

# INDUSTRIAL CORRIDOR MODERNIZATION

Kinzie



## PUBLIC MEETING SUMMARY

May 16, 2018



**DPD**

CHICAGO DEPARTMENT OF  
PLANNING & DEVELOPMENT



On May 16, 2018, the City's Department of Planning and Development (DPD) hosted the first Kinzie Industrial Corridor public meeting with the assistance of Alderman Walter Burnett, Jr. and the Industrial Council of Nearwest Chicago (ICNC).

Approximately 70 property owners, business owners, residents, area workers, developers and other interested parties attended a presentation that outlined existing conditions within the Kinzie Industrial Corridor west of Ogden Avenue (Kinzie IC). Following the presentation, attendees participated in a group question and answer session with city staff, then were able to speak one-on-one with city staff, and were given the opportunity to fill out comment cards.

The following pages include a summary of information presented at the meeting and a summary of responses and feedback received from discussions with attendees and via comment cards received.

## STAY INFORMED

Details about public meeting dates, times and locations will be posted on the project website [here](#).

Please email DPD with any questions or comments, or if you would like to be added to our contact database: [DPD@cityofchicago.org](mailto:DPD@cityofchicago.org).

## MEETING PRESENTATION SUMMARY

Mayor Emanuel's Industrial Corridor Modernization Initiative is a public planning process to refine land use policies for continued growth and private investment in the City's Industrial Corridor system. Beginning in the early 1990's Industrial Corridors were established as a planning and development tool. Chicago's 26 Industrial Corridors contain about 12% of the city's land and range in size from 70 to 3,500 acres. These corridors offer industrial land for new and expanded manufacturing and related uses.

From 1988 through the 1990's, a new zoning tool called a Planned Manufacturing District (PMD) was created for properties within Industrial Corridors. Their purpose is to maintain the City's diversified economy and encourage industrial investment, modernization, and expansion by providing for stable and predictable industrial environments that preclude residential and certain commercial uses that may hinder the long-term viability of local companies.

To review the effectiveness of the PMD, DPD analyzed job trends in the Kinzie Industrial Corridor using the most recent data from the U.S. Census Bureau's Longitudinal-Employer Household Dynamics Program. West of Ogden Avenue, manufacturing jobs decreased 51%, moving and storage uses remained stable, information, technology and management increased 68% and business to business services increased 842%. Business to business services include building and facility management services, like janitorial and landscaping services, business services, like staffing agencies and billing/collection agencies, and waste management. These types of uses like to be situated close to the businesses they serve, which, in this case, is the Loop.

Similarly, DPD analyzed land uses across the Kinzie Industrial Corridor west of Ogden Avenue between 1990 and 2018 and found that land uses have remained stable with approximately three-quarters of land used for manufacturing, industrial, transportation and utilities. However, commercial uses have increased from 3% to 13% of land area. This demonstrates that the Industrial Corridor continues to serve as a home for manufacturing and industrial businesses, with little vacancy, and that old loft buildings have been repurposed for office uses.

Guiding these land uses are the zoning regulations. The Kinzie Industrial Corridor is predominately zoned PMD 4, with some area of Manufacturing (M) zoning. These districts accommodate manufacturing, warehousing, wholesale and industrial uses. Planned Manufacturing Districts are generally more restrictive than M-districts, and cannot be changed as readily.

In regards to mobility within the corridor, the Chicago Department of Transportation (CDOT) is currently undertaking transportation and transit improvements in the Kinzie Industrial Corridor including a \$60 million Damen Green Line "L" station and the reconstruction of a half-mile stretch of Lake Street from Ashland to Damen. It will improve access for trucks by increasing the vertical clearance under the tracks.

DPD has hired a consultant to analyze and categorize buildings to better understand the history and built character of the corridor, as well as research building system and code requirements for the sustainable reuse of buildings for existing permitted uses, outline incentives to reuse buildings and make recommendations as to the appropriateness of a future National Register nomination.

## PUBLIC FEEDBACK SUMMARY

1. Land Use/Zoning
  - need for more types of uses, such as restaurants and office, within the corridor
  - concern that expanding uses would open the area to all types of development and push out manufacturing businesses through rising property values and taxes
2. Economic Development and Business Support
  - support for the artist community that works in the area
  - equity in jobs and economic development is important and training for those who are entering or reentering the workforce, particularly for manufacturing jobs, is needed
  - rents are too high for those looking for manufacturing space
  - tax incentives should be available in this area
3. Infrastructure and Physical Environment
  - the viaducts under the train tracks are in poor repair
  - parking is scarce for both cars and trucks
  - the “L” train pillars on Lake Street provide places for people to hide
  - waste trucks drive too fast down the streets



# Proposed Kinzie Industrial Corridor Goals



Maintain and grow the Kinzie Industrial Corridor as an important **economic engine and job center** that provides vital support to local, regional, national and global businesses.



Support improvements to the multi-modal **transportation network** so that it more efficiently serves industrial users, area employees and residents.

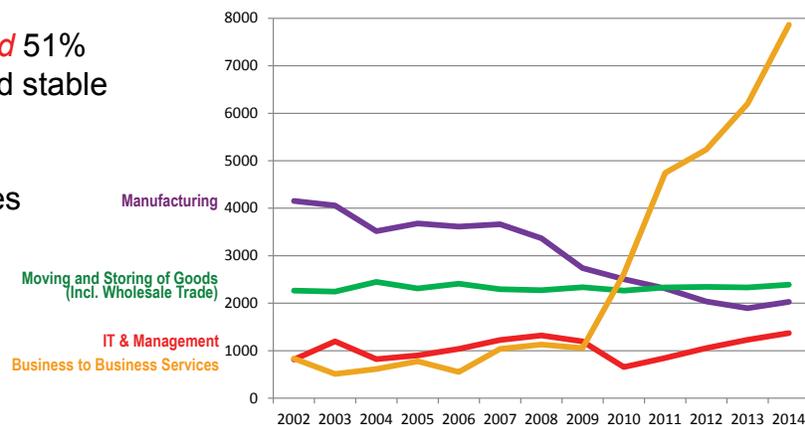


Consider urban design guidelines to encourage the reuse of existing buildings in an efficient and sustainable way and for new development that complements the **history and character of the corridor**.

## BACKGROUND INFORMATION

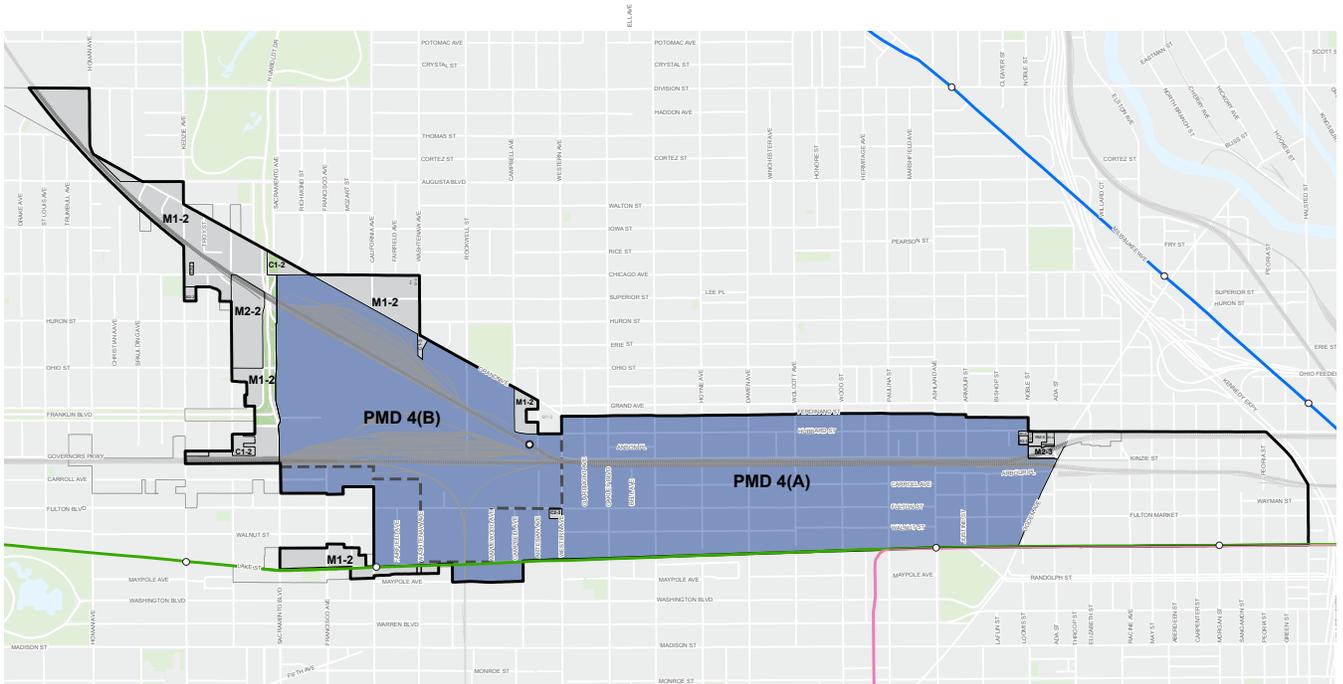
### Core Job Employment Trends 2002– 2014, Kinzie Industrial Corridor: **West of Ogden Avenue**

- Manufacturing jobs **decreased** 51%
- Moving and Storage remained stable
- Information, Technology and Management **increased** 68%
- Business to Business Services **increased** 842%



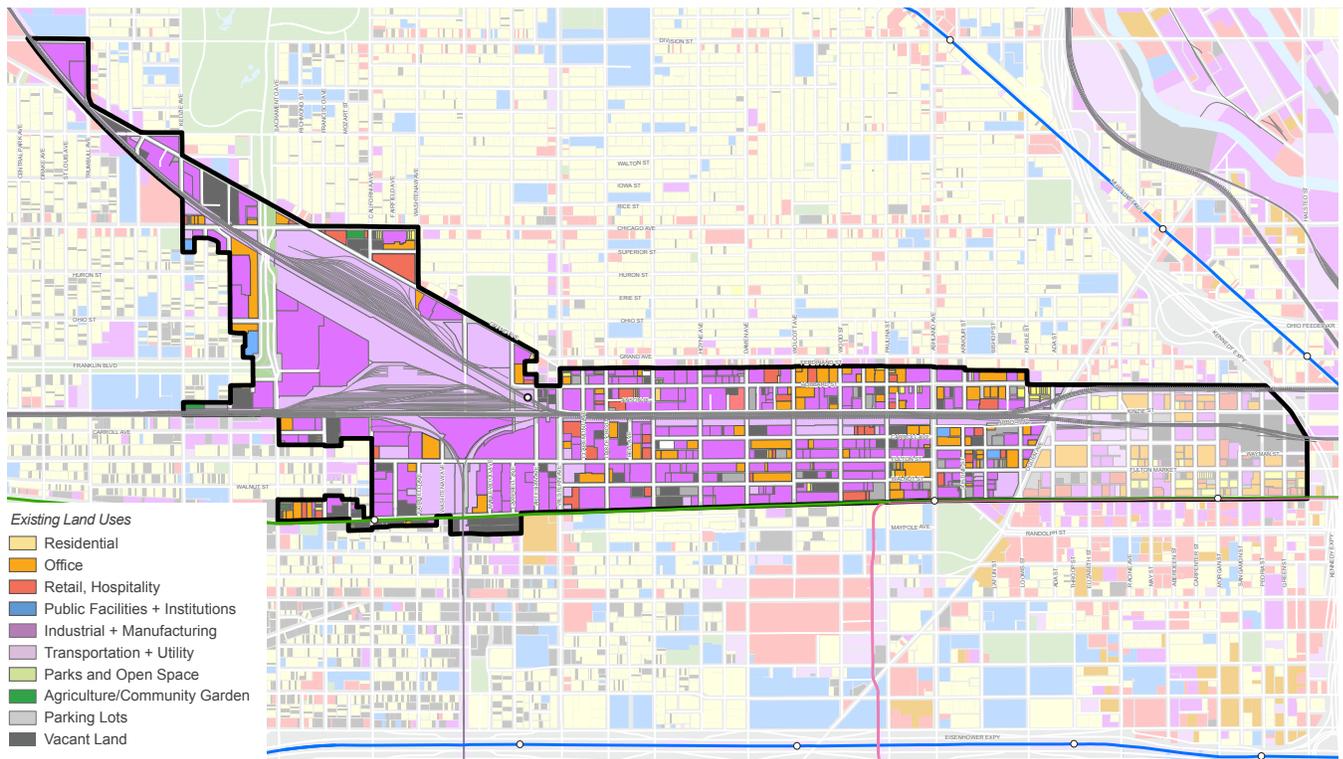
Source: On the Map, U.S. Census Bureau

# BACKGROUND INFORMATION



## Kinzie Industrial Corridor

- Existing PMD 4
- Existing Zoning Districts
- PMD Subdistrict Boundary
- Kinzie Industrial Corridor Boundary



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