

September 13, 2018  
 Chicago Plan Commission  
 City Hall, 121 N. LaSalle St.  
 Chicago, Illinois 60602

Good morning, my name is Josh Ellis, and I am a Vice President at the Metropolitan Planning Council. MPC is a long-standing steward of sound planning in Chicago, and we are grateful for the opportunity to share our thoughts today at the Plan Commission.

The Metropolitan Planning Council believes that consideration of Hilco's proposed development at the former Crawford site should be delayed at this time, due to four main concerns:

1. Given that the planning work of DPD's Industrial Corridor Modernization work is ongoing in this geography, it seems premature to advance any given development proposal in the corridor. It seems more prudent to delay consideration of this site, and any others, until the Industrial Corridor Modernization work - and all its related research and community engagement - is complete.
2. Additionally, DPD is currently working on updating the River Design Guidelines for Chicago. It again seems premature to advance any given riverfront redevelopment proposal prior to the new guidelines being adopted. It also unclear from Hilco's current proposal in what way they intend to enhance the riverfront in this area even under existing standards.
3. In addition to concerns about the timing of this proposal in relation to other relevant planning efforts, it is also concerning that CDOT's most recent traffic data from the relevant area is from 2006. Fortunately, it is our understanding that CDOT has acknowledged the dated nature of this information and is pursuing resources to update traffic counts for Little Village. Again, it seems prudent to proceed with updating this traffic data first so that the potential effects of this proposed development can be truly understood.
4. Lastly, through the outreach conducted by MPC and its many partners as part of Great Rivers Chicago (2015-2016), the data we have from surveys, charrettes, focus groups, and public meetings clearly indicates a preference in this geography for improved riverfront access, recreational opportunities, water quality enhancements, trails, tourism, jobs/industrial development, natural areas, and improved watercraft safety. It's worth noting that the community expressed an interest in jobs/industrial development, but only as a lesser priority than a range of other things. Where the community has an interest in jobs and industry, there is a strong preference for economic uses that that lessen, or at least do not exacerbate, existing traffic, emissions, and other environmental concerns.

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Given the ongoing nature of the multiple planning efforts, the unknown current traffic data, and the documented community interest in an active, accessible riverfront, it simply seems premature to consider Hilco's proposal today. We would like to be in a position to support an attractive riverfront creator of clean, well-paying jobs at this site, but given these planning and data uncertainties, at this time we are not.

Thank you.

Faithfully submitted,

A handwritten signature in black ink, appearing to be the name 'Josh Ellis'. The signature is stylized, with a long horizontal stroke at the top that curves down into a loop.

Josh Ellis

Vice President

Metropolitan Planning Council