

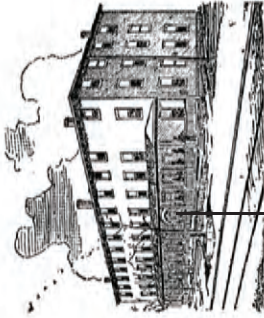
KINZIE INDUSTRIAL CORRIDOR HISTORY AND DEVELOPMENT



Chicago Union tracks, the first leg of the Chicago Union tracks, which opened in 1848. The first leg constructed was between Chicago and Oak Park. Pictured: First depot of the G & C, located at Canal and Kinzie Streets.

Today, the historic Galena & Chicago Union tracks are used by Metra and Union Pacific. The tracks cross the Kinzie Street before it enters Chicago and heads northeast after crossing the Dan Plank Road.

Southwest of the tracks, which runs North to South, William Wacker's Bull's Head stock yards with an inn and market. Bull's Head was Chicago's first stock yards at Madison Street and Ogden Avenue. (Pictured: A sketch of Bull's Head Inn).



The area began to transform as an industrial district around 1870 with the advent of the railroad. The area was used for a variety of purposes, including the interstate transportation of freight by rail, which became not only possible but essential. The top (Lake Street and Superior (eastward)) and bottom (Daley Avenue and Hubbard Street) areas were used for the storage of raw materials, industrial and business development in the area between the 1910s and 1920s.



A group of business owners came together in 1907 to address the deteriorating conditions of the Kinzie Industrial Corridor. The Kinzie Industrial Corridor was created to address the needs of businesses and continues to work today.

KINC strengthened its role as a business advocate in the 1970s and 80s. In 1980 it received a grant to purchase several large industrial buildings which enabled it to start the Kinzie Industrial Corridor (KIC). In 1983, KIC was reorganized as the Kinzie Industrial Development Corp (KIDCO) in an effort to expand and broaden the group's economic development mission. KIDCO operates under a business plan management and development agreement (BMDA).

Several buildings were granted to KIC in 1980 and 1981, and KIC began the Parkside-Central Industrial Corridor (PIC) in 1982. In 1983, KIC and KIDCO began the Parkside-Central Industrial Corridor (PIC) in 1983. In 1983, KIC was awarded "Incubator of the Year" by the National Industrial Corridor Association (NICA). KIDCO has provided over 100,000 square feet of office space and 30,000 square feet of retail space. KIDCO has provided over 100,000 square feet of office space and 30,000 square feet of retail space. KIDCO has provided over 100,000 square feet of office space and 30,000 square feet of retail space.



The Kinzie Industrial Corridor remains a central hub for manufacturing and industry today with some early buildings representative of its beginnings as a residential neighborhood on the West Side. Pictured: Early residential and later industrial buildings in the Kinzie Industrial Corridor.

1840s

1850s

1870s

1890s

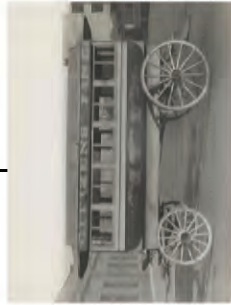
1910s

1950s

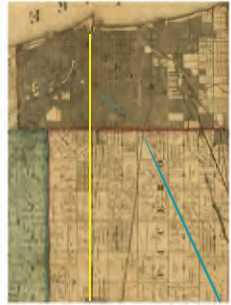
1980s

1990s

2010s



Luffs was a significant component of the West Side and encouraged development by opening the Bull's Head Inn and stock yards and founded the city's first combine line. The combine line opened in 1851 and ran from Bull's Head to State Street in Madison Street, Oak Park, and Chicago. Typical combine lines have been nineteenth century.



The area that is the Kinzie Industrial Corridor was originally part of unincorporated private estates by homesteaders. West Town was incorporated in 1851 and a portion of (red), Southwest Park Road (Ogden Avenue), before it was extended in the 1920s (blue), and Kinzie Street (yellow).



After the Bull's Head closed in 1855, the area began to develop as a predominantly residential area. The area was used for a variety of purposes, including the interstate transportation of freight by rail, which became not only possible but essential. The top (Lake Street and Superior (eastward)) and bottom (Daley Avenue and Hubbard Street) areas were used for the storage of raw materials, industrial and business development in the area between the 1910s and 1920s.



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The corridor turned predominantly industrial with the influx of trucking companies. By the early 1950s, trucks carried 17% of all freight in the country. (Pictured: Mid-20th Century Motor Freight Stations in the corridor.)

The corridor's proximity to Interstate 290 is a key factor in its industrial development. 290 was built to transport raw materials and manufactured goods between rural and urban areas. The mass construction of highways also increased ease of travel and attracted new businesses and encouraged their operation. This in turn increased the employment rate.



The Kinzie Industrial Corridor Planned Manufacturing District (PMD) was created in 1988 by the City of Chicago as a means of ensuring that businesses/jobs are not pushed out of the area by either residential or retail. Both of which are prohibited in the PMD. (Pictured: Map of the PMD area.)

Simultaneous to the creation of the PMD, a Tax Increment Financing (TIF) district was designated for the purpose of investing local tax monies back into the area.