

# INDUSTRIAL CORRIDOR MODERNIZATION

## Little Village



## PUBLIC OUTREACH SUMMARY

April 26, 2018



CHICAGO DEPARTMENT OF  
PLANNING & DEVELOPMENT



## BACKGROUND

Under Mayor Rahm Emanuel's direction, the Department of Planning and Development (DPD) initiated a public review process in spring 2016 to evaluate and refine land use policies for continued growth and private investment in the City's Industrial Corridor system.

The purpose of this report is to memorialize the working group meeting that occurred for the Little Village Industrial Corridor (LVIC) on April 26, 2018 by documenting the information provided to the working group, as well as summarize the input that staff received from stakeholders during the meeting, and to make this information available to all interested parties. The LVIC is the third industrial corridor to undergo review as part of the larger initiative.

## MEETING

The City of Chicago Department of Planning and Development (DPD), the City of Chicago Department of Transportation (CDOT), and the Chicago Department of Public Health (CDPH) kicked off their community outreach efforts for the LVIC by holding a working group meeting from 2:30 pm to 4:00 pm on April 26, 2018, at the Little Village Branch Chicago Public Library, located at 2311 S. Kedzie Ave, Chicago Illinois.

25 working group members were invited to the April 26, 2018 meeting via an Eventbrite email, with 13 members attending. The working group is composed of representatives from government agencies, business sector organizations, and resident groups. The purpose of the working group is to collaborate with the project team to develop concepts and provide input and feedback throughout the planning process.

The purpose of the meeting summarized herein was to review the project scope, roles, and projected timeline, and to review existing conditions within the LVIC.

## PRESENTATION HIGHLIGHTS

Staff and meeting participants reviewed information regarding the Chicago Industrial Corridor System and the Industrial Corridor Modernization process, existing conditions within the corridor, and next steps in the planning process:

### Chicago's Industrial Corridor System

The history of city's industrial corridor system was presented, which began with the Union Stockyards. Currently, there are 26 Industrial Corridors within the city. Industrial corridors were established in the 1990's. Several recent studies and plans were identified, including Chicago Sustainable Industries (2013), Fulton Market Innovation District (2014) and others.

### Industrial Corridor Modernization Initiative

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

- Better understand the industrial marketplace
- Evaluate the need for updates to land regulations necessary to promote job creation
- Respond to changing employment trends

Eventually, each corridor study will result in:

- A land use framework reflecting unique trends
- Design and/or sustainability guidelines (where applicable)

## Employment Trends

Employment trends were identified for the citywide Industrial Corridor system, and specifically for the LVIC.

- The Little Village Industrial Corridor is primarily manufacturing, with a total of 5,328 jobs.
- Total employment within the corridor increased by 44%.
- High concentrations of people who work in the corridor live in the adjacent zip codes.

## Study Area Discussion

Four topic areas were presented to the working group:

### Land Use

- Evaluate employment and land use trends and relevance of current industrial corridor boundary.

### Transportation

- Identify opportunities to improve access and safety.

### Sustainability

- Identify opportunities to incorporate environmental best practices for new development within the industrial corridor.



## INPUT HIGHLIGHTS

Discussion with the Working Group is summarized below, with responses from the Project Team in *italics*.

### Land Use

- Is it possible to analyze the jobs data to determine where jobs are located within the corridor? *DPD will investigate ways to analyze this further. However, the data that is available to the department currently does not provide addresses for employers as it is collected anonymously.*
- Can transportation and utilities data be further broken down to show the various use categories that compose it? *Yes, DPD will provide this*
- Employment categories data should be used to determine the corridor's suitability for more diverse employers - who do we want to attract? The corridor provides an opportunity to attract more sustainable industry. *The LVIC Framework will not preclude any innovative or sustainable models of industry with its recommendations. The Frameworks seeks to provide recommendations to maintain the corridor as an employment center, while implementing environmental best practices.*
- There should be more community input during permitting of industrial sites. *The Framework will provide Aldermen, City and neighborhood groups a tool which can be used to guide how development happens in the corridor*
- The city should consider changes in the zoning code. *The Industrial Corridor Modernization is a planning framework and will not seek changes to the code. However, DPD would like to gain a better understanding of*

*the outcomes the community seeks to address them within the scope of the framework, where appropriate.*

- Jobs have different values. The community is looking for good jobs. *The LVIC Modernization seeks to maintain the corridor as an employment center.*
- Is it possible to recommend Community Benefits Agreements with leaseholders of the various sites within the industrial corridor. *The Framework aims to provide recommendations and best practices which, when implemented on industrial sites, should provide public benefits. The Framework will provide a tool for the community to prioritize its needs as it pertains to the physical development of industrial sites.*

### Transportation

- 31st Street and the North/South arterials (Kedzie and Pulaski) are known to have general traffic safety issues for all modes. *The crash data generally supports these observations, but additional community input is needed. Further data analysis may be required and separate follow-up work may be proposed. The framework will seek to provide recommendations to address traffic safety within and around the industrial corridor.*
- The community is concerned that vulnerable populations are exposed to environmental pollutants and the existing traffic along 31st Street. There is concern with existing uses such as residential, the proposed hospital and the various schools and parks bounding 31st Street. Many students use 31st and Kedzie and Pulaski to get to and from school on a daily

basis. 31st Street should be designed to accommodate youth, not more traffic. *The crash data generally supports these observations, but additional community input is needed. Further data analysis may be required and separate follow-up work may be proposed. The framework will seek to provide recommendations to address traffic safety within and around the industrial corridor.*

- Truck traffic is a concern. Currently trucks use neighborhood streets. This is unsafe for students both on the street and at school, due to road hazards and pollution from trucks. *The City doesn't have truck traffic data on local streets to confirm these observations. Further data analysis may be required and separate follow-up work may be proposed. The Framework will seek to provide recommendations to improve traffic patterns both in the public way and on or around private property.*

### Sustainability

- How will environmental justice be incorporated into the planning process? *The Framework is defining sustainability as the intersection between economic, environmental and societal considerations. The planning process will attempt to provide recommendations that reflect this intersection.*
- Is health data available for the industrial corridor? *Health data is available for the entire South Lawndale community area. DPD and CDPH are currently analyzing the available data to determine how it can inform the planning process.*
- Best practices proposed for the industrial corridor should complement the industrial uses that the community desires.

*The LVIC Framework will not preclude any innovative or sustainable models of industry with its recommendations. The Framework seeks to provide recommendations to maintain the corridor as an employment center, while implementing environmental best practices.*

- How will future development affect air quality? Is air monitoring part of permitting? *Air quality monitoring is not part of the zoning or planned development review process. The Framework developed through this planning process will seek to provide recommendations and best practices to mitigate environmental impacts.*
- How will youth be engaged in the planning process? *DPD is open to designing age-appropriate activities for future public engagement in collaboration with the working group.*

## STAY INFORMED

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**<https://www.cityofchicago.org/dpd>**

Please email DPD with any questions, or if you would like to be added to our contact database:

**[DPD@cityofchicago.org](mailto:DPD@cityofchicago.org)**