	Moovers	Business	Yes
Tom Cesario (CFO)	Radio Flyer	Business	Yes
Perry Abbasi	Attorney	Business	Yes
Adam Schneiderman	Strauss Realty	Business	Yes
Deborah Smith	Strauss Realty	Business	Yes
Norman Hoffberg	Petra & Holum	Business	Yes
Tom Drebenstedt	Galewood Neighbors Assn / Business Committee	Residential / Business	Yes
Steve Green	Galewood Neighbors Assn / Business Committee	Residential / Business	Yes
Pastor John Zayas	Grace and Peace Church	Residential	Did not attend
Michael D Nardello	Resident	Residential	Did not attend
Walter Adamczyk	Resident	Residential	Yes
Dr. Milka Ramirez	En Las Tablas Performing Arts	Residential / Business	Yes
Andre McKennie	Resident	Residential	Yes
Austin Carr	Intentional Sports	Residential / Business	Yes
Daisy Rivera	Resident	Residential	Yes
Sarah Cunningham	Galewood Neighbors Association / Business Committee	Residential / Business	Yes
Charlie Byrne	Galewood Neighbors Association / Business Committee	Residential / Business Committee	Yes

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Edgar L	DPD tech assist - map, scribe	DPD	Yes
Eric V	DPD tech assist - map, scribe	DPD	Yes
Todd Wyatt	DPD speaker, support	DPD	Yes
Bradley R	DPD speaker, support	DPD	Yes
Brian H	DPD tech assist backup breakout room assignments, scribe	DPD	Yes
Carmen M	DPD scribe	DPD	Yes
Benji C	DPD Zoom support, scribe	DPD	Yes
Ravi T	UW Zoom support, scribe	Consultant	Yes
Maria P	UW Speaker, lead Topic 1, 3	Consultant	Yes
Kari B	UW Speaker, lead Topic 1, 3	Consultant	Yes
Carmen V	UW scribe	Consultant	Yes
Fran R	SBF speaker, lead Topic 2	Consultant	Yes
Caren K	SBF speaker, lead Topic 2	Consultant	Yes
Josh L	DPD scribe	DPD	Yes
Claudia P	LIRI scribe, assist w/ questions	GNCDC	Yes
Ryan R	CDOT assist w/ questions	CDOT	Yes
Meg M	Metra assist w/ questions	METRA	Yes
Susan M	CDPH assist w/ questions	CDPH	Yes
Kajie M	29th Taliaferro assist	29th Ward	Yes
Vanessa V	36th Villegas assist	36th Ward	Yes
Jason M	CTA	CTA	Yes
Raymond Valadez	36th ward	36th ward	Yes
Emma Mitts	37 th ward	37 th ward	Yes
Jim Harbin	DPD - City	City	Yes
Alaina Bridges	DPD - City	City	Yes