

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 78th 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 insight into forces and influences impacting the 78th site. The plans discussed include:

- Chicago Central Area Plan
- Near South Community Plan
- Chicago Central Area Action Plan
- Complete Streets Chicago Design Guidelines
- Sustainable Urban Infrastructure Guidelines
- Chatham Community Vision Plan
- North Branch Industrial Corridor Framework

Although not a comprehensive listing of planning related documents, the references included in the following summary provides relevant and meaningful guidance on future development goals, priorities, and requirements that should be considered when developing a Master Plan for the 78th.

Chicago Central Area Plan (2003)
Initiated by the City of Chicago Department of Planning & Development (DPD) Department of Transportation (DOT) and the Department of Environment (DE) in collaboration with a group of citizen participants and civic leaders, the plan looked at the current investment in Chicago's Central Business District.

The Plan focuses on three key themes: Development Framework, Transportation, and Smart/Digital/Urban Space. The plan provides goals and objectives for the Central Business District as they exist in the Chicago Central Area Plan adopted in 2003. Looking forward to 2025, the plan envisions a re-energized and dynamic urban center anchored by business growth and expanding education and cultural centers, already impacted by the 2003 revision, the Central Business District and Near South sites are seen as potential development in office and residential development since the development of the Plan.

Near South Neighborhood Plan (2004)
Adopted by the City of Chicago in 2004, the Near South Community Plan provides detailed information about the neighborhood around the 78th site. The plan focuses on six guiding priorities:

- Diversify the mix of uses,
- safe and convenient transportation access,
- well designed parking facilities,
- variety of quality open spaces,
- encouraging a pedestrian friendly environment,
- preserving the industrial past of the neighborhood.

Section One of the plan provides an illustrative framework for each of these guiding principles. Section Two provides recommendations for smaller scale projects with regard to new use, development patterns, building scale, pedestrian amenities and open space. Specific design guidelines are included within the plan for the 78th site. These guidelines were incorporated into the proposed master plan.

Chicago Central Area Action Plan (2008)
The Central Area Action Plan, the implementation strategy for the goals and objectives from the Chicago Central Area Action Plan, provides a detailed listing of critical initiative projects to be undertaken within the Loop and surrounding areas. The Action Plan ambitiously highlights several important capital projects with direct implications for the 78th site, including a new CTA Orange Line station at 58th Street, the South Branch Waterfront, and the International Gateway connector connecting the site to Chatham and the Loop.

GOTO2040 Regional Comprehensive Plan (2012)
Authored by the Chicago Metropolitan Agency for Planning (CMAP), the GOTO2040 is the long-range comprehensive plan for the Chicago Region, which includes Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties.

Although regional in scale, the plan includes a number of goals, provides transportation strategies, transportation routes center in development at the 78th. These include providing affordable housing, encouraging workforce development and economic opportunity for residents, preserving open space, and supporting regional multi-modal transportation systems.

Site Context and Analysis | The 78th Master Plan

The 78th Master Plan | Site Context and Analysis

Chicago Complete Streets Design Guidelines (2012)
These design guidelines were adopted to better implement the Chicago Department of Transportation (DOT) Complete Streets policy, which promotes pedestrian, transit, and bicycle travel of all ages. The guidelines provide design strategies for street types, as well as design solutions for slowing automobile travel speeds, improving pedestrian safety and providing an attractive boulevard.

Chicago Sustainable Urban Infrastructure Policies and Guidelines (2010)
Proposed by the Mayor's Office in Partnership with CMAP, the plan highlights incorporating sustainability goals into local transportation projects. The primary goals include recognizing that the road right of way provides a substantial opportunity for the environmental design and usability of Chicago, and that finding opportunities to meet a sustainable infrastructure benefits the City as a whole. Broadly, this includes incorporating stormwater and management practices (BMP) into capital projects, preserving the pedestrian environment, and encouraging development of unique public spaces that attract development.

Chatham Community Vision Plan (2015)
Chatham is a district within the Near South Neighborhood. The plan provides information about how proposed public infrastructure project required for development to occur at the 78th site will impact the district through the 78th site. The plan requires road re-alignments in Chatham to efficiently and safely accommodate vehicles, transit, bike and pedestrian between neighborhood.

The Chatham Community Vision Plan also proposes locations of public development and other concerns around parking access for business and public safety concerns at the 78th site and other open spaces.

North Branch Industrial Corridor Framework (2013)
Although within the project bounds, the North Branch Industrial Corridor Framework is the first of several plans to reference Chicago's Industrial Area. This plan and accompanying design guidelines provides an opportunity to develop potential design solutions for the 78th site. Many factors at the 78th site are similar conditions in North Branch Industrial Corridor - proximity to the Chicago River, limited transportation access, existing potential for future development, and an opportunity to redevelop a historically industrial area into a modern economic engine for employment, retail and residential growth near the Loop.

These design strategies (caption) to make a place that supports and accelerates the development of an innovative center of advanced industry. It is likely that many of the themes and design concepts will be incorporated into future industrial corridor plans along the South Branch Industrial Corridor where the 78th site is located.

Site Context and Analysis | The 78th Master Plan

The 78th Master Plan COMMUNITY PROFILE

Population by Race (2016)

Race	78 th Site	Chicago
White	65.1%	55.2%
Black	28.1%	30.1%
Hispanic/Latino	6.8%	13.6%
Asian	0.0%	5.1%
Other	0.0%	1.0%

Hispanic/Latino Origin (2016)

78th Site: 4.1% (Total Hispanic/Latino: 6.8%)

Education Attainment (2016)

Attainment	78 th Site	Chicago
High School or less	12.1%	15.1%
Some College	24.1%	21.1%
Bachelor's Degree	58.1%	54.1%
Postgraduate	4.7%	6.7%

Demographic Summary

Category	78 th Site	Chicago
Population	1,138	2,807
Households	538	1,125
Median Age	37	35.1
Median Income	\$74,729	\$55,485
Unemployment	6.3%	8.1%

Unemployment (2006-16)

Line graph showing unemployment rates for the 78th site and Chicago from 2006 to 2016. The 78th site consistently shows a lower unemployment rate than Chicago, with both showing a slight increase in 2016.

Industries and Specialization

Industry	78 th Site	Chicago
Manufacturing	4.1%	1.1%
Retail	1.1%	1.1%
Professional	1.1%	1.1%
Healthcare	1.1%	1.1%
Education	1.1%	1.1%
Government	1.1%	1.1%
Other	1.1%	1.1%

Site Context and Analysis | The 78th Master Plan

The 78th Master Plan SITE INVENTORY ANALYSIS

Figure Ground Diagram

A Figure Ground is useful in understanding the urban fabric. It can be used by showing the relationship between buildings and the spaces around them. Buildings form the public realm. Areas with strong streetwalls, organized in a regular pattern and rhythm contribute to the quality of urban environments.

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

Block Pattern Diagram

The block pattern of a community organizes development in an orderly and logical manner. A regular block establishes a development rhythm that contributes to pedestrian comfort as they interact with the built environment. A street grid with short blocks is most walkable and accessible.

A typical block in the Loop is roughly three acres and is bounded by four to provide circulation and access. In the Near South Neighborhood, the block pattern experiences irregularity as a result of physical barriers like railroad and waterways. Extending the street grid to break up the "superblock" of the 78th site will help to lay any future development into the surrounding Near South Neighborhood, creating a cohesive neighborhood feeling.

Site Context and Analysis | The 78th Master Plan

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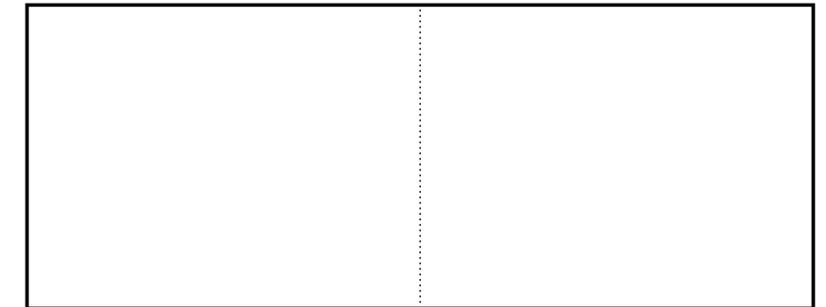
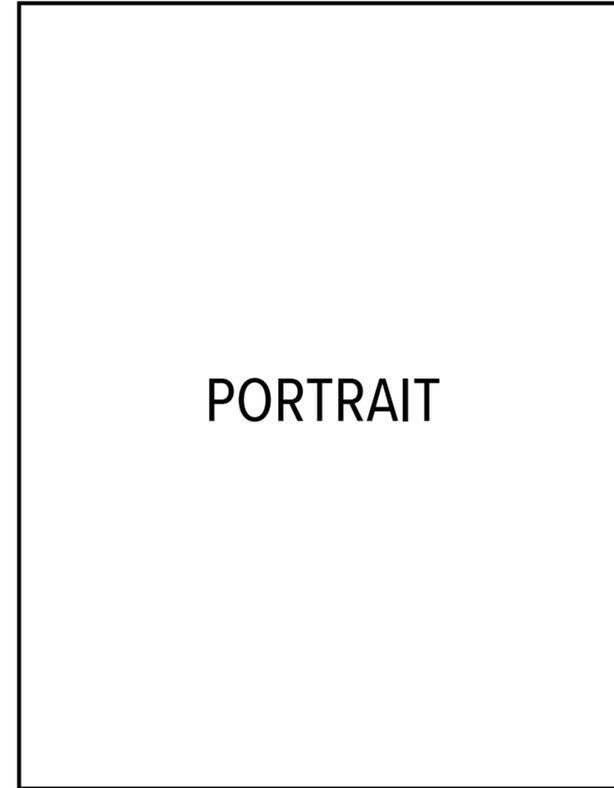
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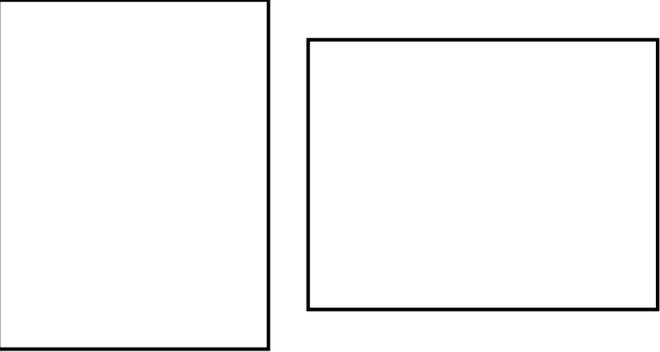
Site Context and Analysis | The 78th Master Plan

PAGE ORIENTATION

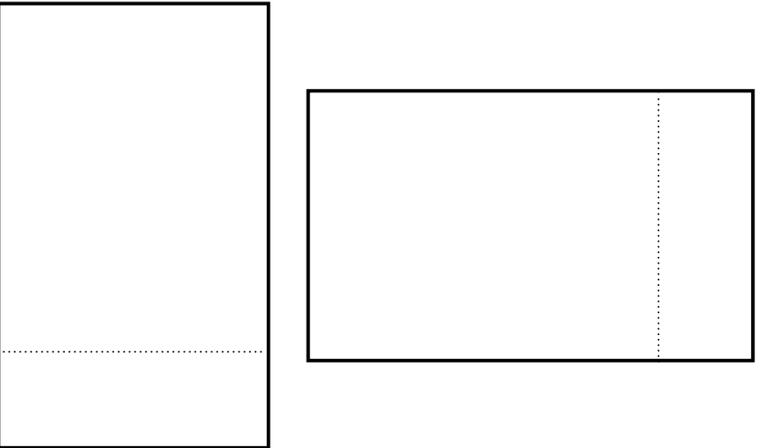


PAGE SIZE

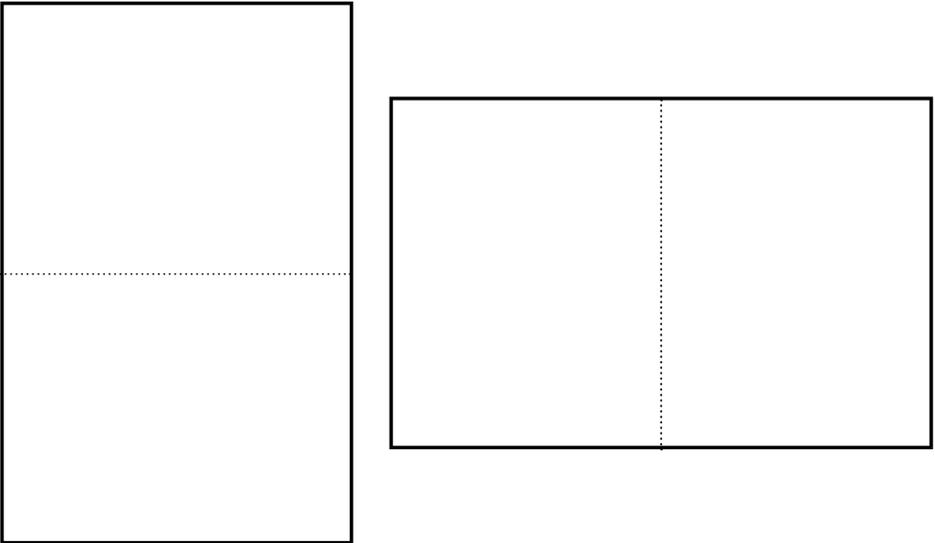
8 ½" x 11"
Letter



8 ½" x 14"
Legal (Not Common)



11" x 17"
Ledger, Tabloid



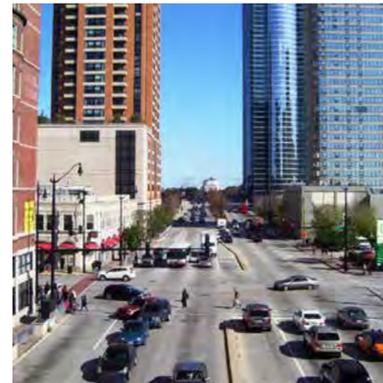
RHYTHM



The Jane Byrne (The Circle) Interchange

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.



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

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.



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

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

One of the most congested segments within our study area is Cermak Road at the Franklin Street Connector, Stevenson Expressway off-ramp. This segment has an AADT of 29,600 vehicles with morning and evening commute peaks of approximately 2,500 vehicles. This area is most congested during the AM rush hour, and automobile traffic frequently backs up on to the Stevenson and Dan Ryan Expressways. Consideration should be taken to ensure that future development does not further degrade the roadway network function in this area.

The largest traffic volumes are found on the various Expressways that surround the Near South Neighborhood. All of these segments experience large daily traffic volumes in excess of 100,000 trips. The Jane Byrne 190/194/1290 Interchange (formerly The Circle) is the most traveled roadway in Illinois and experiences a significant degree of congestion. It is currently undergoing a major modernization project to expand capacity and improve traffic flow.



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

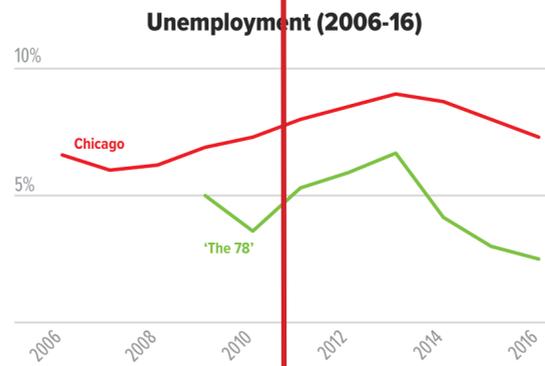
This section provides an overview of the economic characteristics of 'The 78' site and how this fits within the broader context of Chicago.

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.

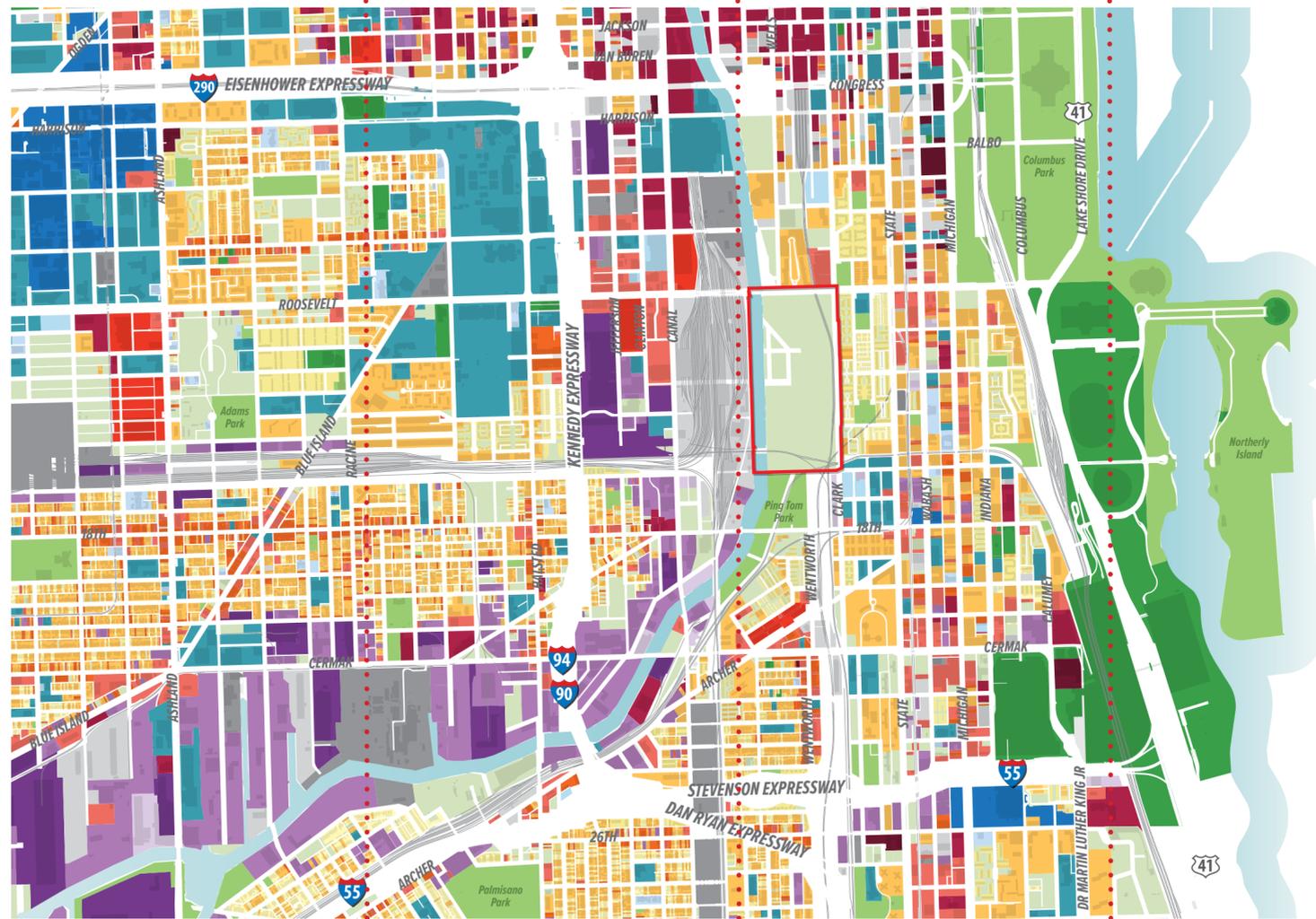
Industries and Specialization

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

NAICS Classification	Employment in 2016		
	#	%	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.

RHYTHM



The 78 Master Plan | Site Context and Analysis

Existing Land Use Map

This map highlights the mix of land uses surrounding 'The 78' site. Data utilized is from the 2013 Chicago Metropolitan Agency for Planning land use information.

Legend

- Detached Residential
- Attached Residential
- Multifamily Residential
- Regional Commercial Centers
- Urban Mixed Commercial
- Urban Mixed Use
- Office
- Cultural and Entertainment
- Hotel
- Light Industrial
- Heavy Industrial
- Public/Semi-Public
- Medical
- Place of Worship
- Parking
- Transportation, Communications, and Utilities
- Open Space and Recreation
- Vacant Lands/Future Development Sites
- The 78 Site

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



EXPERIENCE

ERIC VAN BUSKIRK
Urban Planner
Graphic Designer
Musician



2008 2009 2010 2011 2012 2013 2014 2015 2016

University of Illinois at Urbana-Champaign
Bachelor of Arts in Urban and Regional Planning
Bachelor of Music in Instrumental Performance (Oboe)
Degrees awarded in May, 2012

Infectious Disease Prevention Assistant
Champaign-Urbana Public Health District
January 2009 to July 2013

Transportation and Urban Planning Intern
Champaign County Regional Planning Commission
April 2011 to July 2013

Freelance Graphic Designer
Self-Employed
January 2009 to July 2013

Planning Technician
City of Dubuque Iowa
Planning Services Department
July 2013 to April 2015

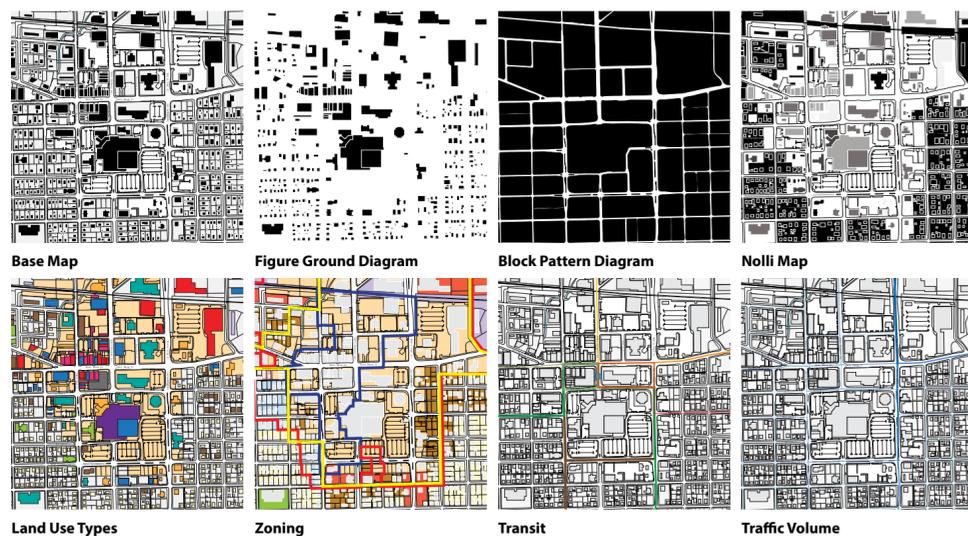
Associate Planner
City of Champaign, Illinois
Planning and Economic Development Dept
April 2015 to Present

PROFESSIONAL AFFILIATIONS

American Planning Association (APA) Member
2014 to present

APA Illinois Legislative Committee Member
2015 to present

LINCOLN SQUARE RE-IMAGINED

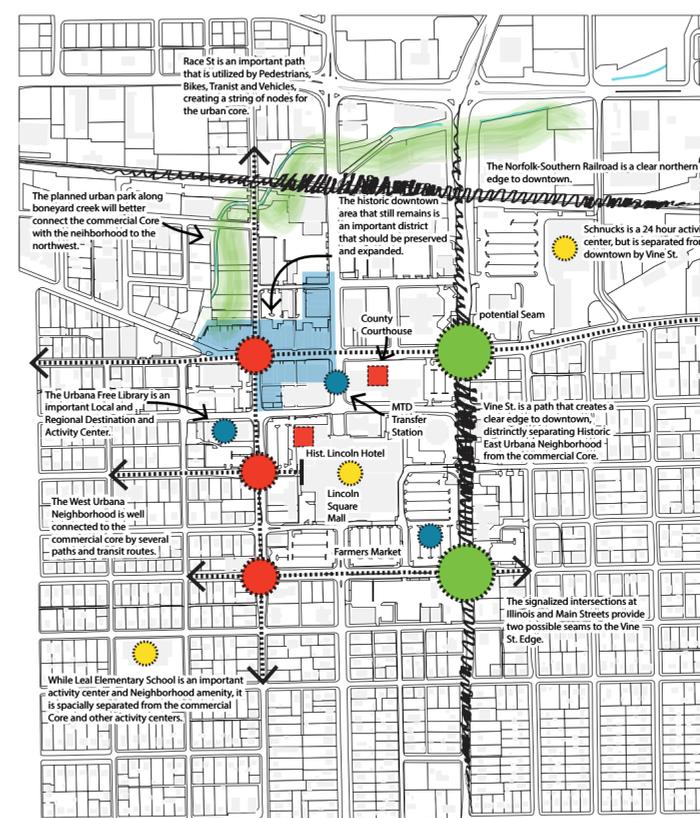


Lincoln Square Re-Imagined is a three part project.

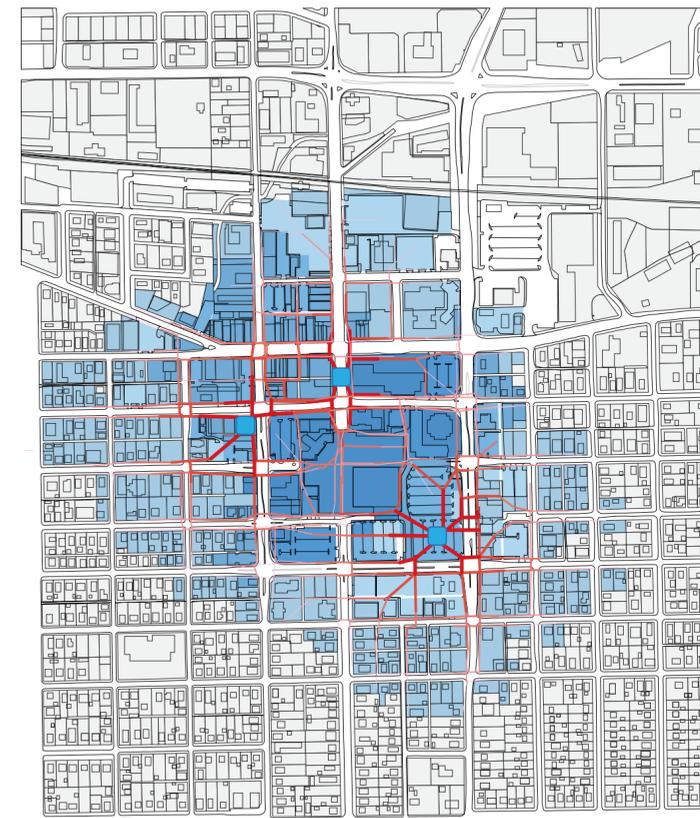
- An initial visualization of all existing elements within downtown Urbana.
- An analysis of the how these elements interact to strengthen or weaken the downtown core.
- Urban design recommendations to strengthen and improve downtown as a place to live, work and play.

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 grid 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.



Downtown Analysis Map



Downtown Activity Centers with Five-Minute 'Pedestrian-Sheds'

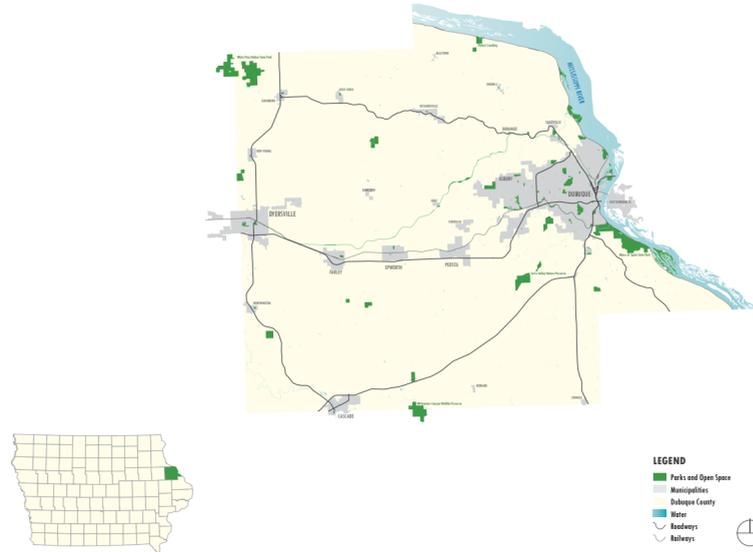
DUBUQUE COMMUNITY HEALTH NEEDS ASSESSMENT

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 Assessment 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.



What is Healthography?

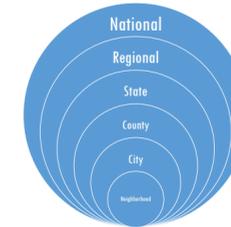
Health is influenced both positively and negatively by where an individual lives, works and plays. Healthography is the study of the connections between the physical and social relationships between people and place. Just as poor diet or lack of physical activity are connected to chronic heart disease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

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



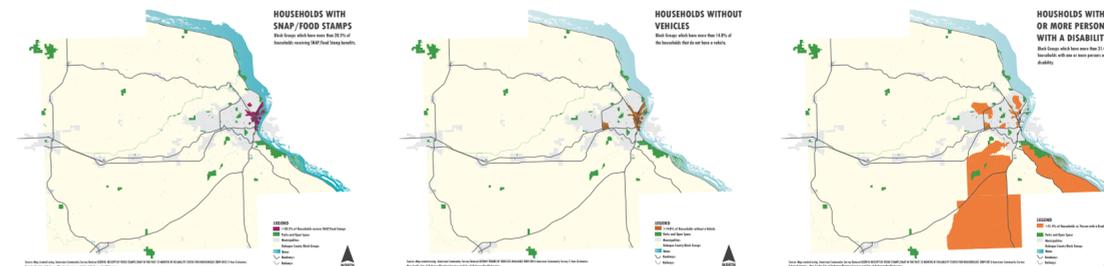
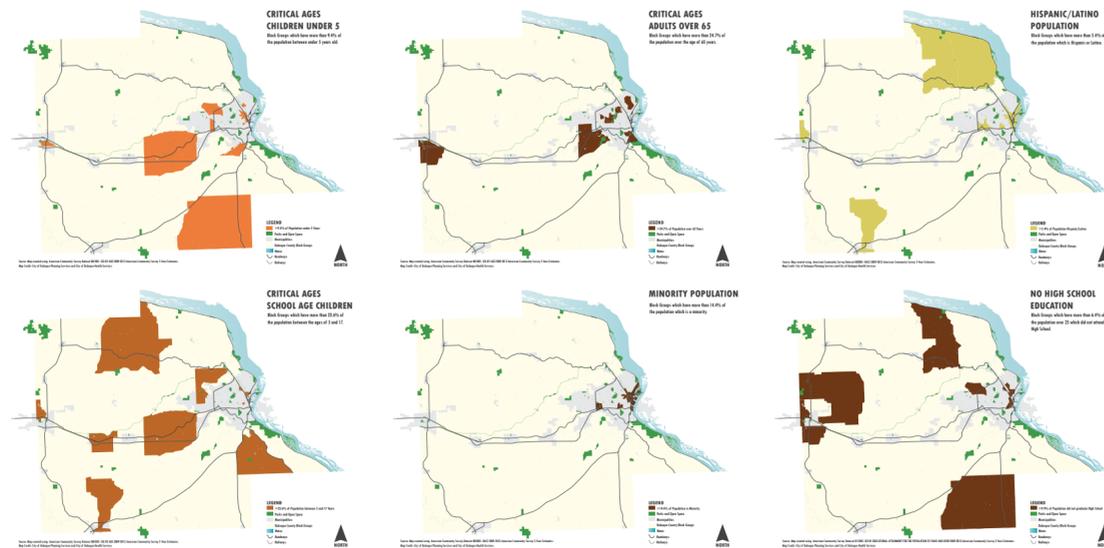
The Social Determinants of Health

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.)

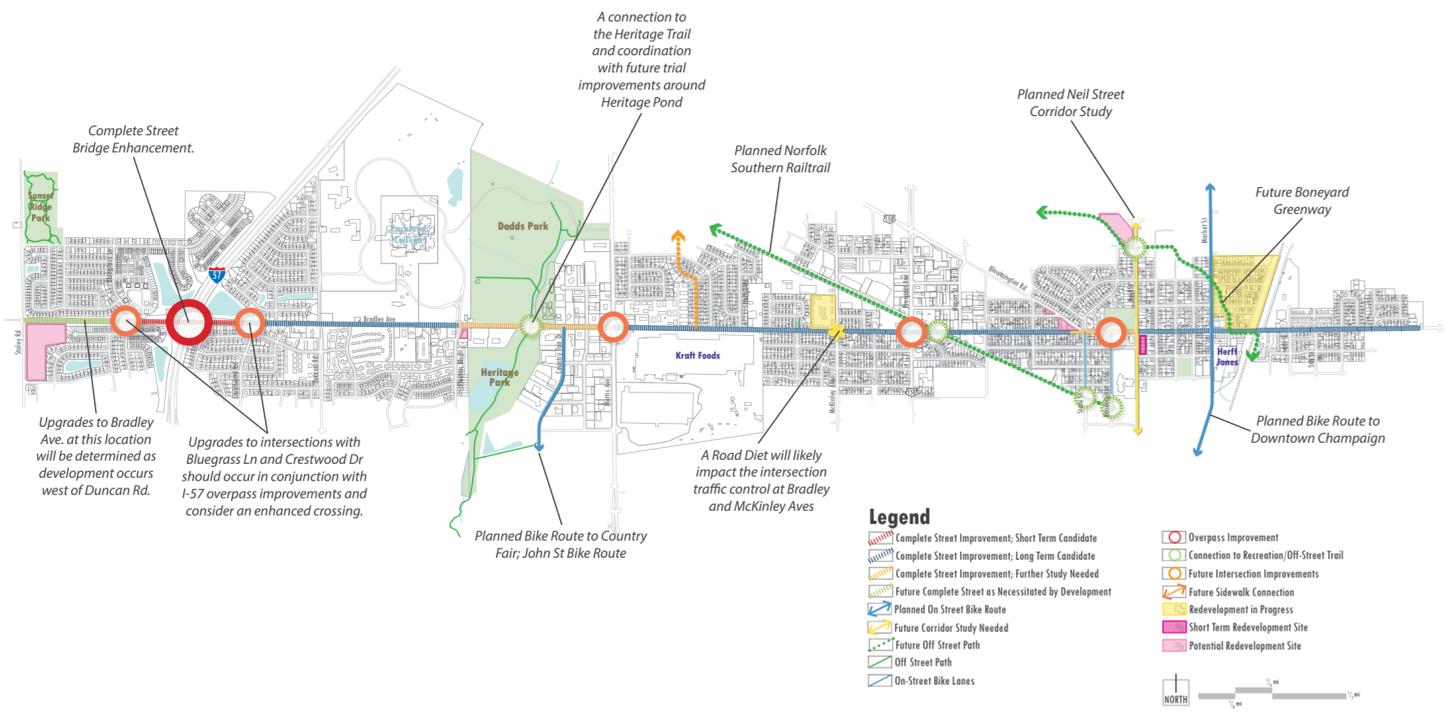


The Spatial Determinants of Health

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 based paint, or a larger number of persons over sixty five, all of which will create different needs for health needs and services.



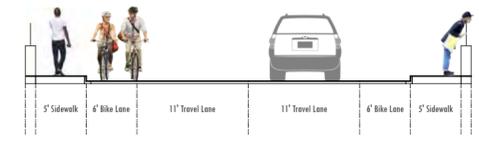
Corridor Vision VISION MAP



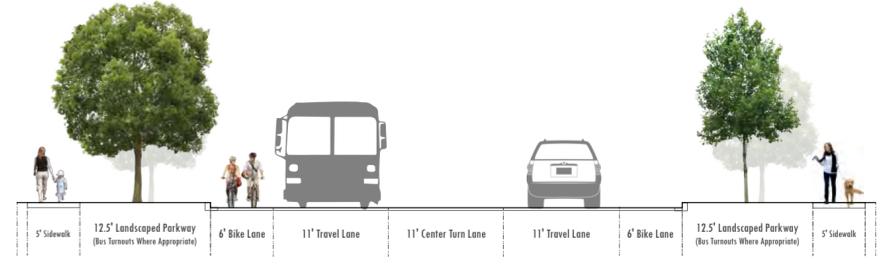
Right of Way enhancements along the Bradley Avenue Corridor will require some sections of Bradley Avenue to be upgraded for additional capacity and infrastructure. Other sections of the roadway will need to be resized to be more in-line with the needs of local users.

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

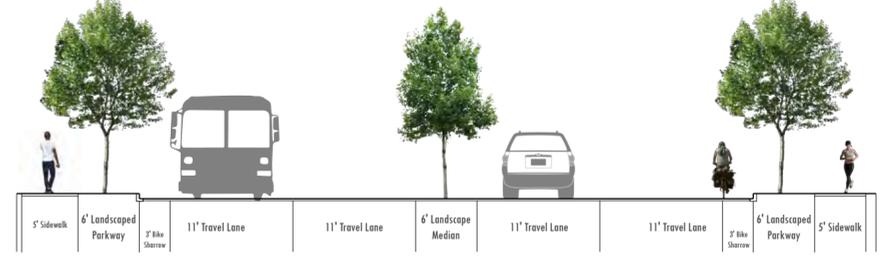
Bridge Enhancements

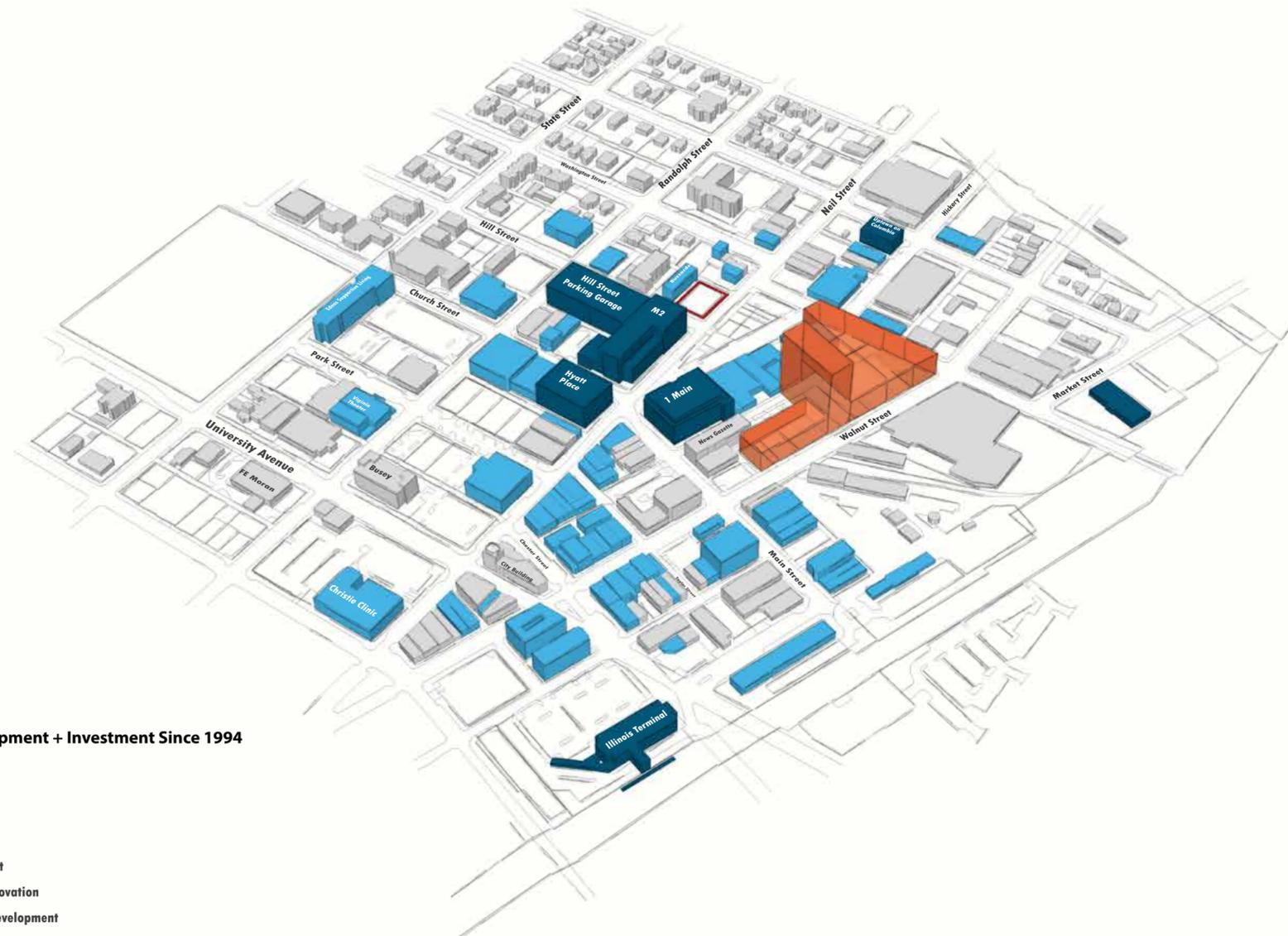


3 Lane Arterial Cross Section



4 Lanes With Landscape Median, Bike Sharrows





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