

GET A JOB!

PORTFOLIOS

ps...the same rules apply to plan making

WHAT IS IT?

A VISUAL REPRESENTATION OF YOUR WORK

- *Start with an outline. This determines how your plan will be organized and flow.*
- *Include notes about which graphics will go where your graphics in your outline.*

IT SHOULD TELL A COHESIVE STORY

- *What are your planning interests?*
- *What are your proficiencies?*
- *Important graphics should be large, less important can be smaller.*

IT ALSO SHOWS A COHESIVE STORY

- *Are you able to create a quality deliverable?*
- *Do you understand basic graphic and compositional rules?*
- *What is your style as a planning practitioner?*

CONTENT

GOOD PORTFOLIOS (AND PLANS) ARE DRIVEN BY GOOD CONTENT CONTENT!

- *Start with an outline. (Organization and flow)*
- *Most important (and recent) work samples first.*
- *Include outline notes about which graphics to include.*

CURATE YOUR CONTENT!

- *The projects and work you showcase should be directly related to the job duties.*
- *Include notes about which graphics will go where your graphics in your outline.*
- *The visual is what matters...*

SHOWCASE THE WORK, DON'T JUST COPY IT

- *What was the project?*
- *Who was it for?*
- *What work did you specifically do?*
- *What skills did you utilize while doing the project?*

ONLY INCLUDE THINGS THAT YOU MADE OR CONTRIBUTED

- *In short, if you didn't make the land use map...it shouldn't be in your portfolio.*

WRITING TIPS

PROOFREAD!

- *It becomes instantly apparent if you didn't. And it reflects poorly on your abilities.*
- *Print it and read it out loud to yourself.*

ESTABLISH A CADENCE WITH YOUR WRITING STYLE

- *Writing, sentences, and paragraphs have a rhythm and consistent format, length, etc.*
- *Content predictability.*

USE NON-TECHNICAL LANGUAGE

- *Assume that the reader does not know anything about planning.*
- *Don't use jargon. Make your writing accessible to the average reader.*
- *Avoid abbreviations (CDBG should be changed to Community Development Block Grant)*

MAKE PLANS EASILY REFERENCED

- *Text hierarchy. (eg. Chapter, Heading, Sub-Heading, Text, Annotations, etc.)*
- *Hyperlinks!*

LAYOUT DEVELOPMENT

The 78 Master Plan EXISTING PLANNING FRAMEWORK

Existing Plans and Literature

This section provides summaries of the relevant plans for the Near South Neighborhood. These plans are included because they directly reference or provide information on the proposed development at The 78 site. The plans discussed include:

- Chicago Central Area Plan
- Chicago Central Area Action Plan
- Chicago Central Area Transportation and Land Use Guidelines
- Sustainable Urban Infrastructure Guidelines
- Chinatown Community Vision Plan

Although not a comprehensive listing of planning related documents, the information included in these plans provides meaningful guidance on future development goals, priorities, and requirements that should be considered when developing a Master Plan for The 78.

Chicago Central Area Plan (2003)

Underwritten by the City of Chicago Department of Planning & Development (DPD) Department of Environment (DOE) and the Chicago Department of Environment (DOE) in coordination with a group of citizen participants and civic leaders, the plan looked at the future investment in Chicago's Central Business District.

The Plan focuses on three key themes - Development, Transportation, and Environment and Space. The plan provides goals and objectives for implementation that are expanded in the Chicago Central Area Action Plan. Looking forward to 2020, the plans envisioned a beautiful and safe environment, a vibrant economy, and preserving the historical past of the neighborhood.

Section One of the plan provides an illustrative vision and executive guiding principles.

Section Two provides recommendations for similar sub-districts with regard to land use, development intensity, transportation, and preservation of open space. Specific design guidelines are included within the plan for The 78 site. These guidelines were incorporated into the proposed master plan.

Near South Neighborhood Plan (2004)

Adopted by the City of Chicago in 2004, the Near South Community Plan provides detailed information about the proposed investments in The 78 site. The plan focuses on six guiding principles:

- Diverse mix of uses,
- safe and convenient transportation access,
- mix of residential, office, and retail facilities,
- variety of open spaces,
- preserving the historical character of the neighborhood,
- providing education and cultural centers.

Although the plan is specific to the Near South Neighborhood, it is a good example of how the City as a whole, Broadly, this includes incorporating stormwater best management practices (BMPs) into the design of streets and sidewalks, creating more public spaces between neighborhoods.

The Chinatown Community Vision Plan also proposes locations of infill development and addresses concerns regarding the future of Chinatown and public safety concerns in Pritzker Park and other open spaces.

Chicago Central Area Action Plan (2009)

Approved by the Chicago Metropolitan Agency for Planning (CMAP), the Go2040 is the long-range plan for the Chicago metropolitan area which includes Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties.

Although not specific to The 78 site, the plan highlights incorporating sustainable design principles for developments at The 78 site. The plan also identifies potential opportunities for street types, as well as design solutions for slowing automobile travel speeds, improving pedestrian safety and providing an attractive environment.

Go2040 Regional Comprehensive Plan (2009)

Approved by the Chicago Metropolitan Agency for Planning (CMAP), the Go2040 is the long-range plan for the Chicago metropolitan area which includes Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties.

Although not specific to The 78 site, the plan highlights incorporating sustainable design principles for developments at The 78 site. The plan also identifies potential opportunities for street types, as well as design solutions for slowing automobile travel speeds, improving pedestrian safety and providing an attractive environment.

Chicago Complete Streets Design Guidelines (2013)

Prepared by the Mayor's Office in Partnership with the Chicago Department of Transportation (CDOT) Complete Streets Design Guidelines are intended to better support the needs of all users of the roadway, including drivers, passengers, bicyclists, and pedestrians. The plan highlights incorporating sustainable design principles for developments at The 78 site. The plan also identifies potential opportunities for street types, as well as design solutions for slowing automobile travel speeds, improving pedestrian safety and providing an attractive environment.

Chicago Sustainable Urban Infrastructure Policies and Guidelines (2014)

Prepared by the Mayor's Office in Partnership with the Chicago Department of Transportation (CDOT) Complete Streets Design Guidelines are intended to better support the needs of all users of the roadway, including drivers, passengers, bicyclists, and pedestrians. The plan highlights incorporating sustainable design principles for developments at The 78 site. The plan also identifies potential opportunities for street types, as well as design solutions for slowing automobile travel speeds, improving pedestrian safety and providing an attractive environment.

Chinatown Community Vision Plan (2015)

Chinatown is a district within the Near South Neighborhood. This plan provides information about the proposed investments in Chinatown. The plan highlights incorporating sustainable design principles for developments at The 78 site. The plan also identifies potential opportunities for street types, as well as design solutions for slowing automobile travel speeds, improving pedestrian safety and providing an attractive environment.

North Branch Industrial Corridor Framework (2017)

Although not within the project bounds, the North Branch Industrial Corridor Framework is the first of many site plans to modernize Chicago's industrial area. This plan and accompanying design guidelines propose a range of design principles and engineering solutions for The 78 site. Many factors at The 78 site will influence the design of the North Branch Industrial Corridor – proximity to the Chicago River, limited transportation access impacting potential for future development, and the surrounding urban areas as a historically industrial area into a modern economic engine of employment, retail and residential growth along the Loop.

These many strategies continue to make a place that supports and facilitates the development of an interconnected industrial corridor. It is clear that many of the themes and design concepts will be incorporated into future site plans along the North Branch Industrial Corridor where The 78 site is located.

Site Context and Analysis | The 78 Master Plan

The 78 Master Plan | Site Context and Analysis

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The 78 Master Plan COMMUNITY PROFILE

Population and Demographics

This section provides a summary of the demographic conditions present at The 78 and fits this within the context of the surrounding Near South Neighborhood and Chicago at large.

The analysis is provided to guide the planning process and provide necessary background information for the proposed development and the overall development of the surrounding Near South Neighborhood and Chicago at large.

Data was obtained from the American Community Survey (ACS), the U.S. Census Bureau, and the Bureau of Labor Statistics (BLS).

Geographies Utilized

The 78 site is within the boundaries of Block Group 2, Census Tract 3302, in Cook County, Illinois. Demographic information for the Near South Neighborhood is provided for Census Tract 3302, 840, and 841. Chicago includes all areas within the city limits, including the Near South Neighborhood, east to Lake Shore Drive. Unsurprisingly, the Asian population is clustered in census tracts in Chinatown.

Educational Attainment

The 78 area is very well educated, with over eighty percent of the population having a Bachelor's Degree or higher. This is significantly higher than Chicago as a whole.

Demographic Summary

Year	2000	2009	2016
Population	1,308	3,377	2,660
Households	539	1,376	1,220
Median Age	33.1	33.0	30.9
Median Income	\$26,779	\$20,885	\$18,750

Income

Although incomes in The 78 site fell sharply between 2000 and 2009, they remain considerably higher than Chicago as a whole. Median household incomes in The 78 site are slightly lower than the surrounding Near South Neighborhood but forty-three thousand dollars higher than the Chicago average.

Age

The neighborhood has a healthy working age population. The largest age groups range between twenty-one and thirty-four for females. In total, females account for fifty-two percent of the population in The 78 site, while males account for forty-eight percent, accounting for the remaining forty-eight percent.

Unemployment

Year	2006-16
Chicago	5%
The 78	10%

Economic Conditions

New construction is most concentrated along Lakeshore Drive, which runs through the Near South Neighborhood. Other large projects need to adjust to the LUR. A noticeable trend is that development is occurring in the northern street thoroughfares and in areas where physical barriers have been removed to facilitate greater access.

Employment

This section provides an overview of the economic characteristics of The 78 site and how this fits within the broader context of Chicago.

This analysis is provided to guide the planning process and provide necessary background information for the proposed development and the overall development of the surrounding Near South Neighborhood.

Data was obtained from the American Community Survey (ACS), the U.S. Census Bureau, and the Bureau of Labor Statistics (BLS).

Development Activity

The demographic and economic data suggests that the Asian community, clustered in Chinatown is most vulnerable to the potential impacts of gentrification. The 78 site is located near the lowest median household income of the study area, with an unemployment rate of 4.8%. Although data for The 78 site is limited to 2009, unemployment in the area is considerably higher than the Chicago average. Interestingly, higher unemployment tends to be clustered in the west side and southern areas of the Near South Neighborhood.

Industries and Specialization

Industry	Employment in 2016	UIC
1. Agriculture, forestry, fishing and hunting	696	0.03
2. Mining, quarrying, and oil and gas extraction	462	0.02
3. Construction	5,631	0.36
4. Manufacturing	71,569	2.8
5. Wholesale trade	40,367	1.9
6. Retail trade	85,020	4.6
7. Transportation and warehousing	30,145	1.7
8. Wholesale trade	30,145	4.0
9. Manufacturing	50,462	1.9
10. Professional, scientific, technical services	21,292	1.2
11. Food and beverage stores	35,142	2.3
12. Transportation and warehousing	14,383	0.9
13. Finance and insurance	44,292	5.8
14. Credit intermediation and related activities	36,779	2.3
15. Real estate, rental and leasing	42,929	2.5
16. Rent and food service establishments	44,026	1.7
17. Professional and technical services	22,517	1.3
18. Management of companies and enterprises	44,643	1.7
19. Administrative and waste services	20,879	0.0
20. Information, computer, software, and web development services	20,296	0.7
21. Educational services	18,079	4.6
22. Health care and social assistance	30,243	1.0
23. Accommodation and food service activities	30,540	4.1
24. Hospitals	17,047	4.6
25. Residential care facilities	13,036	1.0
26. Social assistance	7,156	2.8
27. Arts, entertainment, and recreation	42,474	1.6
28. Accommodation and food service activities	20,041	0.7
29. Food service and drinking places	20,041	0.7
30. Other services, except public administration	20,041	3.8
31. Executive, legislative and general government	50,293	1.9
32. Unclassified	4,232	0.6

Source: Bureau of Economic Analysis, Local Area Income and Employment, MSA, Q2M

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The 78 Master Plan SITE INVENTORY ANALYSIS

Figure Ground Diagram

A figure ground is useful in understanding the urban fabric of an area by understanding the relationship between buildings and the spaces around them. Buildings have a visual weight and rhythm, while spaces are organized in a regular pattern and rhythm contribute to the legibility of urban environments.

Buildings framing the street also provide a sense of enclosure and security, contributing to the perception of safety in neighborhood.

Block Pattern Diagram

The block pattern is a community organizing development in an orderly and legible manner. A regular block establishes a development rhythm that creates a sense of order and predictability within the built environment. A street grid with short blocks is more walkable and accessible.

A typical street grid roughly traces across and connects areas to provide circulation and access. In the Near South Neighborhood, the block pattern is irregular and lacks a clear rhythm. Major thoroughfares like railroads and waterways. Extending the street grid to break up the superblocks of The 78 site will help to bring life and activity into the surrounding Near South Neighborhood, creating a cohesive neighborhood.

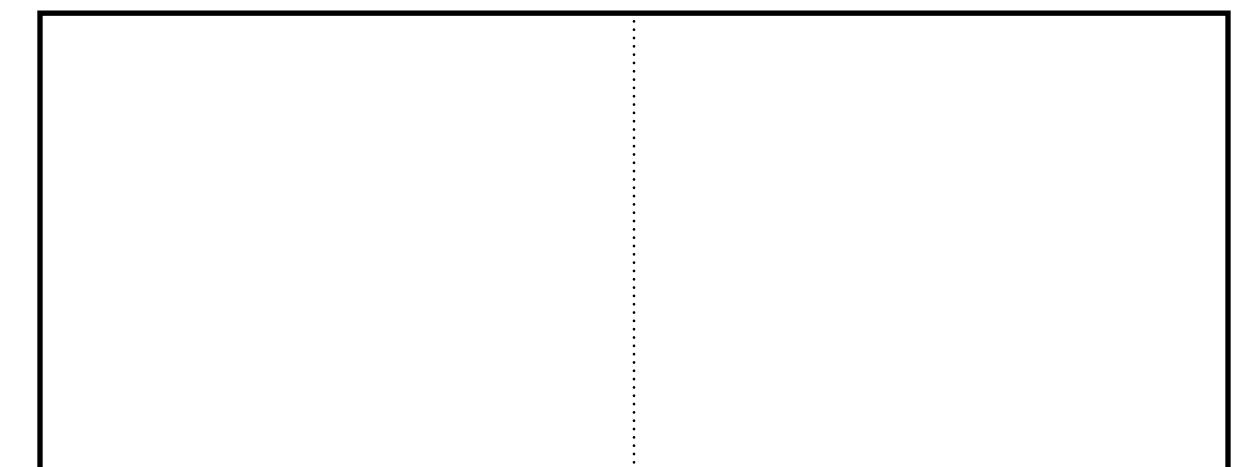
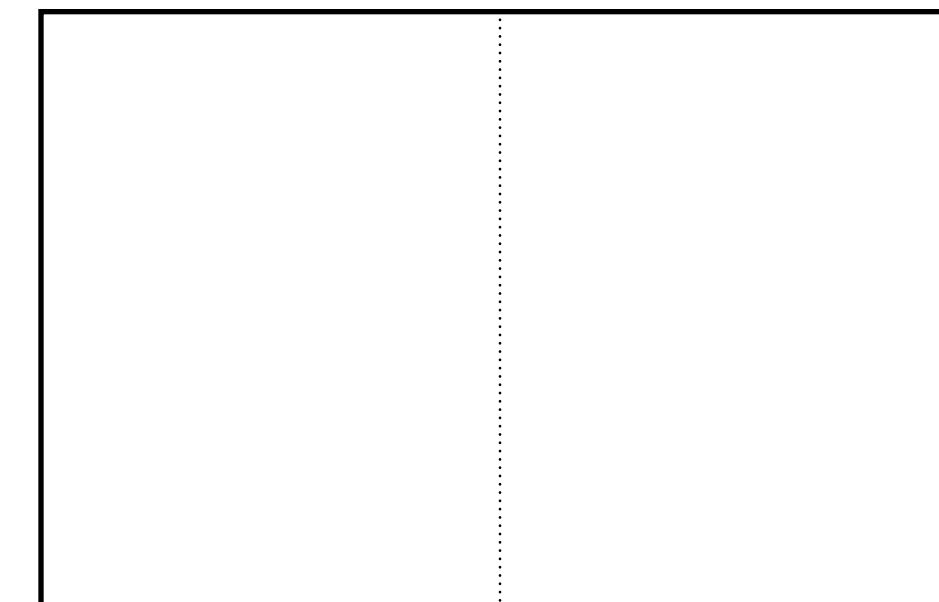
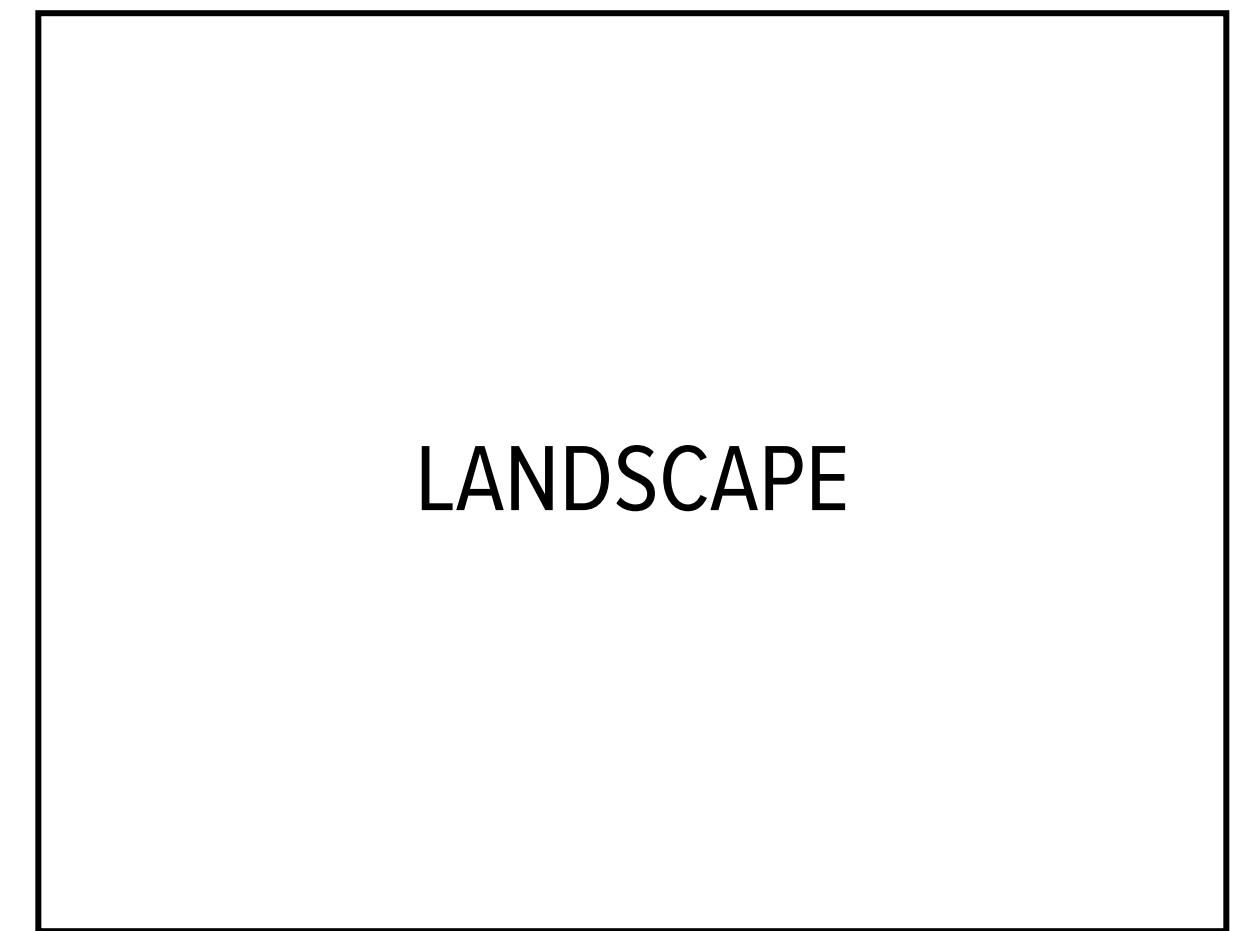
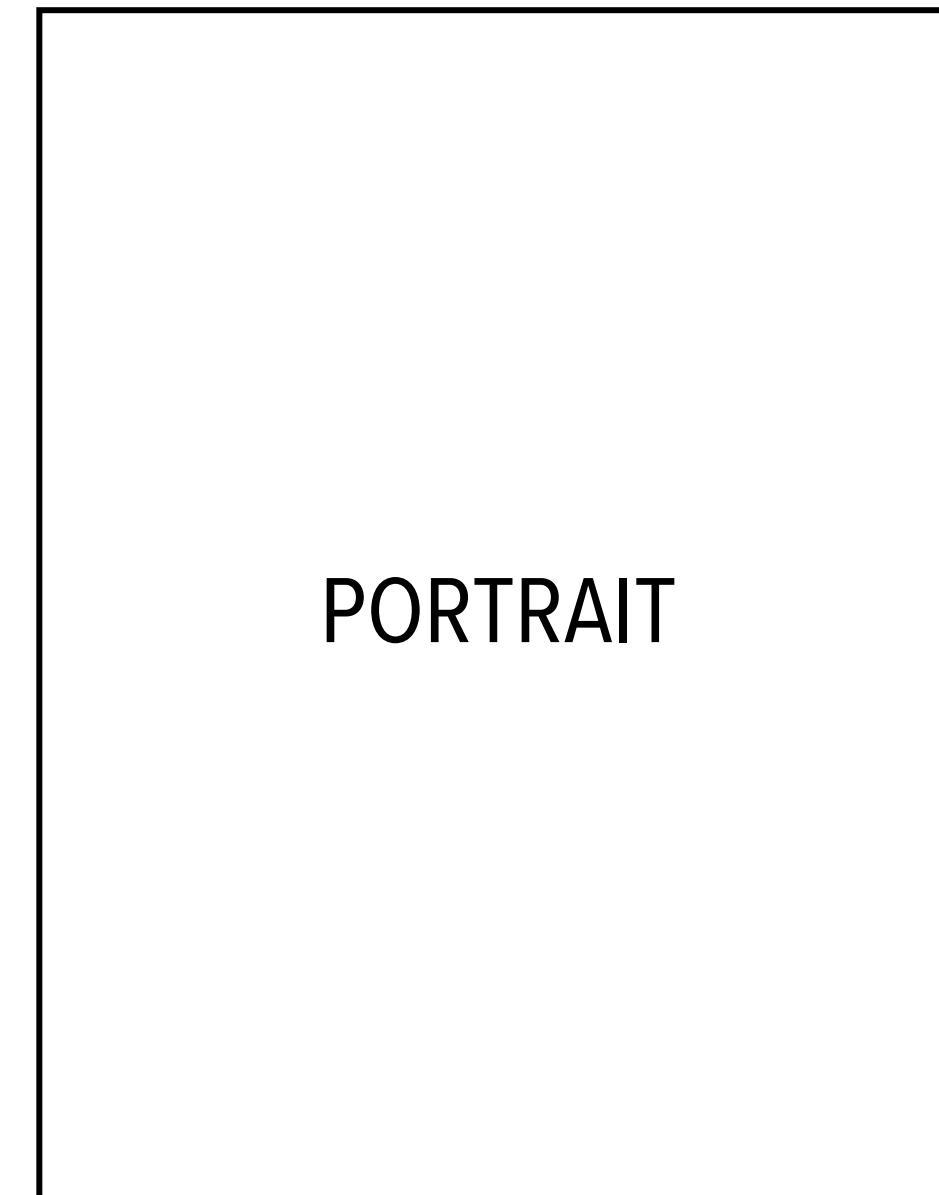
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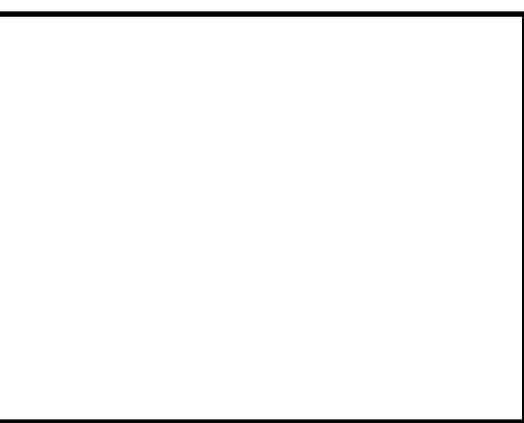
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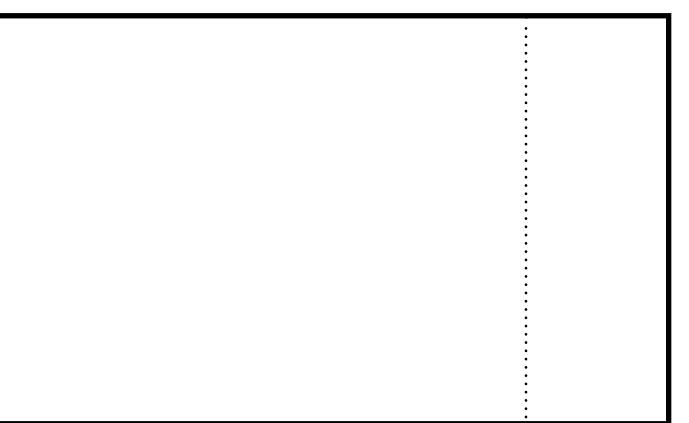
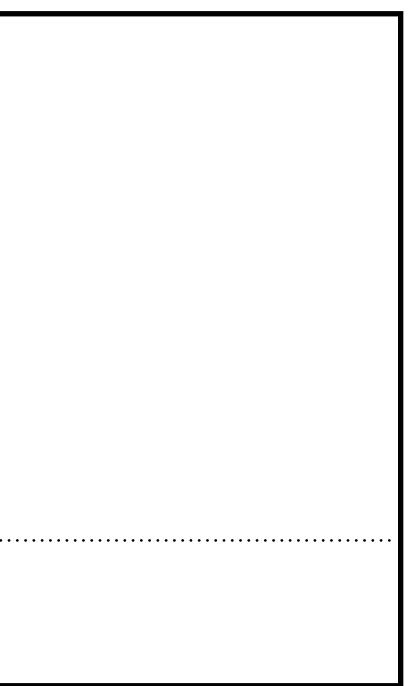
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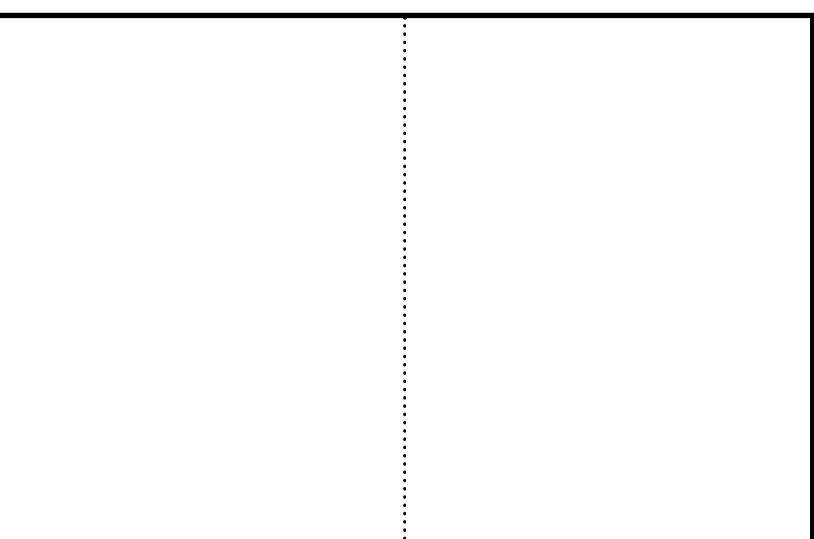
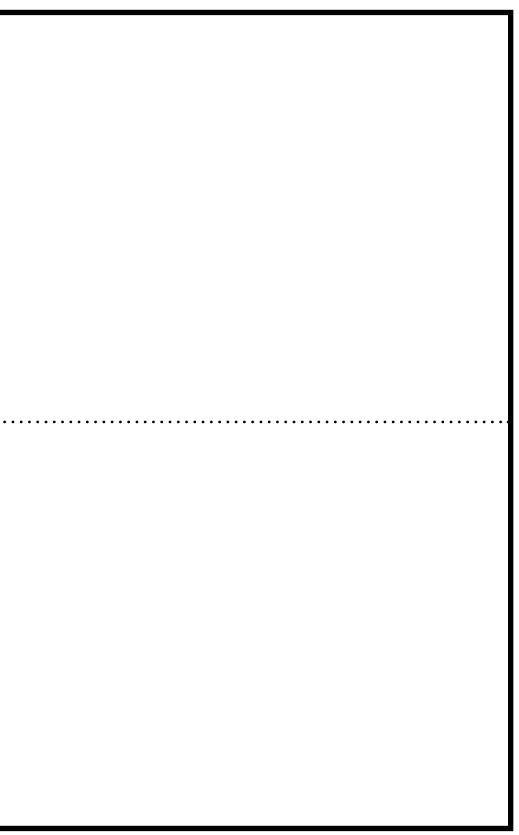
Letter



8 1/2" x 14"
Legal (Not Common)



11" x 17"
Ledger, Tabloid



OTHER EXAMPLES



Square



11" x 11"

RHYTHM

Transportation Network

Understanding local mobility and site accessibility is important for understanding the conditions and capacities which will shape any future development for 'The 78'. Providing a range of transportation options, prioritizing transit and pedestrian connectivity, will improve quality of life for residents and reduce the impact of the development on surrounding infrastructure.



The Jane Byrne (The Circle) Interchange

Direct Site Access

Site geography places severe limitations on direct access to 'The 78' site. The South Branch of the Chicago River restricts from the west, and auto traffic is funneled to Roosevelt Road, West 18th Street, and Cermak Road. South Clark and State Streets, S Michigan Avenue, and Lake Shore Drive provide north-south connectivity.

The area is close to the CTA Red, Orange, and Green lines as well as two regional Metra lines, the Rock Island and Metra Electric. However, the transit stations that serve this area are concentrated along the periphery at Roosevelt, Cermak, and Lake Shore Drive. Final stages of journeys will likely take place on foot or bike.

A new Metra Rock Island Stop is proposed on-site with an underground connection to a new CTA Red Line Stop at 15th & Canal Street. Wells and Wentworth Roads will be connected through the site and 14th & 15th Streets will be extended to connect to it.



Roosevelt Road is an urban Arterial roadway running adjacent to The 78 site.

Roadway Capacity

According to the Chicago Department of Transportation (CDOT), roadways in the Near South Neighborhood typically experience B and C Level of Service conditions. Estimated average travel speeds in the neighborhood are around twenty-two miles-per-hour. This low travel speed is likely the result of the limited numbers of arterial roadways passing through the Near South Neighborhood.

According to 2014 traffic counts by the Illinois Department of Transportation (IDOT), Roosevelt Road experiences average annual daily traffic (AADT) of 27,400 vehicles with an approximately 50/50 directional split. South Clark Street, between Roosevelt and Cermak Roads, experiences an AADT of 21,000 vehicles with an approximately 75/25 North/South directional split.



This stretch of 18th Street is an example of a Collector street in a commercial and mixed use environment.



This street is an example of a Collector street in residential neighborhood.



Local streets provide a high degree of access to individual buildings and sites.

Vehicle Crashes

Roosevelt Road is identified as a high crash corridor and experiences more accidents and fatal crashes than the Chicago-wide average. In 2014, most of the crashes took place along the Stevenson Expressway and on Roosevelt Road. In 2015, crashes were located to the south of Cermak, and along Roosevelt Road to the east. In 2016, the only major accident that took place was at the intersection of Cermak Road and the Kennedy Expressway.

RHYTHM

Economic Conditions

This section provides an overview of the economic characteristics of 'The 78' site and how this fits within the broader context of Chicago.

This analysis is provided to guide the planning process and provide necessary background information to understand the impacts of potential development of the surrounding Near South Neighborhood and Chicago at large.

Data was collected from the American Community Survey (ACS), The United States Census Bureau, and the Bureau of Labor Statistics (BLS).

Unemployment

Unemployment is higher in Chicago as a whole than the national rate of 4.6%. Although data for 'The 78' site is limited to 2009, unemployment in the area is consistently lower than the City as a whole. Spatially, higher unemployment tends to be clustered in the west side and southern areas of the Near South Neighborhood.

Employment

The largest employment sectors are the Healthcare, Accommodation, Retail Trade, and Professional Services employ the largest share of workers in Cook County, where Chicago is located. Although these sectors provide a large share of employment, their numbers are typical when compared to similar sized communities.

Location quotients are another way of highlighting potential industrial specialization in a region. Based on this analysis the Transportation and Warehousing industry is the most specialized for the region despite having a relatively small share of local employment. This specialization is not surprising given the access to transportation. This industry is also important to the Near South Neighborhood because of the close proximity of the UPS Transfer Facility.

Chicago is also specialized in the Financial services, as well as other professional services. Close proximity to the Loop makes 'The 78' an important opportunity site to provide housing within close proximity to this important business district.

Development Activity

New construction is most concentrated along Lakeshore Drive at the eastern edge of the Near South Neighborhood. Other large projects are adjacent to the UIC. A noticeable trend is that development is most common along major street thoroughfares and in areas where physical barriers like rail and waterways do not limit site access.

Impacts on Vulnerable Populations

The demographic and economic data suggests that the Asian community, clustered in Chinatown would be most vulnerable to the potential impacts of gentrification and dispossession. This area has the lowest median household income of the study area, the highest rate of unemployment, and a racially marginalized population. Any development that would occur in 'The 78' site area, especially development targeted at of high income, professional and creative class workers would make marginalized groups in Chinatown vulnerable to home loss and displacement. In evaluating potential developments at 'The 78,' the City should ensure that Chinatown's most vulnerable residents are protected from negative impacts.

Industries and Specialization

Employment Industries and Location Quotients (LQ) for Cook County in 2016.

NAICS Classification	#	%	LQ
11 — Agriculture, forestry, fishing and hunting	696	0.03	0.03
21 — Mining, quarrying, and oil and gas extraction	450	0.02	0.04
22 — Utilities	6,554	0.25	0.30
23 — Construction	72,569	2.8	.31
238 - Specialty trade contractors	49,367	1.9	0.64
31-33 — Manufacturing	185,828	7.3	1.31
42 — Wholesale trade	103,545	4.0	0.98
423 - Merchant wholesalers, durable goods	50,462	1.9	1.05
44-45 — Retail trade	241,796	9.5	0.85
445 - Food and beverage stores	58,542	2.3	1.05
48-49 — Transportation and warehousing	148,888	5.9	1.66
51 — Information	58,698	2.3	1.23
52 —Finance and insurance	148,392	5.8	1.41
522 - Credit intermediation and related activities	58,779	2.3	1.25
524 - Insurance carriers and related activities	48,724	1.9	1.18
53 — Real estate and rental and leasing	44,126	1.7	1.13
54 — Professional and technical services	223,167	8.8	1.40
541 - Professional and technical services	222,947	8.7	1.40
55 — Management of companies and enterprises	44,643	1.7	1.11
56 — Administrative and waste services	202,879	8.0	1.24
561 - Administrative and support services	197,290	7.0	1.28
61 — Educational services	210,296	8.3	1.26
611 - Educational services	118,479	4.6	0.85
62 — Healthcare and social assistance	362,967	14.3	0.63
621 - Ambulatory health care services	107,041	4.1	0.84
622 - Hospitals	117,497	4.6	1.32
623 - Nursing and residential care facilities	51,848	2.0	0.87
624 - Social assistance	71,596	2.8	1.11
71 — Arts, entertainment, and recreation	42,474	1.6	1.05
72 — Accommodation and food services	234,984	9.3	0.97
722 - Food services and drinking places	206,047	8.0	1.20
81 — Other services, except public administration	96,513	3.8	0.62
92 — Public administration	92,885	3.6	0.84
921 - Executive, legislative and general government	50,313	1.9	0.64
99 — Unclassified	4,232	0.16	0.86

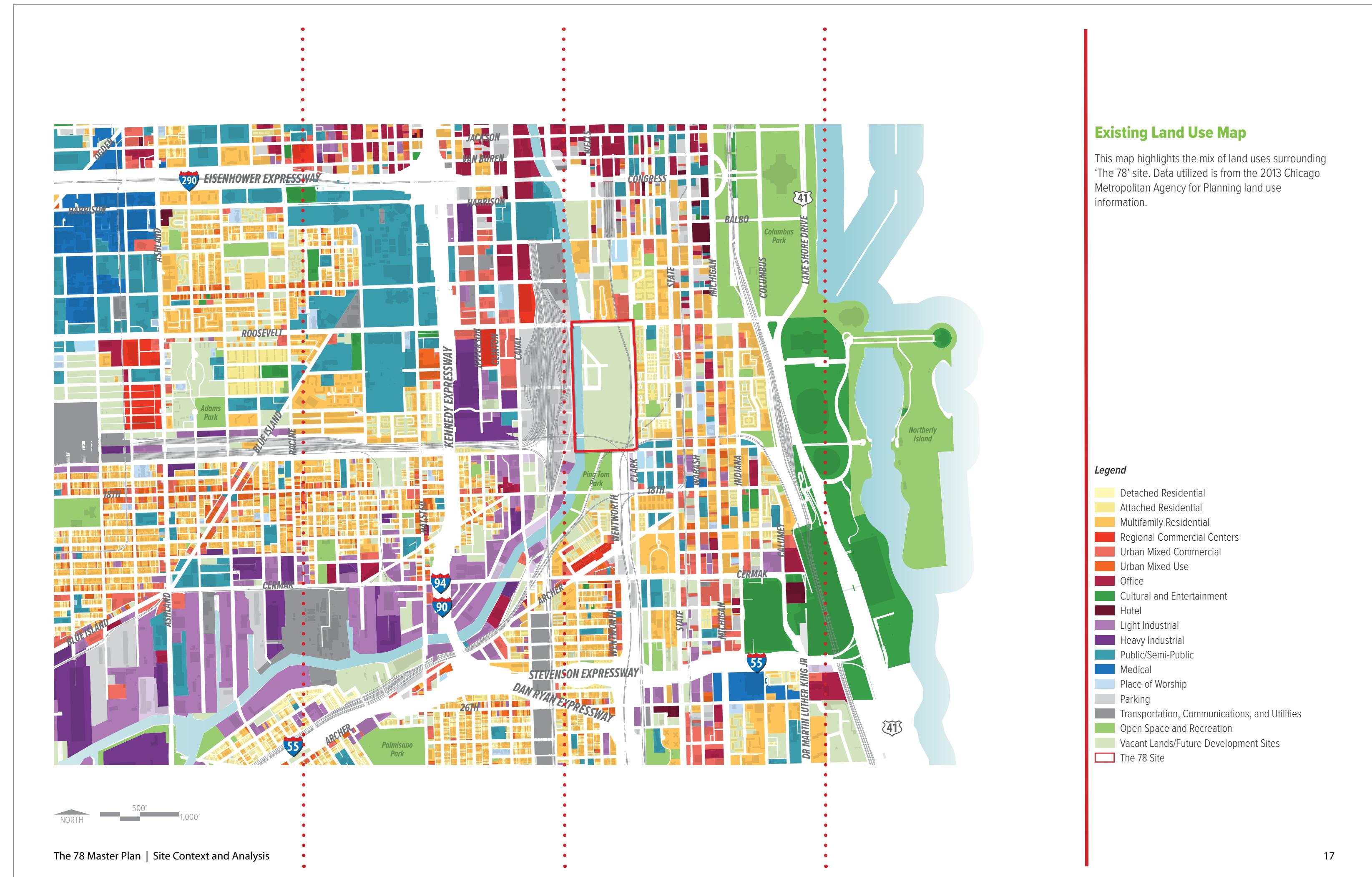
Source: Bureau of Economic Analysis, Local Area Personal Income and Employment, Table CA25N.

Unemployment (2006-16)

Source: U.S. Census Bureau, 2012-2016 American Community Survey.

The 78 Master Plan | Site Context and Analysis

RHYTHM



TEXT HIERARCHY

CHAPTER

SECTION HEADING 1

Section Sub-Heading

Section Sub-Heading 2 (Chicago Central Area Plan (2003);

Report Text

Photo/graphic Captions

Source Annotations

INDUSTRY BOLD 60PTS

INDUSTRY BOLD 24PT

Proxima Nova Condensed Extrabold 15pts

Proxima Nova Condensed Italic 12pts

Proxima Nova Condensed Light 11pts

Proxima Nova Condensed Light Italic 11pts

Proxima Nova Extra Condensed Light Italic 8pts

Change the color for each chapter....

MUST HAVES

COVER PAGE

- *Be Creative....your cover sets the tone of the report.*

TABLE OF CONTENTS

- *Minimum should include projects and page numbers*
- *Do this last....create a blank page to save space.*

YOUR RESUME

- *Another chance to be creative*
- *Should integrate into the design of the portfolio*

PAGE NUMBERS

- *Obviously...*

HEADING OR FOOTER

- *Typically includes your name and page numbers.*

Bē



SQUARESPACE



ERIC VAN BUSKIRK
PLANNING + DESIGN PORTFOLIO



ERIC VAN BUSKIRK
Urban Planner
Graphic Designer
Musician

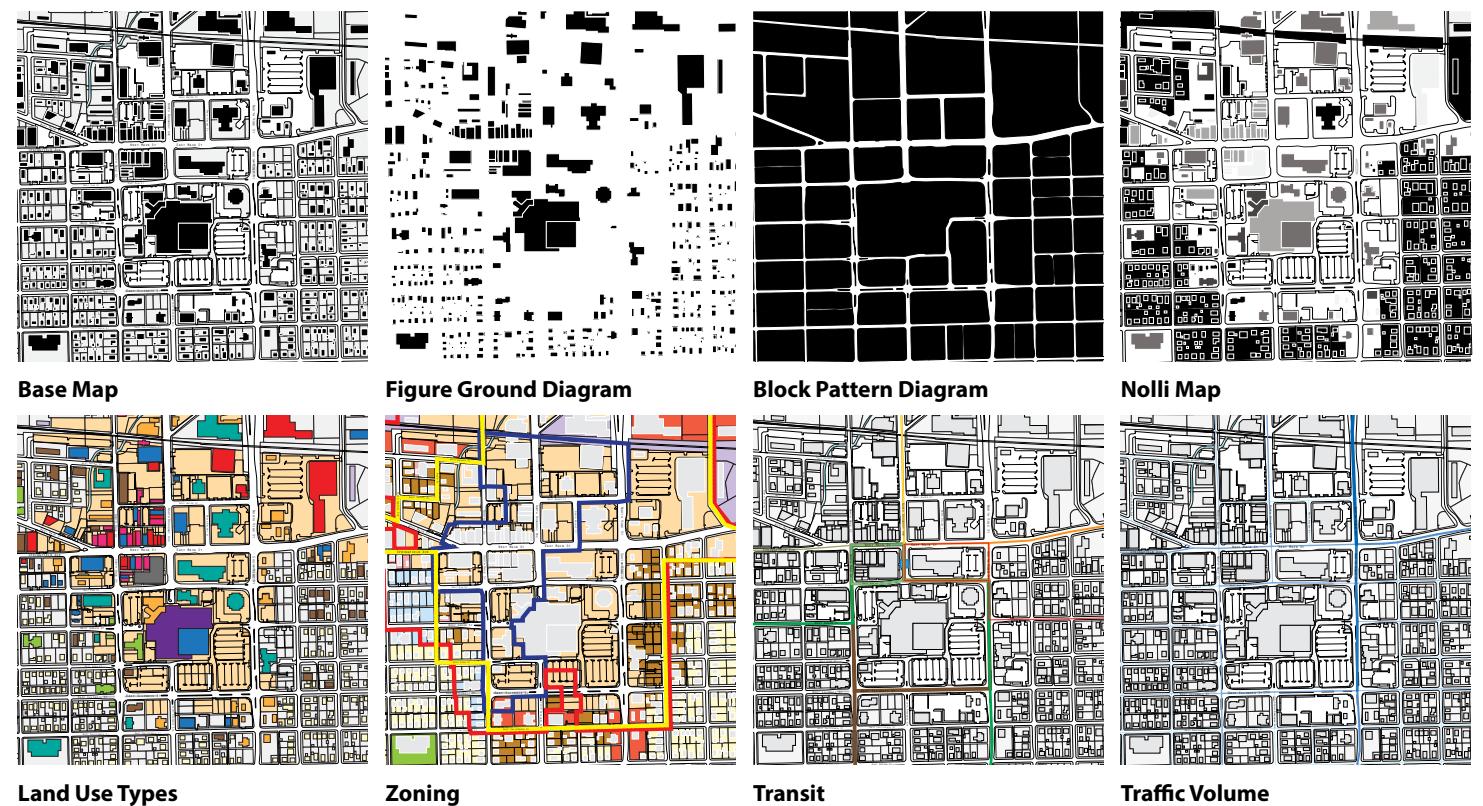
EXPERIENCE



PROFESSIONAL AFFILIATIONS

- American Planning Association (APA) Member**
2014 to present
- APA Illinois Legislative Committee Member**
2015 to present

LINCOLN SQUARE RE-IMAGINED

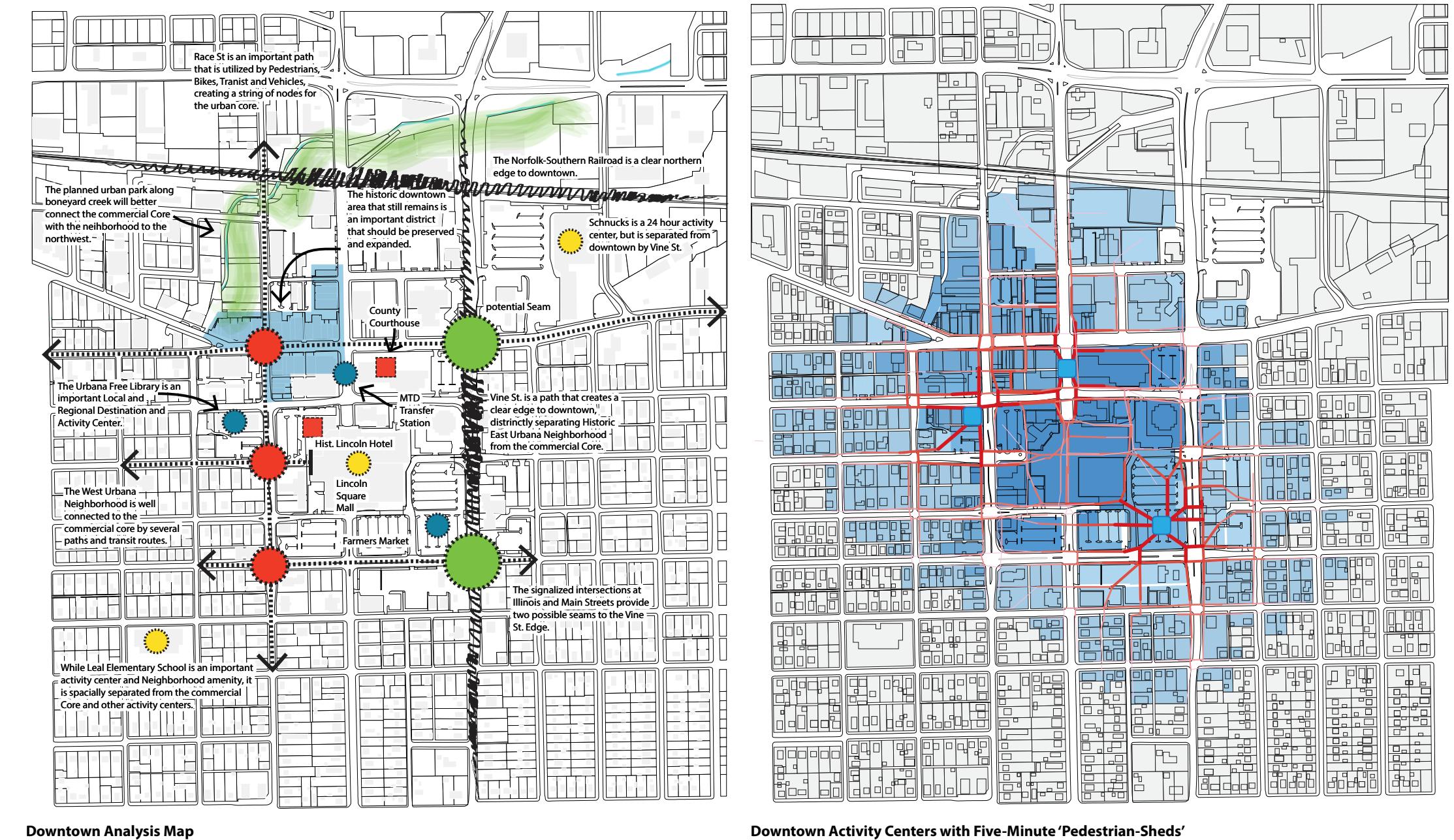


Lincoln Square Re-Imagined is a three part project.

- An initial visualization of all existing elements within downtown Urbana.
- An analysis of how these elements interact to strengthen or weaken the downtown core.
- Urban design recommendations to strengthen and improve downtown as a place to live, work and play.

Downtown Urbana had experienced a significant loss of building form through demolition and redevelopment during the middle of the twentieth century. The most striking example of this is illustrated by Lincoln Square Mall, which was built in the 1960s. The Mall and associated surface parking was built on eight city blocks in the heart of the community, disrupting the traditional street grit and disconnecting downtown from surrounding residential neighborhoods.

While Urbana has a number of successful activity centers (The Urbana Farmers Market, Urbana Free Library, MTD Transfer Station) which bring visitors and shoppers to the downtown, these activity centers are disconnected from each other by the Lincoln Square Mall. Lincoln Square Mall is within a five minute walk of each of these activity nodes, yet is struggling to remain economically viable. Some argue that Lincoln Square is an economic drain on the community by reducing the street visibility of local businesses and decreasing street vitality.



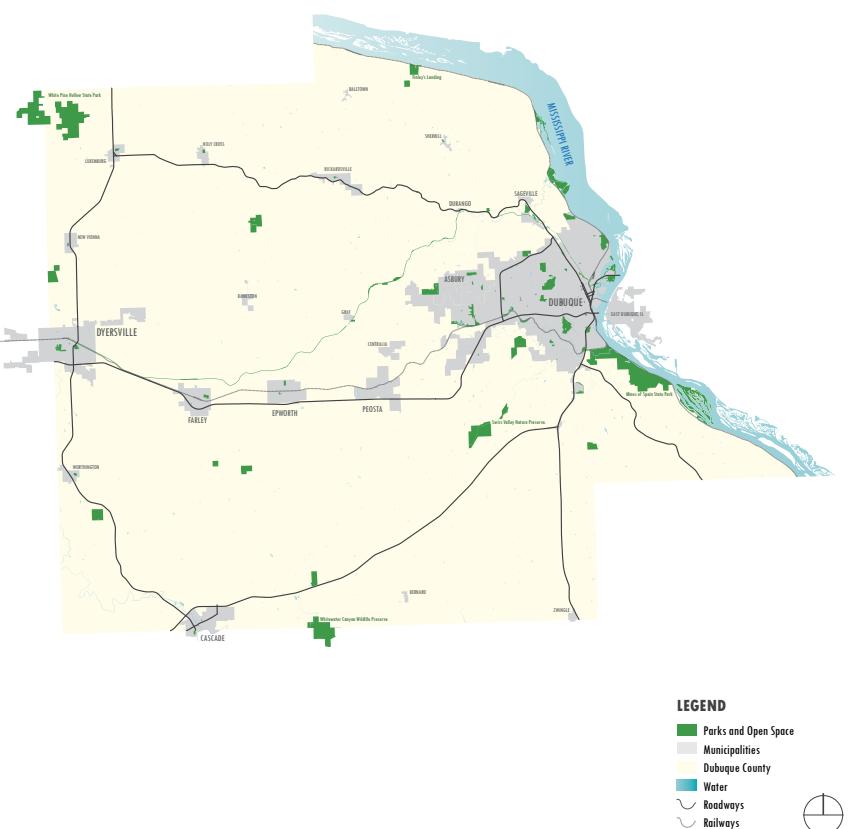
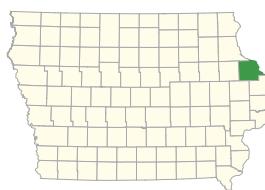
DUBUQUE COMMUNITY HEALTH NEEDS ASSESSMENT

In collaboration with a Steering Committee consisting of the City of Dubuque Health Services Department, Dubuque County Board of Health, Mercy Hospital and the Visiting Nurses Association, I prepared a detailed risk assessment of Dubuque County.

The primary goal of the Health Needs Assessment was to better understand, and illustrate, the social determinants of poor health as well as the spatial relationships of these determinants within the local community. We adopted a term used in the Public Health profession, 'Healthography,' to better communicate these relationships on a local scale.

Utilizing data from the American Community Survey, demographic, housing, and economic indicators of poor health were identified by the working group and mapped at the block group level. This data was compared to county and statewide data, and block groups which had a disproportionate numbers of at risk populations were highlighted as target areas.

While the Dubuque Community Health Needs focused on four areas of health, my primary contributions were for the Environmental Health component of the plan. The other three sections, Preventing the Spread of Disease, and Transitions of Care, utilized the initial socio-economic indicator data, but to a lesser degree than the Environmental Health Task Force.



ERIC VAN BUSKIRK | PLANNING + DESIGN PORTFOLIO

10

What is Healthography?

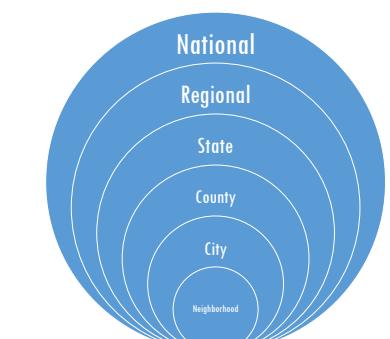
Health is influenced both positively and negatively by where an individual lives, works and plays. Healthography is the study of the connections between the physical and social relationships between people and place. Just as poor diet or lack of physical activity are connected to chronic heart disease or diabetes, where a person lives can determine that person's life expectancy or quality of life.

Understands these unique variations and differences between neighborhoods, cities, counties, states, regions and the nation as a whole helps public health official to allocate resources in the places where they are most needed and effective.



The Social Determinants of Health

The Social Determinants of health are socio-economic indicators that are commonly linked to poor health. These indicators are things such as demographics, (age, race, ethnicity), economics, (employment status, income, educational attainment) and environmental conditions, (overcrowded housing, access to healthy foods or clean water, crime, transportation options.)

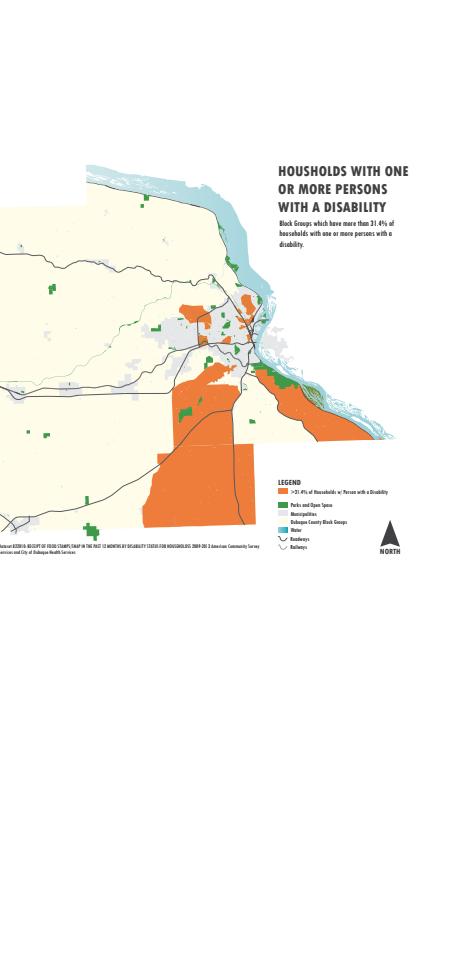
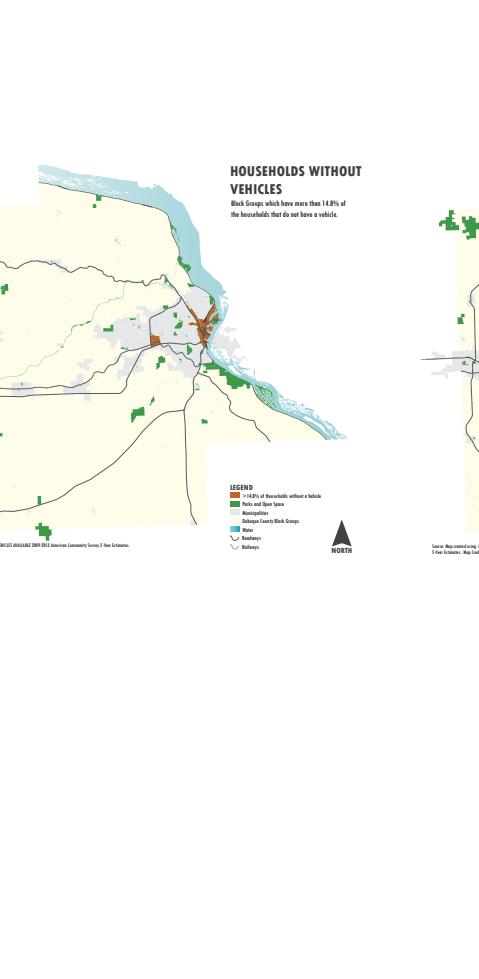
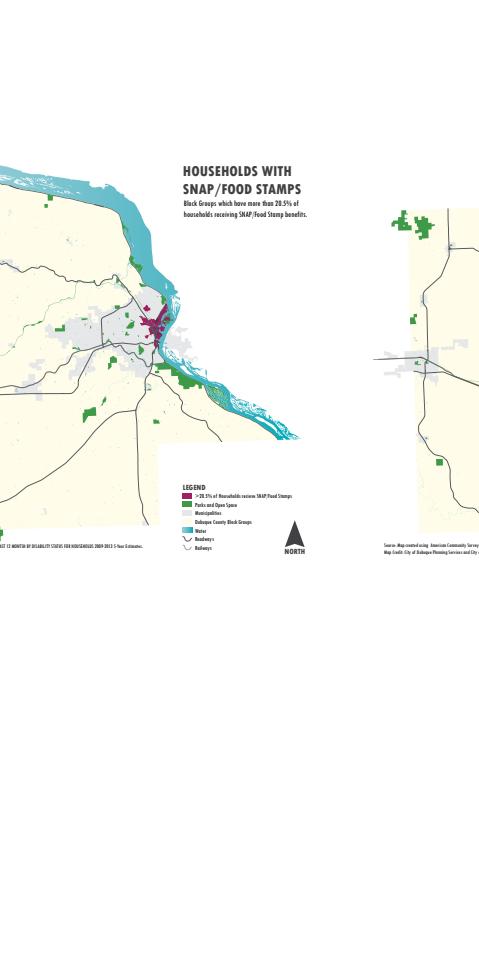
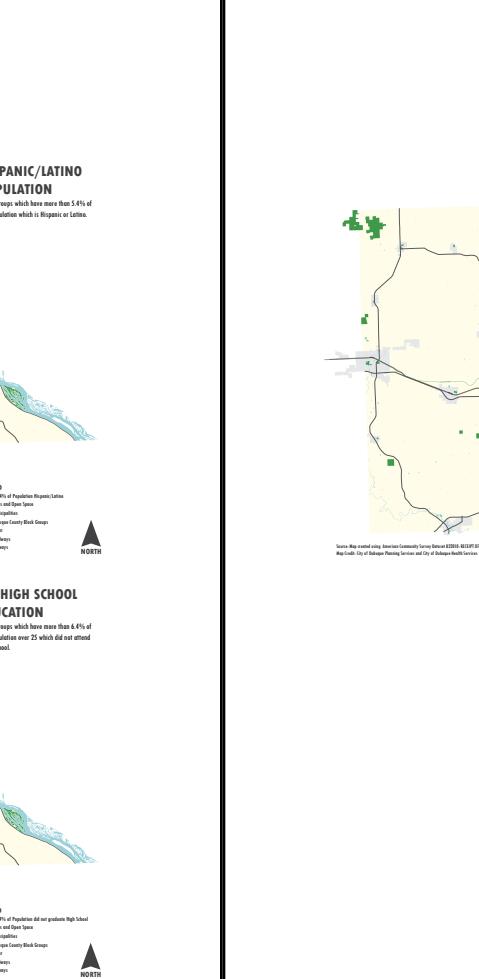
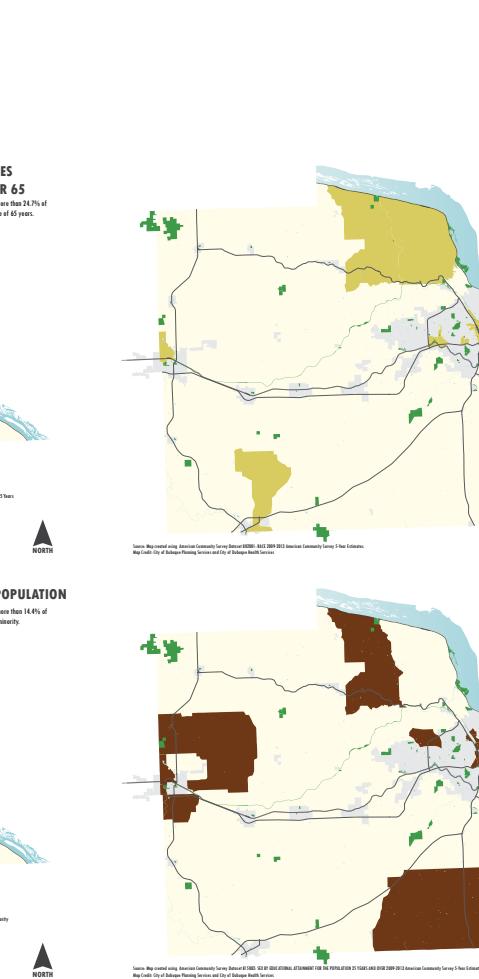
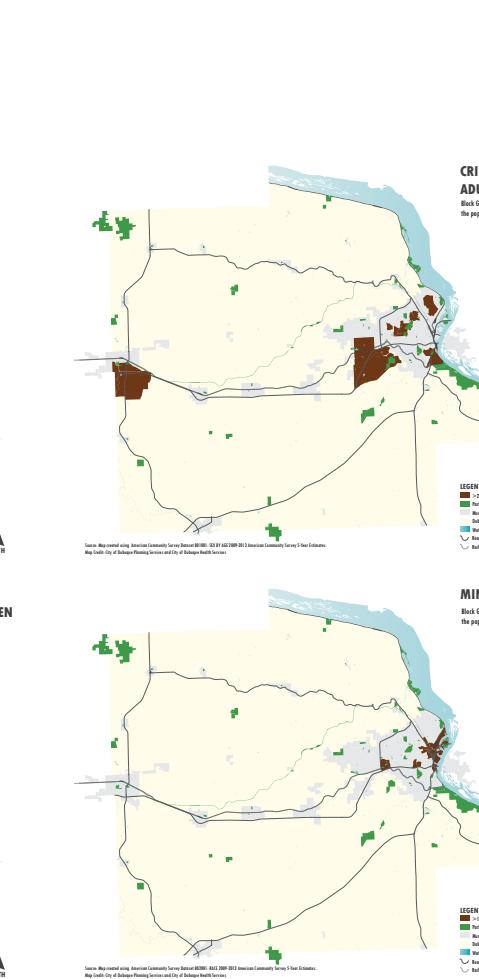
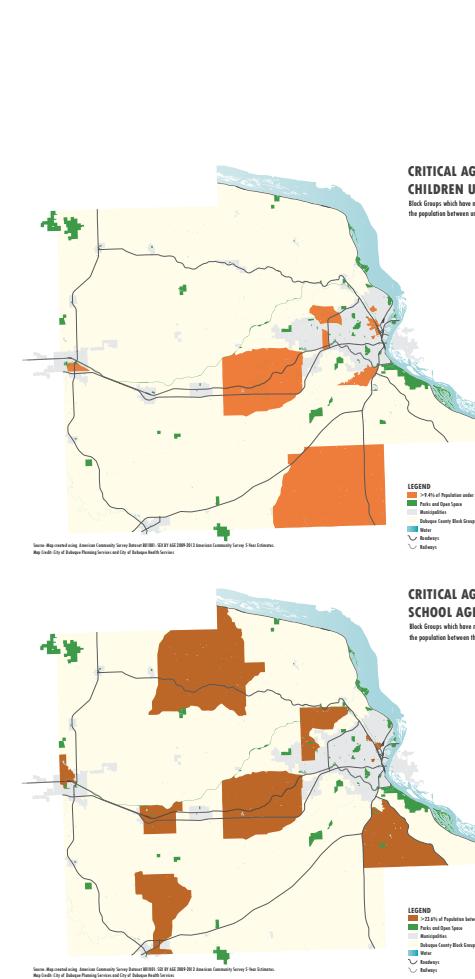


The Spatial Determinants of Health

Social characteristics vary widely from place to place. When examining a community's social, economic and environmental conditions it becomes clear that no two neighborhoods are exactly alike, and are therefore have individual health needs and concerns. Certain neighborhoods may have a greater risk of exposure to lead base paint, or a larger number of persons over sixty five, all of which will create different needs for health needs and services.

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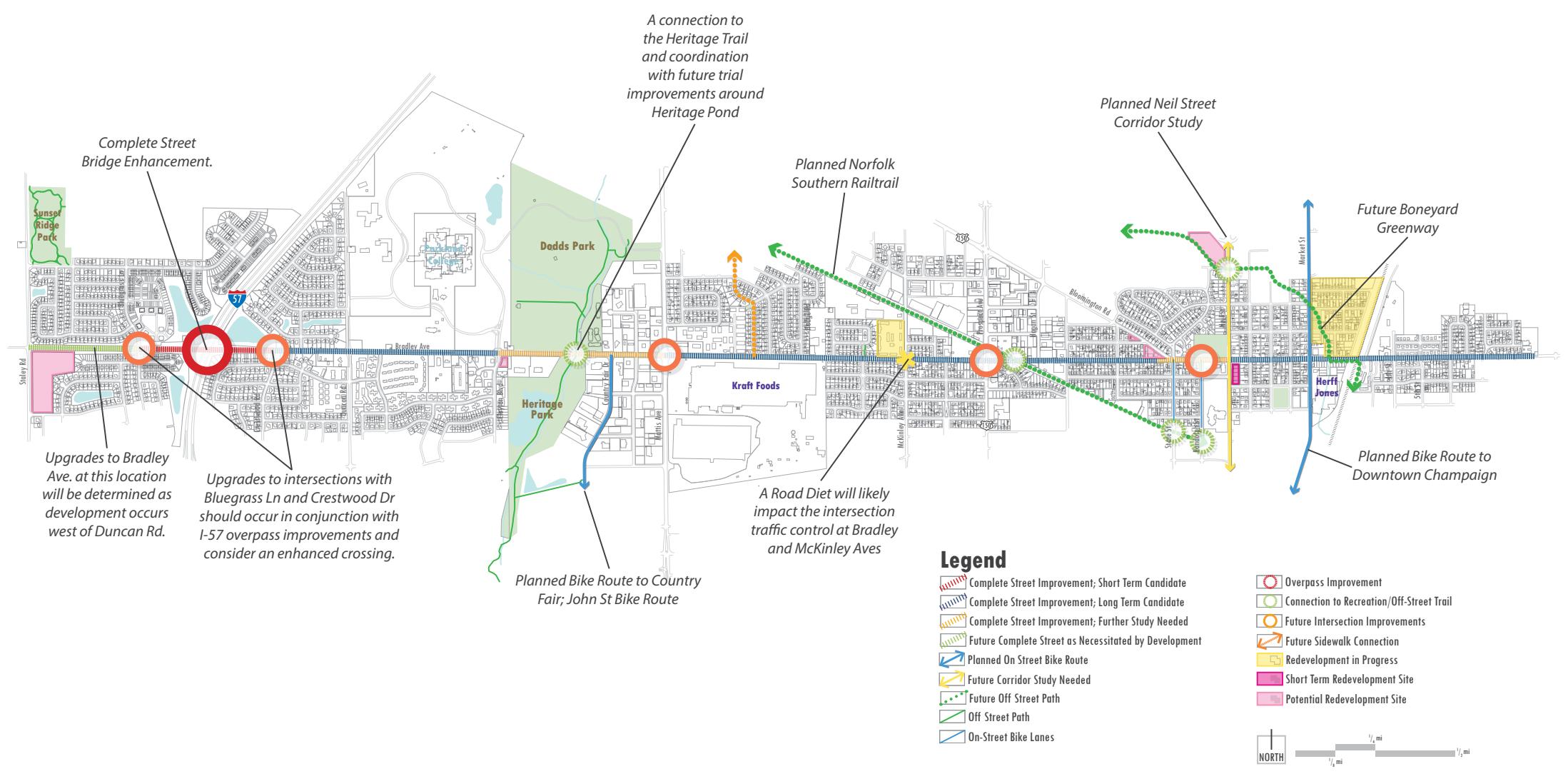
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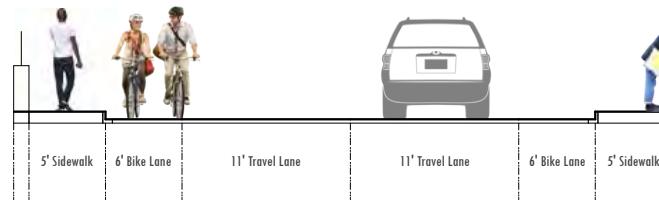
Corridor Vision VISION MAP



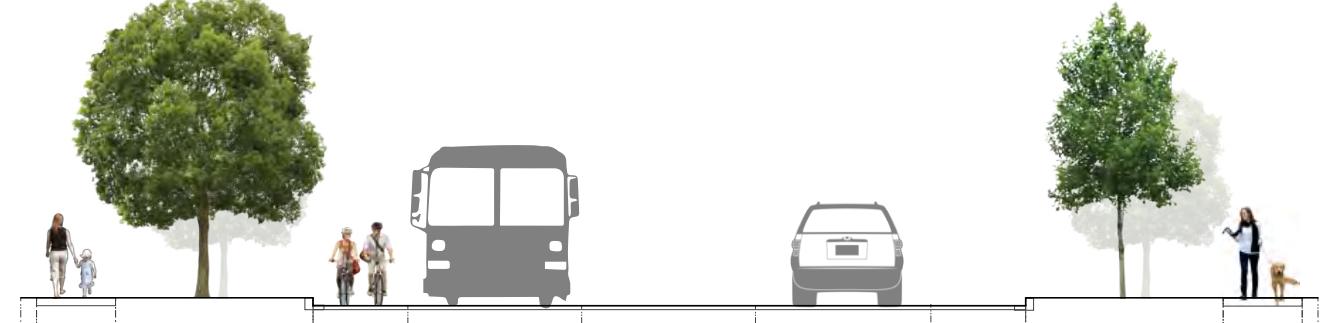
Right of Way enhancements along the Bradley Avenue Corridor will require some sections of Bradley Avenue to be upgraded for additional capacity and infrastructure. Other sections of the roadway will need to be resized to be more in-line with the needs of local users.

This section provides visual examples of how the corridor will be re-imagined in the future. These cross sections are for illustrative purposes only.

Bridge Enhancements



3 Lane Arterial Cross Section



4 Lanes With Landscape Median, Bike Sharrows

