Mayor Emanuel’s Industrial Corridor Modernization

North Branch

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Rahm Emanuel, Mayor
Rebekah Scheinfeld, Commissioner
Department of Transportation

David Reifman, Commissioner
Department of Planning and Development
Tonight’s Meeting Agenda

6:00pm Welcome
6:15pm Presentation
   City-wide
   1. Industrial Planning in Chicago
   North Branch
   2. Area Development History
   3. Current Conditions – Census Data, Land Use, Zoning, Transportation
   4. Today’s Development Trends – Challenges and Opportunities
   5. Community and Stakeholder Input
   6. Next Steps

7:00pm Questions and comments
   Review informational boards
7:30pm Meeting Adjourned
Chicago’s 26 Industrial Corridors contain about 12% of the city’s land

- Have boundaries that generally align with railroad embankments, waterways, highways and arterial streets that separate interior industrial uses from nearby residential and commercial activity

- Range in size from 70 to 3,500 acres

- Offer industrial land for new and expanded manufacturing and related uses
Evolution of Chicago’s Industrial Corridor System

The first planned industrial district, the 475-acre Union Stockyards, opened in 1865.
Citywide Industrial Corridor Planning

Chicago’s industrial corridor planning tools

1. A Plan for Industry in Chicago’s West Side – Adopted 1992
3. A Plan for Industry in Chicago’s South Side – Adopted 1995
4. 2004: Chicago Zoning Ordinance amended requiring Plan Commission review for requests to rezone land to a non-industrial use within an industrial corridor
Chicago’s industrial corridor zoning tools

1. Late 1980’s manufacturers, NorthBranch Works, and the City explored land use policies to protect residential uses from encroaching into industrial corridors.

2. 1988 a new zoning tool, the Planned Manufacturing Districts (PMD) was created which prohibits residential and most retail uses.

3. 14 PMDs were approved by the Chicago City Council between 1990 and 2007.
Chicago Sustainable Industries (CSI)  
Established a comprehensive plan to support and expand Chicago’s industrial base. Includes 14 policies and 32 action items

2013

2014

Fulton Market Innovation Dist.  
Established a comprehensive plan to support business growth within an existing industrial corridor characterized by old and new uses

Recent and ongoing research/data on potential policy improvements

2013

Assessed effectiveness of current PMD land use legislation

2014

Identified demand for new incubators, especially involving food

2014

Proposed new industrial corridor between the Dan Ryan and Norfolk Southern rail yard

2015

Assessed existing dock infrastructure for industrial users along the river
Employment Trends

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
Employment Trends

Analysis of Jobs in the North Branch Industrial Corridor

Manufacturing
Moving and Storing of Goods and Materials, Construction and Utilities
Information, Technology and Management
Business Support Services
FIRE, Health and Education
Leisure and Hospitality
Other
Citywide Industrial Corridor Planning

North Branch, Pilsen and Little Village will be the first corridors to be updated.
North Branch Industrial Corridor

The study area will be 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.

The project purpose:
Develop land use scenarios through the careful review and analyses of existing conditions, previous plans, community input and development trends to:
1. guide future development and
2. inform a coordinating transportation plan.
North Branch Industrial Corridor

Tentative Timeline

- **June 6, 7 and 8, 2016**
  - North Branch Community Kick-off Meeting

- **July 5, 2016**
  - DPD to Begin Developing Land Use Scenarios Based on Community Input

- **August 2016**
  - DPD to Present Draft Land Use Scenarios to Community

- **September 2016**
  - Second Community Input Opportunity

**LAND USE**

- **Early 2017**
  - Final Land Use Guidelines

**May 1, 2016**
- Start of North Branch Land Use Study

**DPD Collected Existing Condition Data**

**First Community Input Opportunity**
<table>
<thead>
<tr>
<th>Time Period</th>
<th>Task Description</th>
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<tr>
<td>Summer/Fall 2016</td>
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North Branch Development History

Chicago History Museum
Collection ID: DN-0054598
Goose Island, with a tugboat in the Chicago River in the foreground, 1909
North Branch Development History

1970’s Land Use

Today’s Land Use

- Diversey Ave
- Fullerton Ave
- Armitage Ave
- North Ave
- Division St
- Chicago Ave
- Kinzie St
North Branch Industrial Corridor

Existing Context

1. Census Data
2. Existing Land Uses
3. Existing Zoning
4. Existing Transportation Network
Census Data

Rate of Population Change (Percent)
1970 to 2010

<table>
<thead>
<tr>
<th>Period</th>
<th>North Branch Study Area</th>
<th>Chicago</th>
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<tr>
<td>1970-1980</td>
<td>-21%</td>
<td>-11%</td>
</tr>
<tr>
<td>1980-1990</td>
<td>-7%</td>
<td>-12%</td>
</tr>
<tr>
<td>1990-2000</td>
<td>9%</td>
<td>4%</td>
</tr>
<tr>
<td>2000-2010</td>
<td>11%</td>
<td>-7%</td>
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Total Population
1970 to 2010

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<tr>
<th>Year</th>
<th>North Branch Study Area</th>
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<tr>
<td>1970</td>
<td>105,839</td>
<td>3,376,152</td>
</tr>
<tr>
<td>1980</td>
<td>83,643</td>
<td>3,004,435</td>
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<tr>
<td>1990</td>
<td>73,211</td>
<td>2,783,572</td>
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<tr>
<td>2000</td>
<td>79,814</td>
<td>2,895,521</td>
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<tr>
<td>2010</td>
<td>88,510</td>
<td>2,695,249</td>
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Map Key
- North Branch Industrial Corridor Boundary
- 1/2 Mile Radius

Population Change 2000 to 2010
- -34% to -14%
- -13% to 0%
- 1% to 10%
- 11% to 50%
- 51% to 243%
Existing Land Uses - Residential

- North Ave
- Division St
- Chicago Ave
- Fullerton Ave
- Armitage Ave
- Kinzie St
Existing Land Uses - Office

Technology
Creative
Logistics
Event Production
Existing Land Uses - Retail

Restaurants
Big Box
Grocery
Existing Land Uses – Industrial + Manufacturing

Metals
Building Materials
Manufacturing Laboratories
Existing Land Uses – Transportation + Utilities

ComEd Transformers
Truck Distribution Centers
Trash Processing

34%
Existing Land Uses – Auto-related
Existing Land Uses - Institutions
Existing Land Uses – Open Space

Proposed Parks
Waterfront Paths
Existing Land Uses – Vacant Properties
Zoning regulates land uses, density and building form.
Existing Zoning

Industrial Zoning

Manufacturing (M) Districts

- **M1**: Limited Manufacturing/Business Park
  - Intended for low-impact manufacturing, wholesale, warehousing and distribution in enclosed buildings

- **M2**: Light Industry District
  - Intended for moderate impact manufacturing with some outdoor activity

- **M3**: Heavy Industry District
  - Intended for high-impact manufacturing and industrial uses including extractive and waste-related uses
Industrial Zoning

Planned Manufacturing Districts (PMDs)

- Each PMD must encompass a minimum of 5 acres of land
- Allowable uses tend to correspond to the M3 district
- Several have sub districts which exclude heavier industrial uses and allow office and retail uses to a greater extent than in all other industrial zoning districts
Existing Zoning

**Allowed Uses in Industrial Zoning Districts**

- **Office:** up to 9,000 square feet in all PMDs
- **High Tech Office and Data Centers** allowed in all M districts and PMDs
- **Restaurants and Taverns** allowed in all M districts and in all but a few parts of PMDs
(R) Residential Zoning Districts
• Permit residential and residential-compatible uses
  — RS: Single-family
  — RT: Two-flats and townhouses
  — RM: Multi-family

(B) Business Zoning Districts
• Accommodate retail, service and commercial uses
  — B1: Neighborhood Shopping District
  — B2: Neighborhood Mixed-Use District
  — B3: Community Shopping District

(C) Commercial Zoning Districts
• Accommodate more intense retail, service and commercial uses
  — C1: Neighborhood Commercial District
  — C2: Motor Vehicle-Related Commercial District
  — C3: Commercial, Manufacturing and Employment District
Transit Commute Data
• 6.2% higher than the city average (28.6% vs. 26.9%)
• People taking transit to work in the Study Area increased 5% from 2009 to 2014

Walking Commute Data
• 133% higher than the city average (15.5% vs. 6.7%)
• People walking to work in the Study Area increased 30% from 2009 to 2014
• Mode share of people walking to work in the Study Area increased 16% from 2009 to 2014
• 53% of the NBIC and 65% of the Study Area is within a 10-minute walk of a CTA or Metra Station
Transportation – Transit/Walking

Transit Use Trends

- Blue Line Stations = 4.2% average annual increase, 68.1% total increase
- Red Line Station = 3.5% average annual increase, 52.5% total increase
- Brown Line Stations = 3.2% average annual increase, 49.4% total increase
Bike Network Observations
- Variety of infrastructure near the NBIC
- Good north / south access through the Study Area
- Limited east / west access through the Study Area and to Goose Island
- The 606’s eastern terminus is just west of the NBIC
- Several diagonal streets within the NBIC and the Study Area are some of Chicago’s most heavily used streets for bicycling
Bike Commute Mode Share

- 73% higher than the city average (2.5% vs. 1.4%)
- People riding a bike to work in the Study Area increased 55% from 2009 to 2014
- Mode share of people riding a bike to work in the Study Area increased 38% from 2009 to 2014
- Bicycling is the fastest growing commute choice in the Study Area and in Chicago
- Five of the eight Divvy Stations in the NBIC have higher than average trips/day

*System-wide average = 33.3 trips/day
Drive to Work Commute Mode Share
• 27% lower than the city average (42.93% vs. 58.91%)
• Number of people driving to work in the Study Area increased 7% from 2009 to 2014
• Mode share of people driving to work in the Study Area decreased 4% from 2009 to 2014
Average Annual Daily Traffic Trends

- Class II Roadways (Major Arterials) = 1% average annual decrease, 12% total decrease
- Class III Roadways (Minor Arterials, Collectors) = 2% average annual decrease, 20% total decrease
- Class IV Roadways (Local Streets) = 15% average annual decrease, 47% total decrease

Source: AADT Traffic Count Data provided by Illinois Department of Transportation (IDOT), www.GettingAroundIllinois.com
Development Trends

Map Key
- North Branch Industrial Corridor Boundary
- Developer acquired, vacant, or in transition
Development Trends

934 North Branch Street

- 350,000 SF High Tech Office
- 6 stories
- Approx. $90M
- Proposed bike/pedestrian bridge

UI LABS

- UI LABS is a Chicago-based non-profit research and commercialization collaborative that solves large-scale industrial challenges by forming consortia of academic, corporate and civic partners that innovate and commercialize new technology solutions.
Development Trends

1315 North Branch Street

• 132,000 SF High Tech Office & Manufacturing

909 W. Bliss Street

• 285,000 SF High Tech Office
• 500 Tech Employees
North Branch Industrial Corridor

Community Input

1. Review and Analyze Previous Plans
2. Community Ideas and Comments
Previous Plans – Adopted by Chicago Plan Commission

7. Chicago Sustainable Industries (2013)
8. Metra Typology Study (2014)
Neighborhood Previous Plans

1. Wicker Park Bucktown Master Plan (2009)
2. Lincoln Park Sustainability Roadmap Plan (2013)
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Next Steps

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Final Land Use Guidelines

DPD Presents Land Use Scenarios to the Community for use in Guiding Future Development and Performing the Transportation Study
# North Branch Industrial Corridor

## Tentative Timeline

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**Transportation**