

Mayor Emanuel's Industrial Corridor Modernization North Branch



Rahm Emanuel, Mayor

David Reifman, Commissioner
Department of Planning and
Development

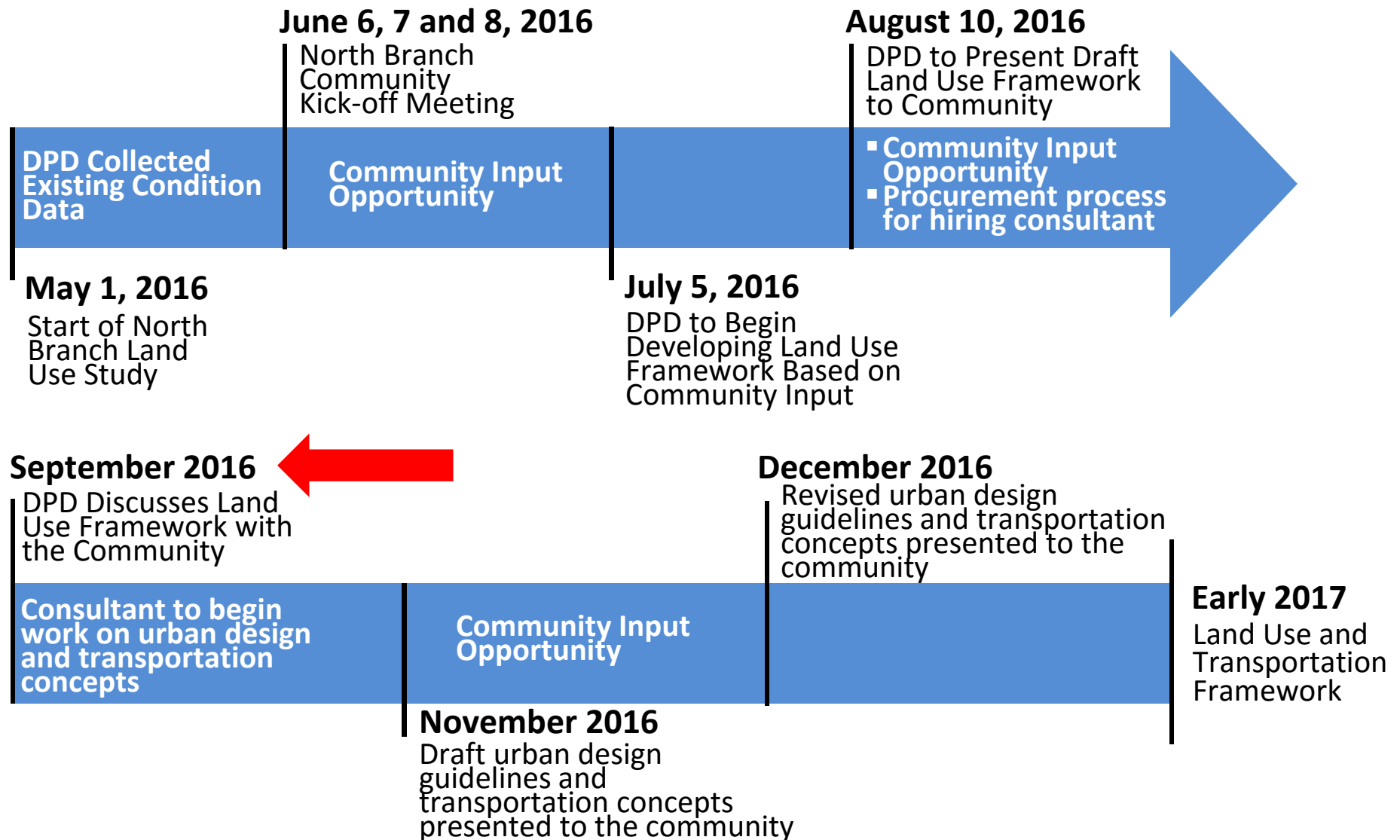
Rebekah Scheinfeld, Commissioner
Department of Transportation

Contact Us:

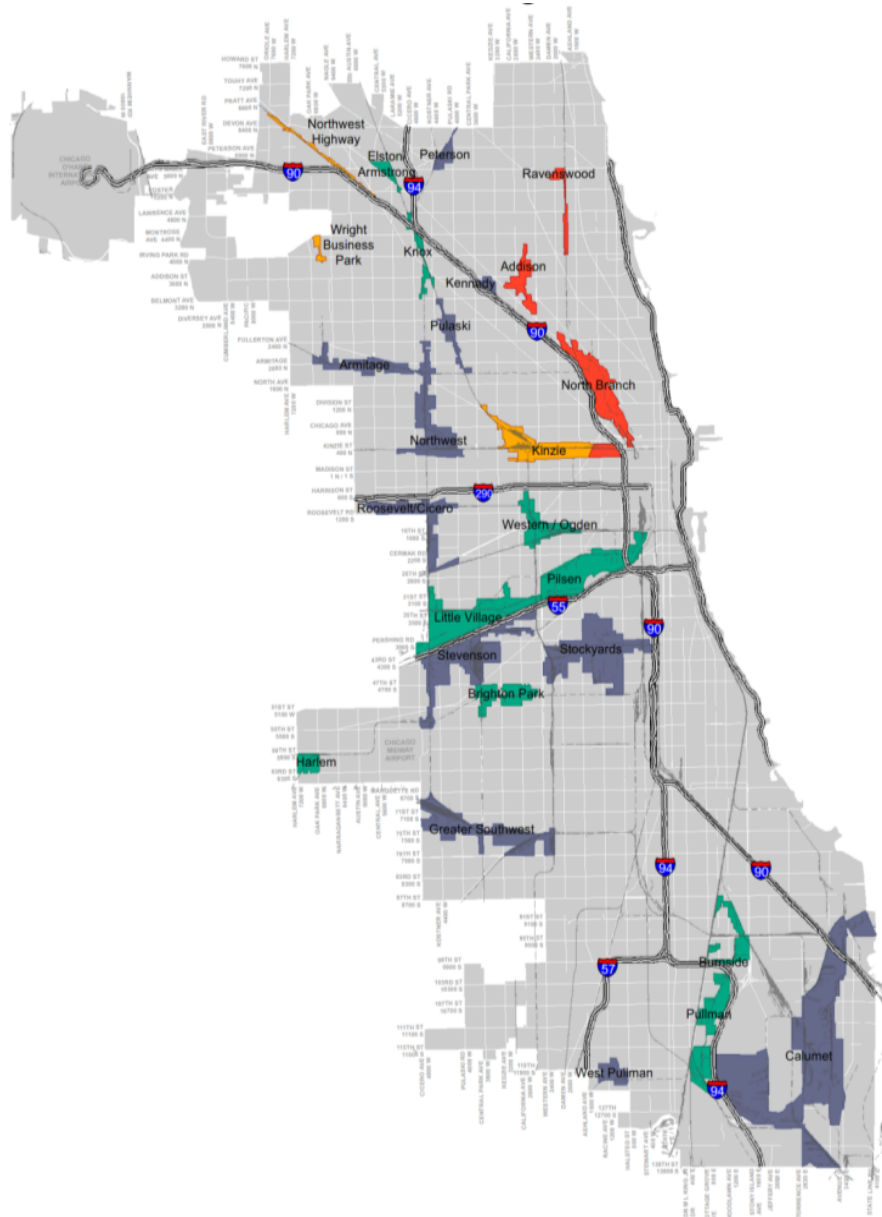
- dpd@cityofchicago.org
- cityofchicago.org/dpd
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September 29, 2016 Open House

Tentative Timeline



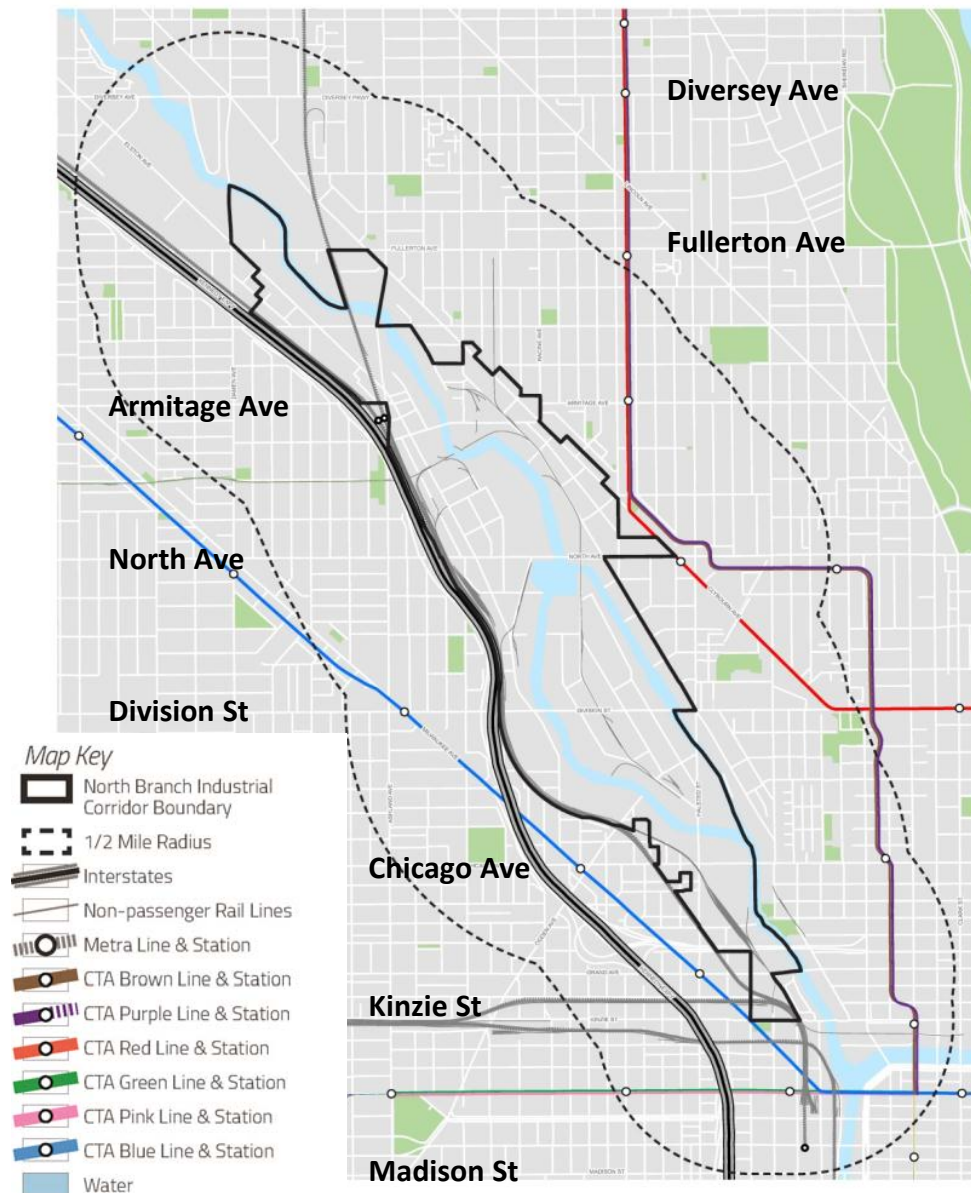
Industrial Corridor System



Core Job Employment Trends 2002 - 2014

-  **Manufacturing**
(Largest number of jobs are in manufacturing and are stable or growing)
-  **Manufacturing and Moving & Storing Goods**
(Largest number of jobs in both manufacturing and the distribution and storage of goods and are stable or growing)
-  **Business to Business**
(Largest number of jobs are in business support services which is increasing with info & tech rising in east Kinzie)
-  **Info & Tech**
(Largest number of jobs are either information technology and management or business support services and are growing in North Branch)
-  Rail
-  Highways
-  Major Streets

North Branch Industrial Corridor



The **Study Area** is focused on the existing North Branch Industrial Corridor, with a broader look to a ½ mile boundary to capture the full picture of the area and the connections between the surrounding neighborhoods

Project Purpose

Develop a land use framework through the careful review and analyses of existing conditions, previous plans, community input and development trends to:

1. **Guide future development and**
2. **Inform transportation framework**

CORRIDOR GOALS

1. Maintain the North Branch Industrial Corridor as an important economic engine and vital job center in the City of Chicago.

- a) Ensure businesses that provide critical services to the north side of Chicago have a safe and efficient location with access to necessary transportation modes.
- b) Encourage businesses focused on technology, research and manufacturing to locate within the Industrial Corridor.
- c) Allow mixed-use developments in appropriate locations and include provisions for affordable housing.
- d) Assist companies that expand and/or relocate within Chicago's Industrial Corridor System.

**1 An economic engine &
vital job center.**

CORRIDOR GOALS

2. Improve the multi-modal transportation network so that it better supports and encourages trips made by walking, biking, taking transit, and utilizing shared-use mobility options.

- a) Improve east/west multi-modal transportation access to and through the corridor, particularly across the Interstate, the North Branch (River and Canal), and the Metra tracks.
- b) Provide appropriate multi-modal transportation accommodations, incentives, and infrastructure for an increase in new workers and visitors to the area.
- c) Manage motor vehicle traffic flow within and through the corridor by modernizing transportation infrastructure and utilizing emerging transportation technologies.

2

**Better access for people
walking, biking, and
taking transit.**

CORRIDOR GOALS

3. Build upon the North Branch Industrial Corridor's unique natural and built environment.

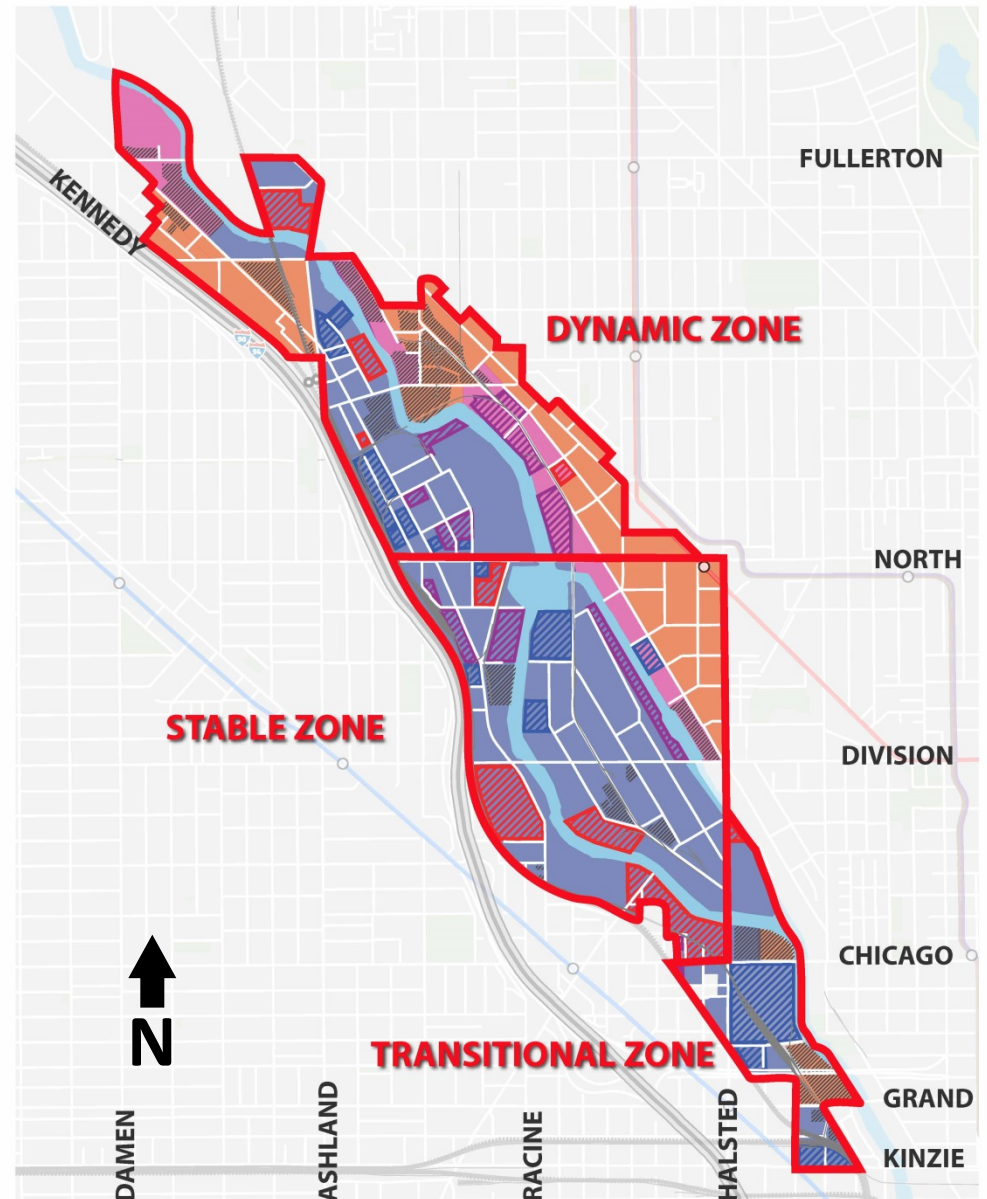
- Continue the improvement of the river front for pedestrians and bicyclists in appropriate locations.
- Improve the non-navigable North Branch Canal.
- Identify opportunities for public open space and recreation throughout the Industrial Corridor.
- Consider urban design guidelines for new development.

3 Build on unique natural & built assets.

Short-term Scenario: All Zones



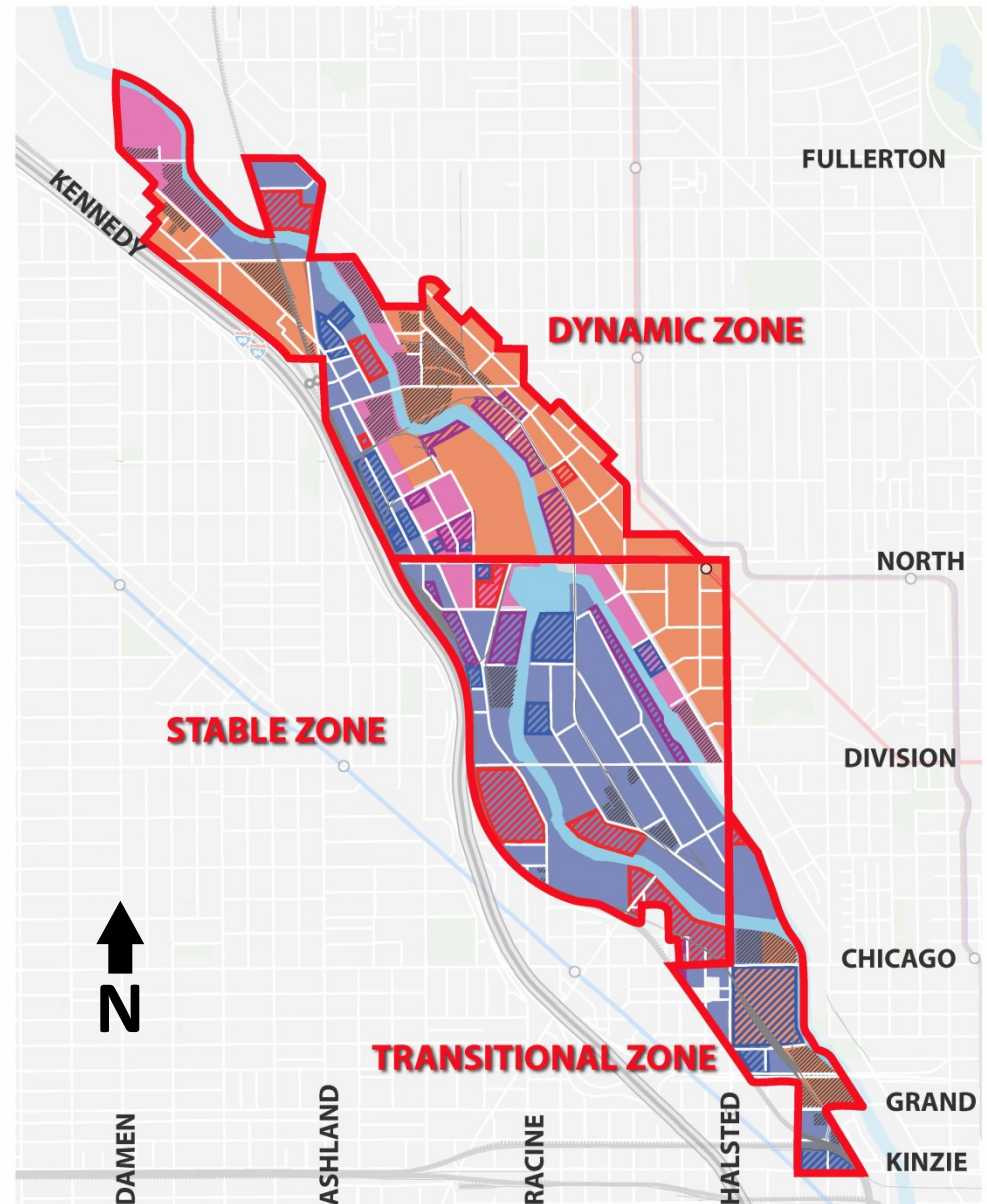
Larger Manufacturing and Industrial Use Categories



Long-term Scenario: All Zones



Larger Manufacturing and Industrial Use Categories



Urban Case Study: Boston, MA

The Seaport was a declining port with shipyards and warehouses when the City of Boston, in a public/private partnership, initiated a number of planning efforts and policy initiatives that relate to the South Boston Waterfront

Boston Seaport



Co-existing uses:
Manufacturing
Office
Commercial (hotel and retail)
Cultural
Residential



Boston Seaport



- Varied uses transition throughout the site
- Master Plan included new streets, Open space and recreational use of the waterway
- Reuse of Character Buildings
- Expected to generate \$101 million in tax revenue in 2016, up from \$16 million in 2005

2014 occupants

Manufacturing/Industrial Employees: 9,571

Commercial Employees: 5,327

Office Employees: 19,423

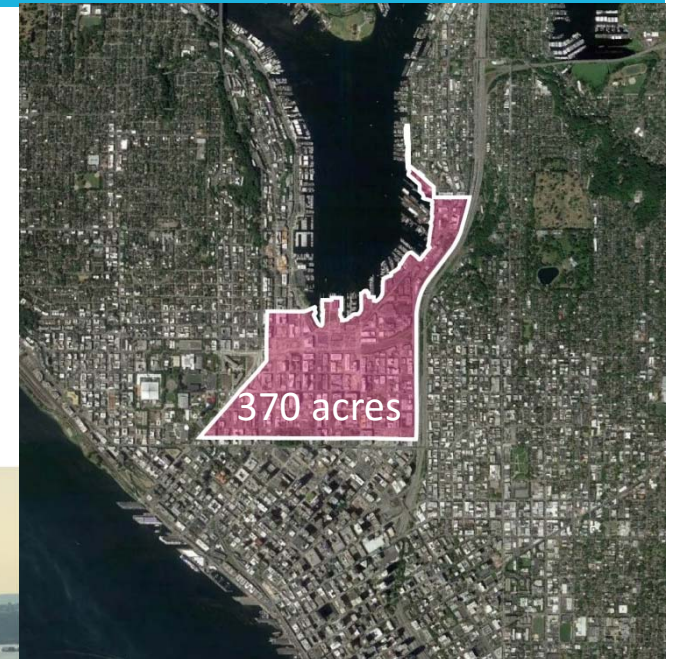
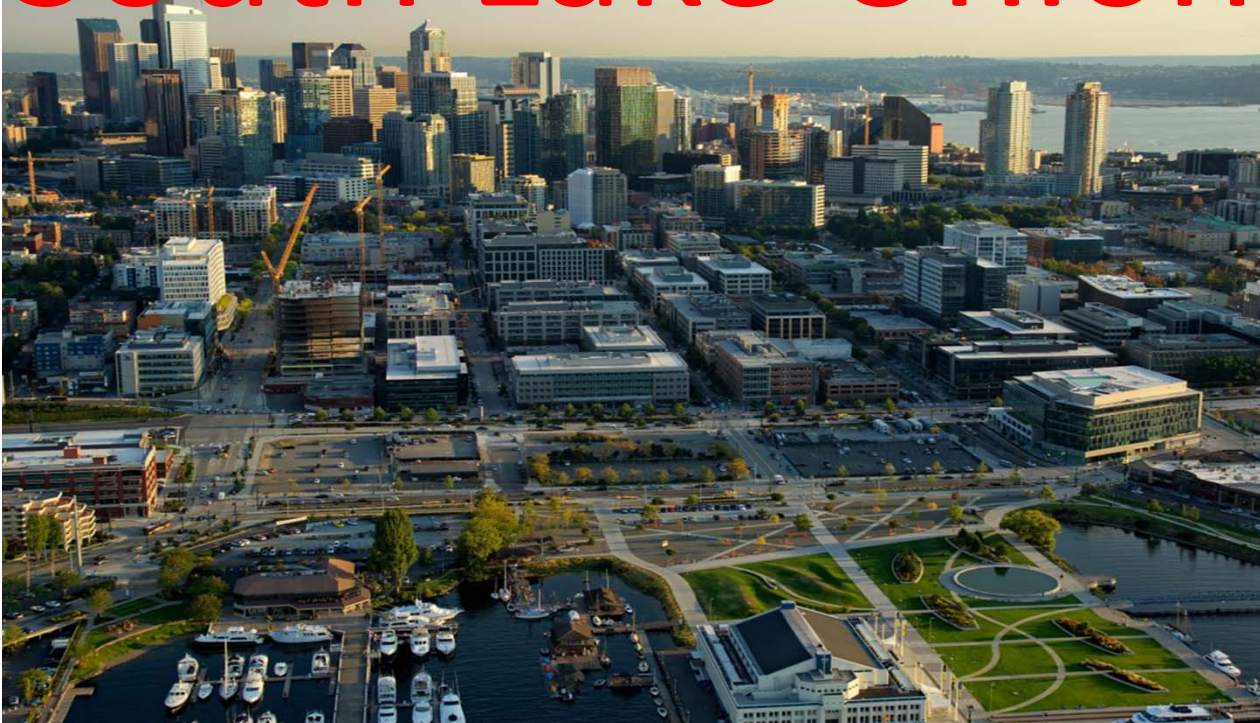
Residents: 2,278



Urban Case Study: Seattle, WA

This 370 acre former milling and manufacturing site was recognized as an important expansion of downtown in the 2007 *South Lake Union Urban Center Neighborhood Plan*.

South Lake Union



Co-existing uses:
Manufacturing
Office
Commercial (hotel and retail)
Residential

South Lake Union, Seattle



- Varied uses transition throughout the site
- Master Plan included new streets, Open space and large public park near the waterway
- Large tech companies have led office growth
- Westlake Streetcar line opened in 2007 to provide public transit

2014 Occupants:

Manufacturing/Industrial Employees: 2,545

Commercial Employees: 4,370

Office Employees: 14,131

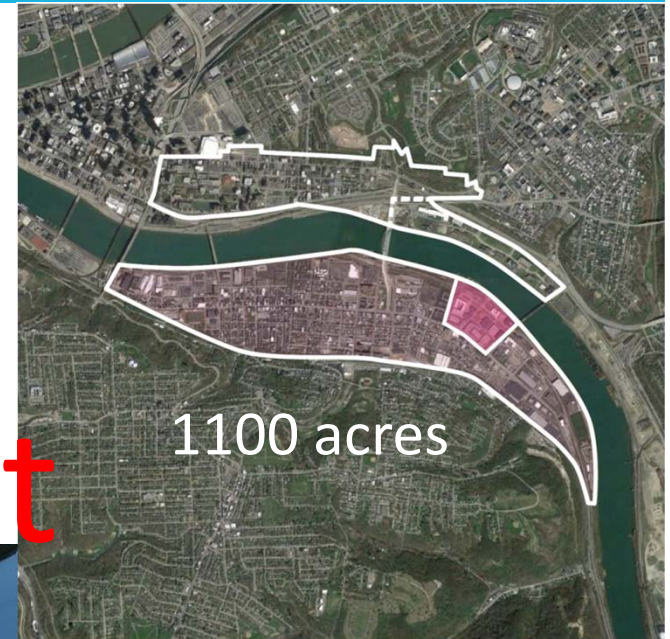
Residents: 4,733



Urban Case Study: Pittsburgh, PA

This site is the former location of 2 steel mills on the banks of the Monongahela River. The South Side district plans were developed following the decline of the steel industry and building on the strength of existing medical and education sectors in the city.

South Side District



Co-existing uses:
Manufacturing
Office
Commercial
Cultural
Residential

South Side District, Pittsburgh



- One district, 2 plans:
Eco-innovation district builds on existing strengths of city: Medical and University research. Major tenants are University of Pittsburgh and Carnegie Mellon
SouthWorks is truly mixed-use conceived as an extension of the historic southside neighborhood with office, commercial, residential
- Close proximity to Downtown Pittsburgh
- Proposed BRT line to EcoInnovation District.

2014 Occupants:

Manufacturing/Industrial Employees: 5,707

Commercial Employees: 3,813

Office Employees: 11,027

Residents: 13,055



Urban Transit Study: Cambridge, MA

This site is located in a dense, urban area that underwent formal Urban Renewal Efforts in the 1960's and 70's. The plans for Kendall Square are periodically updated by the City of Cambridge, more recently to increase the number of entrepreneur 'maker spaces' for local residents.

Kendall Square



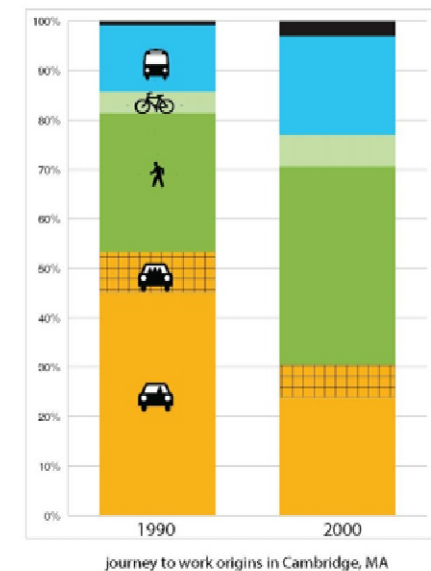
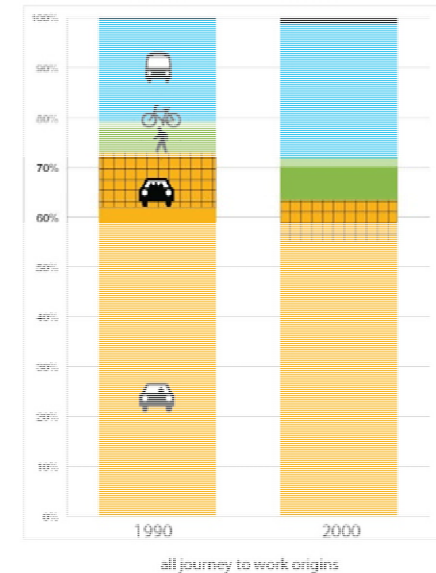
Co-existing uses:
Manufacturing
Office
Commercial
Cultural
Residential

Kendall Square, Cambridge, MA



- Projects that create new parking required to implement strategies to reduce single - occupant trips including parking cash out, subsidizing transit passes, employer run shuttles, guaranteed ride home, bike lockers and showers
- Despite the considerable amount of development in the area, vehicular traffic has dropped on the major streets as much as 14%
- Current challenge to build more capacity in transit and bicycling to meet demand, not for vehicles

Kendall Square Mode Split



Mayor Emanuel's **Industrial Corridor Modernization** North Branch

Transportation Framework



Mayor Emanuel's **Industrial Corridor Modernization** North Branch

Riverfront Framework



Celebrating a Dynamic River.

The **RIVER** has many roles, as:

- An Industrial Waterway
- A Recreational Waterway
- A Transit Waterway

The **EDGE** has different characters:

- A **HARD EDGE**, vertical bulkheads, river walls or buildings
- A **SOFT EDGE**, landscaped or natural
- A **COMBINATION** of **HARD + SOFT**, like the Ward Park

The **RIVER SETBACK ZONE** has different characters:

- **PUBLIC ACCESS** with **RIVERWALK**
- **NO PUBLIC ACCESS**

The **LAND** has many uses & development types:

- Industry and Support Uses
- Places to work, live and shop
- Parks & Open Spaces
- Opportunity Sites for new uses

Embracing the
richness and varying
character of the North
Branch River Corridor.

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