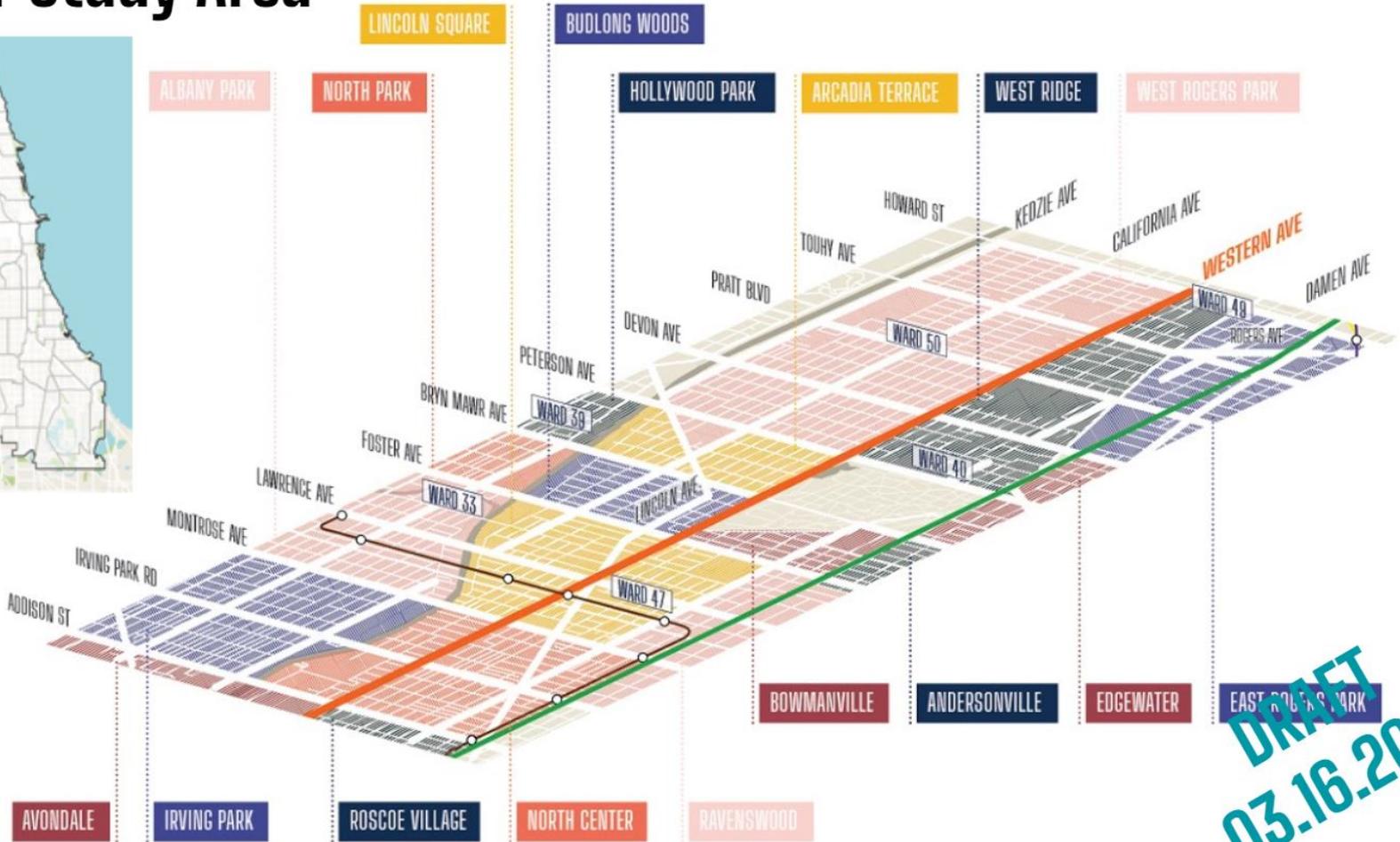


Focus Group Goals

- Informal, candid **conversation**
- Gather **feedback and insight** towards key themes to inform a community-led vision for this corridor
- Identify **missing perspectives or aspects** from the study or engagement process

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Corridor Study Area



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Initial Study Goals

The study aims to analyze and identify the potential to:

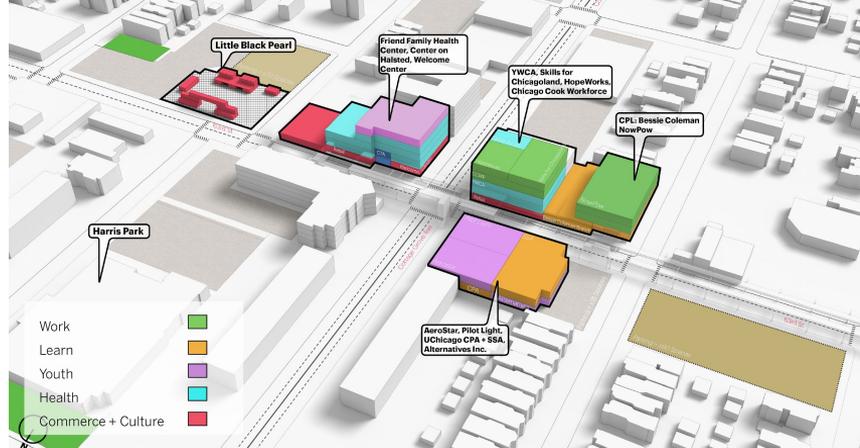
- + Increase **density** where appropriate and identify to what degree density should be increased.
- + Promote a **greater mix of land uses**.
- + Improve how development **relates to the surrounding community**.
- + Enhance the **pedestrian experience and safety** along the five-mile stretch of the corridor, while maintaining the corridor as a main arterial street.



Expected Study Deliverables

The final document will be a report that presents:

- + **Long-term vision** for the corridor that will include **future land use, zoning, development, and infrastructure recommendations**
 - + Opportunity sites for future development
 - + Public realm improvements
 - + Mobility improvements
- + **Design guidelines** along the corridor
- + **Resource Reference Guide** for stakeholders



Western Avenue Corridor Study Timeline

2020

2021

dec jan feb mar apr may jun jul aug sep oct



Phase 1:
Review and Analysis

Phase 2:
Principles, Strategies, and Concepts

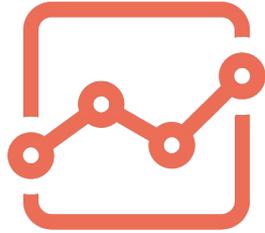
Phase 3:
Refinement and Documentation

● Deliverable Milestone ○ Engagement Milestone

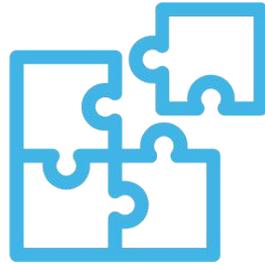
We are here

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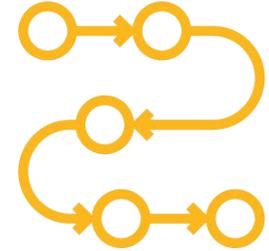
Participation Principles: The Corridor



We will **envision the long-term future** grounded in data-driven and feasible strategies.



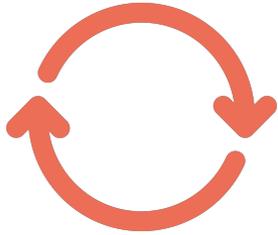
We will create a **collective vision** for Western Avenue that acknowledges the **diverse conditions** of the entire five-mile corridor from Addison to Howard.



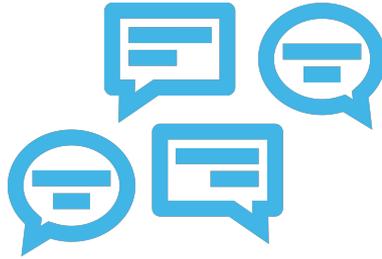
We will develop a cohesive, long-term roadmap that is the **first of many steps** toward change--Implementation will entail future projects with their own processes.

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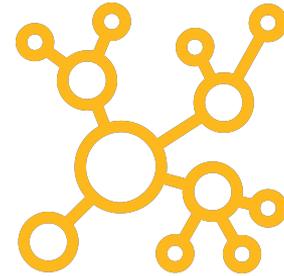
Participation Principles: The Conversation



We will be **transparent** by sharing relevant information, ideas, and concerns with one another.



We will seek **inclusion** by **listening to as many voices as possible** while embracing productive tensions and respectful disagreements.

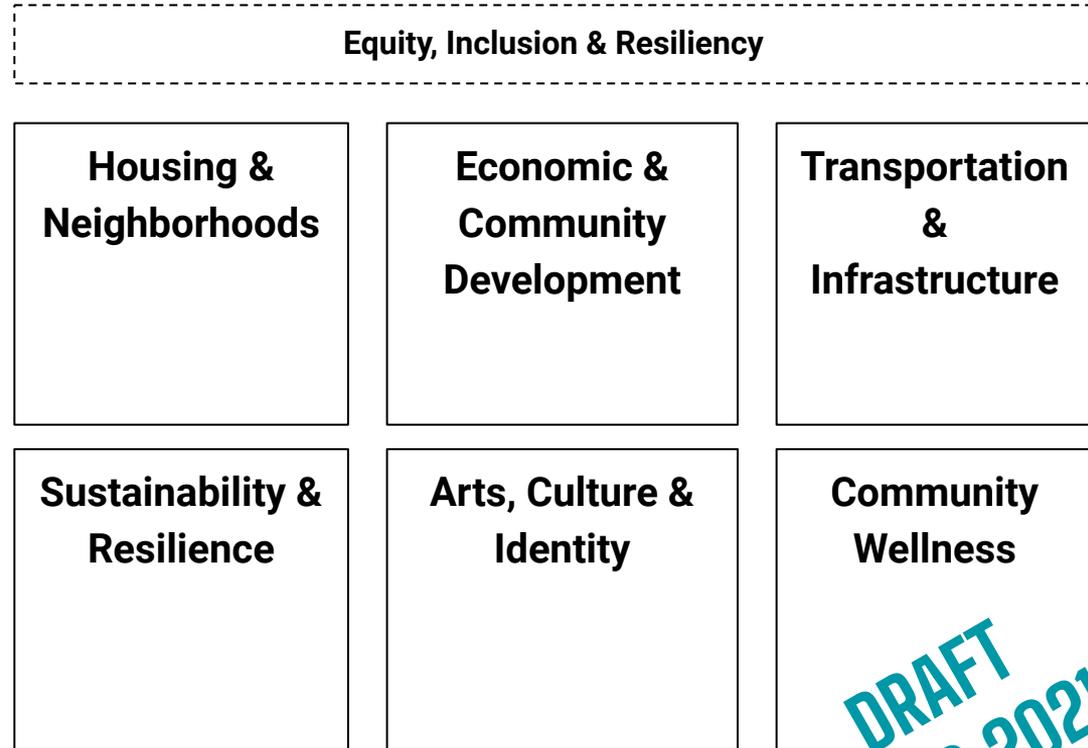


We will **communicate in good faith**, in a spirit of collaboration and mutual respect.

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Focus Group Structure

- Please share feedback on behalf of yourself as well as your community or organization
- Please be conscious of how much time you and others are speaking—we want to hear from everyone
- Please do not record any portion of this meeting to allow others to speak freely
- The planning team is taking notes for their own records and may request clarification
- Feedback will be reported in aggregate (themes), no quotes will be attributed without permission





CONTEXT :



Impervious Surface

Devon to Peterson (58.4%)

Peterson to Bryn Mawr (59.2%)

Bryn Mawr to Foster (59.7%)

Foster to Lawrence (62.3%)

Monstrose to Irving Park (59.3%)

Irving park to Addison (63.9%)

Source: USGS LANDSAT, The Nature Conservancy



Canopy Cover

The darker the area, the more less canopy cover.

The darker areas indicate areas of high priority for new tree canopy.

Chicago Region Trees Initiative

- ~25% Canopy Coverage in surrounding community areas
- ~52% Impervious Area surrounding community areas



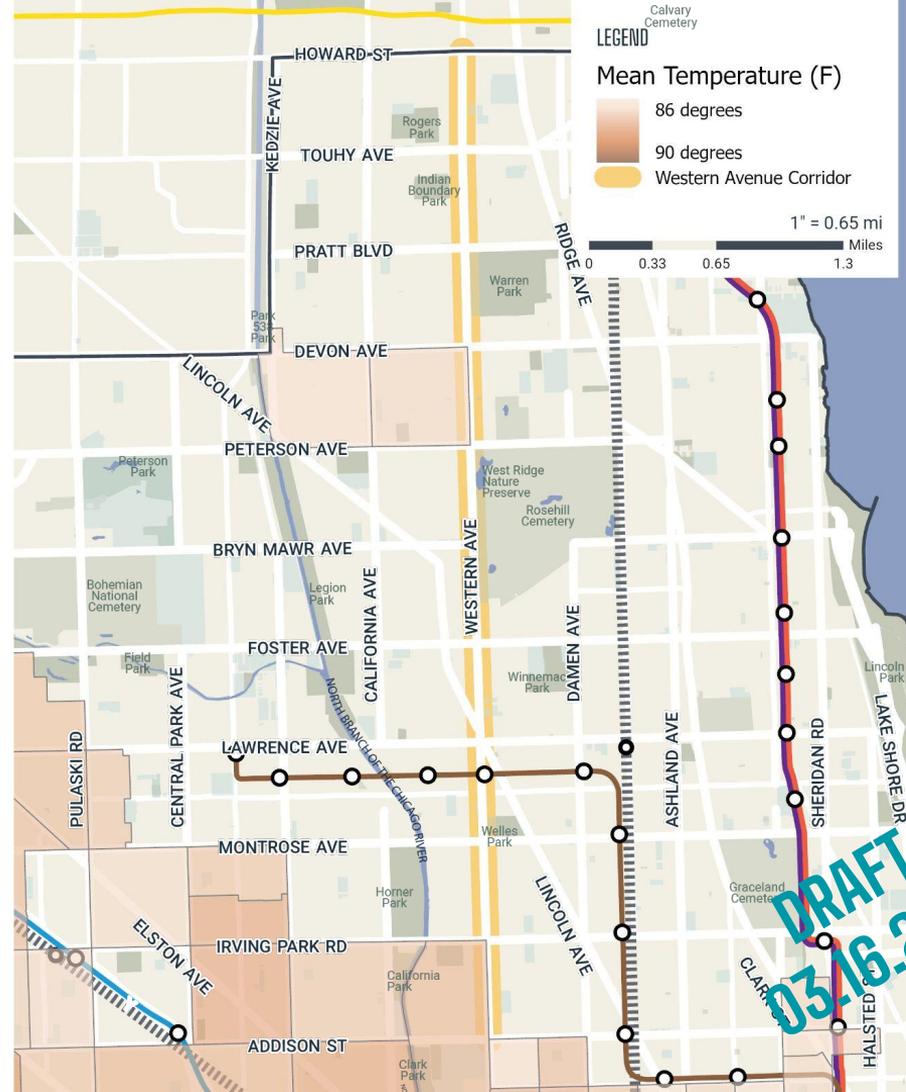
High Summer Average Temperature

Devon to Peterson (86 degrees)

Addison (86.8 degrees)

Annual temperature is projected to increase by 2.3 to 8.2 °F by the end of the 21st century.

Source: USGS LANDSAT, The Nature Conservancy



Flood Risk

Little to no flood risk within the study area.

Most buildings along the corridor do not have basements.

No vortex restrictors along the corridor because it is an arterial roadway.

If flooding occurs, it typically is located on the adjacent side streets.

Source: USGS LANDSAT, The Nature Conservancy



Landscape Opportunities

Orange - limited pedestrian space

- Narrow sidewalks
- Little to no existing buffer
- Limited roadway to work with to expand pedestrian realm

Green - opportunities for more landscape, buffers, planters, and sidewalks

- Wide sidewalk widths
- More flexible roadway cross-sections
- Existing landscape buffers

Source: USGS LANDSAT, The Nature Conservancy



What we've heard so far...

- **Transit access, public parks, and local restaurants** are the top three things that make Western special or unique. Responses varied by geography:
 - Southern half: Restaurants, Shopping, Schools
 - Northern half: Community services, Libraries, Parks
- Top challenges are **vacant stores, lack of trees, and unsafe bicycling**. Responses varied by age:
 - Young adults: Accessibility, bus stops, gentrification, the environment, narrow sidewalks, and unsafe bicycling
 - Middle to older adults: Trees, landscape, safety, traffic, trash, and vacant stores
- Steering Committee priorities: safer /more attractive pedestrian and transit environment, leveraging diversity, equitable development
- Youth Council priorities: recreation, open spaces, art

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Discussion



Discussion Topics: Sustainability & Resilience

- **What is a sustainable and resilient corridor?**
 - What does this look like today and in the long-term future?
- **Priorities for this corridor**
 - What are the top three sustainability and resilience priorities? Examples: severe weather, stormwater, water use, microclimate/urban heat island, energy, emissions, air quality, development, mobility, biodiversity, tree canopy, waste, health, equity
 - Why are these the top three?
- **Barriers to implementation**
 - What are the primary barriers to this corridor becoming more resilient and sustainable? Examples: lack of education, high cost, lack of organization, lack of political will, etc.
- **Short-term and longer-term interventions**
 - What changes to policy, physical environment, investments, etc. can be made?
 - Who are the primary partners for making these changes?
 - What resources exist (or should exist) to support them?
 - How many of these interventions apply along other corridors in Chicago?

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